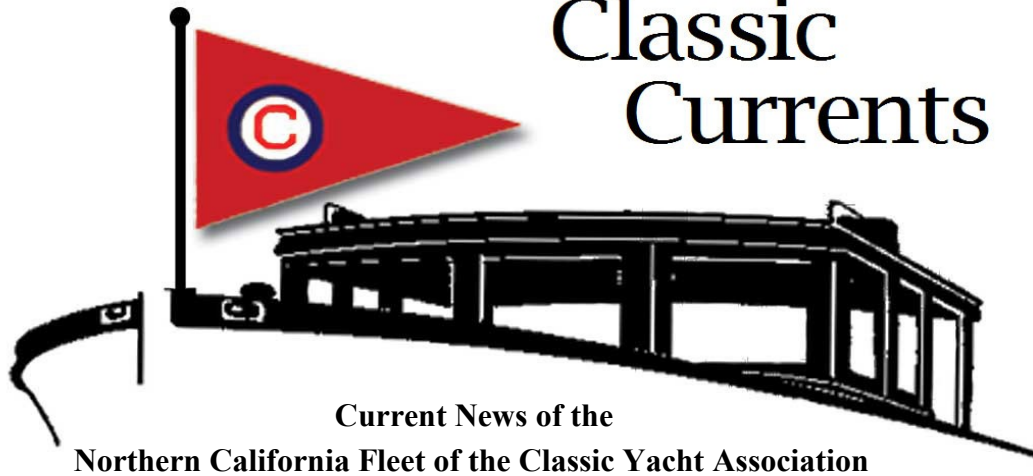


# Classic Currents

  
**Fall Issue 2013**

**Inside this issue:**

Commodore's Report	1
Crusin for Kids Fundraiser	3
PICYA Report	5
International Change of Watch	7
Dispatch from the Delta	9
Upcoming Events	12



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

### Commodore's Report *by John Di Lillo*

It's been a very active year so far and we still have three months of projects and events ahead of us. I remember the first Bridge meeting we had in January where we shared our ideas and made lists for the year. In case you don't remember we approved a long list of changes and added two official events and one unofficial event. Beverly Partridge assumed the position of fleet treasurer from retiring Tom Clothier, who had done a fine job at this post for many years and Susan Takami volunteered to step up as Rear Commodore. Event attendance has been good and we have picked up new members.

Two of our biggest yachts, *Acania* and *Fifer*, are back cruising the bay and drawing crowds



*Acania on her way to Carmel*

wherever they go. Jim Sweeney has *Elizabeth* fully operational and it's nice to see her back at the events. Some re-positioning: *Allure* is now back in the Bay at Loch Lomand Harbor and *North Star II* has returned to Oxbow Ma-

rina in the Delta. *Fantasea* has moved to Sacramento and is being restored by Les

Cochren. Stuart is still looking for a wooden classic.

If you're cruising the Oakland Estuary and see a Stephens named *Xantippe* berthed in front of a restaurant named Brotzeit you should stop in. The boat and restau-

rant are owned by one of our new members, Tony and Krista Granieri. They have a great selection of beer and wine and there are 3-4 guest slips available.

So it's been a busy year and there's even more to come. I'm looking forward to meeting members of other Fleets at the January

*Continued on page 2*



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

Change of Watch and turning over the helm to George Homenko. George has a lot of experience and will represent us well.

should have the position filled shortly.

A new CYA event "Cruisin' for Kids" was launched on October 19. We managed to raise just



Fantasea traveling the Delta

Soon to be completed projects and events include:

Susan Takami is finishing up our 2014 photo calendar which should be published early November.

The committee to recommend a new Rear Commodore is currently conducting a search and we

under \$17,000 in donations and cash so we had enough to cover the costs of the event. Over forty five people volunteered their time to make this happen and that's not counting the companies that donated goods or services.

In December we have the Lighted Boat Parade or-

**SPAULDING WOODEN BOAT CENTER**  
**Oldest Boatyard In Sausalito**



Some of the services we offer:  
Haul outs up to 12-ton capacity  
Mast stepping and unstepping  
Prop & Shafts  
Topsites  
Cabinetry

(415) 332-3721

[WWW.SPAULDINGCENTER.ORG](http://WWW.SPAULDINGCENTER.ORG)

ganized by Alan Almquist. It's a fun event and you should try and attend if you can.

