

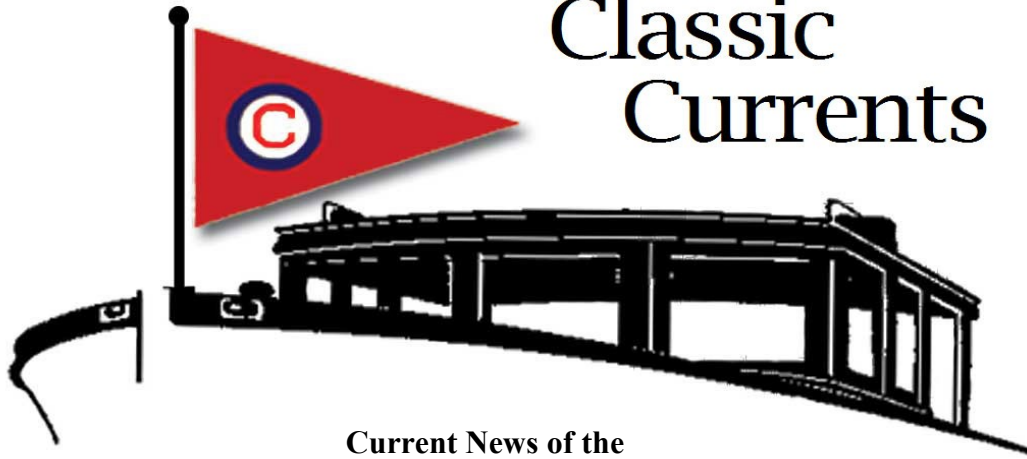


SUMMER ISSUE 2015

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Classic Currents



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

Commodore's Report *by Susan Takami*

July 2015

With the summer boating season upon us, I am reminded what a beautiful



Opening Day on the Bay, April 2015

area the Northern California Fleet of the Classic Yacht Association encompasses. Seeing our fleet and members gather both in the Delta and Bay Area is a strong testament to our mission statement, "The Classic Yacht Association is dedicated to the promotion, preservation, restoration, and maintenance of fine, old, power-driven pleasure

craft."

Our events so far have included Opening Days on the Delta and Bay, the

Salute to American Graffiti Car Show in Petaluma, Kids Day and Hooked on Jazz in Sacramento, and the Stockton Yacht Club Car and Boat Show. Unfortunately I broke my leg just before the Opening Day events, so my participation has been limited. Be sure to check out our webpage at: <http://cya.wildapricot.org> and

follow us on Facebook (just search for Classic Yacht Association and choose the Northern California site).

There you can see photos posted of our boats and members demonstrating why these boats are "pleasure craft". We are still somewhat new to social media and all comments and suggestions are welcome!

Our upcoming events: Forget Me Knot, the PICYA Wheelchair Regatta, and Kruizin' 4 Kidz reflect our Fleet's commitment to serving the community. I am proud of all the contributions by volunteers who work quietly and diligently to these efforts, as well as the skipper who support these

events by bringing their boats!

Behind the scenes, the Bridge has been working to simplify and clarify our Rules and Regulations, and voting privileges. I'd like to thank all the members who attended the Special Bridge Meeting on May 30th for the productive work we accomplished.

Continued on page 2

Visit our website at www.classicyacht.org



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

Lastly, it was with great reluctance that I accepted Shawn Ball's resignation



Celebrating Scott's 60th Birthday at Pittsburg Yacht Club

from her several positions on our Northern Califor-

nia Bridge. Shawn has spearheaded and contributed tremendously to our Fleet and I thank her for her efforts and inspiration! She plans to devote her time to her passions: her grandchildren and our Kruizin' 4 Kidz event.

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Yachting Yearbook 2015 are "in hand". Subject to Board approval, a possible method of distribution - could be - indicate your desire to hiltotii@sbcglobal.net. If more requests than books, then draw names.

PICYA meetings - a painless way to get acquainted with other yacht clubs. Future meetings are 7/13 Bridge Marina, 8/3 Sacramento, 9/14 Oakland, 10/5 Discovery Bay. The usual routine is for a 1800 hour-ish arrival, 1900 hours dinner and the formal meeting to begin at 2000 hours - the business meeting usually adjourns by 2150 hours. Dinners \$22.50 reservation a must. Anyone wishing to attend, please contact Dick Engfer for more information.

