



Classic Currents

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



ISSUE 3—2021

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Commodore's Report—by Rob Sesar

What a crazy end to Summer and Fall. Eight boats at the Classics at the Corinthian and 49 people for the Saturday Dinner. As all thoughts turn to a hope for a return to normal, one person in my office tested positive and the whole thing comes to a screeching halt. After missing work, friends and boating, we find out it was a false positive.

Summing up my year as Commodore? A lot of starts and stops, joy and sad times, but mostly hope for the future. I am working on a cruise out to South Beach Yacht Club next year calling it "Wooden Boats for Wooden Bats". We will meet at South Beach and raft up in McCovey cove for the game. There is talk of a lamb barbeque at Grindstone's next year. Classics at the Corinthian will be bigger and better than ever. In short, there is no reason not to plan for adventures next year. Our cruise outs are the best way to promote our club. Now that every member has a name tag, you no longer have to worry about forgetting someone's name.

The change of watch should be great at San Francisco Yacht Club. Bring your boat and plan on a good time. Vice Commodore David Cobb will be a great Commodore. His leadership and ability to organize

is unsurpassed. (Hope that's enough so he stays the course).

Yesterday, October 18, 2021, I was honored to give a bride and groom a ride on *Skal* to their wedding reception. It was one of the best things I have done on my 1928 Stephens. To help two brave people start a new life and be part of their memories for a long time. We finished up just as the life-giving rain started falling. A new beginning!



Skal—bride and groom ride to wedding

I am sounding a little melancholy and I do not know why. I think I will miss being called Commodore as it has been a great honor. To make sure I used this word correctly, I looked it up.

High respect. 2. Adherence to what is right. 3. Something regarded as a rare opportunity and bring pride and pleasure: a privilege.

They all describe a Commodore and I hope I lived up to it. See you on the water.



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10th Annual Corinthian Yacht Club Gathering —by Gerry Kamilos

On October 1st, ten of the most Bristol yachts of the Northern California Fleet of the Classic Yacht Association entered the iconic Corinthian Harbor at the Corinthian Yacht Club in Tiburon, California. The weather was perfect throughout the weekend's cruise-in for the 10th Annual Classics at the Corinthian Yacht Show. This year's presentation of yachts to members



and guests of both the Corinthian Yacht Club and Classic Yacht Association included yachts from

the 1920's to 1970's. *Tiverton*, *Tule Lady*, *Simpler Time*, *Sirenuse*, *SKAL*, and *Flamingo* made up the eastern pod along the guest dock. *Elizabeth*, *Pat Pending*, *North Star II*, and *Triple Crown* made up the western pod near the clubhouse. On Saturday afternoon visitors walked between the two pods on the A dock with beautiful views of San Francisco's skyline to the south and the towns of Belvedere and Tiburon to the north. The Corinthian's 1911 built Clubhouse's Greek Revival architecture overshadowed the harbor. Each yacht's owner was on board to explain their boat's design, history, and restorations with drink and food. Our hosts, The Corinthian Women's club, had docents assigned



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to each yacht to assist visitors. Many stories, tales, and acts of restoration heroism were swapped during this three-hour yacht show. Over 100 visitors were counted; with the Corinthian's A Dock becoming a large outdoor (COVID protected) reception hall.



Elizabeth—Jim and Bernadette Sweeney

At 6pm, over 50 guests gathered on the second-floor clubhouse bar for drinks.

It's expansive view from the upper deck of the Corinthian Yacht Club is impressive. One can see the entire Raccoon Straits, Angel Island, San Francisco, Golden Gate, and the Belvedere peninsula. As sunset approached, by 7pm everyone was seated for dinner in the historic Corinthian ballroom that is decorated with many photos of yachts from over 100 years ago hanging from its vertical planked wooden walls that were installed with a shipwright's perfection. After a wonderful three course dinner including perfectly prepared salmon and filet mignon, a short program ensued. Mel

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Corinthian Yacht Club (continued from page 2)

Owen played several tunes on his harmonica that captivated the audience with his eloquent mastery. All the guests sang Happy 91st Birthday to Jim Staley, owner of *Tule Lady*. Jim still single handles his yacht! He said he is so old when the doctors tried to determine his blood type; they said that his was discontinued. Chef Cris and his staff were appropriately thanked by the attendees with their applause for the wonderfully prepared food and service. Fleet Commodore Rob Sesar thanked all



Tule Lady—Jim and Carol Sstaley

the yacht owners who participated and mentioned the Fleet Change of Watch event set for December 5th, this year chaired by Vice Commodore David Cobb, to be held at the San Francisco Yacht Club.

