

Classic Currents

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



ISSUE 2018

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Commodore's Report by Gerry Kamilos

Our Classic Yachting Season is gaining steam with the flawless execution of Opening Day as our Fleet yachts participated in our historic position of leading PICYA's 101st yacht parade along the San Francisco waterfront and in the 55th Blessing of the Fleet sponsored by the Corinthian Yacht Club in Raccoon Straits. Our annual Opening Day potluck lunch was well attended at Emery Cove Yacht Harbor. The PICYA honored our Opening Day Fleet with a second place in the Flags and Streamers category. Thank you to Steve Kadzielawa, our Opening Day Event Chair. Emery Cove's Harbormaster, Diane Isley, and staff were very gracious and supportive of our afternoon cruise-in.

We made contributions to each of PICYA's scholarship and advocacy funds; and were represented at three Delegate meetings by our PICYA Delegates Jim and Rear Commodore Bernadette Sweeney (See their report on page 4-5).

Our Grindstone Joe's cruise-in was such an incredible success that there is now strong talk to make it an annual event. It's one of the jewels of the Delta. Our Cruise-In Chair Vice Commodore Scott Andrews did a wonderful job and all those attending appreciated that.

Thanks to Jim Sweeney, our 2017 Classics at the Corinthian

an event made the May/June issue of Classic Boating Magazine, the World's premier classic boat and yacht magazine. There were many pictures of our classics taken by Stuart Keihl that were included.



Aurora V—Blessing of the Fleet at Corinthian YC

Our Facebook page is getting more attention with over 1400 Friends; with several popular photo albums of Opening Day and Grindstone Joe's are posted. Please

go onto Facebook; go to Classic Yacht Association, browse, like our page, and follow us.

Our International Change of Watch committee is hard at work preparing for our Fleet to meet its obligations to host the ICOW weekend in January 2019 in Sacramento. We have an amazing and dedicated committee members chaired by Past Commodores Alan Almquist and Bill Wells who are



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Continued on page 2

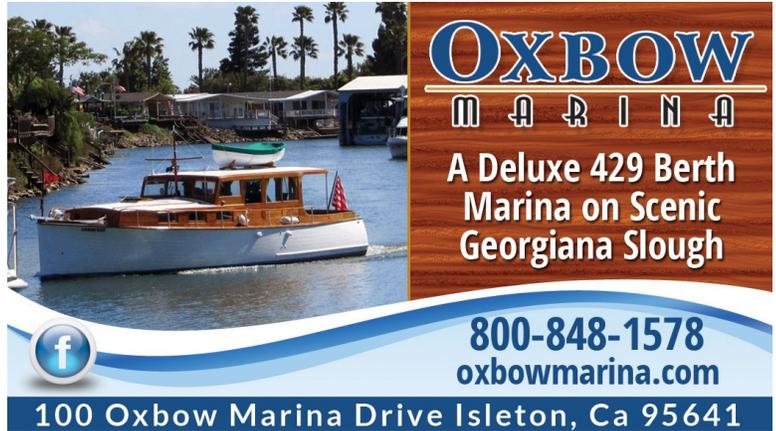
Commodore's Report—*continued from page 1*

putting together a very intriguing program.

In the meantime, it's all hands on deck, as we prepare for the Stephens Rendezvous in Stockton on August 3, 4, and 5th; and "Classics at the Corinthian" in Tiburon on September 29th; both will be great Classic Motor Yacht shows. The Stephens Rendezvous chaired by Bill Wells, Scott Andrews, and Rusty Areias is turning out to be the biggest collection of classic Stephens Yachts in one spot in the universe, a must see. You will soon be receiving invitations to participate in the Classics at the Corinthian.

We will finish off this year with our Fleet's COW Dinner at the Marin Yacht Club on November 17th with the diligent and committed effort of Rear Commodore Bernadette Sweeney.

