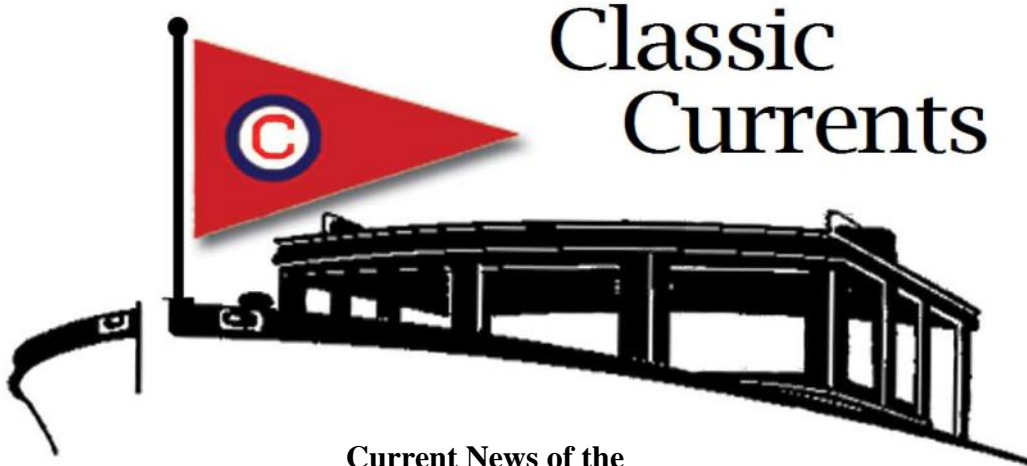




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Classic Currents

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

Commodore's Report *by George Homenko*

I have a confession to make as commodore. If I had taken the time when I volunteered to become commodore, and looked ahead enough to see that we would be hosting the National Change of Watch during my tenure, I would have had serious second thoughts on taking the position. Having been National Commodore at an earlier time in my life I was well aware of the stress and the amount of planning need to put on a decent meeting for all the delegates. Well I didn't look that far ahead so I was committed.

Every fleet wants to pre-

sent their best to the other fleets and have a fun event. This is always a delicate balance between the money available and doing the best event possible. Well this year thanks to help of many members of this great organization we got it done. If I have

I will start with David and Lynn Olson and their magnificent yacht *Acania*. What can I say but it's good to have the most magnificent vessel in ALL THE FLEETS based right here in San Francisco. The beauty and grace of *Acania* were only

what can I say? You were all invited. Even the weather and seas joined together to make it a day to remember.

We could not have got the event done without the untiring help of Susan Takami. Susan thank you for your help in finding a

Continued on page 2

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2014 Bridge

John Di Lillo, Staff Commodore, Susan Takami, Vice Commodore, George Homenko, Commodore, Shawn Ball, Recording Secretary, Nancy Clothier, Corresponding Secretary
(Rear Commodore, Christopher James was unable to attend)

forgotten to mention any names please forgive me, there were so many people pitching in.

out done by the generosity and graciousness of David and Lynn. For all of you that missed the cruise



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place to have the Friday night mixer, the beautiful table decorations and the auction, that raised almost a thousand dol-

thank you to Mel and Gig Owen. They picked up the whole bar bill at Capp's Corner after the show. A great night was had by all.



Susan Takami and Scott Andrews aboard Acania

I know that most of the fleet members did not receive a welcome gift; you had to be staying at the ho-

lars. I could not possibly list everything she did to make it all come together.

To Steve Kadzielawa for being the Master of Ceremonies. Thank you Steve for bailing me out of having to speak in front of a crowd.

For all of those who attended Beach Blanket Babylon on Thursday

tel. But for those that did you know that we had the best welcome gifts ever. All hand made from our garden and put together by my partner Candace Gable.

For all of those that contributed to the auction, thank you. Stuart Kiehl for his beautiful prints, Cheryl Kadzielawa for the gift basket, Candace Gable for the wine and cheese baskets and Jim Partridge for the memories of Beverly Partridge. I know I have missed a few and for those I apologize.

