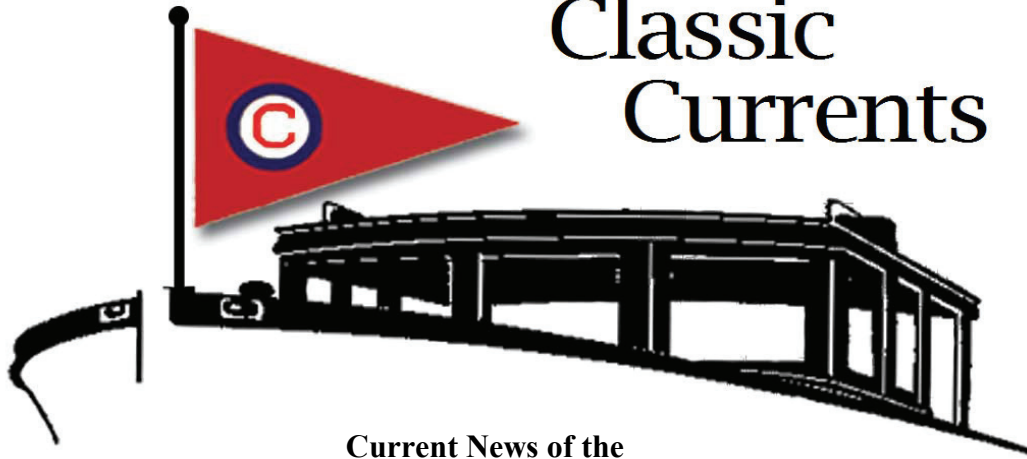


Classic Currents

FALL ISSUE
2012

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

Commodore's Report *by Les Cochren*

"The sounds of the times we have together shared; speak generously of times called love called care. My bridge of past leaders boldly stood at the helm to represent vessels all made of wood. While being your Commodore, I learned to speak

bird and the cacophony that I once heard from Jonathan Livingston Seagull was really very wise words. According to Jonathan, Commodores, because they are leaders, are not afraid to make mistakes. Commodores are not looking for popularity but it

helps to have connections and a good personality. Commodores are passionate about what they do. My 2nd



The Color Guard at Old Sacramento

grade coloring book "I wood if I could" is an example of a passion for teaching young kids. Commodores compete only with themselves as they seek constant improvement. You must become one with the varnish. As leaders, Commodores think beyond survival – they live

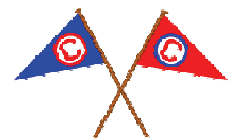
and through the Change of Watch tradition, the CYA Northern California fleet continues. The passing of ensigns from the outgoing commodore, Cochren, to the incoming commodore Di Lillo, ensures that our fleet and its yachtsmen (persons) are never without official leadership and a continuation of trust.

The Change of Watch for the NCCYA Fleet this year will be chaired by Incoming Vice Commodore George Homenko on December 8, 2012 at the Tiburon Yacht Club in Belvedere California.

The San Rafael Lighted Boat Parade will be co-chaired by Alan Almquist and Steve

Kadzielawa and will be held on December 22, 2012. My special appreciation for those who handled the following events: Opening Day on the Bay, which was chaired Steve Kadzielawa. Opening Day on The Delta was chaired by Jack Hanna. Jim Sweeney who chaired both the Marin Yacht

(continued on page 10)



THE CLASSIC YACHT ASSOCIATION IS DEDICATED TO THE PROMOTION, PRESERVATION, RESTORATION AND MAINTENANCE OF FINE OLD PLEASURE CRAFT

In the course of our lives, we have all signed Repair Orders to have boats, cars and other vehicles repaired. Pretty standard stuff, right? Or is it?

Some repair orders include language that protects the repairer from paying damages even when they are negligent and cause damage to your property. Signing an agreement with this type of language may waive your rights to collect for damage the repairer would have otherwise been obligated to pay if they are negligent and cause damage. For example, if a yard worker runs a fork truck into your boat, catches your boat

on fire or covers your boat in overspray – you may have limited your ability to collect for the damage to your boat from the legally responsible party.

