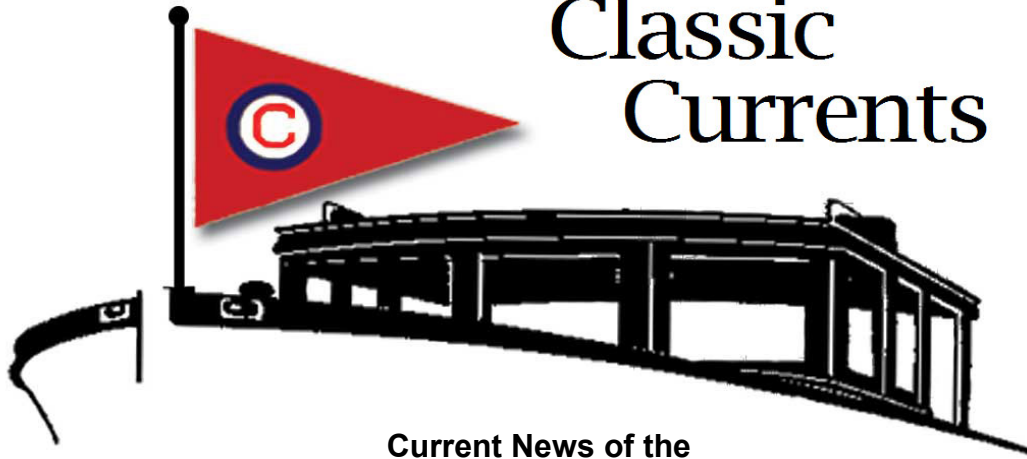


Classic Currents

SPRING ISSUE
2013

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Current News of the Northern California Fleet of the Classic Yacht Association

Commodore's Report *by John DiLillo*

The efforts and creative work of our members are impressive. Last year Shawn Ball gave us the best Stephens rendezvous ever, Stuart Kiehl sold out our Classic Current ads in one week, George Homenko gave us a great Change of Watch and auction, Nancy and Alan produced three very nice issues of Classic Currents, Tom Clothier kept us financially sound, we recruited a large number of new members, Nancy Clothier made sure our communication flowed smoothly, and Commodore Cochren kept us all focused and laughing.

2013 should be another exciting year for the NC Fleet. In addition to our regular activities, we have

all the action of the America's Cup and the opening of the new eastern span of the Bay Bridge. The last couple



Rear Commodore, Mont McMillen, Vice Commodore, George Homenko, Recording Secretary, Shawn Ball, Treasurer, Beverly Partridge, Commodore, John Di Lillo, Staff Commodore, Les Cochren and Corresponding Secretary, Nancy Clothier

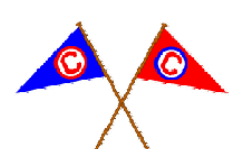
of months have been filled with administrative activities such as Beverly Partridge taking over as Treasurer, getting the 2013 Roster organized, processing membership renewals, appointing new Officers, setting up our 2013 schedule of events, and getting our Port Captains appointed. It really

takes a team effort to get it all done. Our Rear Commodore Mont McMillen and our Vice Commodore George Homenko have both been past NC Fleet Commodores and past International Commodores and provide us with a depth of experience.

Some new items for this year include: preparing a 12 month financial budget spreadsheet to use at Bridge meetings for planning purposes, preparing for our hosting the International Change of Watch next January, helping to make more improvements to the

Web site (many changes have already been made), and putting special projects on the bridge agenda. These special projects are not an official Bridge activity but some activity a member wishes to investigate and report back to the Bridge on the results of their inquiries. We currently have three such inquiries: Stuart Kiehl is look-

(continued on page 10)



THE CLASSIC YACHT ASSOCIATION IS DEDICATED TO THE PROMOTION, PRESERVATION, RESTORATION AND MAINTENANCE OF FINE OLD PLEASURE CRAFT

Opening Day on the Bay—April 28, 2013



The Opening Day on the Bay, Decorated Yacht parade hosted by the Pacific Interclub Yacht Association "PICYA" representing over one hundred yacht

official beginning of the 2013 boating season in San Francisco Bay.