Regarding Kruz'n 4 Kidz this October, the Benioff Children's Hospital says we will need to focus on 2019 due to a re-organization of their Child's Life Department and their Foundation. So this year the event is on hold.



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Our next Bridge Meeting will be in Tiburon at 10AM on September 29, 2018, at the Corinthian Yacht Club in conjunction with our Classics at the Corinthian Event. Please plan to attend.

Let's make the 2018 Classic Yachting Season one that is safe, fun, and keeps the public educated on our mission to restore, maintain, and preserve our fleet of historic and venerable motor yachts. Here's to Fair winds and following seas,

International Change of Watch—*by Gerry Kamilos*



For those who will be participating in the 2019 ICOW, it will truly be a nautical gold rush in the most classic sense as the Classic Yacht Association convenes in Sacramento, CA on January 18, 19, and 20. A highlight of the weekend will be the Friday night welcome reception at the Sutter Club. The club was founded in 1889 by some of the city's leading commercial, agricultural, navigation, government and social leaders, and is one of the oldest private clubs in California.

During the day on Friday, we have scheduled a bus trip to the Stockton Haggin Museum, which houses a wealth of information on the Stephens' boat yard and the boats themselves. A hosted lunch will be held at the home of member, Rusty Areias. Rusty's beautiful home is on the Sacramento River in the quaint town of Walnut Grove.

The Delta King, located in Old Sacramento will be the location for our meetings as well as the Saturday night banquet. Rooms are also available there so you can experience the history of Sacramento boating first hand.

Sacramento is a wealth of history of early California, agriculture, train travel and early automobiles. Old Sacramento hosts many shops for those who enjoy this activi-

ty.

Mark your calendar—January 18, 19 and 20. Invitations will be sent out later in the year.

Sue and I were invited to the Corinthian Yacht Club for their 55th annual opening day ceremony. We sat outside on the deck for the flag raising, pledge of allegiance, national anthem, and a blessing by the God Squad. It was a beautiful sunny morning and the view across the bay was stunning. Afterwards we joined Jim and Bernadette Sweeney at their table for an excellent buffet breakfast.

Gerry and Karen's boat *Aurora V* was selected as the Opening Day blessing boat for the second year in a row. They invited us to join them and the God Squad while they were on station for the blessing. We met Gerry's Dad, Nick and his Uncle Danny who were also along for the day. We anchored in calm water a few hundred yards off of the club and the God Squad blessed a hundred or so boats before they headed over to the city front for the Opening Day on the Bay Parade. The CYA once again led the parade with several boats participating.

Great things have been happening in the Delta lately. Yogi Bear has invested millions in Tower Park Resort; we went to the grand opening of the new waterfront restaurant there. I predict it will be a winner, it has been totally remodeled and the food is some of the best you will find in the Delta. We also attended the grand opening of the Tiki Lagoon Grill, it has also been totally remodeled and is serving excellent food too. Village West Marina likewise has done much to fix up their grounds including adding some waterfront bungalows and RV pads.

The California Department of Water Resources (DWR) continues to play whack-a-mole with their WaterFix plan to divert the Sacramento River around the Delta.



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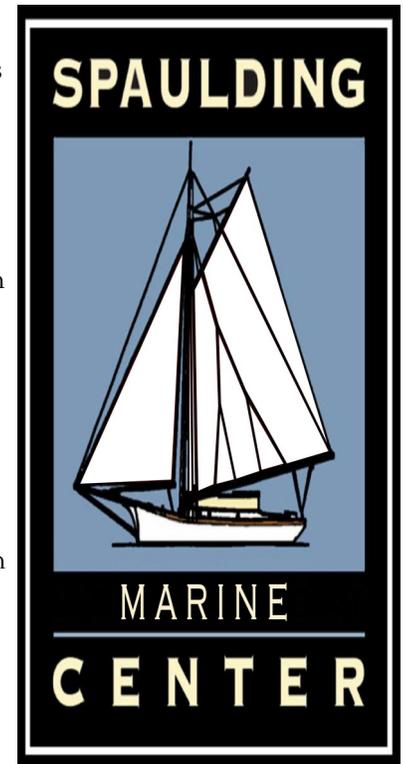
Hans List - President