Okay, I will just report this to my insurance company right? You can report it, but you may not have coverage. In order to keep insurance premiums low insurers attempt to recover their payment from the responsible party once they have paid you for the cost to repair the damage. In insurance terms, this is called subrogation. Most policies state that if you give up your rights to



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collect from the responsible party, coverage the insurer would otherwise provide is void. These provisions are important and keep premiums from increasing.

So now what – my boat needs to be hauled soon? Ask questions of your repairer and ask them for a copy of the front and back of the repair order. If you do not understand all the legal jargon ask questions and have an attorney review it. If the repair order contains language that protects them from paying damages when they are negligent, ask your repairer to remove the language. If they will not, you may wish to search for a repair yard that does not attempt to transfer their risk to you, the boat owner. After all, you are not in a position to control

their operations, hire or train their employees or enforce their safety procedures. If you do not think that this is right, voice your concern!

If you prefer to work with a yard that will not accept responsibility for damages they cause, Hackworth Insurance offers an endorsement that you can purchase for an additional charge that will provide coverage while your boat is in a repair yard even when you waive the rights to recover from the yard. If your boat is slated for work, before you sign a repair order with language that waives your rights to collect from the boat yard, give me a call. We will need to know the repair yard, the scope of work to be completed, the duration of time the boat will be in the yard and the estimated repair cost.

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CYA members Seven Bells, Kismet and Makoto recently underwent major refits in our shop.

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Lighted Boat Parade—San Rafael Canal—Saturday, December 22, 2012



Be a part of Marin's maritime holiday tradition and join the nearly 100 decorated yachts in one of the largest lighted boat parades on the west coast. Hosted once again by Community Action Marin, the parade will commence on Saturday, December 22nd at 6:00 PM. The Classic Yacht Association participants will stage at the Marin Yacht Club in San Rafael prior to the parade and will be welcome to spend the night. Additional information will be forthcoming and any questions can be directed to Steve Kadzielawa, chairperson at (415) 459-6262 or skadzielawa@comcast.net

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save the Date!

December 8th 2012 - Saturday Night
The Northern California Classic Yacht Associations Change of Watch
Location: Tiburon Yacht Club

Drinks at the no host bar start at 6:30pm—Dinner to be served at 7:30
Cuisine by the famous Chef Carl—Silent Auction and more!
Look for your invitation and details in the mail shortly.

Hall Scott Motor Car Co. *by Alan Almquist*

Hall-Scott Motor Car Co. (1910-1969). The history of the Hall-Scott engine building enterprise began when Elbert Hall and Bert Scott, both born in the San Francisco Bay Area in the 1880s, met when Scott brought in his new Autocar passenger car to Hall, a mechanic (and engineer and race car driver), for inspection. Impressed by Hall's achievement he suggested that he and Hall combine their talents in building a gasoline-fueled passenger and light-freight rail car. Hall used a 100 hp engine that he designed and built in his San Francisco shop. After several months, the car was finished and delivered in 1909. Following a test run, a rail company connected to the Scott family purchased the machine; With this success the two men launched the Hall-Scott Motor Car Company in 1910, establishing a business office in San Francisco and a factory across the bay in Berkeley. While the San Francisco office closed a few years later, Hall-Scott occupied the West Berkeley site on 7th and Heinz, where many of the buildings still stand. Using engines Hall had designed and built to power autos and aircraft before teaming with Scott, the company intro-

duced its first aircraft engines in 1910.

