



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

**SPRING ISSUE  
2011**

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**Commodore's Report** *from the Bridge of Colleen by Patrick Welch*

"Summer" came and went suddenly this February, but before it disappeared, I had a lot of opportunities to take *Colleen* out on the Bay and enjoy the sunshine. Our warm weather interlude was, unfortu-



*Kim, Shawn and Sue, the Delta Trio*

nately, short-lived and we have returned to the winter mode, as I write, with a vengeance.

The most recent winter events, our Change of Watch at the Corinthian Yacht Club on November 21<sup>st</sup> and the Lighted Boat Parade where over 60 yachts from different clubs participated in the

San Rafael canal on December 11<sup>th</sup> will be reported elsewhere. I, would, however, like to say a few words about another "unofficial" event that took place on December 17<sup>th</sup>, that being the "Open House" hosted by David and Lynn Olson on their magnificently restored 136 foot *Acania*. For Dave and Lynn who already own a number of other boats, this restoration effort is a true labor of love, and what a ship it is. Al Capone, a reputed former owner of this yacht probably wouldn't even recognize her as this stem to stern, keel to top-sides restoration continues. Next big event for *Acania* is the installations of her new engines and we all look forward to some day soon actually taking a ride under her

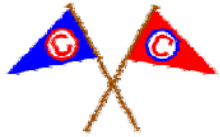


*2011 Officers, Shawn Ball, Recording Secretary, Jim DiLillo, Rear Commodore, Les Cochren, Vice Commodore, Patrick Welch, Commodore, Bill Wells, Staff Commodore, Nancy Clothier, Corresponding Secretary and Tom Clothier, Treasurer and Historian*

own power. Congratulations and thanks, Dave and Lynn.

As Commodore for 2011 I am happy to report that we have firmed up a number of events for this year that promise to bring us a fine season of boating. Working with my able Bridge, Les Cochren, Vice Commodore and John

*(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) by Patrick Welch*

DiLillo, Rear Commodore and the rest of the officers and members we had our first Bridge meeting on January 29<sup>th</sup>. We opened the meeting at 1000 hours and as we hadn't met since the meeting at Willow Berm Marina in September, there was a good deal to talk about before we got down to deciding what events we would like to organize for this season. First off, as usual, we have our Bay Opening Day on May 1<sup>st</sup> that will be chaired by Steve Kadzielawa. Later on at the end of May from the 25<sup>th</sup> through the 30<sup>th</sup> Les Cochren is organizing a cruise to Sacramento focusing around the Sacramento Jazz Festival. See Les's announcement of

as they only take reservations two months out of the event more information will come at a later date on that.

From about the middle of June through the end of July I have been giving



*Acania Bar*

strong consideration to repositioning *Colleen* on Lake Tahoe. There are a number of reasons why I am considering this temporary relocation, one being the wedding of my niece at the Lake during this time and the other is

to have the flagship on the Lake for the July 29-31<sup>st</sup> South Lake Tahoe Concourse that Jim Sweeney is organizing for us. Last year this event was a big success and this

year it promises to be even better, thanks to Jim and Bernadette's efforts. There are still a lot of things to organize in order to move *Colleen*, not the

least of which is finding a suitable spot to moor her, so we shall see how this goes.

In the meanwhile Jim Sweeney will be busy organizing for July 9<sup>th</sup> the Marin Yacht Club Car and Boat Show that we as a group have participated in for a number of years. We are all looking forward to another fine show at the MYC and another opportunity to show off our beautiful yachts.

In September Greg Sabourin is looking into a cruise to Petaluma, a destination that is always a popular one for our fleet, and more will come about that later too. Likewise Les Cochren will once again organize his (now



*Acania deck*

national) "Forget-Me-Knot" event in Sacramento to honor the bravery of our men and women in military service

on September 16-18<sup>th</sup>. The last two events that we have on calendar is the San Rafael Lighted Boat Parade for December 10<sup>th</sup>, and once again the staging harbor for the CYA will be at the Marin Yacht Club. Hopefully North Star II and Bounty will avoid the excitement they had on last year's parade. We had such a good time at our 2010 Change of Watch so once again we have booked in the Corinthian Yacht Club in Tiburon for our 2011 bash on December 4<sup>th</sup>. There I will either be tarred and feathered or given accolades (hopefully the latter) for a great season of CYA boating fun.

