



Classic Currents



FALL ISSUE 2014

Inside this issue:

Commodore's Report	1
Dispatch from the Delta	5
PICYA Report	9
Classic History	10
Upcoming Events	11

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

Commodore's Report *by George Homenko*

This year I was able to keep my promise to Candace that we would make a trip back to Australia. Candace, as some of you may know, grew up in the land down under. She has 4 brothers living near Sydney, so other than a brutal 14 hour flight our treks there are pretty easy to make. This was my second time to Australia and in both trips I was fortunate enough to link up with Andrew Tink, the CYA's most distant member.

On my first trip, Andrew's boat, *Lyndall II* was having repairs done and we were not able to go out on the water. This time we found her in Bristol condition and the weather was perfect for a



Andrew Tink

ride. Andrew keeps his 38' 1934 Lars Halvorsen in an open finger berth at Bobbin Head on the Hawkesbury River north of Sydney. This is a beautiful area with deep, brackish and peaceful water surrounded by steep heavily treed canyons located in the middle of a national park.

Lars built the boat near to where she is currently kept. He and his family built boats for many years and his name is known

even today in the Kong & Halvorsen line of yachts. More can be read about this great line of boats at www.halvorsenclub.com.au. In my travels on the waters near Sydney, I found that most boats are left out on a mooring. People get to their vessels via a small dinghy left on shore and the municipalities supply a dock for a

Continued on page 2

Visit our website at www.classicyacht.org



Lyndall II



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

temporary tie up for loading. Many if not most of the classics we saw were moored this way.

We spend a wonderful day cruising around the many fingers and coves of the Hawkesbury. I was surprised the amount of classics moored in this small area. All were in beautiful condition and

obviously well appreciated especially when you consider the lack of covered berths or boat houses.

Candace and I along with her brother Dave and his wife Michelle had a great day cruising the Hawkesbury. It's true what they say about southern hospitality.

Thank you Andrew!



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Corinthian Yacht Club Event—September 20-21

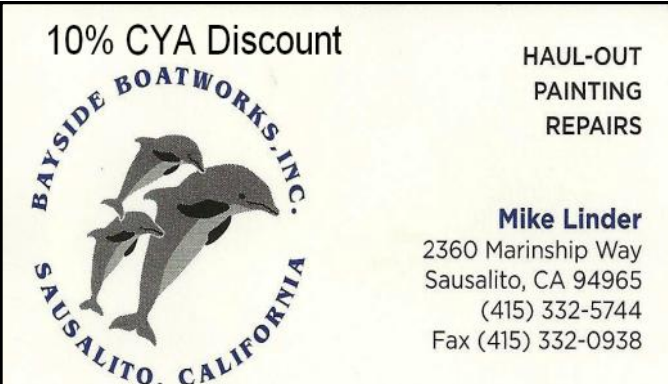
by Jim Sweeney

This year the show was attended by four of our fleet's finest: *FLAMINGO*, *TRIPLE CROWN*, *MAKOTO*, and *ELIZABETH*. The weather cooperated, all enjoyed smooth sailing en route, and our entire squadron was conveniently positioned together at the Corinthian guest dock. Friday evening Steve & Cheryl Kadzielawa, Patrick Welch & Lucas, Susan Takami & Scott Andrews, and Jim & Bernadette Sweeney began a superb weekend in Tiburon. The fun started with cocktails aboard *TRIPLE CROWN* followed by an excellent supper party at Don Antonio's Trattoria on Ark Row and the weekly "Friday Night on Main Street" celebration.

Saturday's show was lightly attended but nevertheless successful in the spectacu-

larly scenic and sunny Corinthian harbor. An excellent (grilled filet mignon or salmon entree) dinner in the Members Dining Room concluded the day's planned activities. As at last year's dinner, five Corinthian fans of Classic yachts joined our table and a fine time was had by all before we adjourned to our respective vessels for a warm night's sleep.

MAKOTO retained a berth in the Corinthian harbor an additional night in order to participate with the fleet attending Sunday's Leukemia Cup race organized by neighboring San Francisco Yacht Club, while *FLAMINGO*, *TRIPLE CROWN*, and *ELIZABETH* returned to their home ports."



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Northern California Fleet—Change of Watch

Sunday, December 7, 2014
Encinal Yacht Club, Alameda

The signal flags on the bridge say
CHANGE OF WATCH!