By World War I, Hall-Scott engines boasted high-tech features such as overhead camshafts and valves, hemispherical and cross-flow cylinder heads, interchangeable parts between models, and aluminum pistons and crankcases, features that became part of every production Hall-Scott engine sold after that period. The 1920s brought a major shake-down of the aircraft industry, so Hall-Scott abandoned its aircraft engine line and focused on engines for tractors, boats, trucks, buses, and other commercial applications. Hall-Scott was purchased in 1925 by American Car and Foundry (ACF), and became ACF's engine making division. Around 1930 a number of engines emerged from Hall-Scott's Berkeley factory that set new standards for performance. Hall-Scott's best-known and most significant engine, the Invader, a 998-cubic inch marine power plant, was introduced in 1931. Hall-Scott offered these Invader offshoots in a variety of displacements, all the way up to 1091 cubic inches. The 6-cylinder Invader spawned a V-12 version called the

Defender, produced in 1937 for the British government where they were used in the Fairmile sub-chaser.

After a brief postwar surge of engines sales profits dropped as boaters began to buy diesel and cheaper car-based gas engines. In 1954 with poor sales Hall-Scott closed its marine line. At this time a poorly performing ACF attempted to sell its engine making division. Not able to find a buyer, in 1954 ACF-Brill "spun-off" Hall-Scott, creating the independent Hall-Scott, Incorporated.

The 590, introduced in 1954, was Hall-Scott's last all-new model in an attempt to try and stay competitive. Significantly lighter, having smaller displacement, and yielding greater fuel economy than its larger cousin engines the 590 still did not find a receptive market and only about a 1,000

engines were produced. Hall-Scott was finally acquired in 1958 by the Hercules Engine Company, a volume engine producer, and immediately moved all Hall-Scott production to its large plant in Canton, Ohio. But Hercules put virtually no development money into its Hall-Scott line, so over the next ten years the only significant change came from a shrinking number of models marketed and units sold. The company did produce one diesel model, which was not successful, and had another diesel design on the drawing board about 1970 when the last Hall-Scott engine was completed on the Ohio assembly line. Effectively, by 1969 Hall-Scott production ended, as the Invader-based engines were now facing overwhelming competition from ever-more efficient diesels produced by other companies.



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This might have been the hottest summer on record in the Delta. Sue and I were sweltering in mid August so we decided to go on a road trip to cooler territory. We headed up I-5 planning to cut over to the coast as soon as we could but unfortunately there were fires burning throughout much of the coastal mountains and we had to drive all the way to Redding before we were able to head west. We made it to Eureka on the second day of the trip after stopping at Willow Creek. I had never been to Willow Creek but had always wanted to visit the big-foot museum there. If you remember back to 1967 a couple of fellows got some 16 millimeter footage of a hairy something running along a creek in the area. I think it has been pretty thoroughly debunked by now. I did go on an expedition to the Lost Coast of California a few years back to search for evidence of hairy hominids. It was a pretty grueling hike for a few days and all we found were rattlesnakes. The scenery was beautiful though.

Anyway as luck would have it the museum was closed the day we were there and we were only able to look in the windows. We made it to

Eureka that afternoon and it was about 20 degrees cooler than the valley. We stayed all night there and visited the antique shops and waterfront. It is a charming little town and we found an excellent Italian Restaurant right downtown and had some great pasta and a bottle of Pinot Noir.

The next day we headed up highway 101 and visited some great little seaports with many antique shops loaded with nauti-



cal items. The folks are friendly up there and highway 101 is a two lane road meandering through forests and low hills. It is a pleasant drive as there was not much traffic during our trip.

We made it to Astoria on the fourth night, it was late so we waited until the morning and after breakfast we visited the Columbia River Maritime Museum. This is an amazing place and if you have

not been there you should put it on your list.

The museum is located on the bank of the Columbia River in downtown Astoria. It is huge inside and has a lot of preserved work boats from the area as well as many artifacts from ship wrecks and other vessels that cruised the river. There are models of many historic ships and a room of old charts and maps. This is absolutely a world class museum, if you are ever in the area you have to stop

in and check it out. The Columbia river is amazing here, I think about two miles wide, it drains most of the Pacific Northwest

as far up as British Columbia. It is awesome to see the ships go by and see them against the scale of this massive waterway.