Please plan to join the Bridge at the next meeting on March 26<sup>th</sup> at 1000 hours at the Marin Yacht Club in San Rafael and on May 21<sup>st</sup>, same time, at a place to be announced.

I am looking forward to everyone in the Northern California Fleet having a fun-filled season of boating for 2011, good camaraderie, calm seas and the enjoyment we all experience when we hit the starter button on our engines and pull away once again from the dock.

Commodore,  
Patrick Welch



*Acania fireplace*

that event in another column in this newsletter. In June I am going to try to organize a Bay cruise to South Beach Harbor, but

## Rovin' Reporter *by Clara Yeats Asetline*

Your Rovin' Reporter was delighted to attend our fleet change of watch in November last year as she was looking forward to a very busy December. She missed the Lighted Boat Parade as she was busy preparing for her trip to TAHITI! She Flew to Papeete to board the Royal Princess for a cruise to Huahini, Rangiroa, Raiatea, Bora Bora and Moorea. It was a fabulous trip - magnificent scenery, beautiful clear water, delightful people and amazing excursions. Christmas Day was a highlight. After watching the ship dock at Raiatea and enjoying watching the native dancers on the pier, she went ashore to book a four hour tour aboard an outrigger type boat. First a one hour boat ride to a vanilla plantation and fascinating tour - now she appreciates the high cost of vanilla beans. Then it was off to another little island and a black pearl farm, then off again for a swim with sharks, small ones (the big black fins came later in the cruise) and sea turtles.

Back into the boat again and a ride up the only navigable river in Tahiti - this trip was cut short, however, when high winds and hard rain suddenly appeared. There were 15 passengers aboard from Mexico who really panicked and demanded that the driver turn back and return to the cruise ship.

Your rovin' reporter com-



Bora Bora

pared the waves to a normal summer's afternoon on San Francisco Bay! Cooler heads

prevailed and although the river trip was aborted, the tour continued on to a motu (small uninhabited island) where it was warm and sunny and everyone dried out. Soon the now happy crew returned to the cruise ship - the four hour excursion having turned into six hours long. All excursions seemed to be longer than anticipated as the Tahitians all seemed to be very relaxed

about time. Each island was unique and beautiful and a

truly wonderful experience for your R.R.

As if that weren't enough excitement, there was scarcely time to unpack the swim suits when it was time to pack the woolies and head for Victoria. Our brand new Canadian Fleet did a wonderful job hosting this International event which was attended by nine from NCF - Shawn Ball, Clothiers, McNairs, Sweeneys and directors Beverly Partridge and Patrick Welch. The business meetings were well run, the afternoon trips were well planned and the accommodations at the Empress Hotel were outstanding. Best of all was the camaraderie of intermingling fleet members.

The announcement of Mystic, CT for the 2012 meeting created a ripple of excitement, especially from those who had attended there in 2006. Mark your calendars, start saving now and plan to attend. You will not be disappointed.

## 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](http://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



The 2011 PICYA Officers are: Commodore Linda Breninger, Vice Commodore Mia Bernt, Rear Commodore Lew Long, Secretary-Treasurer Mike Billington, Jr Staff Commodore Reggie Smith, and Administrative Secretary Donna Duncan.

Opening Day on SF Bay is scheduled for Sunday May 1, 2011 with the theme of "Giants of the Bay". Emperor Norton is to be the Grand Marshall. Those desiring to ride on the committee boat, "California Hornblower" \$75 gets you a day on the water, breakfast and lunch (after Apr 1 \$80) call Deanna Desin 415 892

2639 or [andeels!@earthlink.net](mailto:andeels!@earthlink.net) for reservation. More information can be had on [www.picya.org](http://www.picya.org)

CYA in the Opening Day parade. In previous years we have only been awarded meager points for participation. One possible way to earn more points might be to decorate all our entries - Flags & Streamers (!) would be easy. The question can be raised at time of entries?