And last but not least to Shawn Ball. Dear Shawn thank you for volunteering to become national commodore and all your help with the event. For all of

you that don't know, Shawn and Doug have had a very busy year with a major move into a new farm house with all the animals and farm accoutrements.



Cheryl and Lucas

Every time I am involved in a CYA event I am completely blown away by the willingness to help and talent to get it done that exists in our organization. The ability

Change of Watch. Thank you to you all, it is pleasure to be part of the fine organization.



Patrick Welch and Candace Gable aboard Acania

One name is missing and will always be in my heart. Beverly Partridge, if she had survived to attend the COW I know she would be on this list. I will miss Beverly all the rest of my days. When I

and willingness that exists in the club is truly amazing. Looking back now I am very happy that I was part of this

think of charm and grace there is Beverly in my mind. Dear Beverly you will be sorely missed but never forgotten.



Gig Owen, Dave Olson and Mel Owen

night a very gracious



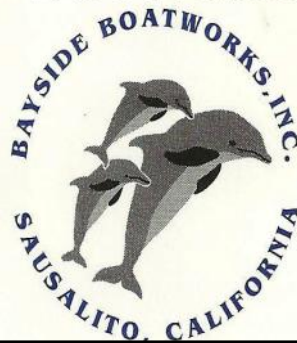
Dave Olson showing Acania's engine room



It is quite apparent that each succeeding yachting generation embraced its own musical forms which caused us to dance aboard their ships or dockside. Whatever the case may have been the music provided entertainment and delight to their sea travels. When the century dawned the music, it was Ragtime and in Stockton, California, the Stephens Boat builders were build-

ing fine motor driven yachts. In the post-World War-I period the yachts opened their port holes to the Jazz Age and Charlestoned their way through the Roaring Twenties until they were dashed back to reality by the market crash of 1929. On or about this time, my beloved "FANTASEA" a 1925 38'8" Mathews, built in Port Clinton, Ohio, was making her first splash in the San Francisco Bay. The yachtsmen then groped for a new sound and found it in the music of the Big Bands led at first by Duke Ellington, Fletcher Henderson, Jimmie Lunceford, Glen Gray and Chick Webb

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and later by Tommy Dorsey, Glenn Miller, Artie Shaw, Woody Herman and, of course, Benny Goodman who's band defined the entire era.

At this year's Sacramento Music Festival, formerly called Jazz Jubilee, held on May 23 - 26, (Memorial Day week end) in Old Sacramento, the Maritime Military Museum (M3) and Research Institute, will host its Grand Opening. The first quarter's video feature will be the history of the USS Potomac (FDR's Floating White House). Our music will whisper from a CD titled "Big Bands - The War Years". We will

round out our trilogy by having available for public viewing a memorial video of the life of the late and great Beverly Partridge, USS Potomac docent and CYA member extraordinaire. To find out more about guest docking at the Sacramento Marina or about M3, log on at www.mycya.org. In the words of FDR's wife Eleanor Roosevelt "It is better to light a candle than to curse the darkness." To my mind this is yet another way to help that struggling seaman to brave the tempest and to find the shore.

That is all!

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Stephens Rendezvous by Scott Andrews and Susan Takami



After a long hiatus, the CYA Stephens Rendezvous is returning to the picturesque town of Petaluma! Mark your calendars for the weekend of June 27th. For those who have not been here before, Petaluma is a lovely small town about twenty miles north of San Rafael. By boat, it is reached via San Pablo Bay and the Petaluma River.

The town has deep roots in California history. It was founded in 1858, but was an active trade hub beginning in the late 1700's. It was also the summer home of General Mariano Vallejo, whose historic Adobe house is nearby on the east side of town. The town managed to survive the 1906 earthquake with little damage, so the downtown has many interesting and historic buildings, and a wide variety of gracious and well-maintained Victorian homes.