In September Sue and I fired up *Ranger* and headed up the Sacramento River to attend Les Cochren's Forget me Knot event in Old Sacramento honoring veterans. It was a beautiful day and about 20 miles into the trip I was relaxing and thinking how my motors were

humming beautifully when the starboard engine started running very rough. I worked the throttle a couple of times and it started running good for a few minutes and then died. I managed to start it a couple of times but it would not keep running so I shut it down and continued the trip on the port side motor. We pulled into the Sacramento Marina and I thought I might get it running to get into a slip but no such luck. I did pull into a slip and luckily there was no one watching us maneuver around a couple of times while we pulled in.

After plenty of troubleshooting I deduced that my Zenith updraft carburetor had an internal leak and was flooding the motor. I sent it to Recarbco in Pittsburg who rebuilds Zeniths and just got it back today, rebuilt, repainted and ready to install. In retrospect I can remember smelling gasoline sometimes around the starboard engine. I always choke them quite a bit when I start the motors so I did not think much about it but I think it must have been acting up prior to the total failure. I have three filters before the carburetor so I don't think foreign material was getting into it. I

Continued on page 6

As the Fleet Web coordinator there hasn't been a lot to do this year except monitor proposed changes at National. Rick Etsell, our National Web Master, has been trying to improve CYA Internet services and streamline some of the processes on the Web site. In July someone hacked into the Classified Ad section and caused some major damage. Rick is getting this fixed. The one big change this year has been the addition of a National Facebook page. If you are a Facebook user these sites are a good way to keep up with current activities.

At the NC Fleet level Bill Wells has put up a Fleet Facebook page and has generated quite a following. We have had discussions about possibly having our own Web page or having a Fleet bulletin

board.

I often hear of members that are having difficulties with their computers or don't know how to sign up for CYA Classifieds, store and edit pictures, or get that new printer working. While all the ads say it's easy, sometimes it's just plain confusing to get all that software and hardware working the way you want and understand. Currently there are a lot of people converting from Windows XP to Windows 7 and finding that it can be a difficult transition with file incompatibilities and no support for old email programs. You can do it all yourself but I recommend you get an XP to 7 kit for \$19.99 and save yourself a lot of time and grief. If you're having some computer problems and need some help give me a call. I don't know everything but I'll help if I can.

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Dispatch from the Delta
Continued from page 5

drained the bowl and the gasoline had a milky appearance so I think water must have condensed in it. I was looking at all the information online and apparently there is an electrolysis problem with Zeniths with the cast iron body and brass parts if water gets inside. I used to run my motors weekly all year but lately have been running them monthly. I think I will go back to the weekly schedule. The good news is that the carburetor

worked for 20 plus years with no problems.

Tom and Nancy Clothier let me ride on *Eslo* for the parade (Sue was enlisted to help Les on the shore with his program) and invited Blair and Mary Hake, my friends from Stockton to come along too. Dick and Mavis Engfer aboard *Hil-tot II* and Kent Ramos aboard *Ramos Fizz* completed the CYA boats in the parade. After the parade Les hosted a great party in the Captain's Lounge at the Sacramento Marina.

The PICYA Administrative Secretary position is currently vacant ! – For now the interim email address for PICYA until a new Administrative Secretary is hired will be [pi-cyainfo@yahoo.com](mailto:picyainfo@yahoo.com). Any website development person looking for projects, please contact Mia Bernt (Commodore PICYA) at picyamia@yahoo.com if you have any suggestions.

The upcoming PICYA annual Awards/Meeting will be held at the Encinal YC on Monday **Nov. 5th** with the social hour beginning at 5PM, dinner at 7, and the business meeting starting promptly at 8.

