



Classic Currents

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



ISSUE 3—2022

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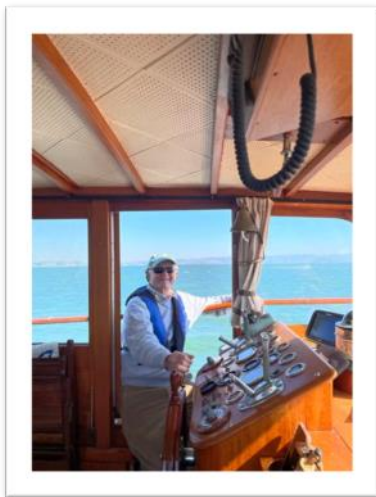
Commodore's Report—by David Cobb

Our Northern California Fleet has done a good job of digging out from Covid, and is back to live cruise-ins, Bridge meetings, and socializing. Attendance at fleet activities was indeed smaller than before the pandemic as we emerged from our bunkers according to our best guess at what was safe and what was not. This year we were able to put together the cruise-in schedule along with the volunteer Cruise Leaders nice and early in the year to allow for planning and notification way before the actual events.




All cruises were pretty well attended (Suisun City, however, was cancelled by a confluence of circumstances) and the venues were nicely distributed between the Sacramento Delta and San Francisco Bay regions. Which brings up a challenge in our fleet.

The Delta cruise-in locations and the Bay venues are separated by 60 to 70 miles of waterway, depending on the location of your berth. Many if not most of our classics are happiest when moving along at 6-8, maybe 10 knots, so cruising from one region to the other for a two or three-day weekend is not always inviting for many of us. This has been especially troublesome with fuel prices in California approaching eight bucks a gallon.



Our twin engine *Sea Breeze* cruises at 6-8 g/h and fuel was never a real concern for us when it was \$3.50 or so a gallon. We now give a long round-trip serious thought when the cost of the fuel alone for the weekend

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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

can be \$1000. As a result, we pretty much stick to SF Bay area for most of our boating where a few hours on and about the Bay on a sunny (or foggy or choppy or windy) afternoon is good use of our 1939 Stephens.

Good news in the fleet has been the arrival of some great new members and their beautiful pre-war vessels (that's WWII for you millennials and Gen Z), a beautiful summer



and fall for the end of the formal cruise-in year, and the upcoming NC Fleet Change-of-Watch ceremony at the very welcoming Encinal Yacht Club in Alameda.

It has been a pleasure and an honor to serve as your Commodore this past year and Bunny and I look forward to many cruises with our fine CYA friends in the years

ahead.

Vice Commodore's Report by Rob Sesar

Classics ended summer strong. A trip to Oxbow Marina and the Grand Island Mansion, Grindstone Joe's and finally Classics at the Corinthian. Anytime you have one Classic it is a joy, but having a group cruising by and docked together is spectacular. But when you have a group cruise into the dock at Grand Island Mansion you are now just showing off. It is why we are stewards of these historic vessels.

The summer started IN July with a meeting of our fleet at Oxbow Marina followed by a wonderful potluck dinner. The next day part of the fleet made the trip up the Georgiana Slough while others stayed on at Oxbow and made the drive that night to Rusty Areias' home for appetizers and drinks on *Foley II* and *Miss 102* that were tied up for the event at Rusty's private dock on the Sacramento River in



Cruising from Grindstone's

front of his home. After that we enjoyed a wonderful dinner at Rusty's home and were entertained by great food prepared for us by one of Rusty's friends and notable chef along with stories about the home, the acquisition of *Foley II* and boating on the delta in general by Rusty himself. On Sunday, that part of the fleet that had remained at Oxbow joined up with the rest of us at Walnut Grove, saluted *Miss 102* and *Foley II* as we cruised up the Sacramento then downriver on Steamboat Slough to the beautiful docks of the famous Grand Island Mansion where we had reservations for their spectacular buffet brunch.