Margo Brown Wheel Chair Regatta - Saturday Sept 26 at Encinal Yacht Club. This will be the 19th Regatta honoring veterans and their families. You can support in form of volunteering your time (signup sheet lets you choose your job), boat, money, website lists all particulars. Or, contact Linda Blue linda.a.blue@gmail.com

Scholarships - Entry

deadline is September 30! Three \$2,500 awards last year. Relatives of PICYA club members are eligible. All requirements are listed on website.

Donations to Scholarships or Wheel Chair Regatta (501©(3) tax deductible) should be made to "PICYA Foundation". **Notation (only on memo line)** "Scholarship" or "WheelChair Regatta" if a preference.

RBOC - Greg Gibeson President 2015 (Meeks Bay YC Temporary **Rock Barrier** is a reality on False River. To be removed Nov 2015. Ethanol in boat fuel is not effective and is considered a hazard as has resulted in engine failures - attested to by fuel pump failure on Hiltot II.

SF/Oakland Bay Bridge - Removal of old main (large) span closest to Yerba Buena Island is complete - now clear for all vessels to pass thru in the main channel (Span G-H)

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

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

The Renewable Fuel Standard (RFS) is the 2005 law that requires the blending of biofuels such as corn-ethanol into our gasoline. When written, it was assumed that America's use of gasoline would continue to rise and therefore mandated escalating amounts of biofuels to be blended with our fuel. Since 2005, U.S. gasoline usage has actually dropped steadily and now the law forces more ethanol into fewer gallons of gasoline.

To keep up with this mandate, in 2010 the EPA permitted E15 (fuel containing up to 15% ethanol) into the marketplace, for some engines. E15 is prohibited from being used in marine engines, snowmobiles, motorcycles, small engines like lawnmowers and leaf blowers, as well as any vehicle made before 2001. In multiple studies, E15 has been proven to damage boat engines.

E15 and higher ethanol

blends fuel can now be found in 24 states, often at the very same pumps as E10 gasoline. The only warning you may have is one sticker mixed in with all the other warning labels on the pump. This a huge potential for mis-fueling and puts boaters at risk of using fuel that will damage their engines.

The Environmental Protection Agency (EPA) is asking for [comments](#) on a proposal to increase the amount of ethanol that must be blended into the nation's fuel supply for 2015 and 2016. If adopted, these proposed levels will require the use of a record amount of ethanol, forcing higher-level fuel blends (including E15 or 15% ethanol) into more gas stations. Remember that most marine engines are built to only work with up to 10% ethanol and it is prohibited to use gas containing more than 10% ethanol in all marine engines.



Please take a moment to [send a message NOW](#) urging the EPA to lower the ethanol man-

dates to ensure an adequate supply of fuel that will work in your boat.


Treasurer's Report - by John Di Lillo

Overview of Cash Positions

We are doing well with \$8,359.00 in the bank with no outstanding payables. Our CD for \$7,882.00 is still in reserve. The report projects us ending the year with almost the same amount we started with but I think we will end up with something more like a negative \$500.00. We are significantly off forecast but that's because of a Bridge decision to move the Change Of Watch, not an oversight in forecasting. There are three items that could significantly change our cash position,

- 1) the \$1,500 expense budgeted for a COW deposit might move to next year,
- 2) 2) Projected income from dues renewals might be up to \$400 less than forecasted,
- 3) 3) Projected income from the Kruzyn' event is dependent on the amount of funds raised and a decision of the event committee. Items such as these are highlighted in yellow on the financial spreadsheet.

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The Event coordinators, Shawn Ball, John DiLillo and Bunny Cobb, of the "Kruisin-4-Kids event set to go on October 17th are hard at work trying to raise the money to meet the costs that are involved in putting this all together. John DiLillo reports that the income the committee targeted is \$19,749. The best current estimate of money that will be received from different sources is \$10,944 and that will meet our budgeted expenses of \$10,790. We have pledges for \$5,294 and actual donations of \$313.00.

We also have \$2,500 left over from last year totaling about \$8,000 so far. We need to raise the additional \$2,000 so that the event can go on. However, even if we raise the approximate \$11,000 it still means we have to watch every penny and we have no extra funds for reserves or donations to the Foundation.

Comparing what we were able to raise last year here are the significant changes to the Donation report:

1. Von Doepp changed from \$5,000 to \$500.
2. Peirano Winery a donation of \$1,344 (in kind wine).
3. I have started to add "actual" donations for members paying for brochures, etc. out of their own pockets.
4. Mechanics Bank changed from \$1,000 to 0.
5. "Friends of Kamilos" changed from \$1,000 to \$3,000.
6. "Large Marine Industry" changed from \$2,000 to 0.
7. Wells Fargo changed from \$1,000 to 0.