Founded in 1896 to improve communication between yacht clubs, provide uniform racing rules, and, generally encourage yachting the PICYA has coordinated Opening Day since 1917. The Classic Yacht Association has participated as a

lead yacht club of this parade since our founding in 1971. The "Blessing of the Fleet" which precedes the parade is scheduled for 10:30 through noon in Raccoon Strait as it has in the past. The parade

yachts will assemble off of Crissy Field and await the sounding of the horn for the parade to begin. CYA yachts will follow The fireboat and the Potomac. Pub-

lic viewing of the parade from the shore will be available from selected locations beginning at Crissy Field to Pier 39.

This year's theme is the "Great Race" in celebration of the America Cup Races #34 to take place this summer on the Bay. Founder and CEO of BoatUS, Richard Schwartz, is this year's Grand Marshall. Boat US has been one of the major sponsors of the Opening Day parade for the past 10 years.



Enjoying the pot luck at Treasure Island

clubs in northern California celebrates the

clubs, provide uniform racing rules, and, generally encourage yachting the PICYA has coordinated Opening Day since 1917. The Classic Yacht Association has participated as a



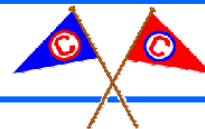
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CYA Clothing Report *by Les Cochren*



It is always fun to have CYA clothing to wear at the various events or just lounging on your boats. (Maybe not when varnishing). We have two embroidery companies that have our logos on file and so you can order any item from their catalog and get it customized. They will also add the name of your boat.

Pirates Lair—<http://www.pirateslair.com>,
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Opening Day on the Delta Saturday, April 20, 2013 Emerald Point Marina, Bethel Island

This year the Opening Day on the Delta festivities will take place on, Saturday, April 20th and the CYA will be hosted by Emerald Point Marina on Bethel Island. By land yacht take Bethel Island Road across the bridge and turn right on Gateway, then another right on Windsweep that later turns into Stone Road. By water Emerald Point Marina is on the southeastern tip of Bethel Island near the entrance to Sandmound Slough.

The Opening day coordinator, Jack Hanna has scheduled a pot luck dinner on the marina dock for Friday evening. The parade is scheduled to get underway by noon on Saturday for a cruise around Bethel Island as we have done in the past. After the parade that evening we will be shuttled over to one of the local restaurants for drinks and dinner. This year's event promises to be a great one so the more the merrier. Sign up with Jack by giving him a call at 925-787-0814. Additional details to follow but mark your calendars and sign up now.



Photo by: Richie Marzalone

George Kneass & Sons Boat Builders by Alan Almquist

George Washington Kneass was born in California in 1859. He became an apprentice to well-known San Francisco boat builder, Martin Vice and later became his partner. Kneass took over the boat building business after Vice's death. The company was located near Pier 70 at 671 Illinois Street in San Francisco and the existing building dates from 1878. In the 1890's Kneass expanded his business and opened a shop at 718 3rd Street, reportedly employing between 25 to 50 workmen.

Kneass specialized in building small boats, launches, rowboats, coffee lighters and sailboats, but also built a number of larger cruisers. *The first*

journey from San Francisco to Australia in 162 days. Running out of food and water at the end of the voyage, Gilboy survived his ordeal.

George Kneass died in 1923 at the age of 64 but the business continued under his sons, George, Jr. and Webster.

One of the more notable cruisers built by Kneass in 1921 is the 38' *Quic Chakidn*. This yacht was built for lumber baron Walter Hobert, Jr. for his Lake Tahoe estate. *Quic Chakidn* is currently undergoing a complete restoration at Lake Tahoe.

(During WWII Kneass and Sons built numerous boats for the US Navy.