Thinking this cruise would be hard to top, in September we cruised into Grindstone Joe's private docks for a weekend of good times there. Members of GSJ's joined us for a wonderful Friday potluck dinner. On Saturday a few of us steamed out on *Skal* to Garlic Brothers via White Slough to the Vil-

lage West Marina for lunch. We had plenty of time to get to know each other as we waited for the world's slowest swing bridge to open on White Slough. After lunch we arrived back at Grindstone's in time to see the finishing touches of our rotisserie lamb dinner. Last year, George Homenko built a rotisserie to cook a whole pig, and this year we used his nicely engineered spit to roast a lamb, using Gerry Kamilos exceptional family recipe for prepping and marinating it. Next year should be even better, as two Grindstone veterans that planned to be there that weekend were called away. Have not heard from Scott and Susan, but I'm sure they really enjoyed being with their first grandchild. You can find Gerry's secret family lamb recipe on our web page, thanks Gerry.

Just prior to dinner, Skal was honored by taking descendants of her Architect and Builder (Stephens) on a cruise. I broke out the photo Johnny Johnson gave me of their Grandmothers/Moms sunbathing on *Skal* (definitely bathing beauties!). They had no clue that *Skal* was their boat during WWII. We cruised up the San Joaquin River letting each one of the Stephen's great grandchildren have a turn at the helm. They are naturals.

Classics at the Corinthian was everything we hoped for. Showing off the history of our boats, we stewards of these classic beauties enjoyed each other's company, planning new adventures while reminiscing over old ones. I would like to remind all our members and friends, you do not have to bring a boat to enjoy any of our cruises. We can make room at dinner or join in on other boats of the

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fleet. This club is full of some of the most generous people I know. During our stay at the Corinthian, Marc Garman, made a video of the boats and members. This will be posted on our FaceBook page for the enjoyment of all.

Just this last weekend I visited my sister in Portland Oregon. She has rebuilt the Cascade 36, *Misty*, which I helped build with my Father back in the 1970's. Racing on her, she is a force to be reckoned with, as she frequently wins the regattas. The boat I learned to sail on is now skippered by the sailor I am most proud of.

The following is a list of Cruises we are planning for next year. Remember, you do not need your boat to join in the fun, and if you have other suggestions, please contact any of the Flag Officers. We can make arrangements for Bay boats to stay in the Delta for the July / August cruises.

Bay Region (6 so far)

- April 29-30 Opening Day SF Bay
- May 19-21 Petaluma
- June San Francisco Yacht Club
- September CYC Classics
- December Lighted Boat MYC
- December Change of Watch

Delta Region (3 so far)

- July Oxbow loop/Grand Mansion
- August Suisun City/Rio Vista
- September Grindstone Joes

Other suggestions?

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We have had our share of fires in the Delta over the last year. One of the latest was the legendary Lost Isle (Acker Island). It has been closed for several years undergoing renovation. My contact there, David Wheeler had sent me renderings of new structures and docks that were planned.. It looks like that is all on hold for the time being.

Many of us remember great times at Lost Isle over the last few decades. Bill Conner owned it from the 1960s to the late 1970s. Fill em up Phil was the bartender during those years and the Lost Isle Mai Tai was known nationwide. A fun fact: the main building at the island was from the 1939 Golden Gate International Exposition at Treasure Island. Guard Darrah (former Stockton District Attorney) bought some of the structures in the late 1940s and shipped them to Stockton. Hal Schell's famous quote was: "The coldest winter I ever spent was at Lost Isle. We had to go into the beer cooler to keep warm."

As we go to press we learn that Colberg Boat Works has burned on October 18th. The business was founded in 1897 and at one time operated a fleet of boats transporting people throughout the Delta.