Opening Day on West Delta is scheduled for April 2nd and will be hosted by the Driftwood YC, Bridge Marina YC, Ebony YC and Sportsman Yacht Club.

Boat US. I encourage you to join this organization as they are a major sponsor of PICYA activities and work on the national level in the interest of all boaters. Please visit [www.picya.org](http://www.picya.org), click on "Links/other org's," then click on "Join Boat US Renew Membership" and presto you will see a code that will get you a discount! Your membership will affect \$ from Boat US to PICYA.

RBOC. President Linda Bendsen, and Vice President North Jack Michael are still working on the usual hot items, i.e., Delta Plan (water diversion),

Marina permits, etc etc.

Scholarships program continues to give out four awards each year. Start now with preparations as June will be here quickly. Beverly Partridge can tell you all about it!

Next Meeting of delegates is March 7 at Half Moon Bay Yacht Club. Want to attend? Contact Liz Allison [chocho2479@aol.com](mailto:chocho2479@aol.com)

Closing despite numerous reports of Mavis' & my demise, they were wrong - we are both still kicking!

Mavis & Dick Engfer jr.

## **Delta Update** by Bill Wells

Things were kind of quiet for a few weeks and it was pretty foggy so I tracked down some ignition parts for my boat via the internet and tuned up both engines. She was actually running pretty good so I was surprised when I pulled my plugs and points to see the points badly worn and the plugs moderately fouled. Anyway I replaced everything including the spark plug wires and now both motors start and idle better. I even have another inch of vacuum on both. Now I just need to change my oil and I will be ready to go for another season.

I took *Ranger* into Tony Gliedt's yard on a beautiful day in late fall for a needed bottom job. Tony's staff got her out and power washed the first day. The second day she was dry so they did some caulking and replaced the zinc anodes and painted the bottom and bootstripe.

Back in September we were at an event at Tony's and saw the cutest little dinghy anywhere. She belonged to noted boat collector Larry Hazelett. We reached an agreement over a beer and I purchased her. She is lapstrake, white on the out-

side and varnished on the inside. I had been carrying her on my cabin top and she would roll around sometimes so while I was in the yard Tony suggested that he build a cradle for her which came out beautiful. When I bought the boat Rob Bernhard saw a small outboard motor that Larry had so he insisted that I get it too to go with the dinghy. I like the idea of rowing so I think when I get the motor running I will add it to my personal maritime museum instead of using it on the dinghy. I took off back up to Ox-bow early on a Friday after-

noon and just as I pulled into my slip it started raining.

Tony keeps pretty busy and he has some great fellows working for him. Recently he was doing some work on Jim Hackworth's boat and the last time I went by he had *Al-lure* in for some bottom work.

Sue and I plan to do a lot of cruising this year, mainly between Sacramento and Stockton with at least one foray to the Bethel Island area. I hope to see you on the water.

## Hooked on Jazz—by Les Cochren, Vice Commodore



The 38th annual Sacramento Jazz Festival and Jubilee will be really fantastic when the yachts of the Classic Yacht Association gather at the Sacramento Marina May 27-30, 2011. Harbor Master Bud Camper has agreed to provide slips for our yachts at 50 cent per foot per day. In addition to the

in and out service of the marina, Vice Commodore Les Cochren will be providing a courtesy van that will operate four times a day to shuttle the 1 mile trip from the marina to the event.

On Friday May 27th there will be a potluck dinner followed by a Saturday morning breakfast and an afternoon barbeque. A continental breakfast will be provided on Sunday morning. One day or full event jazz passes are available. The Jazz Jubilee will offer more than 450 sets of live music! (24 ven-

ues with over 70 bands). The sounds of jazz, blues, zydeco (and related styles) The Sacramento River, Old Sac and the Downtown area will be filled with music. Special events include: the Opening Day Parade on Friday, a Swing Dance Contest on Sunday (after a rousing Sunday morning Gospel Set) and a Memorial Day Salute to our men and women in the military. Drexel University's Jazz Master Class Series presents well-known musicians who will speak at the high-tech campus in Old Sac. You can also ride a train, take a class, explore the CA State Railroad Museum, learn

about the Gold Rush.