The annual PICYA Commodore's Ball and Installation of Officers will take place on January 26, 2013 at the Encinal YC. For 2013 the new slate of PICYA officers are Fred Rutledge, Commodore; Vice Commodore, Lenora Clark; Rear Commodore Liz Allison and Junior Staff Commodore, Mia Bernt. Black Tie is the suggested attire with a charge of \$75 per to attend. Go to www.picya.org to make

your reservations for this gala event.

The Margo Brown Wheel Chair Regatta took place on Saturday **Sept 29th** at the Encinal Yacht Club. The 16th annual Regatta honored our veterans and their families with a cruise followed by a lunch on EYC's greasy patio and the event was quite a success – Two hundred and eighty-six veterans participated and enjoyed the cruise; 700 hamburgers + 200 hot dogs disappeared”.

PICYA Scholarships – The entry deadline for these annual scholarships was June 30th. Three \$2,500 awards will be presented at the **Nov 5th** meeting at Encinal YC. PICYA club members and their relatives are eligible to apply. Now is the time to start your preparations for applying next year.

Donations to Scholarships or Wheel Chair Regatta (tax deductible) may be made to Pacific InterClub Yacht Association Foundation - Scholarship or Wheel

Chair Regatta. Send donations to S/C Mike Billington, Foundation Treasurer 3562 Quail Lakes Drive Stockton CA 95207.

The annual Management Conference was on Saturday **Oct 20th** at the Richmond Yacht Club. Registration for the conference began at 8am and the program got underway by 8:30am. A \$25 registration fee got you a Continental breakfast, lunch, and access to the speakers and panelist who were on the agenda. Conference materials that were all about the day to day club management and operation practices were also provided. For next year contact www.picya.org for registration forms, location TBA, most likely in October.

The **RBOC reports** that effective July 1, 2013 the Department of Boating and Waterways will become part of the Department of Parks and Recreation. RBOC is doing what they can to preserve the functions of the DBW and is

aggressively pursuing a plan for a thorough audit of DP&R use of funds in light of the “Hidden Funds” issue, especially since considerable boating funds that come from our fuel taxes have gone to DP&R in recent years.

The PICYA Website www.picya.org **Most sign-ups can be done online!** Member club events are listed. Links to other boating groups (RBOC, America's Cup, etc) are also found on the website. The editor of the PICYA LOG is always looking for contributions for the Log – event news, etc. Please contact the editor at jowen@teal.net. The LOG is published 4 times a year with deadlines for receiving contributions listed.

JUST IN! The Pittsburg YC is alive & well despite of rumors to the contrary. There apparently was some mix-up regarding payments on their loan – but they **are current** in their loan payments and are welcoming visitors to the club.

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.

Pirates Lair—<http://www.pirateslair.com>,
Located in Sonora, CA Amy and Ken Miller
Telephone: 888-724-5286

The Antique and Classic Boat Society held their annual Board of Directors meeting and Boat Show at Table Rock Lake in September. For those of you who, like myself, are geographically challenged, you can find it on your map of the USA by looking in the SW corner of Missouri - or by asking some of your older friends where the Gatlin Brothers have performed regularly for the last 30 years and where Andy Williams, until his death a few weeks ago, had been regularly performing for two decades, along with Donny and Marie Osmond. If they tell you Branson, MO, they would be right as well - and Table Rock Lake is 10 miles south of that bastion of Heartland values.

Also located there is College of the Ozarks, which accepts for the most part students of very limited or

no financial means, and guarantees that students will graduate debt free. Virtually 100% of graduating seniors find a meaningful career start immediately after graduation. But I digress. Table Rock Lake is a magnificent

the Big Cedar Lodge, located on the lake. Currently owned and operated by the founder of the Bass Pro Shop sporting goods store chain, Big Cedar lodge is pure Adirondacks in style; only everything is newer, in-

Over 500 people attended the gathering were kept busy by chuck wagon dinners, boat rides, and a dinner show on a real sternwheeler, The Branson Belle. For the serious minded, the board meeting and related committee reports were open to all the member guests. One can't help but be impressed by the ACBS organization and their commitment to boating. Cynthia has re-upped for a couple of more years as a Director, which means my spousal duties at these meetings will continue.