Following in the footsteps and fine work of Staff Commodores Jim and Bernadette Sweeney, this is my 5th year chairing this event, and it's an event that I look forward to every year. The Corinthian Yacht Club flag officers, senior management, and staff do such an amazing job in accommodating us



Sirenuse—Joseph Guarisco

for this event. Our hosts, the Corinthian Women's club, who provides children assistance programs, have been very supportive of this event.

Those who attended the yacht show greatly appreciated the care and detail each yacht owner made



Pat-Pending—The Mel Owen Family

to provide a meaningful unique experience for the guests viewing each vessel. The Corinthian harbor is probably the most picturesque in the entire Bay or Delta; or maybe the world. We are already planning for the 2022 Classics at the Corinthian, and I hope for those who haven't experienced this event; please consider it for next year.



Tiverton—Peter Johnson and Christine Foley

Flamingo—Steve and Cheryl Kadzielawa



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The SFYC Cruise-in July 16-18 was a friendly, pleasant event. The weather in Belvedere Cove was perfect with no fog, light breezes and in the 70's during the day.

Six CYA classics and one interloper were in attendance for all or part of the weekend: the "Triple Crown" (Stephens, Patrick Welsh), "Pat Pending" (Lake Union, Mel Owen), "Tiverton" (Stephens, Christine Foley and Peter Johnson), "Skal" (Stephens, Rob Sesar and Roberta Montero), "Simpler Times" (Chris Craft, Nick Romero), and "Aurora" (Trumpy, Gerry and Karen Kamilos). David Cobb brought over his 1947 27' Monterey Crabber "Pelican" that he is bringing into the Fleet to keep his Stephens "Sea Breeze" company. A total of seven pretty classics at the docks.

Guests arriving Friday either dined aboard, or in nearby Tiburon, or at the SFYC Friday Night barbecue. Breakfasts were aboard, in Tiburon or at the SFYC. All boats were open to visitors over the



Classics at the San Francisco Yacht Club

weekend, with Mel Owen hosting a prodigious number of guests aboard "Pat Pending" all afternoons and evenings. Overflowing revellers were on "Triple Crown" and the other smaller yachts berthed together just below the SFYC clubhouse.

We managed to hold a Bridge meeting aboard "Aurora" Saturday afternoon. Saturday night saw cocktails and a fine dinner in the Club's private Commodore's Room that had been reserved for the

CYA party. Attendance there that was originally estimated to be 15 or so CYAers ended up at 20 with the Club staff quickly rolling in and setting a



Triple Crown

fourth table to accommodate all of us.

Most yachts departed Sunday, although last we checked, "Triple Crown" was still fastened securely to the dock, appearing to be aground on champagne bottles and coffee grounds, and refusing all offers of assistance.

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The August PICYA Meeting was held at the South Beach YC. A number of important issues were discussed including the announcement of the recipients of the annual scholarship awards. There were three \$2500 awards made this year. Winston Bumpus reported on new developments concerning the “Boaters Fund.” The fund amount is currently at \$30 million and stakeholders will now become part of decision-making process on how these funds are to be used.

Sadly the PICYA will not be hosting the Wheelchair Regatta, cancelled because COVID restrictions are being reimposed. Instead, there will be an effort to provide gifts to Veterans living in several local care facilities.

A new trophy category has been created and an award will be made to the best Webmaster promoting boating in their respective Club.

The PICYA is encouraging the development of yacht club Websites. Websites are viewed as the key to the future of yacht clubs, to help sustain interest in boating and specially to help attract new and potential members. An example of a successful updated website is Oxbow YC- 100 visits/month before and now averaging 425 visits/month.

The reinvigorated Lipton Cup races were well attended. Three Bay Area Clubs were involved: South Beach Yacht Club, Encinal Yacht Club and St Francis YC. The races were a combination of distance races and an umpired regatta with masters, open and women’s classes included. The

event is designed to draw in a lot of different participants, and the teams are encouraged to get to know their competition. This year’s races (held at the end of August) saw challenging conditions with little or no wind and 30-degree wind shifts. The Corinthian YC was the over-all winner. The host for the 2022 Lipton Cup will be the Encinal Yacht Club.