Other news. We have a hospital designed and approved event burgee. Will cost about \$1,000 for qty 50 if we decide to include them in the budget.

The GOOD NEWS is that, with some luck, it looks like we will cover the event expenses and can proceed. **Thank you.**

In case you have ever wondered how this event got started, it was CYA member Beverly Partridge who said we needed to do something for the community, and my daughter Karin Mulloy who suggested the Children's Hospital. Neither lived to see the event.

John Di Lillo



The one constant in the drought is that the water level in the Delta stays basically the same. The variable is the X2 point, which is the point in the Delta where salinity is two parts per thousand. It is generally around Chips Island in Suisun Bay but moves with the tide and moves farther upstream as water flows are reduced. Overall the Delta is always fresh water though.

I spent the springtime getting the old *Ranger* in shape for the summer after lollygaging all winter. Somehow she seems to take a beating during the winter and I generally turn her around with the bow facing out of the slip but neglected to do it this year so the transom is showing some wear. Anyway all systems were go by mid June and I took her out for a short sea trial and topped off her tanks at the Oxbow fuel dock.

The Stockton Yacht Club invited the CYA to attend their Classic Car & Boat Show on the weekend of June 27th

so I headed down Georgiana Slough for a three hour voyage to the club on the beautiful Calaveras River. *Catherine E.*, *Kona Trader*, *Hiltot II*, *Flamingo*, *Northstar II*, *Eslo*, and *Triple Crown* were at the docks when I arrived and I thought I was going to have to shoehorn a 36 foot boat into 15 feet of dockspace but the lads on the dock managed to tighten up things and I was able to get in with a little help.

We had a great weekend with the car and boat show on Saturday. I was asked to help judge the "best of the show" in the car category. It was hard as all the cars there whether almost stock or heavily modified were all worthy of awards. There was a beautiful 1957 Chevy Bel Air repowered with a big block fuel injected GM V8. There were several reasonably stock Model A's and a beautiful 1934 Ford Phaeton. We picked

a 1930's Chrysler Air-stream coupe repowered with a big block Chrysler that the owner has owned since he was a teenager. It was a very tasteful custom with stock looking body and a beautiful blue/silver paint job.

Hiltot II, *Flamingo*, and *Triple Crown* picked up honors in the boat judging. We enjoyed excellent dinners at the clubhouse on Friday and Saturday evenings. My niece Debbie (who many of you remember from the many years she spend cruising with me to CYA events) called me out of the blue. She moved to Arkansas a while back and was in Northern California for a few days and asked about the possibility of going on a boat ride. It worked out perfect, she came to the club along with her sister Sue and granddaughter Bella and crewed for me going back to Oxbow.

We headed down the Calaveras about 1230 hours and followed the rest of the fleet down the San Joaquin. The 4th of July was coming soon and as we passed by Mandeville Island there were already several hundred boats assembled for the weekend. There was about a ten knot head wind going down the river so we had spray coming over the bow and I had to turn on my windshield wiper – a rare occurrence in the Delta.

The rest of the fleet stopped at Korths Pirate's Lair before going on to Rio Vista but we had other commitments and headed back to Oxbow following *Northstar II*. We were pleased to see the Mokolumne River Bridge is back in operation. Having to take alternate routes while it was being repaired took a lot of extra time and fuel for area boaters.



Summer is definitely upon us now with temperatures reaching in the high nineties in the Valley, eighties and nineties in the Bay. Great weather for cruising no matter where you are. Speaking of which I have been struggling to get North Star II back on line; after many attempts, curses, etc., both engines recently refused to start and, of course, this would lead any sane (or not so sane) boater to the conclusion that one problem existed for the both of them. Well, wrong again. A call in to the fleet problem solver, George Homenko, brought George over to the boat to try to decipher what was wrong with the two Chrysler Crowns that had been installed in the boat in the early 1950's. Practically brand new, right? Well as it turns out the port engine was suffering from a lack of spark that George traced down to a malfunctioning ignition switch that was original to the

boat. Still as far as switches go practically new. A little WD 40 did the trick on it and with some bypass surgery on the ignition wiring the engine fired up without further hesitation. Score one for George.