Bill Wells receiving Delta Champions Award

Starting in 1940 they had a joint contract with Stephens Brothers, their next door neighbors on the channel to build boats and ships for the US military. They built vessels displacing up to 1,000 tons. During the war they built Minesweepers, Tugboats, and Submarine chasers as well as a myriad of smaller boats. I am told that there were a lot of historic

documents stored in the building, blueprints, and records of builds as well as records of the Ionic Sailing Club which later became the Stockton Sailing Club. Dick Stephens was one of the founders of the club.

The 19th annual Taste of the Delta was a great success at Village West Marina

in Stockton. It was a weekend party for many people. It started at Garlic Brothers Restaurant on Friday evening, carried over to the event on Saturday, and finished with dinner at the Village West Yacht Club on Saturday night. A fine time indeed, Sue and I stayed in the bungalows at the marina so we did not have to drive anywhere and we woke up refreshed on Sunday morning and enjoyed a champagne brunch at Bob's at the Marina before heading home.

I was recently honored by the Delta Regional Foundation with an inaugural Delta Champions award for my work promoting the Delta over the last twenty or so years. Moni Campbell Kondos (Gregory Kondos widow) started the foundation and my award was a framed Kondos print with my name on a brass plaque, a great addition to my collection of Delta artworks.

The weather is holding and it looks like we are in for a mild winter. I look forward to seeing you out in the Delta!

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Report from National Board Representatives—by Scott Andrews

At the National level, Gerry and I have been working on the CYA strategic plan for the past 6 months or so, and we have developed two agenda items to take to the CYA Annual Board in January in Canada. The first agenda item relates to approving the Strategic Plan. The second is one comes out of some of the findings from the Strategic Plan.

Regarding the second agenda item:
The SC fleet is seeking to move the *Pura Vida* whose home port is in Hawaii from membership in the USA fleet to the SC fleet. This change makes more sense than to have a Hawaiian member vessel tied to a fleet mostly located on the US East coast.

In Europe, now the home of *Allure*, Per and Erika Hammarlund have met the owners of *Dora*, a Stephens 43 located in the Netherlands. Together, Per would like to establish a European Chapter for classics on the other side of the Atlantic. This new Chapter concept would organize several yachts located in more remote localities from the existing Fleets and give them voice.

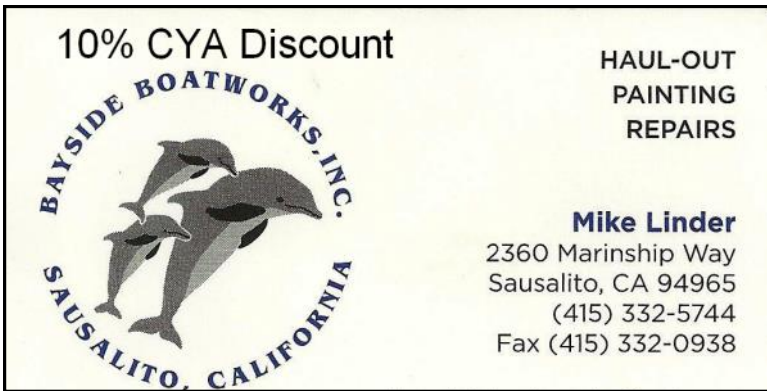


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We are also proposing that we re-name the USA fleet to the Atlantic Fleet, since that is what it really is. For now, the European chapter, if approved, could be a chapter of the Atlantic Fleet. As noted in the proposal, there is some precedent for this since yachts located in the Portland, Oregon region have had a sub-fleet of the PNW for a long time.

I considered suggesting we have Delta chapter of the NC fleet, but that seems a step too far, since the Delta and the Bay are not all that far apart. I think the criterion for Chapter status should be if it is unlikely that, without heroic effort, any vessel from one chapter would cruise with their home fleet. We may also consider creating a Mediterranean chapter for our one Greek boat and others in the area.

Please let Gerry and me know your thoughts on this.



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Is the Flying Bridge Just an Innovation to Aid the Angler, or Simply an Unnecessary Detraction?