In the 1920's it was known as the egg capital of the world, and every April it is the home of the Butter and Egg Day parade and celebra-

tion. More recently the town has looked to its river heritage with popular events like the Rivertown Revival in July celebrating the many years that

Petaluma trade flowed on scows and small river boats to the rest of the world. The historic Scow Alma, berthed at the San Francisco Maritime museum often visits her old waters here.

CYA Member Greg Sabourin (KILLARA) has worked tirelessly to develop a small craft center, a boathouse and numerous river activity camps for children. It is also home port for three CYA Stephens yachts: KILLARA (1929 34'), MAKOTO (1929 34'), and SHAMROCK (1965, 50' Currently undergoing a major refit).

This year's Stephens Rendezvous will be held at the main turning basin docks in the heart of Petaluma's vibrant downtown area. There are numerous restaurants and cafes literally steps from the public docks, and a few blocks away one can find the small but well-stocked Petaluma Market grocery store, and a variety of galleries, antique stores and gift shops. The Petaluma museum, now

housed in the old Carnegie Free Public Library (circa 1904) hosts a lovely collection of interesting historical artifacts and exhibits, many associated with the city's river heritage.

Petaluma is located on the Petaluma River about 12 miles (about 90 minutes) from the Highway 37 bridge at the north west corner of San Pablo Bay. To get here you will either sail north through the San Rafael Bridge, or east through Carquinez to the Petaluma marker in the middle of San Pablo Bay. Then follow the channel markers due north until they curve west to the river entrance.

Depending on the tide, the river is generally between 7 and 15 feet with a wide easily navigated channel. Downtown Petaluma is about 3 hours from San Rafael, and 4 to 5 hours from Benicia. The Petaluma River is remarkably beautiful in the early summer. Miles of open space on either side, often filled with mustard flowers and pickle weed, and sur-

rounded by the beautiful Sonoma hills; thousands of water fowl and the resident heron, egret and estuary swans are likely to welcome you as you approach town.

The events for the weekend are still being planned, but in addition to the traditional Friday evening dockside soiree, we are expecting a Saturday morning public boat showing, possibly a short bus tour of local wineries on Saturday afternoon, and the Petaluma Yacht Club has graciously offered their facilities to us for dinner and cocktails Saturday evening.

For those who decide to make longer weekend of things and stay over Sunday, Petaluma offers numerous shopping eating and relaxing activities. Further details will be forthcoming, including some planning for group arrivals so we can arrange for minimal waits for the draw-bridge at the entrance to the turning basin. We hope to see you all here in our home port!



We finally got some rain after many weeks of dry weather, the folks at Discovery Bay are claiming credit saying it was their rain dance that caused it. The fact that their rain dance took place a couple of days after the first rain started does not seem to bother them.

Many of you know that one of our favorite Delta hangouts "The Point Waterfront Restaurant" at Delta Marina in Rio Vista closed about a year ago. I am pleased to report that it is open again as "Memos at the Point". It is a father / daughter team of Adelio and Ivulina and they make some fantastic Mexican food, they will make it anyway you want: vegetarian, vegan, gluten free, you name it. Try the wild salmon with mango! They have had many years of successful restaurant experience and I look forward to them being a great success in Rio Vista.

Many of the Delta restaurants are closed for the winter but will be opening soon. Moore's Riverboat re-opened last summer completely remodeled with some outstanding food and we look forward to them opening again in May. Chef Giancarlo, who owned and operated La Pergola in San Francisco for 17 years, is running Moore's now and has brought gourmet Italian food to Isleton.



CYA members enjoy a beautiful afternoon on *Acania*

Sue and I attended the fabulous International Change of Watch in San

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Francisco. George Homenko, Candice Gable, Susan Takami, and Scott Andrews did a fantastic job pulling off a combined NC Fleet and

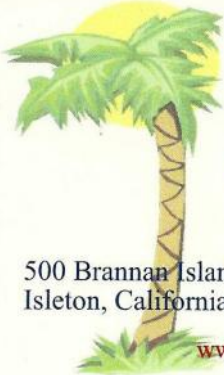
licity chair last year for a very successful event but am too busy this year to do it again. I told the Commodore - my friend, Lenora Clark I would help publicize it. Learn more at their website <http://www.picya.org/>.

