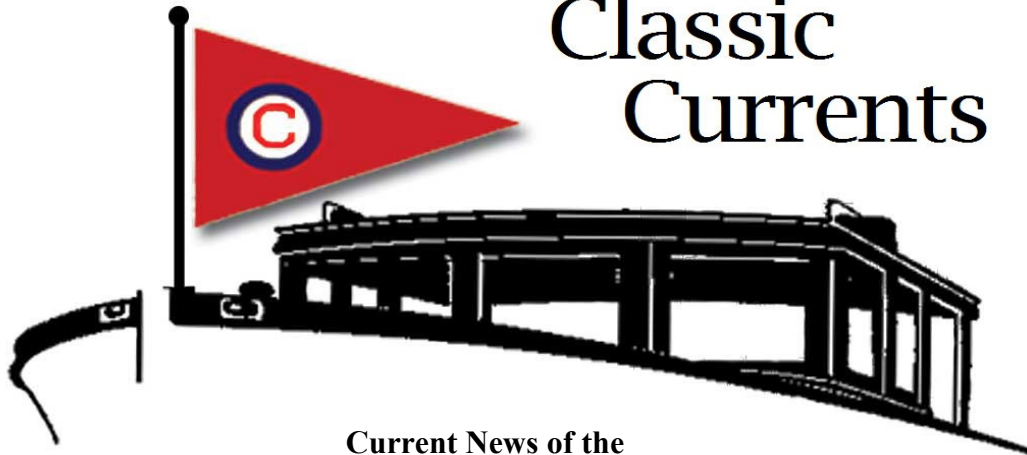


Classic Currents

FALL ISSUE 2015

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

Commodore's Report *by Susan Takami*

Wishing everyone in the Northern CA CYA fleet greetings from France! Scott and I are currently cruising the Canal de Nantes a Brest in Brittany aboard our little Penichette "Crouin". Every day has been a new adventure with new river views, new towns and l'ecluces (locks), and new moorings, some in small towns and others out on remote moorings miles from anywhere.

At a recent special meeting, the NCCYA Bridge approved variety of motions relating to roles and responsibilities of the Bridge members as well as clarifying

voting rules, and creating the new role of Fleet Membership Director. I would like to thank Tom Clothier for his dedica-



l'Ecluse and the Chateau at Josselin

tion in drafting the rules and regulations associated with these motions, and



Our Boat at Rural Mooring

for taking the time to put everything into a clear written document. The changes not only will improve our decision-

making processes, they bring us into conformance with the more recent CYA International Bylaws.

I reluctantly accepted Shawn Ball's resignation as recording secretary and CYA International representative. Shawn noted that she was looking forward spending more time as a grandmother and to focusing her organizational efforts on the Kruz-in' 4 Kidz event. George Homenko has agreed to fill Shawn's shoes at CYA Internation-

al. However, we are currently seeking someone to volunteer for the role of Recording Secretary. Additionally, John Di Lillo has stepped down from his role as East Bay Port Captain. Please let me know if you would like to be considered for either of these positions.

Continued on page 2

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We have entered into what appears to me to be the "Service Season" for the CYA! By this writing the Forget Me Knot, and the PICYA Wheelchair Regatta events will have been held. I would like to thank Les Cochran for his work organizing and promoting the Forget me Knot event, and Dick Engfer for his work with the PICYA in support of the Wheelchair Regatta. John DiLillo, Shawn Ball, Bunny Cobb and Gerry Kamilos have worked for many months on the Kruizin' 4 Kidz event to be held on October 17th. Thank you to them and to all of our participant fleet boats!

These events are an important element of the CYA's public service efforts, and are increasingly important as the CYA evolves into a non-profit

organization.

As a last note, please be very careful when working on or preparing your boat for services. I was out in Isleton later last month to check on our boat and found the Oxbow Marina packed with fire trucks, ambulances and other emergency vehicles! Apparently someone was working on their boat when a spark ignited some gas fumes. Fortunately none of the CYA boats berthed at Oxbow (Catherine E, MAKOTO, and Ranger) were involved. However, three boats were burned, one of which sank in the marina, one boat shed was badly damaged, and two people were hospitalized. This is a sobering reminder that as enjoyable as our hobby is, it can also be dangerous!