In April, attorney Michael Brodsky, Captain Frank Morgan, and yours truly testified at the Water Board hearing that their plan to build an industrial complex in the Meadows and another one on the Potato Slough side of Bouldin Island were ill advised because of their effect on recreational boating. Now they have released a revised plan to eliminate the Meadows construction and move the site on Bouldin Island farther east. They plan to dump thousands of yards of chemical laced mud just across Little Potato Slough from Tower Park.

The prevailing wind will blow the stench from the mud right into Tower Park. We are headed back to the board in the near future to testify about this latest bad idea. The DWR claims they reach out to boaters for input on these crazy ideas. When I was testifying one of the other attorneys asked me if the DWR had ever reached out to me. I answered that they have never reached out or returned a phone call. In fact, I don't know any boaters that they have asked for input.

I am sad to report that a good friend to many of us, Larry Hazelett has crossed over the bar. He was killed in an automobile accident in late June. Larry was the skipper of the 42 foot 1959 Stephens sportfisher *Sea Witch*. When

he purchased her the previous owner had dismantled much of the interior. Larry got it all back together and brought her back to her former glory. Somehow Larry knew just about where every Stephens boat was and when they came up for sale. He was the go to guy for folks looking for a classic Stephens. Larry and his wife Janet were CYA members for several years. They attended many events and Larry was always a lot of fun at any party. At his request no service or memorial was held. Janet survives him.



This report covers delegates meetings from March through July. The March Delegates meeting was preceded with a presentation by **Baykeepers**, reviewing the history and good work of that organization in preserving local waterways from environmental damage and pollution.

Items of interest:

The PICYA Leadership conference was held at the Valjejo Y C on March 24th

The PICYA Treasurer reported that 50% of the clubs have paid their annual dues. (NOTE: NCCYA Fleet dues were received.)

The Yachting Yearbook went to press on March 15th. The Lipton Cup trophy race, a tradition dating back over a century, is being revived and expanded for 2018 under sponsorship of the Richmond Y C with the cooperation of the St. Francis Y

C. Three days of social events and races in different classes were scheduled for March 15th-17th.

The Alameda Marina, Island Y C, and Svendsen's Boatyard are threatened with a 740 housing unit development. RBOC and the City Council are in negotiations.

The West Point Marina in Redwood City is under pressure from the BCDC. The RBOC reports that 2,100 new bills are under consideration by the California State legislature. Each will be scrutinized for its impact on recreational boating and supported or opposed as appropriate. Yacht Clubs are encouraged to set up meetings with legislators to provide constituents' point of view, which is an influential factor. (A copy of the RBOC "Boating Issues Update" is available)

The Stockton YC has a goal of raising \$10,000 in 2018 for the "Make a Wish" program. In consideration of medical progress, the program is being expanded from terminally ill to include children with life threatening illnesses.

During the **May** delegates meeting the principal item of business was the presentation of awards for 2018 Opening Day on the Bay participants. The NC Fleet

took second place in "Flags and Streamers". The NC Fleet's Carl Benham Memorial trophy for commendable participation in 2017 Opening Day festivities was returned to the PICYA for presentation to future winning clubs.

The Club at Westpoint, in Redwood City, was welcomed as the newest member of the PICYA.

The PICYA is soliciting nominations for its Annual Awards: the Condon, Boswell, Poseidon, and Nimitz. Jim Sweeney delivered two NC Fleet checks: a \$100 donation to the RBOC and a \$100 donation to the PICYA scholarship program.

The next major PICYA event was the Lipton trophy regatta on June 15th-17th, sponsored by Richmond Y.C. Some participating yachts were provided by the Saint Francis Y.C.