In the Classic Yacht Association only four yachts constructed by the Kneass company were ever listed, the *Amy K IV*, once

standing Service to the Country for both its WWI and WWII efforts. Kneass supplied over 5000 craft in wartime efforts, from lifeboats and patrol boats, to 150-foot minesweepers. The company built its last wooden boat in 1965 and closed its doors in 1970.

owned by the Terazas family; *Merciqme*, once owned by Judy and Avery Blake; *Siren*, a 1939, 34 footer owned by Alan Bowerman until his death and *Jean Hayes*, and *Marlin*, a 1928, 46 footer previously owned by Thomas Bottenberg of Vintage Yacht Partners.



Quic Chakidn in the Mid 1930s docked (Photo: Tahoe Classic Yacht website)

solo Trans-Pacific crossing was made in a Kneass boat. The 18-foot "Pacific" sailed by Bernard Gilboy in 1882, completed the 7000-mile

In 1945 the United States Government awarded Webster Lincoln Kneass (George's son) a certificate of Out-



Siren 1939-34'



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Ranger

Twenty Years Later

January of 2013 is my 20th anniversary of joining the CYA. Like many of us I fell in love with a boat for sale and bought it and then my insurance agent informed me that they would not insure wooden boats. My marina

ple of weeks while I got the motors running good and got my crew lined up to help me take her up to Arrowhead Harbor in Clarksburg. I did a basic tune up on each motor and filled her up with some fresh gasoline and after that she would run and start great. I had her

thing look grey and when I thought we were keeping the red buoys to our starboard side we were actually a few hundred yards out of the channel in very shallow water. I realized the mistake and quickly got back in the channel. Then at Delta Marina in Rio Vista where we stopped to take on fuel I turned both tanks off at the dock and forgot to turn them back on when we left. My boat will run for about three minutes on the fuel in the carburetors but fortunately again I quickly realized what I had done and fixed it. The rest of the trip to Arrowhead was uneventful and relaxing until we got to the harbor and I asked my cousin to throw the bow line to the fellow standing on the dock helping us. My cousin threw the whole line after disconnecting it from the Samson post. No harm came though, and I excused him as he was an army veteran and his only boating experience was guarding an ammunition barge in Viet Nam on a trip up the Mekong River.

Joaquin Yacht Club opening day parades back in those days. Mimi Miller a famous icon in the Delta and former Commodore of the SJYC would always invite us to use her dock on Sandmound Slough and we had many good times there. Mimi had a beautiful Lyman runabout and would participate in the parade with us at times. One year the boat conked out right at the start of the parade and I think it was Alan and Barbara that towed her through the whole parade with Northstar II. We would dine at the club and have potlucks at Mimi's house. Sunday mornings we would start the day with coffee, pastries, Bloody Marys, and gin fizzes (Alan Almquist makes a great one based on a John Johnson family secret recipe which was given to him after swearing never to reveal the ingredients to anyone thereafter) before heading back to our home ports.

In the ensuing 20 years we have had a lot of fun adventures with the CYA. The parades and cruises were wonderful, there are not many prettier sights than a line of classic yachts heading along a waterway. They are literally traffic stoppers. I look forward with anticipation to the next twenty years.

Tom and Nancy Clothier used to stop at Arrowhead when they were cruising the Delta so I met them early on. I realized that there was a lot more to the CYA than just being able to get insurance. Many of us participated in the San



Could the caption be – Doug Ball catches Dick Engfer trying to steal SeaGal and Doug jumps on him?

hailed out in

required proof of insurance so I was in effect aboard a ship without a harbor. I found a CYA brochure aboard Ranger and Ted McKown the salesman at Edgewater Yacht Sales in Sausalito suggested I call them. Life member John Johnson was my first contact in the organization and he sponsored me and put me in touch with Jim Hackworth who had me insured shortly after I submitted the repair invoices for survey items that needed correction

Eric Groneman the owner of Edgewater let me keep her at their dock for a cou-

Sausalito and the bottom done and new anodes installed and we were ready to go.

The day I brought her up to the Delta was beautiful. After an early breakfast in Sausalito we pulled into Raccoon Straits just as the sun rose on a clear day without a breath of wind. The water all the way to Rio Vista was flat. Not knowing the boat too well I had packed a huge quantity of spare parts and emergency gear for the trip. We only had a few minor problems on the way up. In Suisun Bay we encountered some high fog which made every-

Bigosh Recipe by Otto Schreier

Well received at the potluck picnic on Opening Day 2011.