Susan Takami and George Homenko are busy planning the combined Northern California Fleet and International Change of Watch scheduled for January 17-19. It's going

to be in San Francisco and is open to all members. It's a great chance to meet members from other Fleets.

It's been another fun year and I want to thank everyone for their support, enthusiasm, and ideas. See you at the Change of Watch.

**Vineyard Video & Photography**

**STUART KIEHL**

[www.vineyardvideo.com](http://www.vineyardvideo.com)

[stuart@vineyardvideo.com](mailto:stuart@vineyardvideo.com)

707.799.1927 707.591.9999

**CLASSIC YACHTS**



**John Di Lillo**  
Broker



106 Avington Road, Alameda CA 94502

Phone: (877) 532-0885 / Fax (510) 748-0739 / Cell: (510) 501-4193

[www.myclassicyachts.com](http://www.myclassicyachts.com) / Email [johnd@myclassicyachts.com](mailto:johnd@myclassicyachts.com)



Once in awhile a mishap occurs



Patients and their families from the Children's Hospital Oakland joined the Classic Yacht Association for a wonderful day on San Francisco Bay. The weather was perfect and the seas calm with 250 people and 14 vessels participating in the event. On Friday and early Saturday morning our dedicated group of over 40 volunteers coordinated the delivery and staging of everything from lunches, radios, boarding steps, refreshments, gate keys, passenger lists, and much more in preparation for the event. After early morning Docent and skipper meetings everyone disbursed to their assigned vessels and our patients with their families began boarding. Patients and their families were on the *Potomac* and all other guests were on the escort vessels (*Sea Breeze*, *Sea Gal*, *Kiwi Cat*, *Catherine E*, *Triple Crown*, *Ahalani*, *Makato*, *Pat Pending*, *Nirvana*). We cruised for a

little over two hours along the Oakland Estuary, under the Bay Bridge, approached Alcatraz and then turned to the San Francisco waterfront before returning to Jack London Square.

We have received flattering comments from those that saw us from shore and escort vessels about the event. As Chairperson for the event and as a passenger on the *Potomac* I thought I might share some of my personal experiences and memorable moments with those that weren't on the *Potomac* and also let you see some of the feedback we have received.

I saw a young girl, who had become ill, snuggled up and asleep in the Captain's bunk with a Docent watching over her. There was a Docent entertaining children doing tricks with her hands and rubber bands. I heard a story of one little boy that was

reluctant to wear his life vest when boarding but didn't want to give it back when disembarking. One twelve year old patient asked me why all the beautiful boats behind us were going so slow and not catching up to us. When I answered she immediately began translating for her family. Suzanne and I were introduced to a family who told us their daughter had been an outpatient for many years and that the cruise "was a blessing for her family". The father told me that he was going to let his hair grow long so he could have it cut and sell it so he could make a donation to the Hospital.

I remember seeing a Docent walking away with a small group of kids to give them a tour of the boat and another Docent staying behind with a wheel chair bound girl describing to her what the other children were seeing. When we left the dock there was a father

setting on the upper deck with his one year old on his lap wearing a brightly colored life vest. They both looked reserved and a bit apprehensive. When I saw them about an hour later they were laughing together and very animated. Many children asked about the "neat" boats around us with the blue lights and people waving at us. You could tell by the looks on their faces that they felt very special when we told them police escort boats had come out just for them to make sure they were safe and protected.

Everyone was served a bag lunch containing a sandwich, apple, chips, and a cookie. It was like a giant floating picnic with families spread out over the ship smiling and enjoying a meal together. On the foredeck we were taking family portraits that were presented in a special photo folder with the name and date of the event and the

crossed burgees of the Classic Yacht Association. We were pre-



(continued on page 4)

pared for twenty five pictures but had supplies for more and we used them all as we had special requests throughout the cruise for different family groupings.

With the *Potomac* leading the way, the other Classic Yachts stretched out behind, and Oakland and SF escort vessels surrounding us, the fleet was thousands of feet long and an impressive sight. The kids were constantly looking around at all the boats and it made them feel special that so many people would take their time to support them and their families. I think our smallest family was a young girl with her grandmother, but we had other patients with extended

families with uncles and aunts.

Captain Hugh James was at the helm of the *Potomac* charting our course and working with all the ferry boats to give us clear passage. Fleet coordinator Ed Bancroft was in charge of communicating with the smaller vessel captains announcing course changes and helping them keep in formation. Jim Gordon with the Oakland harbor patrol was in charge of protecting the fleet and it was reassuring to see his vessels clearing the way up front and another of his boats following in case anyone had problems. They all did an outstanding job and it was fun to follow all the chatter between the boats

during the cruise.

