



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

SPRING ISSUE
2010

Inside this issue:

Commodore's Report	1
Stephens' Rendezvous	1
Rovin' Reporter	3
Boat Smarts	4
PICYA Report	5
Boats in the Works	6
Upcoming Events	8

Commodore's Report *by Bill Wells*
From the salon of Ranger

The Northern California fleet held a successful change of watch on November 21, 2009. Rear Commodore Patrick Welch put the event together and participants enjoyed another excellent dinner at the San Francisco Yacht Club's Cove House. The weather cooperated and diners were able to see the San Francisco Cityscape across the Bay. We looked at this as a good omen for a successful year weather wise.

Tom Clothier did an excellent job emceeding the event. Yours truly is Commodore, Patrick Welch is Vice Commodore, and Les Cochren

moved in as Rear Commodore. Steve Kadzielawa moved into the position of Staff Commodore. Other officers for 2010 are: Shawn Ball, Recording Secretary; Nancy Clothier, Corresponding Secretary; Tom Clothier, Treasurer; Alan Almquist & Nancy Clothier, Newsletter Editors; Nancy Clothier, National Membership Representative; Patrick Welch, Fleet Membership Chairman; Dick & Mavis Engfer, PICYA Representatives, Tom Clothier, Historian; Beverly Partridge & Patrick Welch, Representatives to National.

After the dinner many of us

went to Sam's Anchor Café for after dinner drinks with some of the locals and had a good time hanging out with them. Following that, Sue and I walked next door to the Water's Edge Hotel where we were spending the night. Our room overlooked the Corinthian Yacht Club so when we got up in the morning we were able to watch the activities there.



Patrick Welch, Les Cochren, Tom Clothier and Bill Wells

We held our kick-off bridge meeting at the Richmond Yacht Club on February 6. Most of the meeting was devoted to working on our calendar for the year. The *(continued on page 2)*

Stephens Rendezvous *Chairperson Shawn Ball*

As most of our members know the Stephens Yachts Rendezvous was founded about fifteen years ago by Gene Moore. The first rendezvous was held at the Village West Marina in Stockton and was quite the success. In fact, so much so that the Northern California Fleet of the Classic Yacht Association has made it an

official event. This year's Rendezvous is scheduled for June 11-13, 2010, at the new Stockton Marina in Stockton, California.

On Friday evening we will kick off the event with a Dockside reception beginning at 5:30 pm sponsored by Sea Gal and followed by

our pot-luck dinner. We are going to ask that each boat bring their own entree and a side dish for four.

The Stockton Ports baseball team will also be playing that evening. The Ports are fun to watch and we will be docked near the field. They

(Continued on page 2)

THE CLASSIC YACHT ASSOCIATION IS

DEDICATED TO THE PROMOTION, PRESERVATION, RESTORATION AND MAINTENANCE OF FINE OLD PLEASURE CRAFT

Commodore's Report

(continued from Page 1)

fleet has a full schedule planned for 2010 starting with opening day in the Delta, quickly followed by Opening Day on the Bay.

The Stephens Rendezvous will be held on the weekend of June 11, 12, and 13 at the new Stockton Downtown Marina at the head of the channel in Stockton. Shawn Ball is chair for this event and it is going to be a major happening in the city. The marina and the businesses in the area are excited to participate. 5 Star Marina the former home of Stephens will welcome visitors and the Haggin Museum will be open that weekend. We have reservations at a nice restaurant on the waterfront overlooking our boats for Saturday evening. You can contact Shawn at smball1@comcast.net.

Jim Sweeney is arranging for our participation in the Marin Yacht Club Classic Car and Boat Show on July 10 and also the Classic Yacht Show at the Corinthian Yacht Club on August 13 - 15.



Mel Owen, our harmonica player

Les Cochren's Forget Me Knot Festival is scheduled for September 17 - 19 in Sacramento.

Tony Gliedt's Wooden Boat Festival at Perry's Boat Harbor in Isleton will be the Weekend of September 25 and 26. Both of these events have been very successful and we expect them to grow every year.

Les Cochren is working on our change of watch, tentatively scheduled for November 21 and will be in the North Bay area.



Les Cochren and Darlene

Last but not least we expect to participate in the Holiday Parade of Lighted Yachts along the San Rafael Canal co-sponsored, as in the past, by Community Action Marin, San Rafael YC and the Marin YC. Yachts from all organizations are also welcome to sign up for this event. On December 11 under the watchful eye of Alan Almquist.