The Starboard engine was another issue but with



Aurora V

further puttering it was decided that this engine wasn't getting any fuel. So much for the single cause theory. Because the original fuel pump had finally failed (switches apparently last longer than pumps) George found me a guy back in New York who specializes in rebuilding old pumps, so I sent him mine along with a check for \$167 which I thought

was pretty cheap for something everyone told me was unfixable because of a lack of parts. This proved not to be the case and the rebuilt pump looking brand new, diaphragms and all, appeared in the return mail about three months after I had sent it in. I installed it correctly, much to George's amazement, but we still couldn't get the engine to fire. George thought that I had created an air lock in the fuel line since I had also installed a new fuel filter and suggested that I install a squeeze bulb on the line to hand pump fuel to the carburetor which I will do next. By the time we go to press I am pretty much assured that both engines will be operable. Now on to the hot water heater which is leaking like a sieve and had to be temporarily bypassed awaiting a new replacement. (Hot water heaters apparently have shorter life spans than fuel pumps or switches).

Houghton at Classic Preservation Coalition in New York. On the web he is classicpreservation.com or by phone at 518-374-5078. He is an old geezer like me and looks from his photo like Santa Claus. He is also quite the philosopher if you read his blog.

You can't have enough boats theory. My son, Chris has just purchased a 35 foot Alberg sloop

continued on page 7

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rigged and had it out of the water for bottom paint and an inspection at KKMI. The sail boat is one of the original fiberglass constructed models (Circa middle 1960's) so it was built pretty strong by Pearson. Needs TLC and Chris is hard at work to get it in shape. In the meanwhile he had me take the wire brush to the small prop to clean it up. Never realized how tough that sea life is when it attaches itself to boat surfaces. Glad I have never

twin engine tankers and bow thrusters. I suppose they leave those single engine ships to the likes of Mel Owen and Tom Clothier.

What a great party we had at Treasure Island for Opening Day. Thanks to Steve and everyone else who had a hand in putting it together. The docks didn't sink and the pot luck as good as it ever has been. I appreciate the ride that Patrick



Welch offered Meg and I on *Triple Crown*. Nice to have someone else do the piloting for a change and *Triple Crown* is a beautiful yacht to boot. Got a

done the same work on NSII wheels or I would still be at it. Chris bought the boat from a fellow who is a navigator on one of those super tankers that goes up and down the coast out of Valdez, Alaska. Nice kid, a graduate from our local Maritime Academy, now State University. I told him to be careful with the shoals up there as they can be tricky. Can't remember what company he navigates for but his fleet is one of the only ones with

chance to talk to lot of friends and catch up after the long winter break. Kim Korth was there and I walked into a conversation she was having with Tom Clothier at mid-point so I missed the lead up to something she said about our Special Forces (the exact branch she was referring to I am sure Martin would claim to be the Seals). Anyway she reported that in response to a question about how one deals with members

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of an opposing force, it was said that "They can run but they will only die tired." I hadn't heard that one before.

Looks like my right eye will require cataract surgery sometime this summer. Things are mostly a blur if I close my left eye. I am all ready for it, however, having bought my pirates flag and black eye patch. Wells and I plan to hit a few delta watering holes and taking into account that I will only have one eye working we will flip a coin on who pilots back to the home dock.

Stuart Kiehl's submittal of photos of *Flamingo*, *Sea Breeze*, and *Aurora V* in early February has result-

ed in a featured photo of *Flamingo* in the March/April Issue of Classic Yacht Magazine and a full feature article about Stuart with photo shots of *Sea Breeze*, *Acania*, and *Aurora V*.



Stockton Yacht Club Marina

All these photos highlight classic yachts San Francisco Bay! View this at <http://www.myvirtualpaper.com/doc/ClassicYacht/cym-march-april2015/2015031001/#2>

Summer begins as Spring comes to an end and the Northern California CYA fleet sets off to cruise again. A proper diet before setting sail is your best weapon against Mal de mer (sea sickness). Our experience teaches us that seasickness is hardly

fatal, however, with symptoms such as nausea, stomach cramps and vomiting, it can certainly put a damper on our cruise fun. The cause of Mal de mer is the visual disorientation resulting from being on an object in motion (ship) competing against our body's natural inclination for balance.

On September 19th, 2015, we will host our 12th annual international "Forget Me Knot" veterans wreath laying memorial service. I often think of the Normandy invasion while making preparations for the service. This year marks the 70th year anniversary of the end of the war against the Nazis and I find myself preoccupied with breakfast.