Oracle boat and Cielito - which one is faster?

Photo courtesy Stuart Kiehl © 2012

www.clover.smugmug.com

link for gallery of America's Cup World Series photos

piece of water for boating as attested to by the over one hundred entries in the ACBS boat show. The meeting itself was held at

cluding the stuffed game birds, animal trophies and skins that adorned the walls of our room. I counted 13 such adornments on our walls, including the deer head over the fireplace. One of Cynthia's fellow directors thought he recognized one pelt wall hanging as that of a Labrador retriever about the same size as his own dog at home.

Not long after our return from these meetings the America's Cup World Series started up here on the bay. Those boats are REALLY fast. Regardless of your feelings about America's Cup tradition and the like, these new 45 foot catamarans foreshadow some pretty exciting racing in SF Bay when the Louis Vuitton Cup and AC Races are held here next summer.

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Classic Racing on the Bay *by Jim Sweeney*

The photo below was taken from the deck of the Owen's Family 50 ft Lake Union yacht PAT PENDING. It depicts ELIZABETH at Southhampton Shoals during the 104th San Francisco Perpetual Cup challenge race. The S.F. Perpetual Cup Challenge is a 117 year old West Coast yachting tradition second in longevity only to the America's Cup. This time both racers were 30 ft. classic wooden sailboats of the "Bird Class", specifically designed for racing on San Francisco Bay in 1890 and built in 1929.

ELIZABETH was requested to tow the Corinthian's white hulled POLLY to the

starting line and fulfilled the assignment admirably. POLLY is depicted maneuvering in the foreground of the photograph.

Corinthian Y.C. was the challenger, but lost to San Francisco Y.C.'s red hulled defender, ROBIN.

For us at the Corinthian Yacht Club it was a disappointing ending to an otherwise glorious weekend on the Bay.

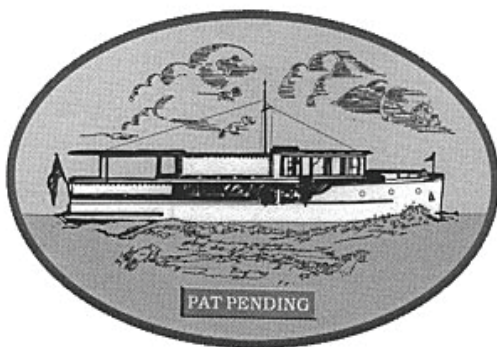
The first boats were built by Madden & Lewis in Sausalito. Sponsored by an interclub raffle, hull Number 1, *Osprey*, was completed and three others partially finished with the funds. With a

cost of only \$1,800, the class grew in popularity. Plans were again redrawn and modified, increasing the water-line and altering the rigging and sail plans at the request of the San Francisco Bay Bird Boat Association. These drawings, dated April 7, 1928, are still in use by the class.

In the mid '20s, Madden & Lewis, Nunes Brothers,

Lester Stone and United Shipyards were all fabricating Birds. As the economy slid into the depression, Lester Stone built two birds, *Robin* and *Polly*, on speculation, painting them red and green to match their names. What made this 30-foot boat so popular? It was affordable, relatively easy to maintain and exceptionally fast and ma-

neuverable. Class regulations limit total crew to five, but the vessels can be handily sailed by two.



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An icon of past Change of Watch ceremonies, the long-lost **Commodore's cup** is found. Les Cochren had the cup restored and will present it to 2013 incoming Commodore John DiLillo for safekeeping.



Club Car and Boat Show and the Cruise in to the Corinthian Yacht Club. Shawn Ball did a great job with the Stephens Rendezvous bringing many new and interesting Stephens Yachts to the event.