La Jota Opening Day 2018

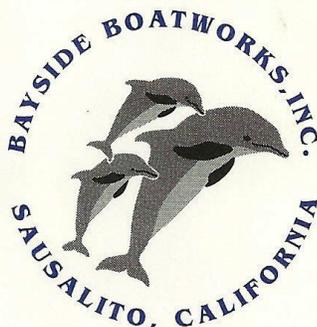
The **June** delegates meeting was preceded by a presentation on the increasingly popular stand-up paddle boarding, windsurfing, kayaking, and canoeing. A petition was circulated at this meeting requesting signatures to oppose the Delta Tunnels. The RBOC continues opposition to the Delta Tunnels and monitoring funding sources for disposal of abandoned vessels.

The 2018 PICYA scholarship program is funded. Applications for \$2,500 college scholarships will be accepted through

June 15th.

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A new "Office of Sustainable Outdoor Recreation" is being proposed in Sacramento. It is unclear at this time how it will be funded and if recreational boating will be included under its responsibilities but RBOC supports the general concept.

The Stockton Yacht Club has raised \$4,500 in donations for its "Make a Wish" day, August 25th. Coastal Clean up Day and the Margot Brown Wheelchair Regatta will be coming up in September. The PICYA's website provides an excellent no-cost means to publicize club events (such as the Stephens Rendezvous).

The most significant item of business during the July delegates meeting was the RBOC report urging action to oppose the US House of Representatives rider recently attached to the Fiscal year 2019 appropriations bill. The rider was authored by Congressman Ken Calverts, Corona, Ca. If approved this rider would prevent judicial review of the proposed delta twin tunnels project under any state or federal law. By preventing California and Federal laws from being upheld in court the rider would enable construction of the twin tunnels to proceed without court rulings on environmental consequences, and on the potential elimination of navigation on certain delta waterways. A full description of the rider and instructions to contact our congressional representatives are provided on the "Call to Action" section of the website www.rbo.org.

Upcoming events: annual wheel chair regatta at Encinal YC on September 29th. Volunteers are welcome. Half Moon Bay YC has initiated an adult sailing program using Cal 20's. Stockton YC August 25th "Make a Wisk" event Annual dinner costs \$35. The City of San Leandro will demolish the San Leandro Marina, terminating the San Leandro YC and adjacent businesses. Coastal Cleanup Day will be September 16th. The Ebony Boat Club will hold its "Annual White Party" with the theme "An evening in Paris on August 18th Advance donations are \$35 with all proceeds to benefit the Ebony Youth Foundation.

You can visit us on facebook:

<http://www.facebook.com/pages/Classic-Yacht-Association/126059857432815>—See many pictures of recent events.

CYA website: <http://www.classicyacht.org>



Now for something different! Another Ebony fundraiser will be a chance to win an 800 to 1000 pound steer. The contest will run from Jan 13th 2019 to Dec. 8th 2019 with tickets priced at \$25 each with no limit on the number of tickets that can be purchased. The winner will decide to either have the steer delivered to a butcher for processing and packaging or sold at a live cattle auction with proceeds of the sale, less processing and auction fees mailed directly to the winner.

The next delegates meeting is scheduled for August 6th at the Sacramento YC. Further details on many of the above items of business can be obtained on the PICYA website.

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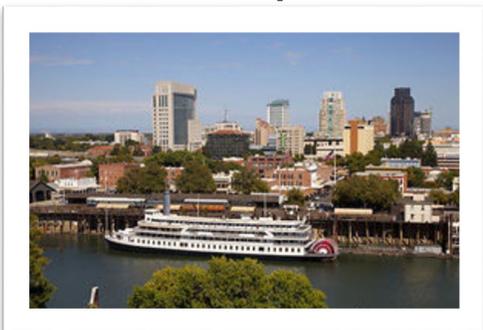
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We have been off and running in a number of different directions this year, all but one (that was not to our doing) with positive results. Opening Day on the Bay in April saw a good turnout of classics and a new venue for our traditional pot-luck lunch that always follows the parade. Thanks once again to our event captain, Steve Kadzielawa, the parade was a great success and our pot-luck, this time for the first time at Emery Cove marina turned out very well, with great food and comradeship that marks the beginning of the yachting season for 2018. We were luckier this year than in the past with weather that was nice, with a breeze that didn't blow us around too much, and with a parade that started pretty much on time and kept up a decent pace through the course. However, before this official "opening" many hands have been busy planning upcoming events, looking over potential venues and deciding on plans of action. First of these is our annual Change of Watch event that this year will be held at the Marin Yacht Club, Saturday night November 17th. Our Rear Commodore, Bernadette Sweeney, has scoured potential sites for the event, diligently received bids from different entities, and developed what will surely be a night to remember.