In 1974, after 29 years, I went back to Poland where I spend 5 years of my childhood during the war. It was a nostalgic trip to revisit my past.

On the way in the train station of Poznan, at a food stand, I came across "Bigosh", the equivalent of a hot dog in the US. It was delicious! Served with a crispy bun, it was a mixture of cabbage and what have you. At my destination, where I found my childhood nanny and her family, I inquired what bigosh was made of. Oh, they said: "it is just cabbage, sauerkraut and what is left of the pig". (At the time, Poland exported most of their pork to the west to get western currency.)

After some experimenting on my return, I came up with this recipe:

- 1 pound ground chuck
- 1 pound ground pork
- 1 head cabbage
- 2 onions (medium)
- 2 cloves of garlic
- 2 bay leaves
- 1 14.5 ounce sauerkraut
- 1/4 tsp thyme
- 1/2 tsp black pepper
- 1/4 tsp marjoram
- 3/4 tsp salt
- 1 Tsp bacon fat
- 1/4 tsp caraway seeds

Brown meats and onions in Dutch oven (or large pot). Slice cabbage and drain sauerkraut and rinse. Add all ingredients to the pot, mix and simmer for one hour.

This dish is great to prepare at home and take to the Delta or any boat trip. It is even better the second or third time heated up.

Enjoy! Otto

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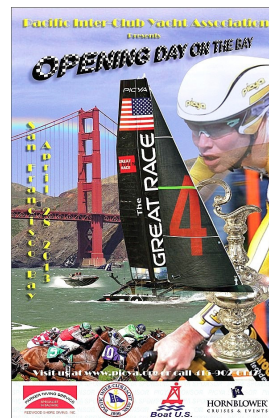
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Opening Day CYA coordinator for this year is Steve Kadzielawa. As we have done in the past, Steve is planning for a traditional pot luck lunch for the fleet on the

docks of the Treasure Is. Yacht Club, where our yachts will rendezvous following the parade. Please join the fun as our skilled yacht captains once again, fighting the usual strong westerly winds and unpredictable currents, attempt a Mediterranean tie-up at the docks.

On the Administrative side, Secretary Donna Duncan announced at the Feb 4 Delegates meeting that is her last meeting as Administrative Secretary due to health issues. Donna did an outstanding job for the PICYA during her five year tenure and received **standing applause from all in attendance.** Donna is helping her replacement, Bridgette Carroll, with the transition.

The date for Opening Day on San Francisco Bay will be Saturday April 28. The theme this year is "The Great Race". Those who would like to help on the committee, please contact Vice Commodore Lenora Clark lenoraclark@aol.com. The Committee boat for the parade this year is the California Hornblower - e-mail www.picya.org for reservations if you would like to be on board. This year Richard Schwartz (BoatU.S.Chair, Publisher, Founder) will be the Grand Marshall. BoatU.S. has been a contributor to several Opening Day SF Bay parades in the past. As an extra bonus America Cup "45s" may sail in and about the parade.

The annual Leadership Conference is scheduled for Saturday March 23 at Martinez Yacht Club. Rear Commodore Liz Allison is the person to contact if you would like to attend this event. E-mail Liz at chocho2470@aol.com. Mail a \$28 check, your name and club affiliation, to Conference Registration c/o Liz Allison 14 Pelican Circle Half Moon Bay CA 94019.

The entry deadline for the PICYA Scholarships is June 30. Last year three \$2,500 awards were made. It is hoped four will be available in 2013. PICYA club members and their relatives are eligible. Now is the time to start preparations. Information on these scholarships will be available shortly at www.picya.org.