The Delta Loop fest will be on Saturday May 3, this is always a fun time with plenty going on at all Delta Loop (Mokelumne River / San Joaquin River) resorts. Most area marinas have guest docking available, being a member of the CYA seems to help grease the skids to find a good spot.

International Change of Watch at the Holiday Inn. It was a wonderful weekend. The highlight was being invited aboard Dave and Lynn Olson's beautiful yacht *Acania* for a cruise around San Francisco Bay. The Olsons went all out to provide a fun trip.

Sadly I report the passing of Kip Korth. He was part owner of Korth's Pirate's Lair, Willow Berm, and Oxbow marinas and the brother of NC Fleet member Kim Korth. Kip was a good guy and always interested in classic yachts. He is survived by his wife Linda, and their daughter Lauren.

The PICYA has announced their Opening Day on the Bay for Sunday April 27. I was pub-



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Beverly Partridge 1926-2013 by Nancy Clothier



Beverly at the 2009 International COW

Where do you start to tell Beverly's story? If you attended her memorial service, you learned how much she meant to her



Beverly with sister-in-law and Susan Bernhard at Windmill Cove

family, children, grand-

children, great grandchildren and sister-in-law. Her spirit and warmth were there with us. At the reception, many of her

Ballena Bay and PEO friends were there. Our story of Beverly has to do with her love of the Classic Yacht Association. When she and Bob joined in 1980, they jumped in to enjoy many of the events and were part of the evolution. They loved their *Fantasea* and traveled all over the bay and delta areas, even taking her down the coast of California. They chaired the Oakland Lighted Boat

Parade for many years and Bob served as Commodore in 1987. Of course, we all knew that Beverly was truly the woman behind the man.

Most of our newsletters had articles written by

issue, describing a trip we took to Stockton. Beverly was a guest on *Hiltot II* at that event. She joined us in July for a trip to Suisun and Rio Vista on board *Eslo*. Bob and Beverly attended many of the National/International meet-



Fantasea in Suisun 1999

Clara Yeats Aseltine, Beverly's byline. She had a way of bringing events to life from her perspective. Her final article was published in the Spring 2013

ings with Beverly being representative of the northern California fleet many times. She made many friends from other fleets and would always



Beverly with Grandson Ethan, Fantasea in the background



1996 COW with Otto Schrier, George Homenko, Linda Myers, Mont McMillen, Martin McNair and Charlie Rickard



Beverly and Tom Clothier at 2007 International COW in Seattle

ties, such as secretary, clothing coordinator, and even took on the job of treasurer last year. When Les asked for her participation in the Forget-Me-Knot event, she was there.

Tom and I were very touched to learn that Beverly was behind our receiving Lifetime

telligence, grace, love for

keep in touch.

After Bob's death in 2002, Beverly continued her participation at almost every event. She kept Fantasea and continued to keep her seaworthy as long as she could. She was happy to have Fanta-

sea stay in the organization under the ownership of Les Cochren. Beverly was the best guest to have with you. She was always ready to help when needed and traveled with her sleeping bag and flask of rum. She served the CYA in many capaci-



Beverly with Les Cochren, Jim and Sue Wells at the Forget-Me-Knot event



Potluck Dinner at OxBow with Shawn and Doug Ball, George Homenko, Candace Gable and Nancy Clothier

Membership at the recent Change of Watch. Just another clue as to how she cared for others.

Beverly lived a full life for all of her 87 years. Those who knew her will remember her warmth, in-

people and a party. She will be part of the legacy of the Classic Yacht Association as others have before her. We will miss her and be ever grateful that she was part of our lives.

Editor Note: This was Beverly's last article for the Classic Currents. How fitting that she revealed her real identity.