Beyond the sparkling varnish, deeper than most could see, there was a fine running administrative engine that caused everything to be. Alan and Nancy continued to produce a perfect newsletter. Tom kept a watchful eye on the CYA funds. John Di Lillo and Stuart worked very hard on membership and getting us all involved in bringing new members and ideas to the Bridge. We met our timelines in good fashion and within our budget. Jonathan says that "perfect speed isn't moving fast at all; perfect speed is being

there'. We always had a quorum at our meetings and we got our stuff done. We were never rushed.. I am very appreciative of our Bridge for being there.

My two events Hooked on Jazz and the Forget Me Knot/End of the Iraq war parade were two great opportunities to show respect and honor to our military veterans. Thanks to CYA yachts ESLO, Hiltot II, Ranger, Ramos Fizz, Flamingo for participating. A special thanks to Candace and George for their support. We also had a parade of corvettes "JUST CORVETTES" to join us. We presented a resolution (read by Sue Wells) to Commander Billie Hovey and Sr. Vice Commander Laney Barton of the Veterans of Foreign Wars (VFW). We also presented the VFW with a flag that was flown over the Nation's Capitol at the request of U.S. Senator Barbara Boxer, to honor our Forget Me Knot Ceremony. We laid our traditional three wreaths and added a special wreath

for U.S. Navy Explosive Ordnance Disposal Technician Petty Officer First Class Sean Patrick Carson who was killed in combat on August 16, 2012 in Afghanistan. I want to thank Greg Brazil for helping us to secure the Navy Chaplain to

meetings. On my last flight I looked out of the window at 30,000 feet and I thought about Jonathan and his love for flight. So in closing I would like to share my final Seagull quote. "If our friendship depends on space and time, then when

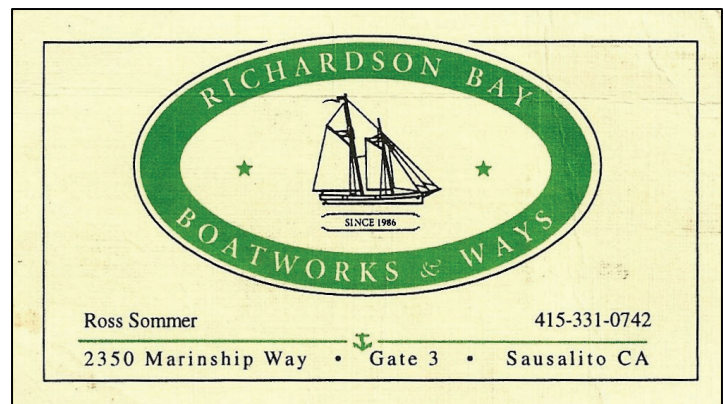


we
fi-

play taps. We did a USO party with the music of HOT TICKET providing the World War II ambiance. So many people participated and I would like to thank them all.

As many of you know, I fly from the Midwest to the West Coast frequently to attend our

nally overcome space and time, we've destroyed our own brotherhood. But overcome space, and all you have left is Here. Overcome time and all you have left is Now. And in the middle of Here and Now, don't you think that we might see each other once or twice?"



July 13th-14th, Tenth Anniversary Marin Yacht Club Classic Car and Yacht Show

This show gets better each year as the Marin Yacht club continues to expand its relationship with Community Action Marin. Friday night featured a glamorous fund raising Gala under a huge tent with a fourteen piece swing orchestra, gourmet cuisine and cocktails, and a spectacular ice sculpture serving chilled vodka. Jim and Bernadette Sweeney attended and danced the night away in the company of kindred spirits.

Saturday began with the sound of arriving classic vehicles. About ninety meticulously restored automobiles of all types participated in the show. Marin Yacht Club volunteers spotted the cars on the club's lawn and furnished breakfast and lunch to show participants. The Sweeney's Auburn speedster arrived about the same time as the McMillen's Stephens cruiser CIELITO, both of which were featured on the show's promotional posters.