The September meeting of the PICYA was held at the Sequoia YC in Redwood City. This year the PICYA is celebrating 125 years of existence. For this hybrid format meeting, 34 yacht clubs were present and 20 attended via Zoom, so over 50 yacht clubs attended. The theme of this PICYA meeting was to celebrate young sailors who excel in this sport. The PICYA’s Staff Commodore’s Perpetual Youth Sailing Trophy was presented to the Peninsula Youth Sailing Foundation. The

2021 PICYA sponsored CHISPA Regatta was held on July 29th and is open to youth from all PICYA clubs using Laser Standard sailboats. One of the recipients of an award said: “All ages unite thru sailing, super cool, don’t see this in other sports.” It is indeed a lifelong sport, supported by people from all walks of life and professions.



continued on page 6

The advertisement features a background image of a boat's hull. The text "Melgoza's Yacht Restoration" is written in a stylized, cursive font at the top. Below it, the website "www.melgozasyachtrepairs.com" is displayed in a blue banner. Further down, it says "Fiberglass & Wood Specialist" and "Insurance & Collision Repairs". At the bottom, there are two columns of contact information. The left column lists the headquarters: "New Bridge Marina, 6325 Bridgehead Rd., Antioch, CA 94509, (925) 754-6446". The right column lists the mailing address: "1861 Concannon Dr., Oakley, CA 94551, Adrian (925) 890-6274, Hector (925) 487-0733". The phrase "Since 1956" is placed between the two columns.

—by George Homenko

Announcement that CODY awards are still open. It is still possible to earn points for the participating club by attending the various PICYA events. The Wilder Award – for best club newsletter is up for grabs. Roberta submitted our *Classic Currents* newsletter for this award.

RBOC update by Winston Bumpus on Registration fees. A meeting was held with State Parks and other organizations on October 11th to discuss the future of the registration fees, and what they are supposed to be used for.

Recent and Upcoming Events:

- ◆ Coastal Cleanup Day was on September 18th.
- ◆ The PICYA Change of Watch will be held on January 22, 2022 at the Corinthian YC. It will honor past commodores.
- ◆ The San Rafael YC announced that the long-awaited dredging of the San Rafael canal is scheduled for 2022.

Candace and I try to make a trip to the Pacific Northwest once a year. This year we enjoyed the trip again even with many covid restrictions in place.

I have always thought, the second best thing to having a boat in the PNW is having a friend with a boat in the PNW. On further thought having that friend may be the best option. Ron and Barbara Cockrill, who once were berthed across from us at Oxbow Marina are such friends. When they moved their beautiful woody Grand Banks to Lake Union, we maintained the friendship.

Ron invited us up to do some cruising in the San Juan Islands this year. Normally we would go up island to Desolation or the Broughton's but Canada was closed to tourists due to COVID. So this year we would become one of the many boats wishing they could go further north but had to hang out at the border instead. The result was Marinas on our side were packed and reservations at a good restaurants were almost impossible to get. Still, we still had a good time playing tourist and spreading the wealth.

Once underway we headed out to La Conner, Friday Harbor, Dear Harbor and a favorite that I haven't been to for over 30 years, Susia Island. Many years ago I towed my aluminum trailer boat "ram boat" to Orcas Island where I launched. We then beach camped on Susia for a week. That was my first water adventure in the great Pacific Northwest. One that I will never forget.

Here's to an open Canada in 2022.



Beautiful picture in the Pacific Northwest

Courtesy of George Homenko



Candace and the Bears—Pacific Northwest

Starting off the Fall I brought *North Star II* back to the bay and its berth at Fortman Marina in Alameda. It was sad to leave the delta and my berth at Oxbow, but it was time to go, as a haul out was coming up and I had to get ready for that. Considering how miserable that trip across the Bay can be, fighting wind waves and tides, this time it was fairly easy. Everything cooperated to make a very pleasant run across the various bodies of bay waters, and we only rolled a bit coming across the slot from Angel to Treasure Island. Once around the point at TI, though, it was smooth sailing down to the Alameda berth. My crew and I overnighted in Benicia which is always a good stop and ate at a new restaurant where the food was pretty good but the crowd too loud for my tastes. Am I getting old or what? I have heard that the marina at Martinez is a good one to stay overnight. The downtown is respectable and that there are good places to eat on shore. Must try that out next time.