A registration and a small deposit will be required to offset initial food and transportation costs. The harbor master expects other yacht clubs to also reserve space, but he will make an effort to group our boats together. Details on the packages will be forthcoming. Save the date and I look forward to seeing you at this fun event. If you have any questions feel free to contact me at: Vice Commodore Les Cochren (916) 932-6052 email rivercatws@msn.com.

### Susie and Richard Engfer together again,

by Dick Engfer

Richard Engfer passed on Sept 15, 1988, Susie passed on Feb 3, 2011. Susie and Richard were the consummate boaters spending almost every weekend first on Hiltot and then later Hiltot II. Their love of boating started in the 1940's with Hiltot, a locally built 27 foot cabin cruiser.

In 1949 they acquired Hiltot II a 1940 Stephens Bros. yacht from John J. Hallenbeck - originally named Miahelo III. Both Mom and Dad were active in the South Bay and Bridge Marina Yacht Clubs which included everything from operating a pile driver in the SBYC harbor to cooking dinners for crowds to raise money for the club's treasuries. They also participated for many years in NCPA ("over the bottom") racing, were early members of the Classic Yacht Association (member #64).

Dad was a self made business man working in steel construction, Mom was a farm girl, third child born - first girl in a family of 12 children. Mom had 6 brothers before the arrival of a sister. She got her teaching credential and administrators certificate from San Jose Teachers College (now SJ State) and taught for several years. Mom was 102 at the time of her passing. Richard & Susie will be missed.



## BOATS IN THE WORKS *by Alan Almquist*

WANDA, 1922 90' Fan-Tail yacht built by Blanchard, designed by Ted Geary.

Here is an update and some additional information on 'WANDA's progress sent to me by Andrew Roettger the new owner. After the initial haul out in Sausalito where 126 of 180 frames, and the clamp and teak combing were replaced, about 4000 linear feet of Port Orford Cedar planking with 12,000 silicone bronze 3.5 inch fasteners were installed. The hull was also repainted prior to moving her to KKMI yard in Richmond.

Diesel Dan restored the engines (He recently passed away at 94 years old and Wanda was his last major project at 92 years of age. He was older

than WANDA by 5 years!) In Richmond the original transmissions were restored so she is now in sailing order. She has a new inverter, battery system, bilge pumps and AC electrical system throughout.

Recently the main bulk of the work has been on her exterior. The weather decks were removed and replaced, the cap rails (165 feet) replaced with new teak, the cabin furling and sides replaced and restored as needed. All the exterior doors rebuilt and reinstalled. The aft deck re-payed and refastened and plugged, the well deck and fantail seating rebuilt. The forward hatch was rebuilt and reinstalled in the new deck. The deck beams were replaced forward, both side decks, starboard aft and under the cabin sides.

The carling was replaced when the new frames were reinstalled. All through hulls removed, replaced and/or serviced, all are silicone bronze. (24 through-hulls) The wheel house cabin top was stripped and replaced as well as the main salon cabin top.

The final steps in the exterior refit are being executed as this goes to press. The fantail stern is being re-enclosed and the upper deck has been removed by KKMI and is 50% rebuilt. These final steps on the exterior should take about 8-12 weeks. All the work has been accomplished with true shipwrights. Unfortunately for the last 14 years she has been in the hands of lubbers, but now all of the non-marine modifications have been removed and she is returning to her true yacht-

ing heritage. Last but not least, her exterior varnish has been stripped and redressed and is finally in great shape. Seam Koomen is the young shipwright in charge of the restoration. With the America's cup around the corner, Andrew is excited about her potential and presence in SF Bay during the next two years. If anyone is interested in participating in this venture Andrew has indicated that he would be willing to talk to you. This is a rare opportunity to be a partner in a beautifully restored classic Geary fantail. He has offered to give anyone in the CYA a tour of the yacht and has expressed his willingness to discuss WANDA's history and restoration at a CYA meeting or event. Contact Andrew at [actr@att.net](mailto:actr@att.net).



Alan and Jean at the Rusty Porthole

Alan Bowerman passed away in November 2011 after a long illness. Alan and his wife, Jean Hayes, have been members since 1991. They enjoyed traveling around the Delta on their 1939 Kneass, Siren. He will be missed by his friends in the CYA.