While a number of CYA members have looked down upon the flying bridge as a “modern” contraption of fiberglass yachts, the existence of raised, open air pilot stations has had a long history. The actual term, flying bridge, might well be a post-war designation, but similar structures built as options by many major yacht builders in the country go

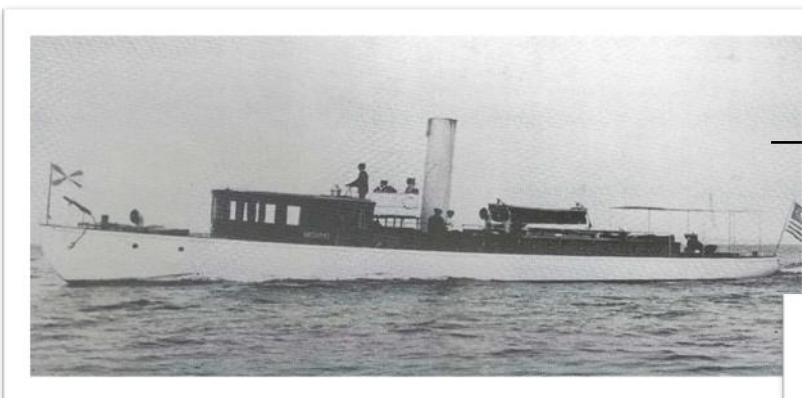


PHOTO 1

back to the turn of the century.

As early as 1901, the *HOPE* (photo 1), designed by Arthur Binney, displayed what was then called an elevated bridge. Later yachts of the 20s and 30s were designed with open-air cockpits. An example of this style is seen in the 1930 Huckins Fairform Flyer 48' *AVOCETT III* (photo 2), and later I the American Car and Foundry (ACF) 38' express cruiser (photo 3). Stephens yachts at Stockton, California, produced a well-known tri-cabin model names the *MAY WILLLO*, which also featured this open-air steering station option. More streamlined versions of the cockpit appeared in various models. Huckins yachts seemed to lead the way in this aspect of “modern” design with their “Sportsman 36,” (photo4)

The true flying bridge was probably an innovation

designed to improve the luck of the sports fisherman. A number of yachts found in Florida waters boasted “bridge stations,” as on the yacht *HAZEL*, *MACK* (photo 5), whose canvas and tublar structured bridge was clearly devoted to the sport. On the *REVERIE III* a more streamlined version of the design can be seen (photo 6).

In determining whether or not a flying bridge is an external alteration that detracts from the designer’s original intent” is not necessarily an easy task. We don’t have an archive of photographs showing all of he available models built by all of the builders through the

Photo 2



years. Yet rejection of yachts with such features out of hand is hazardous. Sometimes original photographs of the specific yacht are conclusive, other times particular construction details can determine originality. An open mind is always the best policy.