You can visit us on facebook:

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



Besides making deposits, writing checks, buying a few supplies, and watching our \$7,900.00 CD automatically roll over, there isn't much else to do most years. 2015, however, was quite different.

As part of the National effort to apply for full 501c3 non-profit status we had to research all past filing and banking records to identify any potential conflicts. The result was that our Fleet had to delete some corporate numbers from the Federal registry, close down our checking and CD accounts and open new ones, issue changes to the State for the "Statement of Information" filing, and change the title of our Fleet "Bylaws" to Rules and Procedures and change some its contents. There were also changes to what and how we reported information to International. The Board of Directors asked me to join Ann Hay and Jim Paynton on the 501c3 committee. Jim handled the finances, Ann was our liaison to the CYA attorney, and I handled research and planning. The project is almost complete and our Federal Filing should occur early next year.

Our Fleet finances also proved interesting this year. The current report format we use also includes a forecast. We started out with \$8090 and the forecast showed us ending the year at \$9,033. However, we had a large number of changes during the year and the monthly reports had the forecast swinging up and down by significant numbers every month. Even with all these changes, as of October we are projected to be within \$70 of forecast for the year.

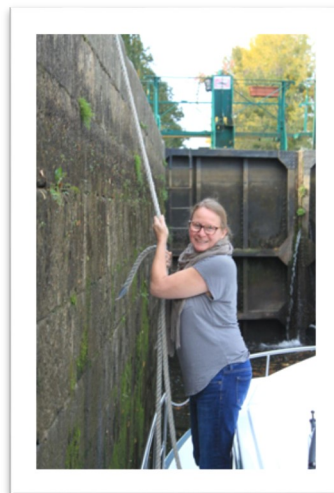
The only active project I have now is working with Jim Paynton on a final income number for dues. Looking over the preliminary figures we may be entitled to a few hundred dollars more from International.

France Boat Trip — by Scott Andrews with Susan Takami

In October we finally took the boat trip in France that we have been talking about for a long time. We rented a 36 foot Penichette canal boat (about the same size as MAKOTO) from Locaboat, and cruised about 125 km along the Oust river (which in that section of Brittany is also the Nantes-Brest canal). Our boat was very comfortable and easy to pilot, and the fabled locks (or l'ecluse, in French) turned out to be very easy and enjoyable. All of the locks were manned, and the lock keepers were friendly and talkative (even with our primitive French!).

We first visited the picturesque town of La Gacilly, and then headed up the Oust river to the medieval city of Josselin, and back down to Malestroit, a town founded in 987. Along the way we stopped in many small towns, enjoyed open markets, country bistros, and 1000 year old buildings. At one point we camped out at a remote mooring, well away from anywhere, that gave new meaning to the words “dark”, and “quiet”.

A few photos: L'ecluse Guerlin



Susan holding the boat as the lock floods



Susan at local flower shop



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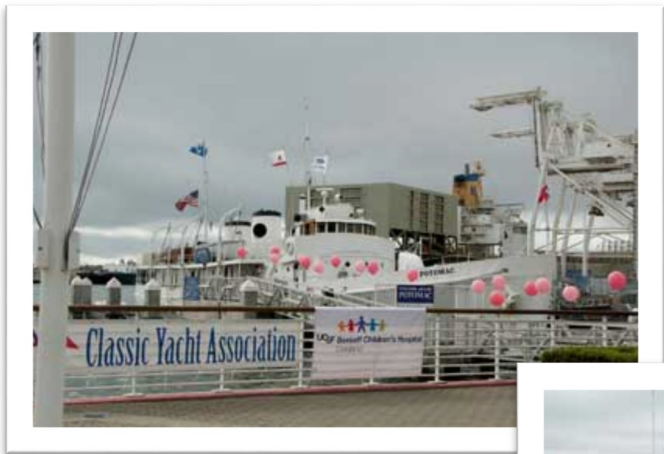
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Kruzin 4 Kids— *by Alan Almquist*