Ever since my son, Chris tuned up the old Chrysler Crowns on the boat I haven't had any problems with them. Knock on wood. Chris is now one of the main mechanics at KKMI boatyard in Richmond and the gang there from Paul to Jock sing his praises. Nice for a father to hear good things about his son. I will be hauling NSII out there some time in November when things start to cool off. Jock (McLean) the project manager at KKMI doesn't want a repeat of the last time where the hull dried out too much and she leaked like a sieve when she was launched. NSII was on serious bilge pumps for a couple of days until she swelled up

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again. There will be some structural work to do (as always) and refastening around the engine room. It is also time for an insurance survey.

The question of a surveyor for this round was something I had been thinking about and hadn't done anything to book one up. At the very successful Corinthian Yacht Show this past month, at our Bridge meeting aboard *Pat Pending I* was fortunate to meet

a fellow (Terry Tucker) who had come down to look at the boats and introduced himself. He had been a member of the CYA in past years and wanted to re-join, and so we signed him up on the spot. He told me of his experience in boating and in various boating organizations. I thought to myself now here is a member who might be a lot of help to the



North Star II haulout

club in many ways. First thing I thought was another columnist for the newsletter, but when he told me he was an active marine surveyor I knew we had hit the jackpot. First thing off I hired him to do NSII survey. One problem solved.

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Speaking of new members, we have the great pleasure of introducing another of our most recent recruits, Nick Moreno, who purchased a 40-foot 1940 Chris Craft which he located in the Pacific Northwest in 2020. Nick isn't exactly new to boating but taking on an old wooden boat was certainly not something he was all that familiar with. But with the enthusiasm of youth, he took the project on, had the boat hauled down to the Bay and found a slip in Fortman Marina, two slips away from mine. *Simpler Times* is a very well kept up yacht. Nick made a good purchase with this one. He is learning the painstaking techniques of varnishing (though the yacht has been kept under cover in fresh water for most of its life and hardly shows any wear at all). Nick is a fireman by trade, so he has had a lot to talk about with Steve K. It must be something about fireman that they strive for absolute perfection in anything under their care. Everyone knows how immaculate Steve keeps *Flamingo* (I was always embarrassed to keep NS II berthed near this fine yacht when I was at San Rafael) now here I am again berthed next to another fireman's boat in Alameda. No rest for the old and



Simpler Times at Corinthian Yacht Club

retired! Anyway, besides loving his new boat, Nick has pitched right in with the club activities, making his debut at the San Francisco Yacht Club event and following up recently at the Corinthian Yacht Club, where the three of us in the Oakland estuary (Patrick Welch's yacht *Triple Crown* being the third) paraded over to CYC on Friday together which was fun. Nick has also taken over temporarily the job of recording secretary, a position unfortunately left vacant by Erika Hammarlund's return with Per to Sweden this summer. Welcome. Nick.

To continue where I left off from the last newsletter on the activities of the Bay's classic sailboats, I would like to include the final event of the year's schedule, the JESSICA CUP. This history was put together and sent to me by Gena Egelston and Terry Klaus, and I thank them very much for this contribution.

In 1990, a committee was formed to make a request to the St Francis Yacht Club (StFYC) Executive Race Committee, to add a regatta for classic wooden yachts that previously famously raced in StFYC regattas in the 1960, 1970 and 1980's. The StFYC Executive race committee approved the request and we started to organize the event. First step. Back in 1982, a trophy was donated to the StFYC by the New York Yacht Club. This trophy languished in the back of an old trophy case at the StFYC for many years. It was later found by committee members and repurposed as the trophy for the Jessica Cup Fleet Regatta, changing the deed of gift.

Second Step. Who qualifies to be in the race? The regatta requirements specified yachts of traditional

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design and construction and a minimum of 50' on deck and of Marconi Rig. The first regatta was held on September 15, 1990. Seven yachts started the first Jessica Cup and raced course A, a 17 NM Bay course. *Athene* was first (owner Chris Schroll), *Yucca* was second (owner Hank Easom) and third was *Bright Star* (owner Ted Hall). In 1993 to add more boats to the regatta, the Stephens-built Farallon Clippers were included as a one design class, and seven boats participated in the race. In 1994 a Gaff class was added.

In 1995 the Windward one design class was added which gave the Jessica Cup Regatta two one design classes, a Gaff class and the larger Marconi class. The regatta had twenty-five racing yachts. it was a great sight.

In 2015, the Jessica Cup, after a year's hiatus where the race was run from the Encinal Yacht Club in Alameda, returned to StFYC and resumed the running the regatta with four divisions and over 25 boats.