The most exciting event of the cruise had to be the San Francisco fire boat coming out to greet us with all water cannons at full power. We had kept this a secret from our guests and their reaction was a delight to see. The kids were hollering and dragging their parents to the starboard rail. Cameras were everywhere and when the fireboat gave us a salute with their horn and all the fleet responded with the sounds bouncing back from the waterfront every kid on the *Potomac* had the biggest smile you've ever seen.

Near the end of the cruise Susan Takami and

Scott Andrews brought their boat *Makato* up alongside the *Potomac* to take some pictures and this gave the kids an opportunity to see a classic yacht up close and take some pictures of their own.

It truly was a special day as we watched the families hugging and saw the smiles of the children. I want to thank all our volunteers, Docents, captains, donors, suppliers, and many others that made this event possible. I think we all received more than we gave and I was proud to be one of many that provided a day to remember for the patients of the Children's Hospital Oakland.

**From Lauren Ashley, Development Services Coordinator, Children's Hospital & Research Center Foundation**

I wanted to share three notes I received from families who attended Cruisin' for Kids on Saturday. The event was incredible, and as you can read below, the families were thrilled and so grateful. On behalf of everyone at Children's, thank you!

*"What a fantastic treat for our family. Thank you to all the team members that helped make this happen." —Ramona*

*"Thank you so very much for today. The cruise was absolutely the best. We had a great time. We are so very grateful for every single one of you at Children's for making us smile and forget just for a little while everything we have gone through or have to go through. We are truly blessed for being so lucky to have such great people in our lives. My Karina that is in remission from ALL has said she never wishes to have not been diagnosed because if she wasn't she would of never been able to meet all these great people. Thank You Very Much" —Veronica*

*"Fantastic! well planned, beautiful day, hope it happens next year. One of the Yacht club supporters is Suzanne Dilillo, was an intern in child life years ago! thanks for the great day" —Tom*

**PICYA Scholarships** – The Entry deadline for submitting this year’s application for a PICYA scholarship was September 30! Four \$2,500 awards will be made this year, three awards have been donated by World Wide Boaters Group and one PICYA has been donated by Liz Allison in memory of Andy Desin. As in previous year’s competition, relatives of PICYA club members are eligible to apply. Plan now to apply for next year’s scholarships.

**Margo Brown Wheel Chair Regatta** was held on Saturday **Sept 28** at Encinal Yacht Club. This event was the 17<sup>th</sup> Regatta honoring veterans and their families and

was reported to have been well attended.

**Donations to Scholarships or Wheel Chair Regatta** (501©(3) tax deductible) may be made to PICYA Foundation.

**RBOC** President Jack Michael (Marina West YC) clarified the position that RBOC has taken regarding the Delta Tunnel water diversion as opposing barriers to navigation. A “Call to Arms” was issued to oppose SB436 which would take funds from boater financed Harbors & Watercraft Revolving Fund to pay for beach erosion, flooding and street repair and property damage near Hueneme Beach.



Unfortunately, SB436 was signed into law on September 28<sup>th</sup>. In the “old” days, boaters were able to have gasoline tax money refunded to them, but then later agreed to have the tax money go to pay for improvements in boating facilities. While RBOC was not able to stop this “hijacking” of boater funds, their continued efforts are needed to

keep an eye on Sacramento. Send donations Recreational Boaters of California at [www.rboc.org](http://www.rboc.org)

**PICYA Committees 2014 - Vice**

Commodore Lenora Clark is now organizing the PICYA 2014 committees. Anyone interested in boating affairs, please contact Lenora and she will find a job suiting your skills and

or interests.

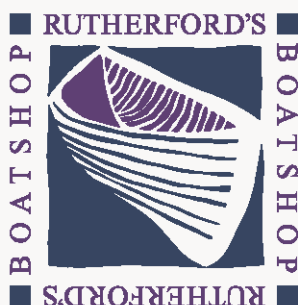
**PICYA Website - Signups/Donations/volunteering can be done online at** [www.picya.org](http://www.picya.org)

**The editor of the PICYA LOG** is always looking for contributions to this newsletter. Club events, boating activities etc. should be e-mailed to [jowen@teal.net](mailto:jowen@teal.net). The Log is published 4 times a year. The **2013 Yachting Yearbook** featuring extensive America’s Cup history and current race information is still available if you do not yet have one.