We have other potential events to fill out the schedule and we will keep you informed via email and flyers of their progress.

I am putting the interior back together in *Ranger* after one of those small projects that seem to take on a life of their own and consume vast amounts of time. Others are wrapping up their winter projects and preparing for a full season of adventure.

Sue and I look forward to sharing an exciting, fun filled year with all of you!



(Continued from page 1)

are a minor league team that supplies the Oakland A's with their players. In addition there will be a fire works display that can be enjoyed from boats if you decide not to attend the game.



On Saturday a local Farmers Market is open nearby and as you know the Delta has some of the best produce in the world. Booths will be set up in the pavilion for us to wander through at our leisure. Tours of the old Stephens Brothers boat yard and the Haggin Museum are also planned for Saturday.

That evening we will have our banquet dinner, buffet style, at Chitiva's Sports Bar and Grill (don't let the name fool you, they have the best Mexican food in all of the Delta). We have the entire restaurant to ourselves from 6:30 pm to 9:00 pm at which time the Salsa lessons will begin for those of us brave enough to try. There will be acknowledgements presented at the banquet to those who have contributed to the event.

Every one in Stockton is excited about having our beautiful boats for the weekend so please mark your calendars for this event. We look forward to seeing you at the Stockton Marina and Rendezvous.

If you have any questions or suggestions please direct them to me or Commodore Wells.

Shawn Ball
smball1@comcast.net
(209) 339-1095 (H), (209) 327-7334 (C)

Your Rovin' Reporter was back on the job in January to report on the International Change of Watch in Seattle. PNW's exciting plan for Friday's activity caused our NC Fleet contingent to fly up on Thursday. Beverly and Patrick were on board the Southwest flight from Oakland when Janis McNair came down the aisle without Martin! The plane was full, but at the last minute Martin appeared muttering something about a lost boarding pass. We met at the Sea-Tac airport and were joined by Shawn who had flown in earlier from Sacramento. Jim and Bernadette, the rest of our contingent, had arrived the day before so it was reunion time at the South Lake Union Courtyard Marriott hotel where CYA seemed to have taken over the third floor.

For dinner Thursday night Patrick, Beverly and Shawn found a great Italian restaurant just a block from the hotel and lo and behold a large group of CYAers had also discovered this great place!

PNW had rented three large white vans for the weekend and we found them in front of the hotel whenever we needed transportation starting at 8:30 Friday morning. Our destination was Paine Field in Everett for a tour of the Flying Heritage Collection. We were having a good time in our van as we rolled along the freeway seemingly forever. It was raining outside and the windows were foggy inside so we couldn't tell just where we were, but suddenly realized we were stopped and not by traffic, but on the side of the road! Moving once again we travelled a short distance then made a U turn and were back on the freeway. Apparently our fearless driver was following the wrong white van and we needed to regroup. Something about a van full of Jamaicans or a wild tale to calm the restless travelers.

Eventually we arrived at the Boeing plant where we saw these giant planes on the assembly line. It was all very hush, hush as we had

to put all of our belonging into storage lockers. We could carry nothing and foolishly your reporter locked up her raincoat and later found there were a number of building transfers in the rain!

Ann Hay, who had done a fabulous job of planning this wonderful weekend, had provided a selection of prepared lunches for us to purchase which avoided a long wait at the counter. Then, back into the vans and we did see the collection of 1930's and 1940's planes from World War II. There were planes from Germany and Japan as well as the U.S. and even a German Buzz Bomb was on display.

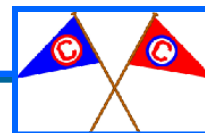
We arrived back at the hotel just in time to walk over to the "Virginia V" for the Welcome Aboard reception.

A word here about the location for the event. Had it been as the planning committee expected, the venue would have been

perfect – a short walk across a bridge to all the meeting places on the shore of Lake Union. Unfortunately, the renovation of the park was not completed in time so the walk to meetings around the construction and the mud puddles (there were some kudos for Beverly's flying leap over one) were a bit of a challenge, but accepted with good grace by all.

The white vans were used again for the trip to the lovely Seattle Yacht Club for the change of watch banquet. Commodore Jim Sweeney was the MC for the evening and mixed his delightful sense of humor with the dignity of the Change of Watch. The Saturday afternoon schedule made use of the vans again for a tour of two extraordinary boathouses and ending with a tour of Lake Union Crew quarters. I feel sure there will be a picture of the rowing tank in this issue somewhere. Yes, there were business meetings, but your reporter will leave that commentary to others.