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PHOTO 3



PHOTO 4

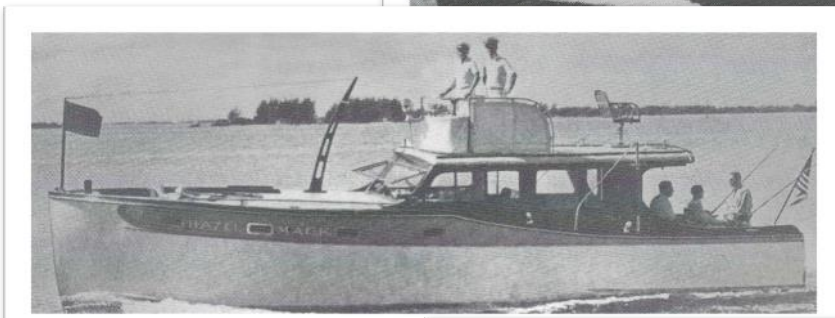
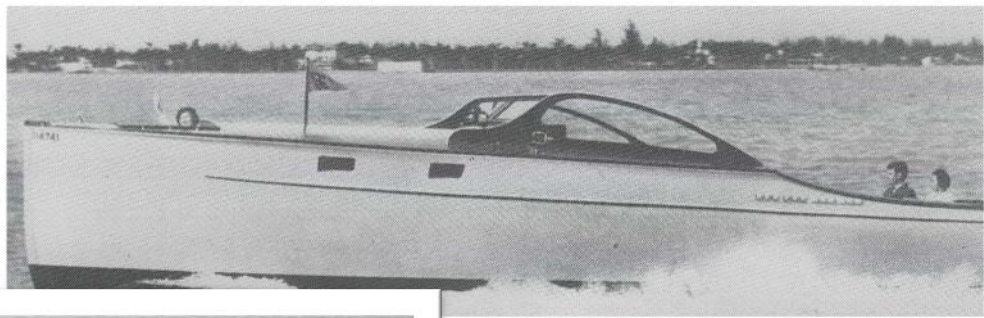
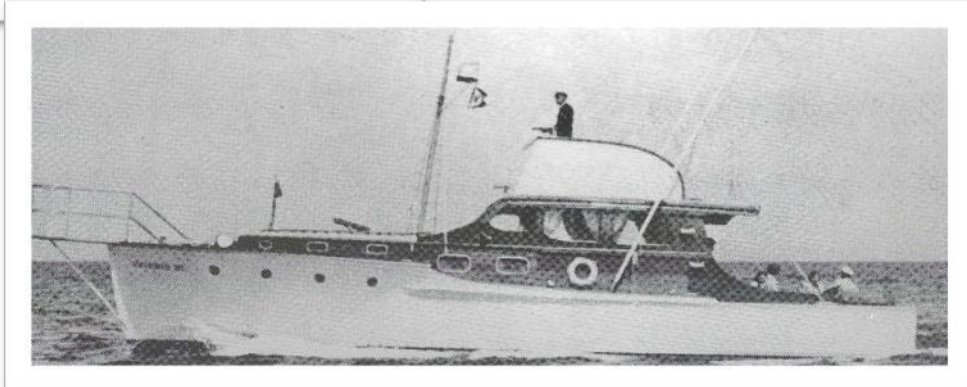


PHOTO 5

PHOTO 6



Allure Traveling the Canals of Sweden— by Per and Erika Hammarlund

We stayed at Utbildningsrederiet AB for a couple of weeks after *Allure's* launch to make sure all systems were ready for the trip to Stockholm. The main task for us, was to align the starboard engine. Since well before we left the US, we have had some issues with the starboard stuffing box not quite sealing, or running hot, never just right. First, we needed to let *Allure* and her hull get used being in the water again. We allowed two weeks for that, then a friendly mechanic wrestled with the engine and brought it to the best alignment it has probably ever had.

Then came the challenge we did not know that we had. Covered marinas are rare in Sweden and it rains more than in California. We quickly learned that we leaked more from above than from below.



The most inconvenient leaks were right into Erika's bunk. Since we will be redoing a lot of the bright work this winter, we decided to apply some temporary beads of sikaflex (still carefully taping to make it nice and even) as well as redoing some of the caulking between the teak planks. The port side caulking was especially quite past its technical life span. We started with more than ten distinct leaks and were quickly down to two or so that we simply could not figure out how the water was getting in.

Now, we were finally ready to head back to Stockholm, and we had a choice to make to get there. There are two options to cruise from Gothenburg to Stockholm, either you cruise around the Swedish coastline, or you cruise the canals that run across the country. We opted for the canals. The canals can be crowded, and the old locks sometimes have exposed, uneven, granite, so it is recommended to have plenty of fenders. We brought ten with us and that proved enough protection for any of our own fumbles and those of other boaters.

The canal, using the locks and mooring facilities, is not cheap, but compared to the cost of gas and mooring along the coastline, it is the cost-effective solution.