Need more information, sage advice or other matters relating to world affairs, please contact our **CYA PICYA representatives Dick and Mavis Engfer** [hiltotii@sbcglobal.net](mailto:hiltotii@sbcglobal.net)

## Classic Yacht Restoration & Repair

Since 1982



- Highest quality and best prices in California
- Indoor shop space for boats up to 60'
- Repeat customers. Find out why, visit us at: [www.rutherfordboats.com](http://www.rutherfordboats.com)

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

510-205-3789 [jeff@rutherfordboats.com](mailto:jeff@rutherfordboats.com)  
900 Hoffman Blvd., Richmond CA 94804

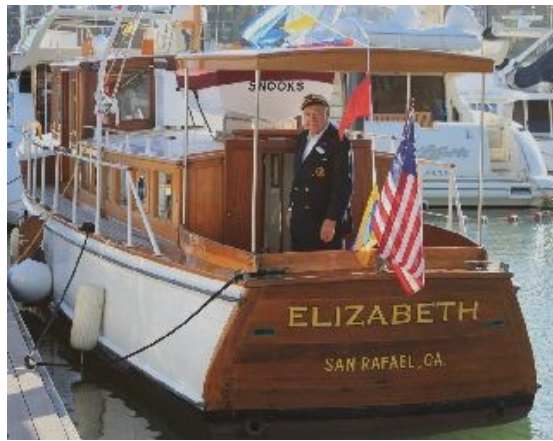
# Classics at the Corinthian by Jim Sweeney

The 2013 "Classics at the Corinthian" show featured five NC Fleet yachts in Bristol condition:

Martin McNair brought ALLURE into the harbor on Thursday, followed on Friday by Mel and Gig Owen's PAT PENDING, Scott Andrews and Susan Takami's MAKOTO, Patrick Welch's TRIPLE CROWN, and Jim and Bernadette Sweeney's ELIZAETH. Steve and Cheryl Kadzielawa were unable to participate in Saturday's show but nevertheless arrived aboard FLAMINGO Friday evening to socialize. The old town of Tiburon was jumping with a "Fridays on Main Street" party, enhanced by a crowd of AC34 fans.

Unexpectedly heavy rain descended late Friday night, scrubbing our "show boats" to the peak of sparkling effulgence. The clouds

parted by mid-day Saturday and gorgeous sunny weather prevailed thereafter.



*Jim Sweeney aboard Elizabeth*

ter.

I estimate that at least fifty delighted and enthusiastic visitors toured our vessels. Most had never been aboard a classic yacht before. They clearly enjoyed the ex-

perience, our members' gracious hospitality and ample refreshments. The

magnificent PAT PENDING represented Lake Union Dry Dock at the beginning of the harbor's A line. The guest dock at the other end provided a beautiful display spanning 43 years

Stephens Brothers production. I was particularly im-



*Makoto and Triple Crown*

pressed by Patrick's dedicated attention to detail that keeps TRIPLE CROWN looking brand new and Scott's meticulous craftsmanship aboard

MAKOTO. It defines perfection.

The show began at 1500 and ended on schedule at 1800 hours, followed by a relaxed cocktail party in the Corinthian Member's Bar. The Club dining staff then prepared and served a gourmet post-show supper in the Dining Room, featuring the choice of either filet of beef mignon or broiled salmon entree's.

Our dinner party consisted of twenty of our CYA group plus ten Corinthian and ACBS friends who secured advance reservations to join us. The room was completely sold out due to the combination of our group and many fans of the Americas Cup regatta. Mel Owen graced the end of supper with a brief commentary on BOUNTY'S WW II service, following his remarks with a couple of harmonica ditties. That, and a few celebratory glasses of port in ELIZABETH's main salon, concluded a wonderful day.

All vessels in the Northern California show fleet departed the Corinthian harbor Sunday.