CYA Clothing Report *by Les Cochren*



It is always fun to have CYA clothing to wear at the various events or just lounging on your boats. (Maybe not when varnishing). We have two embroidery companies that have our logos on file and so you can order any item from their catalog and get it customized. They will also add the name of your boat.

The Embroidery Factory, 6000A Egret Court, Benicia, CA 94510-1255, (707) 746-7625 (Shirley)
www.embroideryfactory.com

American Logowear, 603-B East Bidwell Street, Folsom, CA 95630 (916) 983-8800
This company will put the logo on your own clothing for about \$10.00

BOAT SMARTS

With help from CYA member John Di Lillo the following article was assembled. It is hoped that in upcoming issues of Classic Currents this column will appear as a regular feature of useful information to the membership. As always contributions are welcomed. Alan Almquist, Editor.

Tips on Buying a Woody by John DiLillo, Yacht Broker and David Hayward

The guidelines for buying a classic are actually the same as buying any other boat. Buy a boat that you like, that suits your needs, and that you can afford.

The most important thing to consider in the purchase of any vessel is the condition. Some classics are inexpensive to buy, but that's true of boats of all construction and age. It's all about condition. Show me a 5-year-old boat that's been trashed and I'll show you a boat that isn't worth much. Show me an 80-year-old boat in Bristol condition and I'll show you a high-priced boat.

A show winner at Tahoe will cost you from \$300k to \$1M. Check the CYA classifieds and you'll see that restored classics are just like classic cars. They can be very high priced and collectable. They hold value just like classic cars. Walk through any marina and look at the boats. Which ones are going down in value? All the new fiberglass boats are going down in value each year. But come across a well-maintained old Stephens, Chris Craft, etc., in good condition and it's holding its value or going up! A 40-foot 1940's boat that sold new for \$18k is now

worth \$50,000-\$600,000.

It also helps to have a knowledgeable broker, surveyor, and Title agent. It may seem simple and cost effective to hand over money, sign a bill of sale, and take possession of a boat on your own, but stories of lost deposits, hidden liens, unclear titles, and repairs that exceed the cost of the boat abound. Work with people who know how to assist in financing, insurance and maintenance of classic boats.

VESSEL REGISTRATION AND DOCUMENTATION

By: David Hayward, New England Marine Title, 1150 Ballena Blvd., Suite 108, Alameda, CA 94501 Ph: 510-521-4925, Fax: 510-521-4928, www.boatdoc.com

One of the important issues to consider when purchasing a boat is whether it should be "Documented" with the U.S. Coast Guard (assuming the boat and owner qualify) or State Registration/Title with the DMV. A boat can be either Documented or State Title, but not both.

STATE REGISTRATION/TITLING

The value of the state registration process is that it is the least costly process; generally \$49 for a 2 year sticker which includes the \$29 registration application for a first time CF number. If the boat is already California registered the sticker is good for the balance of the seller's 2 years and only an application is due with the \$29 application fee. The transfer instrument is the seller's signature on the face of the title. If there is a lien holder holding the original Title (Pink Slip) the transfer instrument will be a bill of sale. These days, the lien holder is merely noted on the records of the DMV and no physical "Pink" is issued until the lien is released whereby the DMV sends the free and clear "Pink" to the seller within about 20 days. Nothing more is needed except a check for the sales tax. The sales tax is calculated based on the percentage rate established by the County Assessor's office of the county in which the boat is berthed or stored. This is a fairly straight forward process that can get complicated if the papers above are not in order. What can go awry? Some popular experiences are:

- If the boat was federally documented in the seller's name the owner must go through the Coast Guard deletion process.
 - If the buyer submits the application and sales tax late he is exposed to relatively steep penalties and interest by the state.
 - Boat applications may no longer be accepted at local DMV offices and buyer must deal with the inaccessible main Vessel offices in Sacramento.
 - If the boat will be used outside of the home state for more than 20 days the visiting state requires the boat to be re-registered in that state.
 - DMV sending the Pink to the seller is occasionally problematic
 - Sales tax is due upon submission of the Application
- If Application is submitted late, considerable penalties and interest are imposed so dating the Application is tricky
- ### FEDERAL REGISTRATION/ DOCUMENTATION
- The value of federally documenting is that it is a one-time transaction and is good for as long as the buyer owns the boat, with no annual fees.