Your Rovin' Reporter REVEALED!

This will come as no surprise for many, but we have new members who may wonder who this Clara Yeats Aseltine really is so here is the story.

Back in 1991 I decided it would be fun to start a column for our newsletter that was more than just a factual report of an event as in where, when, who attended, etc. Bob Hamilton had a column called Curmudgeon's Corner which was a good place for Bob's kind of dry humor and a "human interest" slant seemed a good idea. There were many accounts of things going overboard - chairs, cushions, fenders, dogs, cats and food - remember the opening day when Nancy Clothier's taco salad went

directly to Davey Jones locker? There was a 1996 photo of Bob rescuing a burgee pole complete with CYA burgee, but unfortunately there was no photo of the bicycle mishap which involved a bike that was parked on the dock slowly sliding into the water. It was retrieved and dried off and appeared no worse for the swim. Of course there were accounts of changes in membership or changes in Home Ports, but I always managed to find something of interest on which to comment.

Where did I get the name? Clara was my mother-in-law's name, Yeats was a childhood friend of my son and Aseltine was pure fiction, but I needed CYA.

When Alan suggested I

write this article I thought I had been doing it for about ten years - imagine my surprise when I discovered it has been more than twenty! So, now I am taking a leave of absence

for a while, but there may be little tidbits that I cannot resist passing along from time to time.

Beverly Partridge
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"Classic Currents wishes to welcome our new advertisers to the newsletter and thank them for their participation in bringing important information to our very specialized group. The editors would also like to remind our membership that everyone can help in promoting our fleet by sending on any referrals you might encounter for new advertisers. By everyone pitching in with ideas we can substantially broaden our advertising possibilities and thus, raise additional revenue for the club. Any great ideas (or not so great ideas) may be sent to Stuart Kiehl or John DiLillo with our thanks. "

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PICYA Vice Commodore Liz Allison is in charge of **Opening Day on San Francisco Bay to be held on April 27th**. The cruise aboard "California Hornblower" includes "front row" view of parade and a sit down lunch –see the website for information about all of the PICYA events including the cruise on the "Hornblower."

Scholarships – The entry deadline last year was September 30! Four \$2,500 awards were made last year, three awards were donated by World Wide Boaters Group and one PICYA award was donated by Liz Allison in memory of Andy Desin. Relatives of PICYA club members are eligible. Plan now for 2014, www.picya.org see details that are listed under Resources.

Margo Brown Wheel Chair Regatta - Will be held on **Saturday Sept 27** at Encinal Yacht Club. This will be the 18th Regatta honoring veterans and their families. You can support the Regatta by volunteering your time, boat, etc.

Donations to Scholarships or Wheel Chair Regatta

(501©(3) tax deductible) should be made to "PICYA Foundation" with notation (only on memo line) "Scholarship" or "WheelChair Regatta". Bank will not accept the check if is made payable to WheelChair Regatta or to Scholarships.

New officers of the RBOC: Greg Gibeson is Vice President (Meeks Bay YC), Karen Rhyne, Pres from Southern California. See the Recreational Boaters of California website at www.rboc.org

While your PICYA delegate has managed to avoid the flu, he was invaded by some form of "Gunge" (head cold), and, consequently did not attend the delegates meeting Feb 3, thus the short report, but thanks to friend and delegate Paul Anderson (Golden Gate YC & San Jose Sailing Club) for providing most of the above information. Paul's info is accurate, any errors are mine (Dick Engfer).

Want more info, please contact Dick Engfer hiltotii@sbcglobal.net



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Opening Day on the Bay



Sunday, April 27, 2014

Parade along the SF waterfront followed by a potluck gathering at Treasure Island

Steve Kadzielawa, Chair

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Classic History: The N.J. Blanchard Boat Building Co.

Reprinted from an article by Steve Wilen

This background of the Blanchard Boat Company was written by Stephen Wilen, co-author, with Norman C. Blanchard, of *Knee-Deep in Shavings: Memories of Early Yachting and Boatbuilding on the West Coast*.