Kruzin 4 Kids that took place on Saturday, October 17th was another great success this year. Over 350 people were taken from Jack London Square out into the Bay around Alcatraz to Pier 39 and back on the Potomac and 9 classic escorts, including Wanda, Triple Crown, Pat Pending, Miss 102, Ahalani, Aurora 5, Shibui, Maverick and Sea Breeze. Our classic yachts were escorted by vessels from the Oakland Police and San Francisco Police departments and the San Francisco Fire Boat and Helicopter. Our efforts in this parade were coordinated by Shawn Ball and John DiLillo in addition to the over 60 community volunteers who made this event the special one that it was for the children patients of UCSF's Benioff Children's Hospital of Oakland.

The event had great coverage. Read about it in the SF Chronicle.

<http://www.sfgate.com/bayarea/article/Bay-yacht-cruise-is-welcome-break-for-ailing-kids-6575775.php?cmpid=email-mobile>

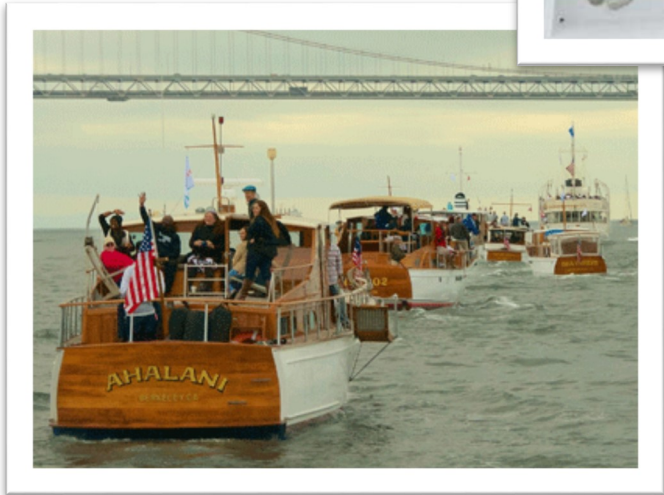


Ahalani

Photos by Stuart Kiehl



Guests aboard Aurora V



The last major boating weekend in the Delta is Labor Day. After that the kids are back in school and many restaurants go on their off season schedule. Weatherwise however the next few months are fantastic for cruising. It is a little cooler with less wind, and a lot less people to contend with. It is my favorite time of the year.

Les Cochren invited us to attend his Forget Me Knot event to honor veterans in mid September. A few days before I was scheduled to

head up the river from Oxbow I discovered that the water pump for my port engine was not working. It had been running a little hot so I should have realized there was a problem. The maddening thing was it was an almost new Jabsco pump with less than 100 hours on it. I am used to getting a few hundred hours of usage on one without a problem. I dismantled it and found the impeller totally stripped of its vanes. I always carry a couple of spare pumps but I managed to find the only available spare impeller in the area at West Marine in Sacramento. I coated it

liberally with silicon grease and it has been working fine with about 20 hours on it now.

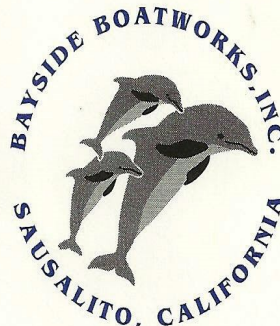
Gene Beley, my biographer, crewed for me on the trip to Sacramento. We topped off the fuel tanks and pulled out of Oxbow at 1030 hours on a beautiful Thursday morning. A few hundred yards into the trip we ran into a problem when we approached the Tyler Island Bridge on Georgiana Slough. I called for an opening on my radio and the bridge tender said they were working on it



and it would not be able to open until 1300 hours.

That would have really screwed up my schedule so we pulled up to the bridge to see if I could lower my mast and remove my shore boat to get enough clearance but even if I did that I still could not make it under the span. I was pondering whether to anchor or go back to Oxbow to wait when the bridge tender called me and said they would be able to open it and let me through. Ten

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minutes later we passed through the bridge and were on our way. The rest of the trip was uneventful and we made it to the B Dock at the Sacramento Marina at about 1715 hours.