Boat Smarts

(continued from page 4)

The initial application fees tend to be a bit more costly than state at between \$92 and \$141. The fee for the first time into documentation is the higher number but the benefits may be worth the extra. Required is a signed and notarized bill of sale along with the application. The Coast Guard now accepts electronically filed applications which is fast and user friendly. Additional values to federal documentation are:

- No annual renewal fees for as long as the buyer owns the boat
- Never need to register in a new state if visiting for more than 20 days
- The boat is ready to be secured by a marine lender should the owner need to finance
- No numbers required on the bow of the boat – name and hailing port only
- Travel with the boat anywhere in the world as a flagged vessel of the United States

Sales tax can be paid within 12 months

LIENS AND OBLIGATIONS OF THE VESSEL

It is important that a boat buyer realize, that under maritime law, a lien (recorded or not) attaches to a vessel and not the owner and one must do his own due diligence or hire a professional documentation/marine title company

PICYA Stuff by Dick and Mavis Engfer

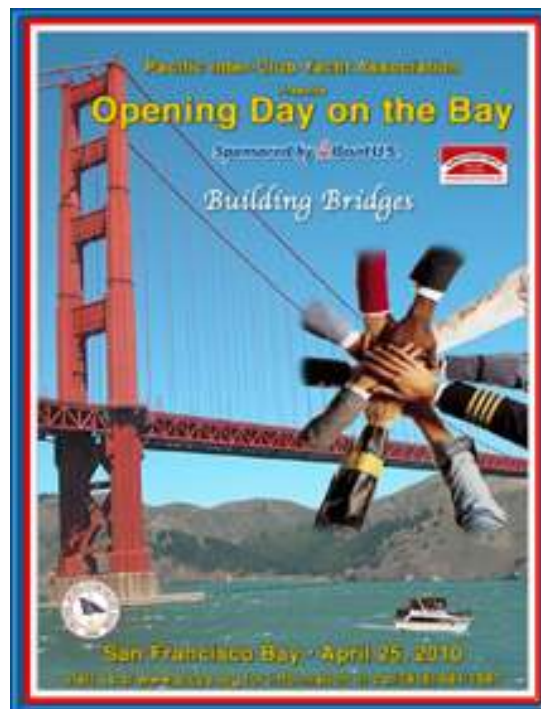
RBOC - Here's yet another "attack by our politicians." This time it is the proposed "Coastal Marina Permit" by California State Water Resources Control Board that would in fact apply to all bay area harbors. RBOC estimates that the cost of compliance for this permit is \$250,000, and it could be more. This will affect all marina berthed boaters! Please become informed of this issue – see www.picya.org for a "Call to Arms" then "Petition Letter" for suggested wording. Protests work, see "2 Gate" update below as proof of effectiveness of protests!

The Delta is still threatened by the latest promotion of the **peripheral canal** (OK, they have a new name – "Water Conveyance") but the end result is the same. A "2-Gate Fish Demonstration Project" at Old River and Connection Slough has been put "on hold" for 2010. This shows that protests, if loud enough, do get results.

Yachting Yearbook 2010 Cover Photo contest – get your book to see the winner!

The PICYA LOG is published every two months. The **LOG** is also available on line at www.picya.org Articles or dates of club activities are requested – two month lead time is required – send to editor, Johnnie Owen jowen@teal.net. **Johnnie wants articles!**

PICYA Scholarships. Four \$2500 awards were



won in 2009, and four are available for 2010. Relatives of PICYA club members are eligible. Entry info can be found on website – deadline **June 30, 2010.**

The 14th annual PICYA Wheel Chair Regatta is scheduled for Saturday **Sept 25th** and is usually based at Encinal YC. Several hundred vets usually attend. All help is welcome – boats, helpers - donations (tax deductible) payable to PICYA Wheelchair Regatta, 1001 Bridgeway PMB 450, Sausalito CA 94965

Opening Day SF Bay is Sunday April 25th. The 2010 theme is "Building Bridges". \$65 gets you a day on the "Hornblower California" committee boat – board at Pier 3 San Francisco. Price includes breakfast & gourmet lunch. If after Apr 1st the cost will be \$75. Email Linda Breninger, chairperson,

lbreninger@surewest.net for information.