The first part of the trip from Gothenburg to Trollhättan is up through the Göta Älv, a river with 6 modern, bigger locks. Commercial ships have priority in this part of the system, and these ships tend to fill up the entire lock by themselves! The locks are easy to use, just wait for the

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Allure Traveling the Canals of Sweden —(continued from page 8)

traffic signal to turn green and enter. Their “double bottom” construction assures that the water is let in quite gently. You can easily hold on to the side with a simple line or even a boat hook as you move up.



We

made 3 stops along this part of the cruise. The cradle of Swedish industrialization is in these areas, thanks to central location, transportation and

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“power” from the rivers and waterfalls. Along the way you can see some of the older, smaller locks from the early 19th century and a lot of remnants of much earlier industrial endeavors.

After having gained 44 m in the locks of Göta Älv you enter Vänern, Sweden’s largest lake. The lake is wide enough that you do not see the other side when you start heading across. Vänern has a reputation of being tricky when it comes to waves and swells, but on our first day it welcomed us with a downwind cruise heading north to our first stop. On the second day, we needed to cross the lake from west to east, and now we got a small taste of the swells, they were manageable with about 45 degrees zigzagging along the course. We made it across and found a great little bay where we anchored and enjoyed a swim in the warm (for Sweden) water.

The next day we went to meet the father of a friend and on the way there the starboard stuffing box started acting up again, overheating. Luckily, the person we were meeting is an old boat builder, and he quickly set us up with the correct replacement parts and a grease gun. With that taken care of, we could continue to Läckö Slott, a fine castle originally built in the 1200s, “paid” for by Sweden’s many wars (read looting) during the 1600s. After a quick stop in

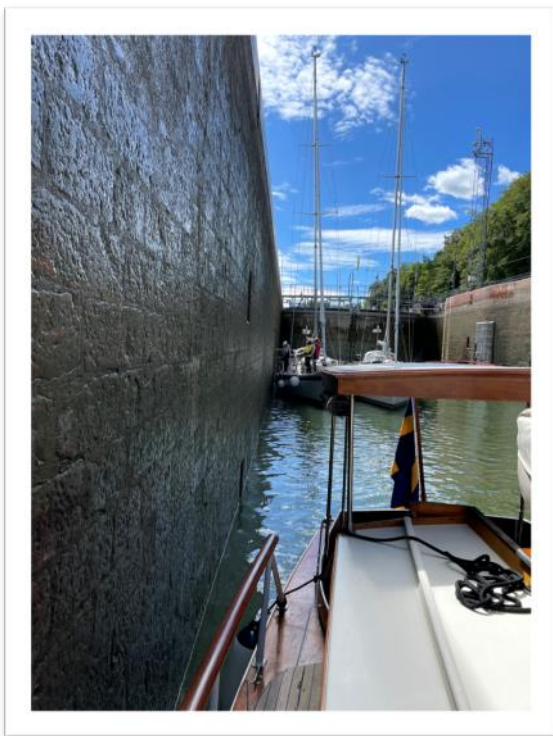
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Mariestad, with some friends coming for dinner and staying the night, we arrived at Sjötorp, the start of the old canal, Göta Kanal.

Göta Kanal consists of 58 locks and this year it celebrates 200 years since its inauguration. The locks here are quite small, about 100 by 21 feet. The walls are either stacked granite blocks, masterfully put

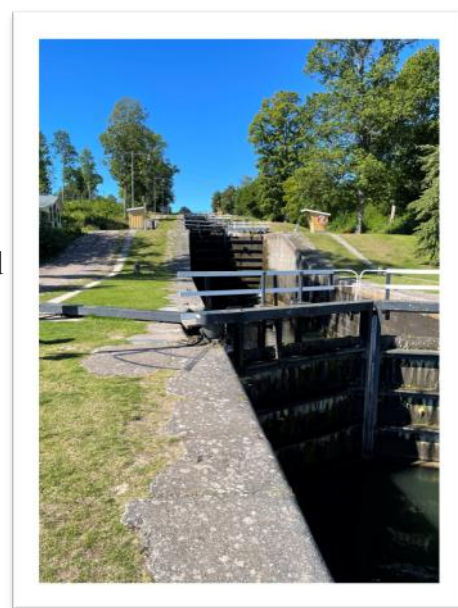
together, or in a few places carved rock. Lock keepers make sure everything works smoothly and safely. Only two locks are still manually operated. Here, boaters take pride and joy in helping to open and close the lock gates and direct the water.