Calendar this! The Northern California fleet will host in January 2019 the International Change of Watch. This is a once in 5 year project, and the committee, made of about ten NCCYA members has been busy working on a program that should be a block buster. This year, for the first time the 2019 COW will be held in Sacramento with event headquarters at the **Delta King Riverboat** moored in "Old Sacramento."



Delta King, Old Sacramento

Thanks to Gerry Kamilos, our Commodore, we have access to the famous **Sutter Club**, nearby in the downtown, where the opening reception will take place. Many events are planned throughout the weekend including a tour to the **Haggin Museum** in Stockton which houses the Stephens archives, a private lunch at the **Delta mansion** of member Rusty Areas, and much more. Stay tuned for more information in the coming months and plan to attend over the January 18-20th weekend. During the Bridge meeting on Saturday July 14th at the Encinal Yacht Club in Alameda a formal report was presented as to the progress that the COW committee has made in putting this important event together.

Will somebody please dredge the turning basin in downtown Petaluma (Not to mention the San Rafael Canal)? Once again shallow water (or in this case at low-tide no water at all) forced us to cancel this yearly anticipated trip up the Petaluma River to join others in the fun of the city's annual American Grafitti event and classic car show that draws thousands of people.

New Products. This just in from Jim Sweeney. "The product I recommend for treating wood electrolysis is "Acid Magic". It is a solution of muriatic acid that can be purchased at hardware and paint stores in bottles for \$6.99 per quart. The stuff neutralizes the sodium hydroxide generated during wood electrolysis but with 90% less fumes than would be produced by treatment with "straight" muriatic acid. I use a household turkey baster

to squirt a little of the Acid Magic onto the areas needing attention."

Another product that classic boat owners might find useful is Boesheid. According to their ads "T-9 was developed and licensed by global aerospace leader, The Boeing Company, to fill a need for high-performance, long-term metal protection and lubrication. T-9's unique formulation of solvent carrier and paraffin wax coating was engineered to penetrate crevices deeply, displace moisture, dissolve minor corrosion, and leave a clean, waxy coating with lasting durability. T-9 will not harm paint, plastic, rub-

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ber, fiberglass or vinyl. It can be used on engines, wiring and belts. T-9 is nonconductive and will not cause short circuits, so it's also safe to use on electronics. To use T-9 on engines, apply when the engine is still warm but not running." I am going to give this product a try, but it was used on the rebuilt carburetor I just had done and it looks good.

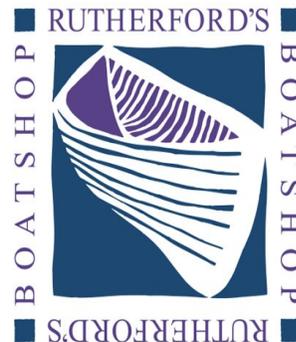
I have for years had the old updraft Zenith carburetors that are on the Chrysler Crown engines on *NS II* rebuilt by a guy in Richmond who owns the shop called the Carburetor Refactory on Harbor Blvd. I wouldn't hesitate to recommend this shop to anyone with carburetor issues.

Hoses and Fittings, a Parker company on Tea Garden off East Marina in San Leandro. Replaced the fuel lines from the new electric fuel pumps I recently installed, which is another story I might tell you after an evening beverage (or two).