Prior to landing on the beaches in Normandy,

the soldiers were served a full breakfast which was a breakfast which included bacon, sausages, eggs and a variety of other cooked foods, with a beverage such as coffee or tea. The full breakfast was called the "Full Monty" named after Field Marshal Bernard



Montgomery. Also available for consumption was the "D ration bar", a blend of chocolate, sugar, cocoa butter, skim milk powder and oat flour. The combination of fat and oat flour made the chocolate bar a dense brick, and the sugar did little to mask the overwhelmingly bitter taste to the dark chocolate. Since it was designed to withstand high temperatures, the bar was nearly impossible to bite into. Most men who ate it had to shave slices off with a knife before they could chew it. In most of the Higgins boats the soldiers

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were drenched from the outset by the cold spray, and seasickness overcame a great majority. Large swells delayed their landing. Boat teams in the same formations, carrying men who had eaten the same breakfast and had the same training, were very unevenly affected, the "casualty" rates ranging all the way from zero to 100 percent. Men who had been chilled by their wetting, cramped by immobility in the small and fully loaded craft, and weakened by seasickness were not in the best condition for strenuous

action on landing. Those that chose the chocolate bar over the full Monty did not succumb to seasickness and the little piece of candy could have very well been one of the variables that saved their life.

So my fellow yachtsman I want you to know that on rough seas when you go - Keep the candy handy.

REMEMBER - ITS NOT THE SIZE OF THE SEA THAT MAKES YOU SICK - IT IS THE MOTION OF THE OCEAN.

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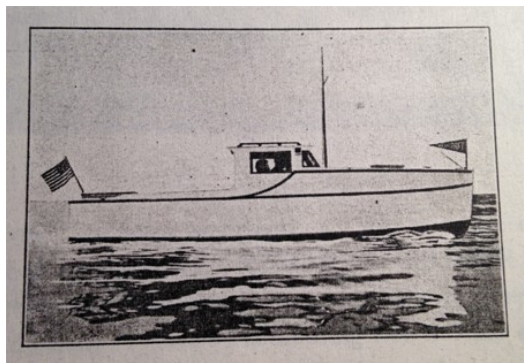
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1929, a few years before the Great Depression, was a profitable year for boat and marine engine builders throughout the US. San Francisco Bay certainly had its share of these builders but most did not survive the economic downturn and few of the boats that were built are still afloat. From the magazine, *The Yachtsman*, many builders of the time placed ads for their products and these remain the only evidence of their existence.

Two models in that year were advertised by a San



Francisco boat building company called Enterprise Boat Company whose business address was listed at 1355 Bush St. The 22 foot Runabout Cruiser was designed with a shallow draft that made it well adapted to the needs of the bass fishermen in the "river and slough country" of the Delta. A larger 34-foot day cruiser designed by local architect Chester Niedwedek was intended

for the Bay waters designed for speeds up to 25 MPH with a motor of 125 HP.

Powering a number of Bay Area boats was the Christie Marine Engine Model # 176, a four cylinder, four cycle, 15-25 HP with a Zenith carburetor. This little known engine was built by the Christie Machine Works that operated out of their shop at 222 Howard St

Across the Bay a number of stock cruisers ranging from 34 to 40 feet in

length were offered for sale by Swanson's Launch and Boat Works, foot of 19th Ave. in Oakland. The

40 foot cruiser was listed as a double cabin sleeping 6 people, powered with a 100 HP engine. The 34-footer was a single cabin enclosed cockpit that slept four with engine HP rating of 50- 60. This company also advertised a "Finish Your Own!" ready for deck and cabin work on the 34 foot model.

Two other Oakland boat builders; one, somewhat better known was Harold

R. Fish and Company. Chief designer for this company was George Wayland who also did design work for the Stephens Company of Stockton. Little known was the Sulmock Manufacturing Company whose address was listed at 1501 37th Avenue and billed themselves as the "Builders of Champions" In 1929 they advertised the "Westcraft"

Express Cruiser probably in the 20-30 foot range "For the entire family."

Before the company moved to Suisun City, the Hunter Boat Company had its offices and boat building facilities at 2414 Harrison Street, one half block east of the Park St bridge in Alameda. In 1929 this company advertised "the ideal cruiser" a 26-footer with a list price of only \$2250.00. This boat was completely equipped with berths for four, and claimed to be "a most remarkable cruising boat at anywhere near this price." The company also claimed to manufacture a complete line of inboard and outboard runabouts "at the lowest price in history" with yacht tenders from \$65.