*Pat Pending at the Corinthian Yacht Club*

# Change of Watch 2014 by George Homenko



Artwork by Ester Volem

This year the Northern California Fleet of the Classic Yacht Association will host the 2014 International Change of Watch from January 16th to the 19th, 2014. The events, which will also include the Change of Watch ceremonies for the Northern California Fleet, will be held in San Francisco at the Holiday Inn in the heart of scenic Fisherman's Wharf. <http://www.hiltonfishermanswharf.com>

A formal invitation will be mailed out shortly to all members with information on making reservations. Please reserve the dates for this exciting kickoff to the 2014 yachting season. Included in the activities of the Change of Watch will be:

## Thursday Night (for early arrivers)

January 16, 2014

Beach Blanket Babylon musical review  
678 Green Street  
8pm Thursday Jan. 16<sup>th</sup> \$48 PP  
3 minute taxi ride .7 miles from hotel

## Friday Night January 17, 2014

Welcome Cocktails and hors d'oeuvres  
Jacks Cannery Bar 6pm - ??  
2801 Leavenworth St ½ block from hotel

## Saturday January 18, 2014

Board Meeting 8am - 12 noon  
Conference Room Holiday Inn  
Bay Cruise and Lunch on members boats  
1pm - 4:00pm  
International and Northern California Change of Watch 7pm - 10pm

## Sunday January 19, 2014

Board Meeting 9am - 12 noon  
Conference Room Holiday Inn  
Sunday Free to visit the sites

Questions? Please Call George Homenko @  
707 888-0653

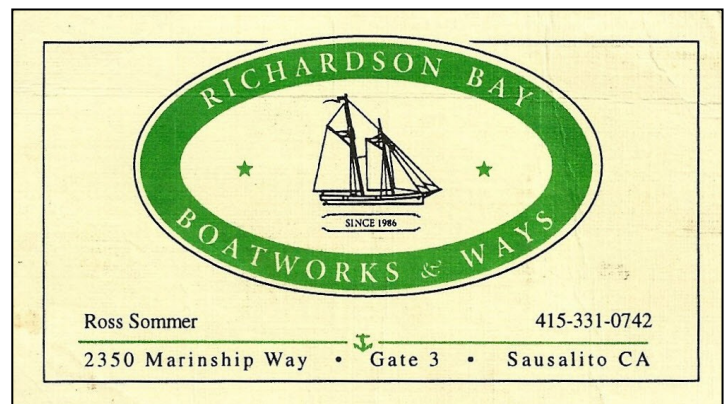


## classic service.

knowing how it was built.  
having the craftsmen to keep her together.  
a dedication to you being delighted with the final product.



pt. richmond 510.235.5564 sausalito 415.332.5564 kkmi.com



**Stephens Brothers**, later Stephens Marine, Foot of Yosemite Street, Stockton CA.

Thod and Roy Stephens, brothers, went in to business around 1902 after they completed work on a 25 foot launch built for a Stockton banker. Their next project for the Head Reach Gun Club was a 50 foot launch, *Queen*, which forced them to expand in 1904 their operations on to an abandoned, sunk barge with its deck above water.

There they constructed a workshop and proceeded to turn out around 125 additions to the local "spud" boat fleet, speedboats that were used by produce brokers to obtain contracts with the local delta farmers. Six years later the brothers expanded along a 380 foot section of the adjacent channel bank where they built a large plant with six sets of ways.

During World War I the company constructed tugs for the Navy, Thod remaining to manage production and Roy, the salesman, to recruit skippers for the Merchant Marine. After WW I Stephens Brothers produced a number of the Stephens 26 speedboat, all teak, double-cockpit that could carry nine pas-

sengers. One of these speedboats in 1925 was raced by the brothers against time down the coast from San Francisco to San Diego to great acclaim. Production of the Stephens 26 ceased because of their cost in the late 1920's and by 1929 the company turned their efforts towards the construction of larger yachts from 25 to 47 feet in length, entering a 34 footer in the first San Francisco Boat Show. Later in 1931 a 48 footer made its appearance at the New York Boat Show.

In 1933 Thod Stephens died and his work was carried on by his three sons, Theodore, Jr., Barre, and Dick. The company built sailing yachts from the beginning as well but in small numbers. However, in the late 1930's interest by bay area sailors resulted in the production of the Farallone Clipper class, along with larger sailing yawls and cutters, including the *Odyssey*, *Jada*, and *Pajara* which ranged in size from 44 to 58 feet.

Stephens Brothers entered World War II producing over 125 boats of different types be-

fore the war ended. In the Fall of 1945, Roy Stephens retired and his three nephews took over the management of the firm. In 1946 the company opened a brass foundry and, shortly thereafter, opened the Stephens Marine Supply Division as a wholesale outlet for boating accessories. Semi-production yachts including about 10 32 foot and twenty 38 foot cruisers, as well as a number of Junior Clippers were all built during this time. From this point Stephens concentrated their efforts in the production of custom yachts, the largest of which was the 85 foot *Westlake* for developer Henry Doelger in April of 1951.