The Forget Me Knot parade gets better every year. Les appointed me to coordinate the sea operation "Neptune" while he conducted the land ceremony "Overlord." About ten boats headed upstream lead by the pirate ship *Sea Eagle*. *Sea Eagle* called for an opening of the Tower Bridge and we all passed through and made a couple of passes by the Old Sacramento docks. On

the second pass wreaths were dropped and also flower petals from Normandy France. Everything went smoothly in spite of several boats not having radios and were unable to communicate with the fleet. The Coast Guard and the Coast guard Auxiliary ran interference and relayed communications between boats without radios.

Afterwards we all met at the marina for a great dock party with wine and hors d'oeuvres. A few days later I headed back down the river this time Les joined me along with local newspaper editor Galen Kusic and Sacramento Marina



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First of October I moved *North Star II* down from its berth at Oxbow Marina to a covered berth at Fortman's Marina in Alameda. I will be able now to keep a better finger on the pulse of Bay area boaters and events, and while I always enjoy my visits in the Delta, I am looking forward to participating in Bay events now that I have relocated. Maybe it was time to go anyway. As Commodore Takami reports just a week before we left the Marina there was a bad fire in one of the sheds that put one fellow in the hospital, burnt one boat to the waterline and severely damaged two others. Apparently the boat owner with the help of a friend who was working on the engine sparked gas fumes and started the blaze off. A good reminder for all of us to make sure that our marine insurance is up to date.

The cruise down to the Bay was pretty uneventful

(thankfully) and we over-nighted in Benicia. Took Tom Clothier's advice and started off early on Sunday morning without regards to what the tides were doing just to get through the Bay before the afternoon winds kicked up. Luckily, the winds were very mild and the tide was with us for most of the trip.

For those of you who have never been to Fortman's, it is a large marina on the Alameda side of the Oakland estuary near Swenson's Boat Yard, which is very convenient. Surprisingly when I called the harbor master inquiring about a covered slip I thought I would have to sit on a waiting list for a year or so before something would come up. Not so. I acquired a berth right away, and right next to *Cielito* in fact and moved right in. There are a number of empty covered slips and Mark, the Harbormaster, tells me that he has had these va-

cancies for a number of months. They are too short, being only 42 feet in length, and narrow for the big powerboats so these are limiting factors for today's modern plastic cruisers. I have come full circle with *North Star* now because when I bought the boat in 1984 it was berthed at Fortman's.

Meg Starr and I attended a great party hosted by Mel and Gig Owen at the San Francisco Yacht Club on Saturday October 11th in celebration of the Owen's family 75 years of stewardship of *Pat Pending*. This beautifully maintained yacht was open to SFYC members and invited guests and we all enjoyed another of Gig's great spreads and drinks on board. Mel, of course, treated us all to tunes on his many harmonicas including a custom built one especially for him made out of corion. Mel had handouts and photos of *Pat Pending* from the earliest days of the Owen's ownership including one shot of the yacht tied up in the cove of the still to be built harbor of the SFYC dated 1957. *Pat Pending*

was the first boat into the new facility and has been in the same berth at the end of the 300 series dock ever since.

The holiday season is upon us and the organizers of the lighted yacht parades are in full swing. Steve K will report on the annual parade around the San Rafael canal, but I would like to provide a few details of other pa-

continued on page 7

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rades in the Bay. In the Oakland Estuary, on the first Saturday in December, (this year, December 5th) the Lighted Yacht Parade kicks off the holiday season and this year the parade takes a longer route passing by Fortman and Grand Marina to include the Alameda and Island Yacht Clubs. Staging between Wind River and the Fortman Marina's public pier as the sun goes down. At dark boats proceed to the judging area along the Alameda side past Encinal and Oakland Yacht Clubs. Proceeding down the Alameda side to the Rusty Pelican the boats cross to the Oakland side and pass by the Port of Oakland, Scott's and Kincaids continuing down the Grand Marina, turning and making its way past Grand and Fortman Marina back to the staging area at Wind River. As in times past this parade has always been a lot of fun.