### CLASSIC CURRENTS

*Patrick Welch, COMMODORE*

PLEASE SEND ARTICLES,  
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Alan Almquist  
[ajalmquis@yahoo.com](mailto:ajalmquis@yahoo.com)

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For the most part, the weather was very cooperative for the Lighted Boat Parade on the San Rafael canal on December 10th. That morning I repositioned North Star II from her berth in the San Rafael Harbor to the Marin Yacht Club, our staging area, once again, for the CYA yachts and finished up the lighting and deco-



*Polar Express aboard Bounty*

rations for the night's activities. This year I had planned to double the lights from those of the previous year and the yacht did look nice when a few friends of mine who were helping me finished up. North Star II was joined at Marin by Eslo and Cielito who came across the Bay under very foggy conditions, so bad that they were only aware of the Richmond Bridge as they passed underneath it. Radar was very helpful that morning. Local yachts on the canal included Flamingo and Bounty, now up an running. Five yachts in all were made once again most welcome by the staff and members

of the MYC. Special thanks to Jim Prince, Club liaison for the parade and Dave Watkins, untiring MYC harbormaster who arranged for our berths. Yachts finally decorated by the afternoon we readied ourselves for the departure time of 1715 to follow the MYC yachts. After the initial confusion of trying to co-

ordinate twenty-five yachts or so out of the MYC harbor our parade

begin. Immediately upon entering the canal all of the NSII's lights went out. The battery inverter had somehow failed and since our back-up generator had not materialized by the time of departure we were stuck with only our running lights now showing. At that point I began to contemplate my decision to double the boat's lights this year. Calls from the shore continued to inform me that (sigh) my lights were out as we went by. Nevertheless until the starboard engine inexplicably quit my crew of about 18 people were having a great time and ig-

nored the fact that things weren't quite going according to plan. Maneuvering in the dark in a line of closely spaced boats in a narrow canal on one engine is no fun at all, and I quickly decided that at the next break in the opposite line I would try to turn around and head back to the Club. Just as I figured out that was a bad idea too I managed to get the dead engine started again and completed the turn and we made

it back to the Club, fortunately, unscathed. Even though we didn't make it through the entire parade route we were able to see most of the other beautiful and truly creative yachts that were in the parade. Once all of the rest of our small fleet had returned safely from the two mile round trip we enjoyed each others company with an informal boat to boat pot luck and some great wine that my friend Eric from Eric Ross winery had provided. By that time I needed a drink.

Jim Sweeney after he had tied up Bounty looked a little pale too. Bounty it seems decided to shut down her starboard engine for part of the parade too (in sympathy with



*Cielito beautifully decorated for the parade*

North Star II ??). Fixing that problem Jim soon faced a bigger challenge when he discovered a large steel barge, that had for one reason or another decided to join the parade midway, was now looming directly ahead and taking up most of the width of the canal in the process. Jim, who had spent hours constructing a smoke belching Christmas train for the top of the aft cabin of Bounty, said it one of those hard to port moments, close but no scratches. I'll have him report all the details on that another time.



## Coming Events

Opening Day on The Bay  
Sunday, May 1, 2011  
Steve Kadzielawa, Chair

Hooked on Jazz  
May 27-30, 2011  
Sacramento Marina  
Les Cochren, Chair  
(see page 5)

Marin Yacht Club Car and Boat Show  
July 9, 2011  
Marin Yacht Club  
Jim Sweeney, Chair

Delta Cruise  
Date to be determined  
Shawn Ball, Chair

Cruise-in to the Corinthian YC  
Tiburon  
August 12-14, 2011  
Jim Sweeney, Chair

Forget Me Knot Tribute to Veterans  
September 17, 2011  
Sacramento River  
Les Cochren, Chair

Change of Watch  
Corinthian Yacht Club, Tiburon  
December 4, 2011  
John Dilillo, Chair

Lighted Boat Parade  
December 2011  
Alan Almquist, Chair

Classic Yacht Association  
2380 Bay St.  
San Francisco, CA 94123