We will muster at the Encinal Yacht Club on December 7, 2014. Cocktails and appetizers will begin at 1800 hours at the Club's new bar which is a Stephens stern and transom. Dinner follows at 1900 with your choice of Prime Rib au jus, baked potato and steamed veggies or Pacific Salmon with rice and steamed veggies. Tiramisu will precede the passing of flags.

The Club will provide free mooring beginning at noon on December 7 for those arriving on their classic yacht.

Please watch your mailbox for a formal invitation.

You can visit us on facebook:

<http://www.facebook.com/pages/Classic-Yacht-Association/126059857432815>



Leukemia Society races at SFYC *by Mel Owen*

The weekend of September 20-21 was a busy one for members of the CYA. In addition to the Corinthian Yacht Club cruise-in. Three of the classics, Pat Pending, Sea Breeze, and Makoto, participated in the Leukemia Cup on

and sixteen yacht clubs around the country participate. The San Francisco YC is always the most successful fund raiser of the clubs, with over \$500,000 raised over that weekend. About 100 sailboats raced in 9 different



Makoto

the Bay. The Leukemia classes, each paying \$100



Seabreeze

Cup is a fund raising event for the Leukemia and Lymphoma Society

to participate. Following the races there is a dinner at \$1,000. a head. Tom

Perkins is Honorary Chairman of the event each year. Last year Mel and Gig Owen hosted Tom and Sir Ben Ainsley on Pat Pending for the races.

used to accommodate the donors and "honorary skippers", that is, survivors of Leukemia and other blood cancers.

This year, for the first time, power boats were invited to participate at a lower fee of \$75. each. The power boats were

This year Mel and Gig hosted twenty people on board Pat Pending and after watching the 9 starts off Knox, "Pat" paraded past Sausalito across the Gate and down the SF Waterfront.

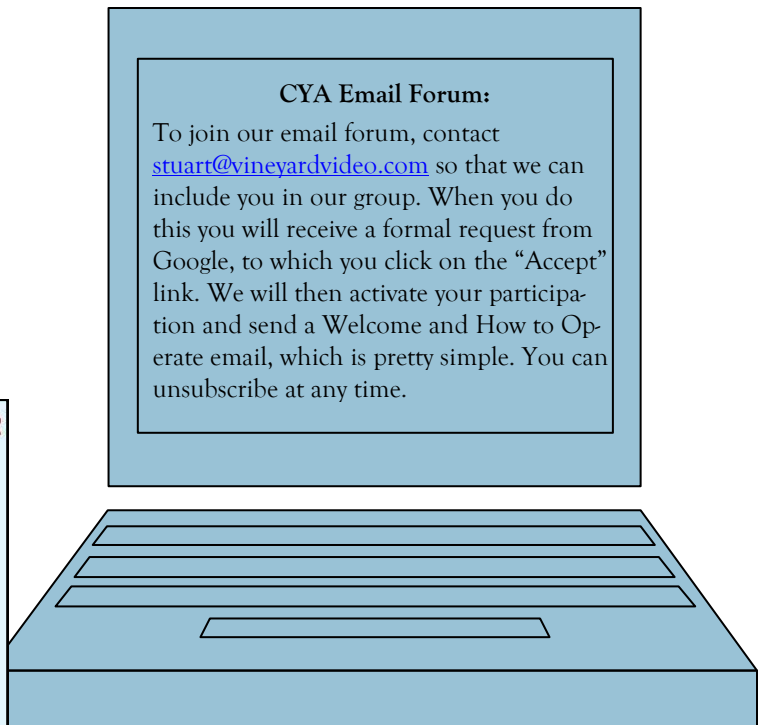
CYA Email Forum:

To join our email forum, contact stuart@vineyardvideo.com so that we can include you in our group. When you do this you will receive a formal request from Google, to which you click on the "Accept" link. We will then activate your participation and send a Welcome and How to Operate email, which is pretty simple. You can unsubscribe at any time.

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Grindstone Joe—by George Homenko

The Delta Cruise to Grindstone Joe was a fun and peaceful event. Held the weekend after Labor Day the normal summer crazies were all back at home and the legendary delta fall weather was as beautiful as it could ever be. We had warm days,



light winds and cool evenings; it doesn't get much better than that.