Here also, commercial ships have priority, but the number of commercial ships is low, they are mainly 3 old steamships, now re-powered, that offer cruises back and forth along the canal for those who want the experience without the workout. Going upstream, the water motion in the lock is quite strong, water is simply let in through hatches



in the lock gates. The trick is to tie a static line in the stern, and then as the water rises, keep the line in the bow tight. It can be quite a strenuous task, especially if your boat is at the front of the lock and the bow gets caught in the water streaming out of the gate hatch. Quite a workout. Sail boats will typically run the bow line to a winch and get some leverage on keeping the line tight. Experienced canal cruisers told us they sometimes wait to get their preferred placement in the lock. Some of the more scenic locks usually have big crowds watching and taking photos.

The canal wends its way through the Swedish countryside, with stops in most small



towns. All the facilities are well maintained and fully serviced (water, electricity, showers, washing machines, etc.). At many of these stops you will also find restaurants and grocery stores within an easy walking distance.



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We made our way along the canal slowly, cruising maybe 2-3h a day. It was quite blissful. There are a lot of things to see with small excursions from the boat. We had our foldable bicycles in the lazarette and biked to a castle for the view and coffee and ice cream.

The canal is mostly “man” made, either dug, mined, or otherwise built, but the route does

cross several natural lakes, including Sweden's second largest lake, Vättern. Now, Lake Vättern is known for unstable boating weather which can change quickly. The lake is long and deep, so when the winds are aligned lengthwise, impressive swells buildup in a hurry. When we first attempted to cross the lake, we quickly had to change course due to the big swells and we ended up in a different port than planned for a night. The key learning here is to plan for some flexibility in the schedule, so you can cross only when the weather is just right.

Göta Kanal can be pretty crowded, but since our cruise was made during the last 3 weeks of the high season, and schools were starting up again after summer break, we had no delays, and only shared the locks with at most one other boat. All very nice. (The canal is closed during the Winter. During the Spring and Fall (the low seasons) the canal is in operation, but you have to travel together with other boats in a convoy because, unlike the summer "high season," the locks are not staffed.



down those, going up would be quite a workout.

For us, we lucked out on the timing since there was no congestion, and for the most part we lucked out on the weather also. We highly recommend experiencing this canal trip, we will most likely do it again, but will allow more time since there is so much to explore

(Editor's note: On our unofficial club cruise along the

Canal du Midi in southern France 5 years ago we also had the opportunity to experience a similar staircase of locks at the Mediterranean end of the canal. We wisely avoided this one. At the town of Beziers there is a staircase of eight locks at Fonserrannes to bring it up to the river Orb. The locks had to be cut from solid rock and descended a hillside whose gradient varied. All the locks had to contain the same volume of water but could not have precisely the same shape.

This amazing piece of engineering was subcontracted out to two illiterate brothers, the Medhailes, and was built by a workforce composed mainly of women.

REMINDER

**Change of Watch,
November 19, 2022**

**Encinal YC
Peter Johnson, Nick Romero-
Chairpersons**

We finally reached the lock at the highest altitude, 88 m above sea level. Now it was all downhill. Going down is a lot easier, just keep two long ropes, one at the stern and one at the bow, and let them run through the eyelets on the side of the lock. When you reach the bottom, you simply pull the rope home. Most of the locks are one or maybe two locks in series, but there is one place with 7 locks back-to-back. We were quite happy to just go



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