The Margo Brown Wheel Chair Regatta is planned for Saturday Sept 28th, once again at the Encinal Yacht Club. This will be the 17th Regatta honoring veterans and their families with a cruise followed by a lunch. The 2012 event was a great success with 286 veterans hosted aboard club yachts. **Donations to Scholar-**

ships or Wheel Chair Regatta (501©(3) tax deductible) may be made to Pacific InterClub Yacht Association Foundation - Scholarship or WheelChair Regatta. Send to S/C Mike Billington, Foundation Treasurer 3562 Quail Lakes Drive Stockton CA 95207

RBOC president Jack Michael (Marina West YC) reports on the efforts of his group to reverse the merging of California Department of Boating & Waterways into the Department of Parks & Recreation. Use of copper bottom paint is expected to come before legislature (again) this year. RBOC has established their opposition to the Delta Tunnel water diversion and action has been taken to make these views heard. A "Call to Arms" has also been issued regarding the water hyacinth invasion in the Delta. Please, as we need everybody's support with this problem, go to www.rbo.org for information on how to protest.

Publications

The PICYA Website www.picya.org is currently being upgraded,

but for the time being the old site remains operational. **Most signups for events etc. can now be done online.** All of the Member club events along with links to other boating groups (RBOC, America's Cup, etc) are also listed.

The **PICYA LOG** appreciates any newsworthy contribution about the boating community, including upcoming events, etc. Send these to jowen@teal.net. The PICYA LOG is published four times a year.

The 2013 Yachting Yearbook will be a **special edition** this year featuring extensive America's Cup history and current race information.

Yacht Clubs in Trouble. The Sequoia Yacht Club was established in 1939 and is headquartered at the Port at Redwood City. The current lease of their facilities has been recently called into question. The outcome is undeterminable at the moment but the club is hoping to remain in its present location.

Your Rovin' Reporter hitched a ride with George and Candace for the trip to Long Beach to attend the International meeting and Change of Watch. We zipped down Highway 5 being entertained by a book by Dean Koonz! We had a picnic lunch at the top of the Grapevine where the ground was frozen solid. We just thought we had left the cold weather behind us.

The Queen Mary as a venue for the meeting couldn't have been better and the Southern CA fleet made good use of it by tying everything to the theme of the era. We met Patrick and his friend Lucas as we were checking in and collecting our Welcome Bags. These contained old fashioned soft drinks, a big Hershey Bar with an "original" wrapper along with a special edition of the "Los Angeles Times" touting the arrival of special guests on the Queen Mary and filled with interesting facts about the costs in the '30's and stories about the times. The invitations were made to appear as boarding passes

and one of the special tours on Friday was a tour of the Warner Brothers studio which received a rave review from Patrick. The Welcome Cocktail party was held aboard the SS Lane Victory where we could tour the ship and view memorabilia from World War II. There was a huge table filled with delicious hors d'oeuvres and a wine bar to liven the party. On that bar there was also a large container of "lemonade" with real lemons floating in it. I later learned that it was a powerful "lemonade" consisting of vodka infused with lemons! After the meeting on Saturday morning we were shuttled to the beautiful Long Beach Yacht Club, the home of CYA. The original burgee is framed and hanging above the staircase for all to see. At the dock were several beautiful classic yachts waiting to take us on a cruise of Alamitos Bay and Long Beach Harbor. It was a beautiful afternoon and a delightful cruise, but we were delivered back to the ship in time to dress for the Change of Watch banquet in the Royal Salon. Cocktails

were served beforehand in the Art Deco Ballroom where we admired the beautiful attire of the guests. Everyone was dressed to the nines - some in beautiful gowns of the era. The outstanding lady in that department was our own Shawn Ball who arrived in a smashing fire engine red gown right from the 40's. She had spent the afternoon in the Royal Beauty Shop having her hair done in the same vintage. To top it all off she found a red hat in the ship's Vintage Shop which completed her stunning outfit.

We were all proud of Shawn when she was installed as Vice Commodore and presented with her red officer's flag.



Otto, Patti and Anna

Our fleet was well represented with Gig and Mel Owen seeming to be everywhere. Patty, Otto and Anna Schreier were

there and had Southern California friends as guests at the banquet. Anna seemed to be having the time of her life and could tell you all about the Queen Mary. Doug Ball was there, of course looking very handsome and proud of Shawn. Also representing our fleet were Delta Queen, Kim Korth and Count Arnold Strecker.