In 1905, Norman J. (N.J.) Blanchard (1885-1954) teamed up with his friends, Dean and Lloyd Johnson, to open Johnson Bros. & Blanchard boatyard at the former oxbow of the Duwamish River, near what is now South Hidalgo Street. It was from this yard that the 100-foot motor yacht Helori was launched in 1911 for O.O. Denny. Designed by N.J.'s friend, L.E. (Ted) Geary, it was at that time the largest motor yacht built on the west coast. In 1915, after underbidding a job, the yard went broke and closed.

N.J. eventually went to work at the large Skinner & Eddy yard, and after saving enough money, he

opened the N.J. Blanchard Boat Company on Lake Union, at the foot of Wallingford Avenue North. It was at that location that the 63-foot schooner Red Jacket, also designed by Geary, and still a popular feature at many classic yacht gatherings, was built.

Following a fire in 1922 that destroyed the Blanchard yard, N.J. rebuilt at 3201 Fairview Avenue East. It was at this location that many of the production sailboats, including Star Boats, Flatties (also known as Geary 18s), and the still-popular Junior and Senior Knockabouts were built, as well as numerous one-off designs. Production motor yachts built include the 36-foot standardized raised deck cruisers, several of which are still beautifully maintained, and custom yachts, such as the Geary-designed, 100-foot Malibu of 1926. N.J. Blanchard,

which had built its reputation on large, custom motoryachts and elegant sailing vessels, turned to designer Leigh Coolidge for what became known as their "Standardized Raised-Deck Cruiser," a perfectly proportioned 36-footer. After successfully producing custom yachts for 15 years, the first Blanchard stock cruiser slipped into the water in 1924, launching a wave of competition that would continue for six furious years ~ until the Great Depression nearly shut down all pleasure-boat yards. Blanchard built 25 of their 36-foot Standardized Cruisers between 1924 and 1930.

Following N.J.'s death in 1954, his son Norman C.

Blanchard (b. 1911), who had worked alongside his father most of his life, succeeded as head of the yard. The shift in pleasure craft by this time, however, was toward fiberglass, and much of the work done at the yard in the 1960s was repair work. After over 60 years of operation, in 1969, Norm Blanchard sold the yard, sadly passing on in 2013. The final tally of Blanchard yachts totals almost 2,000 boats constructed, including sail and power, commercial and pleasure. Only about a dozen of these fine old classics remain active in the fleets of the CYA.



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Coming Events

Opening Day in the Bay

Sunday, April 27, 2014
Steve Kadzielawa, Chair

Opening Day in the Delta

May 2-4, 2014
Oxbow Marina

Kid's Day at Sacramento Marina

May 2014
Les Cochren, Bill Wells, Chairs

Hooked on Jazz Festival Sacramento

May 23—25, 2014
Les Cochren, Chair

Stephens Rendezvous

Petaluma Marina
June 20-22, 2014
Susan Takami, Chair

Delta Rendezvous/Cruise

July 19-21, 2014
Kim Korth/Bill Wells/George Homenko,
Chairs

Visit to Brotzeit

Beer and Food Fest in Oakland

August 2014
Toni and Krista Granieri, Chairs

Cruise in to the Corinthian YC

September 19-21, 2014
Jim Sweeney, Chair

Forget-Me-Knot Sacramento Marina

September 19-21, 2014
Les Cochren, Chair

PICYA Wheelchair Regatta Alameda

September 28, 2014
Dick Engfer and Greg Brazil, Chairs

Crusin' for Kids

Saturday, October 18, 2014
Shawn Ball and Susan Takami, Chairs

Lighted Boat Parade San Rafael Canal

December 13, 2014
Alan Almquist, Chair

Lighted Boat Parade Oakland Estuary

December 2014
Patrick Welch, Chair

NC Change of Watch

December 2014
Christopher James, Chair



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