From the least expensive boats to one of the most expensive was the noted arrival in the San Francisco Bay of the 142 foot diesel yacht *Janidore*. This beautiful yacht made its appearance on November



10th in the Bay coming from the Great Lakes yard of the De Foe Boat and Motor Works of Bay City, Michigan via the Panama Canal a journey of over 8000 miles. The yacht was rated for 12 MPH, had accommodations for fourteen guests with a crew of fifteen. This yacht was custom built for socialite Isadere Zellerbach.

Finishing out the year was the nomination of Hiram W. Johnson, Jr. for Commodore of the St Francis Yacht Club. Johnson previously served as the 23rd Governor of California from 1911 to 1917 when he ran for US Senator in 1917, a seat that he held on to until his death in 1945 at the age of 79.



Steve and Cheryl Kadzielawa, Dick and Mavis Engfer, Janet Bennett, our docent, Nancy Clothier, Cynthia McMillen and Tom Clothier

The Stockton Yacht Club held their third annual Classic Car and Boat Show on Saturday June 27th. This year the SYC asked the NCCYA to participate with a display of some of their members, classic yachts' and offered over 300 feet of dock space.

Eight NCCYA boats and their caretakers attended arriving on Thursday and Friday to prepare for the show. Attendees were *Hiltot II* with Dick and



Third Place, *Hiltot II*—Dick and Mavis Engfer

Mavis Engfer, *North Star* with Alan Almquist, *Ranger* with Bill and Sue Wells,

ESLO with Tom and Nancy Clothier, *Flamingo* with Steve and Cheryl Kadzielawa, *Triple Crown* with Patrick Welch and Lucas Donovan, *Kona Trader* with Chris and Julie James, and *Catherine E* with George Homenko and Candace Gable.

The show on Saturday was open from noon until 2:30 and over 200 members and guests of the SYC attended. There was balloting on the docks for the, "Peoples Choice Award", with more that 125 ballots cast and the winners receiving a specially prepared basket of miscellaneous items. Second and third place winners were also determined by the ballots and the winners were awarded SYC memorabilia. The winners were as follows. First Place,

Flamingo, Second Place *Triple Crown*, and Third place *Hiltot II*.

The SYC treated us like royalty and without a doubt are the most gracious and welcoming yacht club in the Delta. We were introduced to the members at the Friday Night Dinner, the Awards banquet on Saturday Night, and the Sunday Brunch.

On Sunday after brunch 5 of the Classics departed



First Place, *Flamingo*, Steve and Cheryl Kadzielawa

We relaxed for the afternoon then on Sunday night enjoyed pot luck in the area overlooking the marina entrance.

On Monday morning after a scrumptious breakfast at the Pirate's Lair Café *Catherine E* departed for home and *Flamingo*, *Hiltot II*, *ESLO*,

and *Triple Crown* were out-bound for Rio Vista. There we relaxed for a time prior to a BBQ in the picnic area which featured fabulous snacks, BBQ steak and chicken, and numerous side dishes. Tuesday morning we were joined by long time NCCYA member Cynthia McMillen and her guest Karin Aune. We enjoyed a short stroll to the Dutra Dredging Museum where we were given a private tour by Janet Bennett, Director of the Museum. The in depth information of the Dutra Company and family provided a complete history of the entire Sacramento and San Joaquin Rivers and Delta. Mid day *Triple Crown* and *Flamingo* departed for home while *ESLO* and *Hiltot II* remained for a relaxing afternoon and then enjoyed a scrumptious dinner at the Point Restaurant. On Wednesday morning *Hiltot* and *ESLO* departed

for home, *Hiltot* ending the trip at their home port of Antioch while *ESLO* continued to Benicia for the day. After dinner a local restaurant and a good night's sleep *ESLO* crept unwillingly back to her Home port Thursday morning.



Second Place, *Triple Crown 0* Patrick Welch

Coming Events

Forget Me Knot

September 19
Sacramento
Les Cochren, Chair

PICYA Wheelchair Regatta

September 26
Encinal Yacht Club
Dick Engfer and David Cobb

Kruzin-4-Kids

Jack London Square, Oakland
October 17
Shawn Ball and John Di Lillo, Chairs

Lighted Boat Parade

December 12 (tentative)
San Rafael
Jim Sweeney, Chair



Do you remember the boat called ISIS? She was a member in the late 1990s. Now in the pond of Vern Vierra, St. Jorge Winery. Found by Bill Wells.



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