After the Sunday morning meeting George, Candace, Shawn Doug and Your Rovin', Reporter staked out space in the Observa-

tion Bar to cheer on our 49'ers. Their win just made a perfect ending to a wonderful weekend.

The 8th Annual Forget-Me-Knot *by Les Cochren*

Our celebration to honor POW/MIA veterans and especially our WWII Veterans and Navy Seals, will be held simultaneously on the



Sacramento River in Old Sacramento, California and in Grafton and Alton, Illinois on the Illinois, Mississippi and Missouri rivers on September 21, 2013 at 1:00 pm

There are 1.5 million World War II "veterans in the United States, a population rapidly dwindling. In the last year, more than 248,000

World War II veterans died, according to the Department of Veterans Affairs.

The Sacramento service will include CAPT Martin McNair USN,

(Ret) (one of the first Navy Seals), fellow Classic Yacht Association member and great grandson of Alexander McNair, the first governor of Missouri as he comes center stage to accept the honors

on behalf of the US Navy Seals.

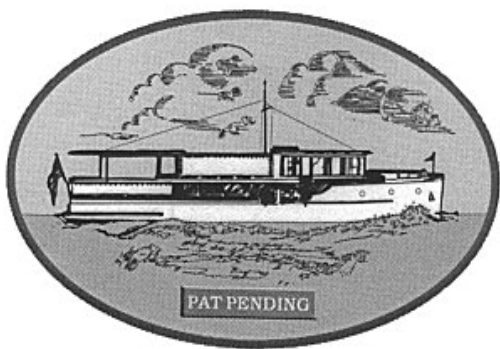
This year's event will have three memorial wreaths. The first wreath will be laid to honor all POW/MIA and WWII veterans. A second Forget Knot Wreath will be laid to honor the US Navy Seals and all veterans. The final "Forget Me Knot Wreath will be laid to honor the loved ones that have passed on. As with last year's celebration, petals

will be sprinkled from Les Fleurs de la Memoire Garden in Normandy France.

For more information or to get involved with the "Forget Me Knot" celebration, please contact for Sacramento, California: Les Cochren, Staff Commodore Classic Yacht Association at (916) 932-6052

St. Louis, Mo. - Alvin Cochren, Veterans Administration Program Assistant (314) 845-8355

To learn more about this event and to get involved call or visit us at www.mycya.net.



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Hooked on Jazz

Friday, May 24 • Saturday, May 25 • Sunday, May 26 • Monday, May 27

The Music Festival will be celebrating its 40th Anniversary in Old Sacramento. It's one GIANT PARTY with many styles of music. There will be partying on the docks, at the Sacramento Marina. and dancing in the streets of Old Sacramento! Music will be running morning, noon, and night.

If you are coming by sea yacht or land yacht, we will hook you up. Contact Staff Commodore Les Cochren at 916 932 - 6052 or email myclassicyacht@msn.com

ing for any America's Cup activity we might be able to tie in with, Les Cochren is looking into the possibility of having a Classic Yacht museum, and I am looking into the possibility of having a Wooden Boat Festival on

Fleet and allow us to accept on line membership requests.

Every Commodore has a special interest, goal, or passion and mine is the recruitment of new members. There was a time



George Homenko and Martin McNair

the Bay. Another new item is the result of the efforts of Shawn Ball, our Recording Secretary and International Vice Commodore. At the International Change of Watch in January Shawn pushed for and received approval to streamline the new member and renewal procedures which will allow the acceptance of credit cards. This change will save a significant amount of time and money for every

when wooden boats could be seen by the thousands from San Francisco to Sacramento. Some of these vessels were utilitarian and of no special note. However many were true works of art never to be made again and these yachts form the basis of our organization. Many of these vessels are disappearing as their current owners lack the resources or skills to maintain them properly. As an organization we collectively have the knowledge and passion to help save these vessels. Let's get to the owners and encourage them to join. We can tell them where to buy parts, what wood to use, and encourage them to restore their vessels.