PICYA Website is quite up to date www.picya.org **Most signups can be done** ember club events and links to other boating groups are listed.

The Next PICYA Meeting is Apr 5th at the Aeolian YC – May 3rd meeting is at Oyster Point YC. If anyone wants to attend, let Mavis or Dick Engfer know and they can help with the reservation. Cost for the dinner is \$22.50 per person.

Questions – if answers not found on the PICYA website, please contact Dick Engfer and he will try to find the person with an answer.

hiltotii@sbcglobal.net

Updated Feb 18, 2010

ACANIA

Dave Olson's ACANIA (former Star Fjord) is being restored to her original layout, which will be surprisingly easy since ACANIA is 90% original from the 1930 build date.

ACANIA is actually a very rare find since most vessels her age have had several refits and layout changes. The 10% of her that was changed consists of the day galley and the main galley, both of which were torn out in the 1970s. Phase 2 of the restoration of ACANIA has been completed. She is now back in the water dockside at her refit pier in Alameda at Bay ship and Yacht. Work has



Acania's restored transom

now started on the new installation of plumbing and electrical; concentrating on the aft staterooms, main salon and smoking lounge and aft deck. Our intention is to have these areas completed by the end of April.

The power plants have been ordered from Caterpillar and will be here sometime in summer for installation.

You can follow Acania's progress on the website www.acania.net

BOUNTY—Jim and



Bounty

Bernadette Sweeney report that BOUNTY's pair of Gray Marine 6 cylinder engines are nearly ready to go into the hull. Ed Richardson has already finished rebuilding both and has bench tested the first one, and is getting close to bench testing the second. However,

BOUNTY is still waiting on Ferrari Boatwright to get moving on the new engine beds and engine room hull repairs, that is now projected to begin by early February. The estimate is that it will be

four to six weeks of boatwright work before Ed can bring the machinery on board. Ed will have to begin with reinstallation of the two 100 gallon fuel tanks. After engine installation Marine Electrician Jody Watt will completely re-wire the engine room. Will everything be finished in time for Opening Day on the Bay, that is still the question.

WANDA -Wanda is currently in the ways at Richardson Bay Boat Works which is run by Ross Sommers, son of the well known San Francisco builder and Yachtsman Harold Sommers (Wander Bird). I have hired Sean Kombs from Mystic Seaport Museum and San Francisco Maritime Museum to lead the project and have 6 boat-wrights and 3 assistants on her full time in the yard.

The engines (GM 671 Detroit Diesels) and genny were restored by 'Diesel Dan.' The shafts were realigned and struts re-blocked.

The yard has replaced 126 of 180 frames (steam bent oak) and 3200 linear feet of Port Orford Cedar planking with bronze fasteners.(I purchased all the clear grain Port Orford Cedar available on the west coast). We also replaced the clamp and the Teak rail decks. The deck, interior and superstructure restoration will be completed over the next 8 months. Many of the cabins will be restored to the original configuration.

She is a one of a kind 90' Leslie (Ted) Geary design built at Blanchard Yard in Seattle for the Stimpson family in 1922. Truly one of the few classic large fantail yachts left in the world. These yachts were the transition vessels from the sail to power era.

She will be taken to another yard in March where the

restoration will continue. She is now a San Francisco documented vessel. She will remain privately owned and operated by me in the bay area with excursions along the West coast of the US. This is my 4th restoration project and by far the most ambitious. The entire restoration is being filmed and edited and will be available some time in 2011.

TULE LADY—Jim and

Carol Staley report on TULE LADY that the time to pay the piper had arrived after 10 years of zero maintenance and non-use. It came in a phone call from the harbormaster. "Jim, your boat has taken on a lot of water. We have a sump pump on it, but you better look at it."

A plank had opened and 18 inches of water had covered the floor boards. The haul-out revealed the obvious reason, the boat was in serious need of refastening. Two months later with 4,400 new screws in the hull and a sparkling paint job the old lady belied her 82 years.

The after stateroom has been re-painted and re-varnished and looks great.

The same freshening is underway for the wheelhouse with the main cabin to follow. Hopefully, this and other maintenance will be completed before long so Tule Lady will be able to rejoin CYA events this summer.