We had 4 boats attend, Chris and Julie on the *Kona Trader II*, Candace and George on *Catherine E*, Alan and Meg Starr on *Northstar II* and Steve and Cheryl on *Flamingo*. Steve and Cheryl came all the way from the Bay for the event. Also in attendance were Martin and Janice and Susan and Scott who came by car.

Friday night started off with hors d'oeuvres at Martin and Janice's beautiful floating home that is permanently berthed at Grindstones. This little home was really special and it comes with a million dollar view of an untouched delta lagoon and spectacular nightly sunsets.

The group then traveled to nearby Tower Park and Rosa's Restaurant via land yacht and dinghy. Rosa's is a great little watering hole on the delta, easily accessible by car or boat. Dinner was followed up by Hawaiian shaved

ices and ice cream at Sunset Sweeties ice cream parlor also at Tower Park.

The following day *Northstar* showed

up on one engine as the starboard raw pump had inexplicably malfunctioned. Also arriving by land yacht were Scott and Susan. At noon everyone got underway for a lunch at River Boat Restaurant on *Northstar* only to have another problem surface. This time an exhaust leak on the port made things pretty uncomfortable in the rear of the boat, so the entire crew hung out in the wheel house for the duration of the cruise to River Boat. Waiting for us at the River Boat was Janey and Greg Brazil, who came in there beautiful Chris Craft runabout. Food was good, service fast and it was all served with a beautiful delta view.

As we got underway Steve and Cheryl, who had just arrived from the Bay, were waiting off the docks with *Flamingo*. With a photo opportunity made by the two Chris Crafts and wonderful Stephens, I must say we looked pretty sharp and we turned more than a few heads. The trip back to Grindstones was fine except for the exhaust leak, so once we returned back to the slip Steve and I got to work on the water pump and the exhaust line while Alan stood around trying to appear useful, fixing both problems before cocktails. CYA cama-



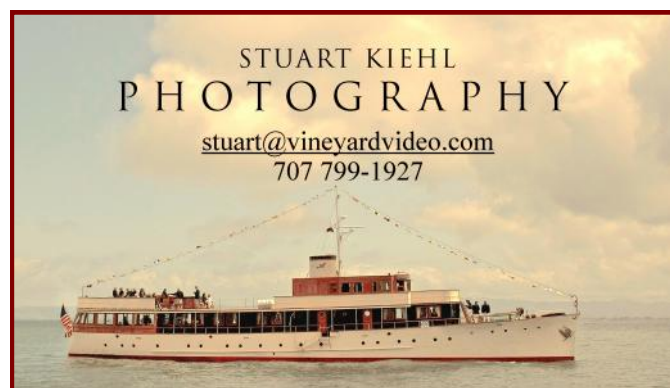
Another fun dinner with CYA friends

raderie at its best. Dinner that night was a delight. Because we had a late lunch we pushed the

dinner back a little later in the evening. The fleet supplied Tri Tips marinated in a special Candace way and everyone else brought a side. As I like to say no one starved at this event. It was a feast.

The following morning breakfast was served on the *Catherine E*. I made waffles, Candace did eggs and Cheryl made wonderful breakfast tacos. It was another great meal and a fitting way to end this wonderful weekend.

I must say that this was really a nice event. Grindstone Joe is really one of the nicest private chubs on the delta, beautiful, meticulously maintained, friendly, lots of power, good shelter for the delta winds and afternoon sun. I had such a good time that I'll try to do it again next year.



The Delta Chambers held their tenth annual "Taste of the Delta" event in early August. There were something like 15 local wineries and a like number of Delta area restaurants offering samples of their specialties. Many artists and vendors completed the lineup for a fun day on the shady grounds of KOA Tower Park Resort. NC fleet members Tom & Nancy Clothier, Dick & Mavis Engfer, and George Homenko & Candice Gable all arrived by classic yacht and moored at the guest dock. Doug and Shawn Ball arrived by land yacht.

Les Cochren had a booth promoting the CYA and his new Military Maritime Museum (M-3). All in all it was a great day and I think everyone had a good time. State Senator Cathleen Galgiani attended and she later said she did not want to leave but had to get to another event. After the party

most folks went to Rosa's Italian Restaurant at Tower Park to relax. Kim Korth the event chairperson had been working 18 hour days and many of the rest of us had worked 12 hour days to pull off the party so it was good to be able to relax.