The Fisherman's Wharf Community Benefit District and the St. Francis Yacht Club will join once again to present the oldest and largest lighted holiday boat parade on San Francisco Bay. More than 60 boats, each festooned with lights and holiday decorations, will parade along the waterfront on Friday,

December 11, 2015, starting at 5:30pm.

A holiday tradition since 1994, the parade includes members of the St. Francis Yacht Club, Fisherman's Wharf Fishing Fleet, Golden Gate Yacht Club, PIER 39 Marina, and the Sea Scouts. The parade route will begin just off of PIER 39, proceeding west past Fisherman's Wharf, Fort Mason and the St. Francis Yacht Club, and will turn around off of Crissy Field to return along the waterfront. For more information: Call 415-673-3530, visitfishermanswharf.com.

Across the Bay in Sausalito the annual lighted boat parade and fireworks takes place on Saturday, December 12th. This parade starts at foot of Harbor Drive just north of the [Bay Model](#) in the [Marinship North](#) area and then goes south past the [Caledonia St. / New Town](#) area. The parade ends off of the boardwalk in [Old Town](#). This year is the 27th edition of the Sausalito Lighted Boat Parade. In a typical year about 40

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decorated boats compete for a variety of prizes

James Gabbert, KOFY TV 20 Founder, serving as Grand Marshal (and broadcasting Christmas music), leads this annual parade.

While details are sketchy at the moment the Vallejo Yacht Club has also scheduled their Lighted Yacht Parade also on Saturday, December 12th. Check with the Yacht Club for updates on the details

International Change of Watch January 15 to 17, 2016 Vancouver, British Columbia

The Canadian Fleet has a wonderful event scheduled for 2016. Come early and enjoy the Vancouver area. including The weekend will include a welcome reception at the Maritime Museum a Saturday night Banquet at the Royal Vancouver Yacht Club. You will receive more details soon.

Hotel reservations can be made at the Granville Island Hotel, phone 1-800-916-4330. A block of rooms is available at \$129 /per night (CDN plus taxes) For more information, contact Shirley Howdle, 778-838-9339 or email shirley.howdle@gmail.com

Yachting Yearbook – The 2016 PICYA Yearbook staff is requesting up-to-date information from all PICYA members. If there are any change from the 2015 data, please inform Dick Engfer.

PICYA meetings is a painless way to get acquainted with other yacht clubs. After more years than care to divulge, Mavis & Dick Engfer are “retiring” from PICYA Delegate post. Am sure the new delegates will enjoy these meetings as an opportunity to meet



Photo from 2014 Wheel Chair Regatta

active boaters from the over 100 clubs making up PICYA. Meetings are on first Monday of the month. The usual routine is 6pm ish arrival, 7pm dinner, 8pm meeting – usually adjourn by 9:30pm. Dinners cost the delegate \$22.50 and reservations are required.

Margo Brown Wheel Chair Regatta took place on **Saturday Sept 26** at the Encinal Yacht Club. This 19th annual Regatta honors veterans and their families and, this year, was attended by some 350 veteran families. Thirty-five boats provided a cruise on

Oakland Estuary and SF Bay that was followed by lunch and entertainment .

Scholarships – You are too late for this years scholarship awards if you missed the entry deadline on **September 30!** Four \$2,500 awards will be made at the November 2nd meeting. As is the custom relatives of PICYA club members are eligible to enter this competition. All eligibility requirements are listed on the PICYA website.

Donations to Scholarships or Wheel Chair Regatta should be made payable to the PICYA Foundation/ Scholarship or PICYA Foundation/ WheelChair Regatta and mailed to PICYA FOUNDATION, in care of Treasurer Mike Billington, 3717 Dra-

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News from the RBOC – The temporary **Rock Barrier** that is a reality on False River is to be removed sometime in November 2015. Note the new requirement that life jackets for children under 13 years of age now also applies to boats over 26 feet long.

Commodores Ball – Installation of new commodore Erich Schoenwisner and Board will be held on Saturday, January 23,

2016 at the Encinal Yacht Club. Reservation information for this event can be found at www.picya.org
Treasure Island YC 50th Celebration will be held Saturday January 16, 2016, all are invited to attend.