Insurance Coverage 101-Oil Pollution Liability

by Jim Hackworth, Insurance Broker—website www.woodenboatinsurance.com

When an oil spill occurs in U.S. waters, the Federal Oil Pollution Act of



1990 places the primary burden of liability and the costs associated with cleanup on the vessel owner. The spill's location, the time of year, and the type of fuel spilled will have an effect on cleanup costs. Spills that occur in remote areas, for example, can increase costs involved in mobiliz-

ing people and equipment to contain the spill.

Does your insurance policy cover you for sudden and accidental oil spills? It depends on how the language in your insurance contract reads and the type of liability coverage you

have. Generally policies that offer "Watercraft Liability" do not provide coverage unless it's specifically endorsed onto the policy. Most insurance contracts written with "[Protection & Indemnity](#)" coverage would respond, but might have a combined single

limit clause. The best coverage option would be to have a separate limit for oil pollution and a separate limit for liability.

Let's take a look at the following example:

Your yacht suffers a fire loss due to faulty wiring. It sinks at the berth and causes \$150,000 of damage to the dock and



\$250,000 for fuel cleanup.

What amount would your policy pay? If you have Markel American's yacht policy written through Hackworth & Company, you wouldn't pay a dime! That's because our policy offers a separate limit of \$800,000 for pollution cleanup and an additional \$300,000 for fire damage to the dock.

Please check your policy to see how it would respond to the above example. Better yet, give me a call at 800-894-9224 and I will review your current insurance policy with you at no charge.

**The San Francisco Bay
Folkboat Association**
invites the
Classic Yacht Association
to cruise to Angel Island
for a fabulous, elegant

Easter Champagne Brunch

SUNDAY, April 4, 2010 12:00 noon

Adults \$25 Children 6-12 years \$10

All white attire is traditional!

RSVP by March 25 by sending number of reservations and your check (payable to the

San Francisco Bay Folkboat Association) to

David Thompson, 1314 Sanderling Island,
Richmond, CA 94801

(510) 215-0542 dvdthmpsn@aol.com

Dixieland Jubilee Sacramento California Memorial Day Weekend May 28-31, 2010

Les Cochren, Rear Commodore

The Harbor Master for the Sacramento Marina, Bud Camper, has indicated that he has plans to have guest slips and limo service available during the weekend of Dixieland Jazz. He is excited about having CYA again at the Sacramento Marina. He said he would rent the slips at \$1.00 per foot. Additional discussions are underway for putting together a package to include Slip fee, Dixieland Jubilee badge, Continental Breakfast and Bar-B-Que. More details will be forthcoming as we approach Dixieland Jubilee.

Coming Events

BETHEL ISLAND, CA

April 17, 2010

Opening Day on the Delta. *Contact: Bill Wells (916) 869-9141, commadorewells@msn.com*

SAN FRANCISCO BAY, CA

April 25, 2010

Opening Day on the Bay. *Contact: Steve Kadzielawa (415) 459-6262, skadzielawa@comcast.net*

STOCKTON, CA

June 11-13, 2010

Stephens Rendezvous.. *Contact: Shawn Ball (209) 327-7334 or 339-1905, smball1@comcast.net*

SAN RAFAEL ,CA

July 10, 2010

Marin Yacht Club Classic Car and Yacht Show. *Contact: Jim Sweeney (415) 459-8681, james.sweeney3@comcast.net*

TIBURON, CA

August 13-15, 2010

Corinthian Yacht Club Classic Yacht Show. *Contact: Jim Sweeney (415) 459-8681, james.sweeney3@comcast.net*

SACRAMENTO, CA

September 17-19, 2010

Forget me Knot Festival (honoring veterans) *Contact: Les Cochren (916) 985-9489, rivercats@msn.com*

ISLETON, CA

September 25-26, 2010

Delta Wooden Boat Festival at Perry's Boat Harbor / Gliedt's Boat Shop. *Contact: Tony Gliedt (925) 516-8717 gliedtcabinets@hughes.net*

BELVEDERE, CA

November 21, 2010

Change of Watch. *Contact: Les Cochren (916) 985-9489, rivercats@msn.com*

SAN RAFAEL, CA

December 11, 2010

Holiday Parade of Lighted Yachts. *Contact: Alan Almquist (916) 505-3680, ajalmquis@yahoo.com*

CLASSIC CURRENTS

Bill Wells, COMMODORE

PLEASE SEND ARTICLES, PHOTOS OR "For Sale" to:

**Alan Almquist
ajalmquis@yahoo.com**

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