One of my old Navy friends and his wife Sue paid a visit from San Diego. Bob and I were electronic technicians in

Midway Museum in San Diego Harbor. We spent a day aboard *Ranger* and cruised along the Mokelumne River, they were impressed with the number of waterways in the area. They were used to sailing their beach catamaran in the ocean and were not used to being surrounded by land.

Later in September I cruised up to Sacramento to attend Les Cochren's tenth annual Forget Me Knot to honor veterans.

friends Don and Erlyn drove up from Discovery Bay to crew for me. We laid wreaths in the river at Old Sacramento while Sue helped Les with the ground operation. Afterwards we headed back to the marina for a dock party. The only mishap was the lone sailboat *Sea Eagle* ran aground in the marina entrance and had to get pulled off the sandbar by the marina staff but it worked out fine and they were still able to participate in the parade.



I spent a few days in Sacramento and then returned downstream on another beautiful day with Les along as crew. It makes it much nicer to have a companion to talk to on a several hour voyage as otherwise I feel like falling asleep.

Fighter Squadron 121 (VF121) back in the sixties at Miramar Naval Air Station. He stayed in the San Diego area and after retiring from his job is now a docent on the USS

Let me say, the weather in the Delta has been fantastic lately and the day I cruised the 40 miles upstream was no exception. It was like glass with no wind and being on a weekday hardly any boats except fishermen. Up around Courtland I encountered a small fleet from the Sacramento Yacht Club headed to an event in the Delta.

I had *Ranger's* bottom recaulked and the stuffing boxes serviced a few months back by Ben Penn and his crew. I have to say they did a great job and there is indeed even a dryer bilge than before!

I stayed at the Sacramento Marina and tied up next to *Fantasea*. The parade was on a Saturday and my



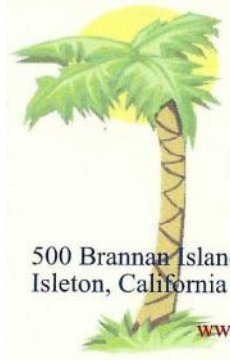
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Last year John Di Lillo began "Kruzin 4- Kidz." This event is awesome! The Nor Cal Fleet in conjunction with the USS Potomac Foundation sponsors a group of children, their parents and hospital caregivers from UCSF Benioff Children's Hospital (formally Children's

picnic lunch especially catered to their needs. During the cruise the children are given a brief history lesson on the Potomac and sites of the San Francisco Bay.

Near the end of the



Eslo hosting hospital employees and Potomac volunteers

our donors. Many members, merchants and vendors have given to make this event possible. To everyone who has given both of goods, ser-



Potomac and Wanda on San Francisco Bay

Hospital & Research Center Oakland) on a two and one half hour tour of San Francisco Bay. The USS Potomac is escorted by the Oakland Police Department, Marine Division and followed by some of our beautiful Classics. Our Classics are privileged to host many of the hospital caregivers.

As the children board the Potomac their picture is taken, framed and given to them as a souvenir along with a Potomac knit watch cap. Of course no cruise would be complete with out lunch aboard. They are provided with a

cruise, as a special treat and surprise to the children, the San Francisco Fire Department, Marine Division slips out of hiding from under the Bay Bridge and salutes the Potomac as it passes with a six spray water salute and then the blasting of its horn. Our Classics respond to the salute with a cacophony of horns of our own. The children love it. They can be heard laughing and squealing with delight all over the waterfront. Ergo, AWESOME! The purpose of this event is to give some

respite to the families and caregivers responsible for the day in/day out care of these children. If you have ever been a caregiver you know the emotional and physical strain it causes. You long for that "Calgon" moment of "take me away." We trust this cruise gives the recipients that moment and hope for a better future. This event would not be possible if it weren't for

services and/or funds our committee thanks you. This event is funded solely by donations and does not use any funds from either the Fleet or National CYA treasury.

There was a hosted brunch for all the sponsors and their guests as a thank you gift to all who have donated.

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Forget Me Knot, An Allegory of the Veterans Wreath Laying Ceremony by Les Cochren

D-DAY OPERATION "OVERLORD"

On Saturday September 20, 2014 at Old Sacramento, California, the



invasion of Normandy D-Day was celebrated to honor those who sacrificed their lives for their country. The drums from the Natomas High School Drum Corp blasted the sounds of the bombs and artillery fire that could be heard on that day. The Del Campo High School Honor Guard advanced carrying the colors for the soldiers who stormed Omaha Beach from the Higgins boats that disembarked directly into the line of fire.