Website: www.picya.org
To post club events, send Email to Roger Beebe Webmaster@picya.org

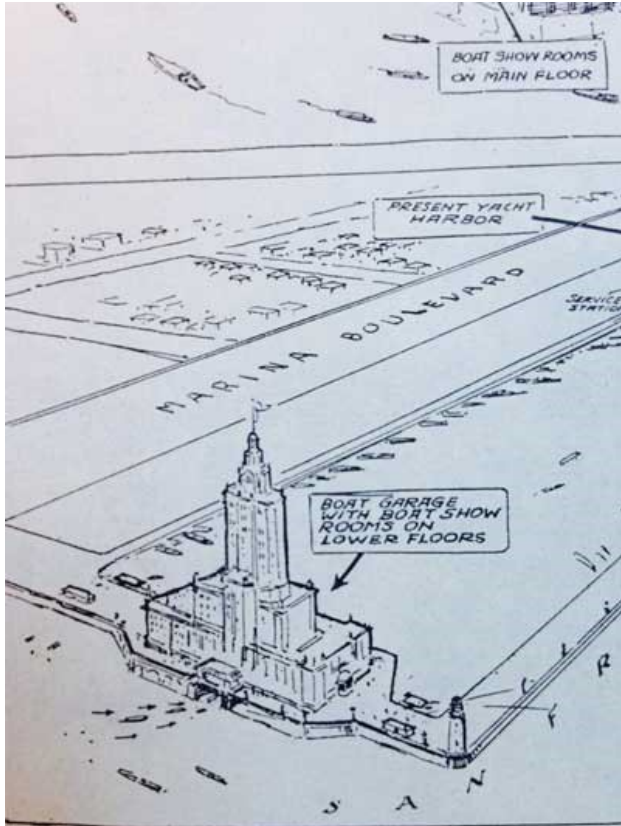
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The years before the Great Depression brought many fanciful ideas to the forefront. Yacht building was at an all time high and civic leaders were concerned about providing convenient berthing for all takers.

San Francisco Bay was ripe for development and a number of plans were put forward to meet the boater's demands. In August 1929 a proposal was put forth by a Captain Lamb of the San Francisco Parks Commission advocating the construction of a new breakwater from about Webster Street eastward to-

wards the peninsula that housed the St. Francis Yacht Club and paralleling the Marina Green. This proposal would have added a fourfold capacity to the existing harbor that was, and still is, adjacent to the club.

Later the city harbor would be expanded and a breakwater constructed but, as it exists today, from the St Francis eastward culminating at the site of the present day Golden Gate Yacht Club and the wave organ at the tip. In the 1929 plan the eastern leg of the proposed harbor would be taken up by a twenty story multi use building that

would operate several fueling stations and provide an elevator lift to boat storage described as a "boat garage." The lower levels of this massive building would offer accommodations for show rooms, a "boat mart" for all water craft dealers. The building itself would sit over a "marine tunnel" that would allow eastern access

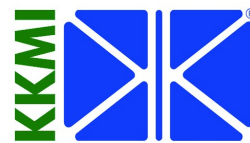


to the berths created by the new breakwater. Another ambitious plan never realized as a consequence of the economic meltdown of the 1930's.



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On Saturday September 19th at 1000 hours the annual Forget Me Knot ceremony commenced on the docks of the Sacramento Marina with the Very Rev. Michael O'Rielly - Rector of the Cathedral of the Blessed Sacrament presiding. President Franklin D. Roosevelt's D-Day Prayer was read along with a reading from the landing operation (codenamed Operation Neptune) of June 6, 1944 for the Allied invasion of Normandy. Brunch followed at 1100 hours on the House Boat moored at the Sacramento Docks in Old Sacramento.

At 1200 hours the Drum Corp and Honor Guard from Del Campo High School AFROTC were given their Orders of the Day. Representing the initial invasion of Allied Troops onto Omaha Beach, one half of the Drum Corp stationed themselves at the Old School House Museum next to the Rio City Cafe in Old Sacramento, the other half of the Drum Corp followed the Honor Guard in a one square block procession responding to the drums played at the Old School House Museum

(talking Drums). At the end of the procession the Honor Guard and Drum Corp playing together represented the highlight of the battle. The Honor Guard then proceeded to post the colors on the House Boat followed by the Pledge of Allegiance.