Dean Christian, friend of Patrick Welch, who completed work for Patrick recently, will have put on by the time this newsletter goes to press a non-skid surface on the fore deck of *North Star* following the pattern set by *Elizabeth* and *Allure*. I have nearly slid off this deck a number of times myself so it is long overdue to get this work done.

I pass on this recipe for varnish application that came out in the latest issue of *Classic Boating* (July/ August 2018). "The first varnish coat after staining is a 50/50 ratio of thinner to varnish. You really want the varnish to get into the grain and hold on to the grain. Back it off as you build coats until you are comfortable, said Jameson, who goes with a 10 - 15% for build and final coats. Somewhere around 12% is my happy place, but it really depends on so

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many factors. The shop uses Epifanes mixed with Interlux 333 brushless thinner which they feel is superior. The varnish is wet sanded between coats with 320."

Finally. I replaced two cleats on the bow of *North Star* after the non-skid work was done. I searched around on the internet for pieces that would match those that I had many years ago put on amidships. Finally found them from a company called Shiplights division of Brass and Bounty, 68 Front Street Marblehead Ma. 01945. Their phone number is 781-823-5555 and email info@shiplights.com. When the order arrived, in with my new cleats was a small catalog of other things, mostly wall lights with a nautical design, the company sells. Spent too much money on *North Star* this month so I will put the catalog aside for the moment.

By the time this newsletter goes to press, thanks to the hard work of our publisher, Nancy Clothier, many of us will be steaming up the Bay and into Delta waters to join the fun at the Stephens Rendezvous this year to be held at Village west Marina in Stockton. Our Delta correspondent, the imitable Bill Wells, will have more details on this terrific event that he has planned for us. I hope to see many old friends and old boats in Stockton then.



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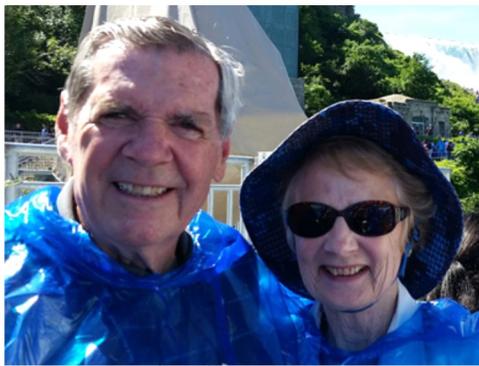
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You might remember that last year Tom and I, along with Steve and Cheryl Kadzielawa, Candace Gable and George Homenko, Alan Almquist and 2 others traveled the Canal du Midi in France. You might also remember that we traveled through 59 locks in 5 days, Candace and I manually handling the lines. Exhausting to say the least. So when I looked for an adventure this year, I found a tour from Chicago to New York by boat through various waterways and locks, but done by a crew. SIGN ME UP!

The Cruise we booked was through Great Lakes Cruising and the ships are owned by Blount. The ships were built in 1997 and retrofitted in 2009. We travelled through 4 of the great lakes as well as The Straits of Mackinac, The Detroit River, The St. Clair River, Lake Erie, The Welland Canal, Niagara River, Lake Ontario, Erie Canal, onto the Hudson River, down to New York. Several people I told about his trip responded, "You can't take a boat from Chicago to New York." Yes you can.

To our surprise, when we boarded the boat, I saw someone familiar. I realized it was Classic Yacht members from the PNW, Bob Birdseye and his wife Karen. We were able to share boating adventures with them and compare the northern California



and Pacific Northwest waterways with those we were traversing. Not only was it interesting to travel the water ways and visit the

cities along the way, but we were able to take some wonderful tours. Mackinac Island is a quaint Island with no cars. Horse drawn carriages and many, many bicycles are the mode of transportation. Wyandotte, MI is bus distance to the Henry Ford Museum. It was an engine lovers-delight, with automotive and air history represented. One thing that caught my eye was the child seats used over the years, with early models

not at all safe. Old station wagons with the kids piled in the back with no restraints at all. Then the demo of airline seats. How nice those early models were with so much arm and leg room available.