In 2019 the Jessica Cup became part of the San Francisco Bay Classic Wooden Boat Championship that included the MMBA's Master Mariner Regatta, the SFYC's Belvedere Classic and the StFYC's the Jessica Cup. This year's Jessica Cup races were held on October 16th at the StFYC.

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Looking Forward!



Eslo at McCovey Cove

From Rob Sesar and Roberta Montero. South Beach Yacht Club intends to invite the CYA to anchor out in McCovey Cove in 2022 to watch a Giants game from our boats. This is something that Tom and Nancy Clothier did frequently on *Eslo* and had great times. Something new to look forward to.

A tragic fire consumed one of the Delta's favorite watering holes and restaurants. Delta folks have been drinking and dining at Giusti's, a favorite spot on the Mokelumne River for generations. Giusti's was the oldest restaurant in the Delta, dating to 1912. In Erle Stanley Gardner's 1967 book "Gypsy Days on the Delta" there is a photo of the back of Giusti's taken from Walnut Grove Road and it looks almost exactly the same as it did when I drove by a day or two before the fire. Some things just don't change. Gardner said Giusti's had been there since "time immemorial" and that was close. Gardner further says, "The food is simply out of this world". Your writer and virtually everyone that has visited the establishment agrees with that statement. Giusti's has been mentioned in virtually every piece of literature published about the Delta, including authors Gardner, Bob Walters, and Hal Schell. Giusti's became even more famous to a national audience when it was featured on Guy Fieri's "Diners, Drive-Ins and Dives" back in 2009.

The building perched at the top of the levee on the Mokelumne River was originally called the Miller Ferry Saloon. It was a store, bar, and a fare collection point for the ferry. I

have researched this and found conflicting dates, but the Miller Ferry seems to have been in existence from possibly the late 1860s to around 1910. A swing bridge was built there in the early 20th century. There are tales of area children having to swim out to the bridge when it was stuck open to supply muscle to operate the mechanism and put it back in place. The current bridge was installed in 1955 and has proven reliable.

The restaurant and bar have always been a favorite of local farmers, residents, and boaters since they started serving home style Italian meals back in 1912. Egisto Giusti, bought the establishment in 1912 and changed the name to Giusti's. Grandson, Mark Morais and his wife Linda have operated Giusti's Place for the last several decades. Mark started working there when he was a child. It was definitely a family affair with

Mark's son Matt and his daughter Katie both working there.

The walls were covered with photos of famous people that had dined there and the ceiling over the bar was covered with a reported 1,500 hats that had been put there over the years. Millions of dol-

lars in business deals have been conducted over lunch at Giusti's. Mark and his family were very generous to the community and supported many local causes. Our hearts go out to the Morais family, the loss of Giusti's came as a shock to the entire Delta community and beyond.

The fire broke out at the end of lunch hour and quickly consumed the building, luckily no one was hurt. The wreckage is fenced off and now a wall of hats is appearing along the fence, put there by well-wishers. Giusti's will live in our hearts forever.



Giusti's Hat Wall—in Memorium

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Change of Watch, Sunday, December 5
San Francisco Yacht Club

2022 Change of Watch

This year's **Change of Watch** ceremony at the San Francisco Yacht Club will take place on Sunday evening, December 5th. A formal announcement follows, but please mark your calendar *now*.

As in past years, the ceremony will include a silent auction of items donated by our fleet members. Right now, please start thinking about items you can donate for this event. Let's be creative here and try to get some interesting items to complement the wine and cheese donations that are always welcome. Ski cabin? Time-share? A catered event at your home, aboard your boat, or at a winery? Cruise and lunch to a dockside restaurant for a small group or picnic at a nice location? Nautical antique you're wondering what to do with? Some hours of bright-work touchup? Gift card at West Marine or at a good restaurant? Some gift hours of canvas repair? Outboard motor tune-up? Seat on one of the upcoming space tourism launches? There's been a request for Star Wars memorabilia!


Please think about this right now and commit your ideas to Rear Commodore Peter Johnson at petarjohnson@gmail.com (that's the correct address spelling) NO LATER THAN OCTOBER 30. Please cc Vice Commodore David Cobb at ayrtoncobb@gmail.com and Candace Gable at candacegable@gmail.com. All funds from this auction go to our Northern California fleet so be as generous as you can. Thank you all."



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