The Korean War interrupted pleasure boat construction and once again the company turned their efforts towards wartime craft producing 16 mine sweepers, 10 training vessels for the Naval Academy at Annapolis, and a

number of other naval boats.

In 1960, Stephens was building about 15 boats each year and it was at this time that industrialist, Jack Wrather purchased the controlling interest in the company with Dick and Ted Stephens retaining a role in management now renamed Stephens Marine, Inc. A new sales office was established in Miami, Florida and the first of the aluminum hulled Stephens, a 47 foot masthead sloop, was launched, the *Alpha*. The company continued to produce aluminum hulled yachts; the last of the wood hulled yachts the *Cocquette* went down the ways in 1974. By the time of the 80<sup>th</sup> anniversary of the company, Stephens Brothers had constructed 1,194 boats. Competition in the marketplace forced the company to close in 1987.



Now you have a choice when shopping for insurance.

We have multiple companies that can offer a wide variety of coverage.

Liability Only Coverage  
Diminishing Deductible  
Discounts for Multiple Boats  
Discounts for Good Credit Scores

**1.800.894.9224**

[www.woodenboatinsurance.com](http://www.woodenboatinsurance.com)



# A Dispatch from the Delta by Bill Wells

In mid-September I headed up the Sacramento River to attend Les Cochren's 7<sup>th</sup> annual Forget Me Knot parade to honor veterans. I cruised up in mid week on a beautiful day with the water like glass. The weather had been consistently good so I was expecting another great day for the parade.

We had our skippers meeting at 1100 hours at the Sacramento Marina Skippers Lounge and one of the lads from the Coast Guard Auxiliary showed me a satellite view with a rain squall coming in. On the screen it looked like it would pass right over us fairly quickly but I was wrong. I had to single hand as Les had recruited Sue to assist him at the shore-side ceremony at the Rio City Café.

I got my motors warmed

up and started to back out of the covered slip just as the clouds burst. Backing out of the covered berth was like going under a waterfall, it felt like a few inches of water went into the cockpit and my leaky decks were no help. Also I had left the portholes and the skylight open but by now I was preoccupied with trying to see where I was going with my windshield wiper going full blast and it barely keeping



ahead of the deluge.

The boats in the parade had a rendezvous point off shore from the marina and by the time I made it

out there all five of my bilge pumps were running. The lead boat *Sea Eagle* was an auxiliary sailboat and went upstream ahead of the rest of us so she could make it through the Tower Bridge. The Coast Guard Auxiliary ran interference for us keeping other boats out of the way during the parade.

Les held his ceremony honoring veterans and gave Martin McNair a proclamation from the State Assembly honoring his service as a Navy SEAL. We waited until taps was played and then the boats in the parade passed by Les and his group and cast wreaths into the river honoring veterans and those claimed by the river.

Brenda and Mary Alice were crewing the sailboat and while I was at least fairly dry and warm in my wheelhouse they were battling the elements in

their open cockpit. Afterwards I made it back to the marina and helped *Sea Eagle* get tied up before joining Les, Sue, Martin, & Janis at the Rio City Café for lunch.

The next week Rusty Areias invited me to join him and some friends aboard *Miss 102* for the America's Cup races. *Miss 102* is the beautiful Stephens that he and Bob Slobe keep at the San Francisco Marina in front of the St. Francis Yacht Club. We had a great day on the water and watched the U.S. team win the two races that day. Rusty is the consummate host and served plenty of gourmet sandwiches and Pabst Blue Ribbon beer during the day. It was a fantastic day and as you know the U.S. team won the final race the next day.

The fall is the best time for boating in the Delta, and as far as I am concerned there is still plenty of good weather left.

License #0E32738

## TWIN RIVERS MARINE INSURANCE AGENCY, INC.

"Your Boat Insurance Specialists"

- Shop Your Renewal & Save - Flexible Survey Requirements
- Broad Navigational Areas • Liveboards
- Agreed Value Policies • Fuel Spill Liability
- Classic Yacht Coverage • Commercial Marine Insurance
- Get A Quote Online


Marine insurance made simple, affordable and effective. Years of unbeatable experience to match your needs to the right product.