I've had boat owners tell me they didn't think their old



Bill Wells and granddaughter Daisy

classic boat was in good enough condition to join our Fleet. My response is they are exactly the people we want to have in our organization and that we are here to help and welcome their membership. I would like to encourage each current member to find one new member this year and encourage them to par-

ticipate in our events. We have a large and experienced group

of Port Captains this year to help you recruit new members. If you have a new candidate but lack the time or expertise to get them processed, call your local Port Captain and they will handle it for you. If each current member recruits one new member, we can save a lot of history.



Cheryl and Steve Kadzielawa

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Rick Etsell, our CYA International Webmaster, has made significant changes to our Internet presence over the last year and has more changes on the way. The whole style and usability of the main site, classicyacht.org, is greatly improved. If you haven't visited the site recently you should take a look.

There are complete photo albums for all boats. If you want pictures of your boat on the site just email them to Rick, webmaster@classicyacht.org, and he will load them for you. There are new Forums such as Dock Talk and Save a Classic where you can participate in discussions.

New Fleet pages contain additional information on activities, boats, and events. There are Member Only pages to view documents and get copies of Rosters. On our NC Fleet page you can get past copies of Classic Currents, see our event schedule, and a list of Officers. To access the Members area you will need to log in and get a username

(which is usually your boat name, with your member number as the password).

All members are now automatically put on distribution for updates to the Classified Ads, bulletins, and Forums such as Save a Classic. If you don't want to receive these emails you can delete your name from the distribution list.

If you're a Facebook fan you can keep up to date on the International page, facebook.com/classicyacht, or the NC Fleet page, facebook.com/pages/Classic-Yacht-Association. If neither of these addresses works for you just get on Facebook and type in Classic Yacht Association and you'll probably get both sites.

The most recent changes are to give the individual Fleets the ability to make changes to the main Web site. In the past even the smallest change, such as changing a spelling mistake required an email to Rick and then Rick would have to make the change. We now make changes to our own infor-

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CYA members Seven Bells, Kismet and Makoto recently underwent major refits in our shop.

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mation and upload files. We even have access to the minutia such as email forwarding addresses.

A couple of our members have asked for a local bulletin board. It looks like Rick may have something in place called Mail Chimp that does the job.

I'll check it out and report at the next bridge meeting.

The result of all these changes is a very nice CYA web site that is easier to use, is more interesting, and has more information for our members.

Want to invite someone to join the Classic Yacht Association?

If there is someone in your marina, or someone you know that loves old boats and wants to help the preservation of these classics, you can sponsor them for membership. Get the application.

To download the application go to the website: <http://www.classicyacht.org>, Click on ABOUT CYA, select join, scroll down the page to Download Membership Application.

Coming Events

Opening Day on the Delta

Saturday, April 20, 2013

Emerald Point Marina, Bethel Island

Jack Hanna, Chairperson

Opening Day on the Bay

Sunday, April 28, 2013

Steve Kadzielawa, Chairperson

Hooked on Jazz—Sacramento

May 24-27, 2013

Les Cochren, Chairperson

Delta Cruise

July 4, 2013

Shawn Ball and George Homenko,

Chairpersons

Tahoe Weekend

July 27, 2013

Jim Sweeney, Chairperson

Cruise to the Corinthian YC

September 21, 2013

Jim Sweeney, Chairperson

8th Annual Forget-Me-Knot

September 21, 2013

Old Sacramento Marina

Les Cochren, Chairperson

Lighted Boat Parade

December 21, 2013

San Rafael Canal

Alan Almquist, Chairperson

International Change of Watch

January 15-17, 2014

San Francisco, CA

George Homenko and Shawn Ball,

Chairpersons

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John DiLillo, COMMODORE

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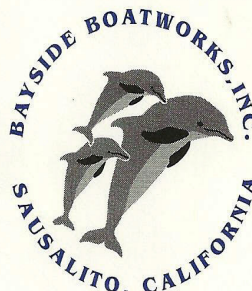
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