One half of the Drum Corp positioned themselves under the tent outside of the Rio City Cafe and their sounds represented the cacophony of the invasion. The other half of the Drum Corp

followed the Honor Guard in a procession while responding to the drums played at the Rio City Cafe. (Talking Drums). At the end of the

procession, both groups came together to mark the highlight of the battle. When they finished the silence signaled that the battle was won and the yachts that passed by the Café with flags waving represented the liberation. The Honor Guard then proceeded through the gates of the Rio City Cafe and onto the balcony to post the colors.

Fleet Forget Me Knot - Orders of the Day - Saturday September 20th 1200 hours The Sacramento River represented the sea invasion of Normandy on D-Day, and the yachts that participated portrayed the Higgins boats that stormed the beaches. The fleet assembled un-

der the command of Past Commodore Bill Wells at the marina harbor at approximately 1200 hours. Four wreath carrying yachts followed *Ranger* which was behind the "Pirate Ship" *Sea Eagle* out of the marina. The four yachts carrying the wreaths broke away from the fleet and headed upstream to idle in front of the River City Cafe. Echo Taps was played on board the *Ranger* and on the Rio City Balcony. Each yacht laid its wreath and flower petals were sprinkled allowing a few moment intervals between the placing of each wreath.

Four wreaths were laid in the waters of the Sacramento River to honor the following groups:

Wreath 1 Honors our World War II Veterans

Wreath 2 Honors our all Veterans

Wreath 3 Honors the casualties of war (loved ones)

Wreath 4 Honors World War II Veterans who died at sea.

Meanwhile on the balcony, the review stage with flags waving to greet the liberating force the Del Campo AFJROTC HS Honor Guard posted the colors followed by the pledge of Allegiance to the Flag and the blessing of the Fleet performed by the US Navy Submarine Chaplain, Ken Ickes.



The Del Campo AFJROTC HS Honor Guard conducted a flag folding (provided by the Jefferson Barracks National Cemetery) and presentation ceremony.

Honors was read by Ramona Farrell and the presentation of the flag was performed by Barbara Burr in honor of Lisa Rose.

A blue advertisement for Almar Marinas. It features a logo of a sailboat on a circle with "Est. 1973" below it. To the right, the text reads "Almar Marinas" in large white letters, followed by "Everywhere you'd like to be" and "almar.com" in smaller white letters.

Kruzin' Volunteers by John DiLillo

It's difficult to convey the excitement and organized chaos of the Kruzin' 4-Kidz event. If you want to get your energy level up and help the Children's Hospital Oakland, you should join us next year.

At 8:45 am Saturday morning Tom Bottenberg was standing all alone out in the street at the intersection of Clay and Embarcadero holding a large bilingual sign pointing to the event and giving instructions on parking and passenger drop off. Our Commodore, George Homenko and his wife Candace were at the end of Clay street holding a sign and assisting in passenger drop offs. Susan Takami passed out gate keys and our gate keepers sprinted off to their assigned gates.

The caterer was loading food on the *Potomac* while five CYA members and over 15 *Potomac* docents were quickly putting up banners, registration tables, loading supplies, getting last minute items from BevMo, and about a hundred other tasks that needed to be completed. Cars were unloading, George was directing, volunteers were going in every direction, and *Miss 102* was

just pulling into the docks.

Susan Takami, our Dock Master, was in charge of the CYA fleet. She had to work with the Harbormaster, coordinate eight captains and their yachts, issue course directions, prepare Captain Information documents, arrange for a Captain's meeting, finalize boat maneuvers with the Fleet Coordinator Ed Bancroft, assign berths and overnight stays, assign communication channels, select the boat formations and maneuvers, plan and coordinate all our communications with the SFPD/OPD/SFFD boats, and that was just her short list. On Friday night she was at the



Aurora V—Photo by Stuart Kiehl

marina until 11:00 pm. Shawn and Doug Ball left

Willow Berm aboard *Sea Gal* on Thursday loaded down with brochures, wine, and a heavy load of other supplies. They arrived mid-day Friday and didn't stop working until the event was over at 3:30 on Saturday. Shawn and Suzanne Di Lillo managed our Registration table. They assigned passengers to boats; issued boarding passes, had patients and hospital staff sign Release forms, and managed to get 300 people to their assigned locations.