Our stop in Cleveland gave us the opportunity to see the Rock and Roll Hall of Fame. We are old enough that much of the music is familiar to us. We enjoyed the many exhibits, with a really fun one being Dick Clark, American Bandstand, with excerpts of musical stars performing over the years.

Our stop in Buffalo was the stop to visit Niagara Falls. Words and photos cannot describe the beauty. If you



have been there, you will understand. Our tour began with a boat ride called, Maid of the Mist where we travel right under the American, Bridal Veil Falls and right up to the base of the Horseshoe Falls. As I said, photos here don't relay the magnificent beauty. Our tour took us to the Canadian side for more views of the area, traveling through customs on both sides of the border.

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Cruising the Erie Canal—continued from page

Leaving Lake Erie we entered the Welland Canal which connects Lake Erie to Lake Ontario, transitioning 8 locks and dropping a total of 320 feet. We passed the Niagara Escarpment and Niagara Falls and continued on to Rochester New York located on the shores of Lake Ontario. Rochester sits in the center of the 100 mile Erie Canal and while larger, is reminiscent of the many sloughs in the Delta of Northern California.

From there we followed Lake Ontario to Oswego New York for an evening of relaxation. The top deck of the ship has sun shelter and enough seating for all of the passengers as well as a large area for storage of boarding ramps, B-B Q's, spare propellers and many other necessary items to insure a pleasant and safe journey. The crew removed all of the safety rails, panels and equipment and lowered the retractable pilot house to provide clearance for the numerous bridges and rail crossings along the canal. The engineering required to accomplish this is something to behold, because now the pilot house is entered through a door in the front of the large 3rd level salon area. Blount Small Ship Adventures is the only company that has the ability to make this passage and it is amazing to see the locals along the way taking pictures of this, "topless", ship. Most would have never imagined a ship this size being able to transition the canal.

Early the next morning we departed for Lock #8 of the

Oswego Canal and continued to Sylvan Beach, another peaceful stop along the way. In the morning we departed for Amsterdam New York and an overnight stop at lock 11 on the Erie Canal where we visited the Baseball Hall of fame

in Cooperstown located in the foothills of the Catskill Mountains.



Our Ship with the top down cruising under a bridge

Continuing on the Erie Canal another 5 locks will lower the ship an additional 169 feet passing Cahoes Falls where the Mohawk River flows into the Hudson and then on to Troy New York. A late afternoon arrival provided time for the crew to manually raise the pilot house to its normal height and put all of the safety rails and equipment back on the sundeck since we have passed all of the bridges and railroad crossings along the canal.

Then it's on to Kingston New York for a tour of Hyde Park and Springwood, the home of Franklin Roosevelt, now home to his presidential library. The next day we travel to West Point New York and the magnificent campus.

We cruised that night and early in the morning enter the Hudson River and continue on to Manhattan and it's wonders, taking in the world famous Manhattan skyline, Ellis island, and the Statue of Liberty. We docked at the Chelsea Piers in Midtown, which is just a short walk to the Empire State building, Times Square, The High Line, and the Chelsea Market, We had the day following to enjoy anything we liked and returned that evening for the Captains dinner and a farewell to our fellow passengers.

When we considered this trip we did not imagine the quality of service, the unbelievable food, the sights, tours, and

the beauty of the Great Lakes and upstate New York. All in all it was a trip to remember and a trip that would be difficult to surpass. I think Nancy's highlight was that she had someone to handle the lines during the Trip. Last year we cruised the Canal Du Midi in France with friends

and Nancy and Candace did all of the pulling and tying of lines in 59 locks. She announced after that trip that she was locked out, and she meant it literally.