**www.BoatInsuranceOnly.com (800) 259-5701**

"Ask us about our Classic Yacht Insurance Programs"

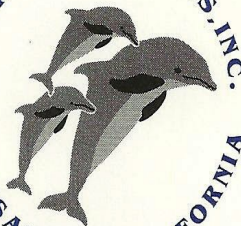
7 Marina Plaza • Antioch, CA 94509 • At The Antioch Marina  
Latitude 38°-01'10" N - Longitude 121°-49'10" W - Buoy 4 Red - On The San Joaquin River




 You can visit us on facebook:  
<http://www.facebook.com/pages/Classic-Yacht-Association/126059857432815>

## 10% CYA Discount

**BAYSIDE BOATWORKS, INC.**  
SAUSALITO, CALIFORNIA



**HAUL-OUT PAINTING REPAIRS**

**Mike Linder**  
 2360 Marinship Way  
 Sausalito, CA 94965  
 (415) 332-5744  
 Fax (415) 332-0938

# Forget-Me-Knot 2013 *by Les Cochren*

The Sounds of the Times

*The sounds of the times we together shared  
Sung nostalgically a song called love, called care.*

*The bombs from the Drum Corp  
Reigned down with booms in the air  
Made me think of the lives lost over there.*

*From the Military Museum to the Old School House  
where the POW/MIA flag was flown,  
It was a beautiful tribute made by kids half grown.*

*The Color Guard posted the colors in the Rio City Cafe  
while the rain poured down just like on D-Day.*

*The military representatives silently stood  
While wreaths and petals were laid from ships made of wood.*

*The sounds, the times, the bombs, and the rain.  
How honored I was to remember their pain.*

*When things in my life sometimes seem to be rotten  
I remember our veterans sacrifice which must never be forgotten.*

And so it was at the 8th Annual "Forget Me Knot" veterans wreath laying ceremony.

Carl Jung believed synchronicity was the coinciding of a thought or feeling with an outside event; a dream, vision or premonition of something that then happens in the future; and a dream or vision that coincides with an event occurring at a distance.

According to Ernest Hemmingway, the weather on June 6 was tolerable but not ideal. Strong winds scattered the paratroops, some of whom overshot the Cherbourg Peninsula and landed in the sea and were drowned.



Large waves swamped 27 out of 32 amphibious tanks, and all the artillery was lost on the run into Omaha beach, where the Allies suffered their greatest losses of the day and briefly considered withdrawing. At the end of the first day, Allied casualties were 12,000 killed, wounded and missing, as against an



estimated 75,000 if surprise had not been achieved.

Correctly forecasting the weather for D-Day was crucial to the success of the invasion, which, if it had failed, could not have been repeated for another year. A powerful storm dumped record levels of rain in Sacramento and at least a half an inch of snow in the mountains Saturday - on the last day of summer.

On the day of the 8th Annual "Forget Me Knot" wreath laying service, downtown Sacramento got .41 of an inch by 4 p.m., far surpassing the previous record, .15 of an inch, set in 1916, according to the National Weather Service.

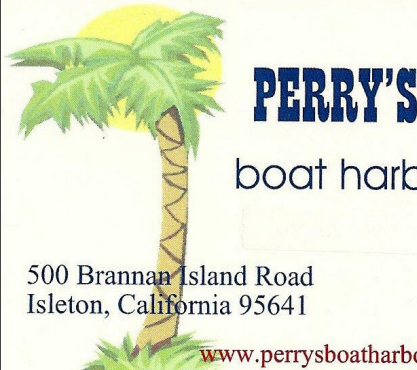
Many thanks to our honorees, Captain Martin McNair, Retired US Navy Seal, Submarine Torpedo Man, Ken Ickes, and the family of US Army Private Leslie W. Clark, silver star recipient who endured the rain.

Multitasking Commodore Wells of the *Ranger*, 1937 Stephens and Sailboat Captain Brenda Payne of *Sea Eagle*, a 26' Kenner built privateer managed to lay their beautiful wreaths which resembled Higgin boats storming Omaha Beach.

Thanks to everyone for their participation in this inspirational service.

That is All-Staff Commodore Cochren

**Post Script** We made that mean ole Sacramento River that has taken so many lives, bare the weight of our Forget Me Knot Wreath, Petals from the grave site at Normandy and the playing of taps by the US Navy, just to let the river know that no bad deed goes unpunished. The wreath was presented to the DART team at the Sacramento Vessels and Vines.