At 9:45 Marti Burchell, the Executive Director of the *Potomac*, informed me the *Potomac* had taken on a

large quantity of water from a leaking packing gland and the *Potomac* could not leave until it was fixed and pumped out. We were facing a minimum delay of 30 minutes and the real possibility of canceling the event with twelve boats and 300 people

standing by. It was all hands on deck to move the

food, and coordinate with all boats and captain's/docents/volunteers. A number of experienced marine mechanics showed up to volunteer their experience and assist the Head Engineer. The pumps were turned on and a lot of people with tools went to fix the problem. Thirty minutes later they had it fixed and we were back on schedule.

It took 12 vessels, 15 captains, 28 docents, the full event committee staff, and a long list of volunteers to make this event happen.

Our planning spreadsheets, financial documents, brochures, fundraising reports, and multiple documents to record and advertise the event was extensive and under constant review and update. There was a lot of work by a large number of people that I haven't covered and the experiences on the *Potomac* with the patients and their families would take many pages to cover. Just seeing a young child in a wheel chair smile while Suzanne put a watch cap on their head was enough to make it all worthwhile.

The USS Potomac Association is asking for donations to help defray expenses related to the last haul-out and Coast Guard recertification process that has cost considerably more than the Society had budgeted. Even a small donation of 20 dollars or more will be a big help to the preservation of this magnificent piece of maritime history. If you would like to make a tax-deductible donation please go to the USS Potomac website where you will be guided to an on-line "Make a Donation" page and use your credit card for your gift. I hope that anyone in the CYA who could help the Potomac Association to please do so.



The Margo Brown Wheel Chair Regatta took place on Saturday, Sept 27th, at the Encinal Yacht Club. The 18th Annual Regatta this year as in the past honored our veterans and their families with a cruise on the bay followed by a picnic lunch. As reported by the Regatta committee thirty-three yachts and their captains hosted three hundred and thirty nine veterans and family members, and one hundred and ninety-six volunteers who helped make this event another big success.

The annual PICYA Scholarships entry deadline was September 30! Two \$2,500 awards will be made this year (one donated by World Wide Boaters Group). PICYA club members and their

relatives are eligible for an award. All application requirements are listed on the PICYA website. If you didn't enter the competition this year, think about an application for next year.

Donations for Scholarships or Wheel Chair Regatta (501©(3) tax deductible) should be made to PICYA Foundation Treasurer S/C Mike Billington, 3717 Dragoo Park Drive, Modesto, CA 95356. " You may make a notation (only on the memo line of your check) indicating



"Scholarship" or "Wheel Chair Regatta" if you have a preference.

RBOC Vice President, Greg Gibeson, (Meeks

Bay YC) reports that the Operator Certificate that has been debated in the legislature for those operating power boats is now law. By January 1, 2018 this certificate will be required for all twenty year olds and younger. Each year from that date onwards a five year bracket will increase the age requirement until 2025 when all operators of any age will be required to carry an Operator Card. RBOC also reports that the copper bottom paint-phase out

that the legislature was also considering will be implemented and this is looking now to be a fact of boating in the future. RBOC's position remains, no matter what the final outcome will be, that the requirements for the phase-out should be based on the best science and on the availability of effective economical substitutes. In another matter, RBOC strongly opposes the effort to increase the amount of ethanol in marine fuel.

Engine manufacturers along with many national safety groups are supporting this opposition citing numerous examples of engine failure in yachts that were underway at sea.

There are still a number of copies of the 2014 PICYA Yachting Yearbook still available. Contact: Linda Blue at 510-851-4387.

The 2015 PICYA Commodore's Ball and Installation of new officers will take place on January 24, 2015 at St. Francis Yacht Club. Check the PICYA Website to make reservations for this event. - click on Calendar - PICYA Events - '15 Commodore's Ball.