On the weekend of May 12, numerous members of the Northern California fleet gathered at Grindstone Joe's, a well-known, but well-hidden gem of a spot in the Sacramento Delta. In attendance by boat were Scott Andrews, a co-organizer of the event, and Susan Takami, aboard *MAKOTO*, Jim Staley, who made the long voyage from San Rafael solo aboard *TULE LADY* in a record 8 hours (normally a 2-day trip for most classics), Dick and Mavis Engfer aboard *HILTOT II*, Tom and Nancy Clothier, aboard *ESLO*, George Homenko and Candace Gable aboard *CATHERINE E*, and one of our newest members, Rob Sesar aboard *SKÅL* (a sister ship of *MAKOTO* and Greg Sabourin's *KILLARA*) Rusty Arieas also arrived Saturday aboard the magnificent *MISS 102*, and previous members David and Bunny Cobb arrived Saturday aboard *SEA BREEZE*. Mel and Gig Owen (Pat Pending), Jonathan Arambel and Irene Ho (Firebird), Martin and Janice McNair, Alan Almquist and event co-organizer and NC Fleet Commodore Gerry Kamilos attended Saturday by land yacht.

Grindstone's is a delight and a nice "party deck" with ample dock space equipped with large BBQs, a sink for prep and dishwashing, and a huge ice machine. Most of Friday, and we enjoyed the usual CYA pot luck dinner, only instead of the docks. Rob's midnight, a having flown Rob made a midnight levy up at Tower Park Marina.



ful place with ample dock space equipped with large BBQs, a sink for prep and dishwashing, and a huge ice machine. Most of Friday, and we enjoyed the usual this time it was on the deck in-partner Roberta arrived around in from Portland, so Scott and run (in Scott's car) to pick her

Classic CYA grilling and potluck dinner

Saturday, the CYA hosted a fun group breakfast. Saturday afternoon was spent socializing and playing games on the deck. The Cobbs and the Owen's fiercely competed at dominoes, many members discovered the giant Jenga game made by one of the Grindstone's members, and Mel shared his numerous photos of the island (he has been coming to the Island since he was a small child). Gerry hiked off to the levy to take some of the great photos you see in this article. Later in the afternoon Susan led a history walk around the Island, which is both a trove of boating history and a small nature preserve. We were all treated to Blue Heron taking flight and a family with several youthful herons living in a large nest across the lagoon from the party deck.



Scott Andrews, Mel Owen, Susan Takami, Rob Sesar, Gig Owen

have had so much fun at a cruise in!

Sunday there was an impromptu group breakfast on the deck with sausage and eggs provided by Roberta before we all started preparing to leave. *MAKOTO*, *TULE LADY* and *SKÅL* all cruised together from the Island to the Mokelumne Bridge, where Rob and Roberta headed off toward Glen Cove aboard *SKÅL*, and *TULE LADY* and *MAKOTO* headed up Georgianna Slough to Oxbow Marina.

Overall this was a fine cruise in, filled with great boats, great camaraderie, wonderful food, and fabulous Delta weather!

Coming Events

Stephens Rendezvous, Village West, Stockton

August 3, 4, 5, 2018, Chairpersons, Bill Wells and Rusty Areias (in conjunction with Taste of the Delta)

Taste of the Delta Village West

August 4, 2018, Chairperson, Bill Wells (in conjunction with Stephens Rendezvous)

Classics at the Corinthian

September 29, 2018—Chairpersons, Jim Sweeney and Gerry Kamilos

We definitely plan to hold this event again next year!

Change of Watch

November 17, 2018, Marin Yacht Club, Chairperson, Bernadette Sweeney

2019 International Change of Watch

January 18, 19, 20 2019, Sacramento, CA Chairpersons, Gerry Kamilos, Jim Sweeney, George Homenko, Alan Almquist, Patrick Welch, Bill Wells, Cynthia McMillen, Rusty Areias and Jonathan Arambel



classic service.

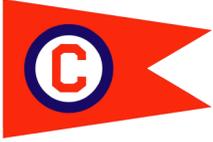
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