*On The Delta...  
Since 1928*

**PERRY'S**  
boat harbor

500 Brannan Island Road  
Isleton, California 95641

916.777.5000 Phone  
916.777.5455 Fax

[www.perrysboatharbor.com](http://www.perrysboatharbor.com)

Anthropology and classic yachting joined forces on Saturday, October 12th when staff and trustees of the world renown Leakey Foundation based in the Presidio in San Francisco climbed aboard Patrick Welch's beautiful *Triple Crown*, 1972 Stephens flush deck motor yacht for a cruise on the Bay. At an annual meeting of the Leakey Foundation Alan Almquist offered, as a raffle item to raise money for the Foundation, a cruise on his own yacht *North Star II*. As it drew closer to the day of departure and the number of people who wanted to make the cruise increased, Alan realized that he had to enlist the help

of someone else in the club to be able to accommodate the enthusiastic turnout of Leakey people. Patrick stepped up to the plate and offered to take everyone out on *Triple Crown* and problem solved.

Thanks to Cynthia McMillen who made contact with Bob Mulhern at the Golden Gate Yacht Club we were able to bring *Triple Crown* into the club's guest docks and board our passengers. About 16 people came aboard including Sharal Camisa, Managing Director of the Foundation; Paddy Moore-Goodhart, Grants Officer and her husband, Brad, and Trus-

tees Don Dana, President of the Foundation and his wife Jeanne, and Michael Gallagher, Trustee, and his wife Sally.

Patrick along with crew, Lucas and Jason, took *Triple Crown* out towards the Golden Gate Bridge and over to the Sausalito waterfront where the swells subsided. From there are stalwart group aimed for Ayala Cove of Angel Island where a buffet lunch was served for the group. The weather remained beautiful throughout the day and we pushed onward back across the Bay around the eastern side of Angel Island to the eastern side of

Alcatraz where many of the group got there first close up of this famous island prison. We returned to our dock at the Golden Gate YC around 2 PM. Fortunately, another large yacht that was also boarding passengers that day had not yet returned so we had no delays in disembarking our happy group from what turned out to be a great day on the Bay.

Thanks so much to Patrick, Lucas and Jason and Meg Starr for their kind help in making this Bay cruise a memorable event for a great group of people.



### *Lighted Boat Parade*

Get out the holiday lights and decorations because the 9<sup>th</sup> Annual Holiday Lighted Boat Parade in San Rafael has now been booked for **Sunday, December 8<sup>th</sup> beginning at 17:30 hours**. Once again the Marin Yacht Club has invited all Classic Yacht Association members to join them at their beautiful club and harbor to stage the parade that will proceed up the San Rafael canal to the turning basin of the San Rafael Yacht Club and, completing the route, by returning to Marin YC. Following the parade the Marin YC will offer a dinner at

the Club or you may choose to enjoy a drink at the bar and return to your boats for a pot luck dinner on the docks. As the time draws near the date, we will be sending out more information about this event billed as the largest holiday boat parade in northern California. For more information about the parade please look at Community Action Marin's website [www.lightedboatparade.org](http://www.lightedboatparade.org), or call Russ Hamel at CAM at 415-526-7528.

CYA members interested in participating in the parade please e-mail Alan Almquist at [ajalmquis@yahoo.com](mailto:ajalmquis@yahoo.com), and he will make arrangements with the Marin YC for a berth for you for the night. Let's all celebrate the holiday season and our last CYA get-together for 2013 by participating, either by signing up to bring your boat to Marin, or coming by land yacht and catching a ride on one of our boats that will be there.



2380 Bay St.  
San Francisco, CA 94123

## Coming Events

**Lighted Boat Parade**  
**Sunday, December 8, 2013**

San Rafael Channel

*Steve Kadzielawa, Chairperson*

**International Change of Watch**

**January 16-19, 2014**

San Francisco, CA

*George Homenko and Susan Takami,*  
*Chairpersons*

### **CLASSIC CURRENTS**

*John Di Lillo, COMMODORE*

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

**Alan Almquist**  
**[ajalmquis@yahoo.com](mailto:ajalmquis@yahoo.com)**

**CLASSIC CURRENTS IS  
PUBLISHED 3 TIMES A  
YEAR: MARCH, JULY &  
NOVEMBER**

**DEADLINE FOR NEXT  
ISSUE:  
February 15, 2014**