Websites: www.picya.org
www.rbo.org Questions?
Contact Dick Engfer
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**Welcome
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**Gerry and Karen
Kamilos,
*Aurora V***

**Carol Stone,
*Shibui***

Classic History—Lake Union Drydock Company Alan Almquist

Lake Union Drydock and Machine Works Company

One of Blanchard's neighboring yards, Lake Union Drydock and Machine Works Company, began producing their copyrighted Lake Union Dream Boat in 1926. The Lake Union Drydock boats were similar to the Blanchards, but with greater volume, most were 42 feet in length with some at 45 feet, compared to the Blanchard's 36-footers. The owner of Lake Union Drydock, Otis Cutting, had designed his first raised deck cruiser in 1910, nearly a decade before founding Lake Union Drydock while working as a young draftsman at the Moran

Shipyards in Seattle. His first boat, *Lawana*, built by Taylor and Grandy on Vashon Island in 1911, became the inspiration for Cutting's line of Lake Union "Dreamboats," which went in to steady production in 1926. In 1929 the company offered two stock cruisers, the Pilot House 42 and the Open Cockpit 42, in addition to a 51 foot Pilot House



model. The 42 foot model was powered with a 100 HP Hall Scott engine while the Open Cockpit

had a 65 HP Kermath engine.

The company produced approximately two dozen 42 foot motor-cruisers of this type during the 1920s.

Despite Lake Union's copyrighted "Lake Union Dream Boat" brand most of the northwest raised deck cruisers became generically known as "Dream Boats."

Lake Union Drydock Company was well known for the many motor-yachts constructed in the yard during the 1920s. Marine architect, Leslie Edward Geary, designed many of these luxurious vessels after he broke off his business relationship with Norman J. Blanchard and his yard in 1923. Among Geary commissions completed by Lake Union Drydock and Machine Works were the twin yachts *CANIM* and *ELECTRA*, *PRINCIPIA*, *BLUE PETER*, and in 1938, the 135 foot *STRANGER*. The R-Class sloop, *PIRATE*, also designed by Geary was constructed by the yard in 1926, and carried on a distinguished racing career. Other notable yachts constructed in these pre-war years by the yard in-

clude *CIRCE*, and *CANCO*.

In 1941 the company went into a joint venture with Puget Sound Bridge and Dredge and operated as Associated Shipbuilders. The Lake Union yard built approximately 16 wooden mine sweepers and employment peaked at approximately 1000 during this period.

The company was again reorganized in 1947, becoming the Lake Union Drydock Company under the new ownership of Harry B. Jones and George Hobert (Hobbie) Stebbins. Stebbins had been the yard's wartime general manager. The company remains under the same family membership today with a stable workforce of around 100. The company now specializes in ship maintenance and restoration, retaining many of the tools used and craftsmen skilled in wooden vessel construction.

Of the many fine yachts that the Lake Union company constructed, eleven of them remain in the fleets of the Classic Yacht Association, two, The Owen family's *Pat Pending* and Scott Hunt's *Santina* are members of the Northern California fleet.



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Coming Events

Lighted Boat Parade

Marin Yacht Club, San Rafael
Saturday, December 13, 2014
Steve Kadzielawa Chair

Change of Watch

Encinal Yacht Club
Sunday, December 7, 2014
Chris James, Chair

Classic Currency, John Di Lillo, Treasurer



For those of you that are interested in financial matters here is an overview of the NC Fleet finances. Over the last few years the Bridge has made a concerted effort to reduce costs, have event expenses covered by participants, and find ways to generate additional income. We have also instituted forecasting reports to enable the Bridge to allocate expenses. As a result we currently have \$6,774 in our checking account, and a CD at Mechanics Bank for \$7,880, with only about \$800 more in expenses forecasted for the year.

Historically we have funded the Fleet entirely by annual dues and skipper fees, and often found ourselves on a very tight budget. By controlling expenses on items such as Change of Watch, annual Picture Calendar, and the Classic Currents Newsletter, we have made those items net neutral and no longer a drain on our financial resources. Large expense events such as Kruzin' 4 Kidz (over \$10,000) are now funded by donations and handled separately. At the same time, in addition to our annual dues income, we have generated new income with our Silent Auction and advertising income from Classic Currents and our web site. The result is that we are now generating income in excess of basic budget requirements.

Those additional funds have allowed us to maintain our support for organizations such as PICYA, RBOC, and the Delta Chamber. We have increased support for child water safety events, Veterans events, and our affiliate M3 museum in Sacramento. We have also instituted new efforts to get more involved with our Honorary Members; Tahoe Maritime Museum, Haggin Museum, and USS Potomac. New activities involving public relations and community involvement have been started.

2015 Membership Dues

Look for a new way to pay your CYA dues. An online system has been set up so you will be able to renew on the web. More info soon!

16 + taps, German craft beer
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