Meanwhile, the yachts that participated in this event assembled under

the fleet after passing the docks at Old Sacramento and turned upstream to idle in front of the River City Cafe.

In this ceremony the Sacramento River is the stage for the sea invasion of Normandy on D-Day and the yachts participating represent the Higgins Boats that were used to

carry our troops to the beach. While taps were played from the docks four wreaths were placed in the river: Wreath 1 honored our World War II Veterans; Wreath 2 honored all of our Veterans; Wreath 3 honored the casualties of war; and, Wreath 4 honored World War II Veterans who died at sea. As the wreaths were placed in the water flags were waved from shore and sand gathered from Omaha Beach was sprinkled from the bridge which represented the liberation of Europe.

During the ceremony an Assembly Resolution was

read by the Honorable Kevin McCarty honoring Sacramento native John Miliken, a WWII POW shot down in France. Certificates of Appreciation were then issued to the *USS POTOMAC*, *SS JEREMIAH O'BRIEN*, and the *TUSKEGEE AIRMEN*. The ceremony was concluded when the Del Campo AFROTC HS Honor Guard retired the colors.



Assembly Resolution read

the command of Commodore Wells at the marina harbor at 1200 hours. The four wreath carrying yachts followed Commodore Wells in *Ranger* who in turn followed *Sea Eagle*. From the Sacramento Marina the yachts went upstream to the confluence of the American River and awaited the signal to return downstream towards Old Sacramento. Four of the yachts that each carried a ceremonial wreath broke away from



Les Cochren with wreaths



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Coming Events

Lighted Boat Parade

December 19, 2015

San Rafael

Steve Kadzielawa, Chair

Change of Watch

Saturday, February 20, 2016

Tiburon YC

David and Bunny Cobb, Chairs

SAVE THE DATE! - 2015 Change of Watch **Saturday, February 20, 2016**

The 2015 Change of Watch Ceremony, Silent Auction, and General Pandemonium will again take place at the Tiburon Yacht Club at Paradise Cove in, yes, Tiburon. Different this year, the 2015 event will be held in 2016. Saturday evening, February 20, to be specific. Your faithful and dedicated Board decided to get away from the jammed holiday schedule between Thanksgiving and the New Year with a date that for most of us will be a quieter time socially. And by February we all should be ready for another party. As soon as plans are finalized, an official invitation with details will be sent to all Northern California Fleet CYA members. Until then, please mark your calendar for this date.

An important part of the COW gathering is our silent auction. Would you all begin to think of appropriate items, events, or activities that could be donated to this important fund-raising event? Bunny Cobb is coordinating this (as well as details of the party itself) and will be contacting NorCal CYA members individually if not enough of us step forward with a nice item for the auction. Please think hard about this with the thought of donating something you yourself would be excited to bid on and receive. Bunny can be reached with ideas and donations at 415.889.5063.

Another change involves the exchange of flags of the Commodore, Vice-C, Rear-C and other flagged positions. Rather than purchasing these rather expensive items new each year - most for a single year's use - during January please mail or deliver the flags to your grateful Rear Commodore to be redistributed at the COW. Not only does this save money, over the years the increasingly faded and weatherworn flags will earn a patina that denotes time and service on the water. I'll contact you all in January for mailing info. We don't want to rely on members remembering to bring the flags the day of the party - oh, no.

Last of all, attending flag officers (Staff Commodores included) should plan to wear either a tuxedo or a spiffy formal cocktail dress (the latter strictly for female officers - please). For the others, evening cocktail attire is requested. And this ALWAYS means shoes.



2380 Bay St.
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David Cobb, Rear Commodore—George Homenko, Staff Commodore
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Dick and Mavis Engfer, PICYA Rep
Alan Almquist, Newsletter Editor —Scott Andrews, Web Coordinator
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Jim Hackworth, Historian

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