The NC Fleet supplied ten varied and impressive vessels, despite heavy weather on San Pablo Bay that unfortunately prevented MAKOTO cruising

down from Petaluma. In addition to ELIZABETH we were represented by Patrick Welch's TRIPLE CROWN, Alan and Barbara Almquist's NORTH STAR II, Tom and Nancy Clothier's ESLO, Jim and Kathy Hackworth's SEA YA, Mont and Cynthia McMillen's CIELITO, Steve and Cheryl Kadzielawa's, FLAMINGO, Michael Amerlan's EXQUISITE DELIRIUM, Rick and Adleana Saber's EAGLE, and Michael Smith's BROKEN RULE II. All of our yachts were positioned together on one dock for easy viewing by show attendees and socializing.

Arneson's jet powered catamaran, the City of San Rafael Police boat, and a number of large new yachts supplemented our fleet's display.

The McMillen's CIELITO won the People's Choice trophy.

After the awards ceremony Rick Saber joined Jim and Bernadette for a buffet supper in the Marin Yacht Club clubhouse while our other members cruised to the Terrapin Crossing restaurant (former Seafood Peddler) for dinner, concluding a great weekend and another excellent car and yacht show.



Jim and Bernadette Sweeney, Alan Almquist, Cynthia and Mont McMillen, Steve and Cheryl Kadzielawa, Patrick Welch and Friend Lucas

August 9th-11th, Corinthian Yacht Club Events

On the evening of August 9th ELIZABETH hosted the Corinthian Women's annual dockside soiree' on the Club guest dock. After enjoying a delightful array of hors d' oeuvres and wines, we took seventeen Corinthians on a cruise into Raccoon Straight and around Angel Island. This included an exhilarating twenty minutes of high wind and heavy seas passing around the south end of the island, where ELIZABETH was able to amply demonstrate her robust V-8 engines and seaworthiness. Back at the guest dock, our happily excited passengers disembarked telling tales of plunging seas and "up periscope" moments in the pilot house.

Jim spent the next day washing salt off of ELIZA-

BETH in preparation for Saturday's big show. By August 11th, ELIZABETH was joined by Jim and Carol Staley's TULE LADY, CIELITO, FLAMINGO, and TRIPLE CROWN, for another great "open house" event by the NC Fleet. All our yachts were conveniently located together at the guest dock.

A huge number of Corinthian members and guests, many from other Bay Area yacht clubs, toured our "fanatically restored" vessels, savored our hospitality, and thoroughly enjoyed the day. The show ran from 1500 to 1800 hours, after which we retired to the Corinthian Members Bar and Dining Room for cocktails and a delicious supper featuring filet mignon as the entrée'. Alan Almquist joined our party of ten for cocktails and dinner.

The evening did not conclude until a hardy group of us had strolled down Tiburon's Main Street to hear a six-piece Reggae band perform aboard the Angel Island Ferry. Tired but happy, we finally adjourned to our yachts for a good night's rest and morning departures to home ports. What a wonderful weekend!

Coming Events

Change of Watch Tiburon

Saturday, December 8, 2012
Tiburon Yacht Club
George Homenko, Chairperson

Lighted Boat Parade San Rafael Canal

Saturday, December 22, 2012
Steve Kadzielawa, Chairperson

International Change of Watch—Queen Mary—Long Beach, CA

January 18-20, 2013

Please join the Southern California fleet in traveling back in time for a voyage on
Cunard Line's RMS Queen Mary as she arrives in Los Angeles for the

International Change of Watch.

Pack your bags, don your hats and gloves for a delightful fun filled weekend in Long Beach.



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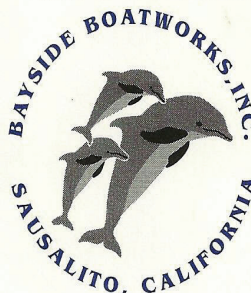
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