

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

Commodore's Report-*by Gerry Kamilos*

With this Fall Issue of Classic Currents now published, we begin to put closure to this 2018 Classic Yachting Season and begin to prepare for a new inspiring year starting with our Change of Watch dinner on November 17th at the Marin Yacht Club. For every event or Bridge Meeting this year we had at least one Fleet yacht present. Participating at our events were yachts: Ahalani, Allure, Aurora V, Catherine E, Donella, Defiance, Elizabeth, ESLO, Firebird, Flamingo, Hiltot II, La Jota, MA-

KOTO, Miss 102, North Star II, Pat Pending, Ranger, Sea Breeze, Serenity, SKAL, Triple Crown, and Tule Lady representing over half our entire Fleet. With these Bristol yachts, passionate owners, and members of like-minded present; the true culture and spirit of our Fleet positively showed what it means to be a classic yacht owner.

The clear dedication of our Bridge Members and Event Chairs was so evident in the perfect deployment our key events; Opening Day Parade, Annual Open Day Potluck Cruise-In at Emery Cove Marina, Grindstone Joe's Cruise-In, Stephens Rendezvous in partnership with the annual Taste of the Delta (Delta Chamber), Classics at the Corinthian motor yacht show in partnership with The Corinthian Women, and four Bridge Meetings at Emery Cove, Rio



Tule Lady, Makoko, Skal and Firebird—Stephen's Rendezvous

cate against changes, the CA State Parks Department wanted, in the ferry operations in Tiburon to Angel Island affecting navigation, silting, and egress/ingress of Tiburon harbor on San Francisco Bay. We sent a letter to the Governor and the Coast Guard Commander with follow

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ISSUE 2018

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

Commodore's Report—*continued from page 1*

up. Our efforts along with others were able to cause the State to pause and explore options to appropriately address impacts.

In January 2019, for the first time in the 49 year history of the Classic Yacht Association the 2019 Annual Meeting and Change of (COW) will be held in Sacramento! Our COW Sacramento Committee is doing a spectacular job and has been working since April 2018 on this. Besides the COW Dinner and meetings there are many exciting events including a party at the Sutter Club, visit the Stephens Brothers yacht archives at the Haggin Museum, lunch at Rusty Areias' wonderful historic mansion on the river, Hornblower yacht cruise on the Sacramento River, and the Delta King being our HQ.

As Commodore this year my goal was to focus on high quality events, education, and community service in keeping with traditions set by past Commodores of our Fleet. For those of you who participated in our events or meetings; I hope that you found your experiences memorable and inspiring. For those who watched this year from the sidelines through our newsletters, Facebook, or friends; I look forward to see you at



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one of next year's events or meetings.



Aerial view of Stephen's Rendezvous, courtesy of George Homenko's drone at Village West Marina, Stockton

Going forward, our Fleet will be in capable hands with our 2019 Commodore Scott Andrews who will be the outgoing Commodore for all CYA Fleets in January 2019; he was a great partner to me serving as our 2018 Vice Commodore. Bernadette Sweeney will be our 2019 Vice Commodore who as 2018 Rear Commodore was instrumental in locating our 2018 Fleet COW at the

Marin Yacht Club, I appreciated her work and dedication this year. Our 2019 Rear Commodore-elect is Rob Sesar who owns a 36' 1928 Stephens cruiser who fearlessly takes on whatever San Pablo Bay has to offer. Rob and his yacht, SKAL, have attended together more events/meetings than any member this year. Tom Clothier, our Treasurer, has graciously agreed to continue to be the hawk over our finances that assures our solvency. Nancy Clothier, our Corresponding Secretary will continue into 2019 who does a wonderful job publishing our Newsletter. Jim Hackworth will continue as

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Hans List - President

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Dispatch from the Delta — *by Bill Wells*

We held our Stephens Rendezvous over a stellar three-day weekend at Village West Marina in Stockton. Sister-ships *Ahalani* and *Miss 102* were on hand, along with *Eslo*, *Catherine E*, *Donella*, *Triple Crown*, *Allure*, *Firebird*, *SKAL*, *Makato*, *Tule Lady*, *Defiance*, *Serenity*, *Hiltot II*, *Flamingo*, and Richard Dunn's 24 foot Stephens runabout. The owners and staff of the marina went all out to welcome us including a margarita and fajitas party on the dock Thursday evening. The onsite Village West Yacht Club hosted the Friday night dinner with a few entrees' and I am confident no one left hungry. It was the same weekend as the annual Taste of the Delta event held at the marina so there were several hundred people that visited the yachts over the weekend. It was a great cap to a good summer in the Delta.

The old *Ranger* made it into the yard in early October. I took her to Ladd's in Stockton and the folks there treated her well. After hauling out and a bottom wash it took them a few minutes to find the soft plank a previous yard had missed. They were standing by with their crew and when they opened her up they discovered a few more bad planks and 5 frames that were deteriorated. These were all hidden by a fuel tank and holding tank on the inside. James Ferguson did the woodwork, he laminated new frames, cut planks, and made butt blocks in a day. Overall she was out of the water for a week including a lot of re-caulking and two coats of bottom paint. As luck would have it the weather turned cool the day she was hauled out and it even rained one day during the job. It was a beautiful cruise back up to Isleton when I returned.

There have been some problems with a few Delta draw-bridges recently. The Rio Vista Bridge had a broken part in early September that had to be ordered from a manu-

facturer. The bridge had to be operated manually which was a huge job so they were only opening it once a week to let vessel traffic pass. With ocean going ships costing some \$20,000 per hour to operate being stuck somewhere could be very expensive. They finally got the part installed and the bridge has been working for the last few weeks. The Tower Bridge in Sacramento had a power failure and got stuck in the open position recently, it also is working again.

I had a friend, Max Tobias who was a part time bridge operator for Sacramento County. He drove distinctive cars, a pink Cadillac or a pink Thunderbird so when he was parked by a bridge I sometimes would drop by and visit him (this was pre 9/11 when security was much looser, he did pack a .38 pistol for protection though). One time I was trying to impress my girlfriend so I stopped by a bridge where he was working and introduced her. She asked how the bridge worked so right then he stopped traffic and opened the bridge to show her. I looked out the window of the booth and you could see drivers cussing and swearing with the bridge opening and no boat anywhere in sight. I was hoping no one would recognize me.

Max was known as "the masher" among the other bridge tenders. One time another friend stopped to visit him and parked his company pickup truck under a bridge counterweight. While they were talking a boat came along and Max raised the bridge not noticing the truck under the counterweight. The several tons of concrete crushed the cab of the truck down several inches. It was still driveable with just greatly reduced headroom. The fellow drove away, I always wonder what he told his boss when he returned the truck.

Have a great fall, there is still plenty of good weather left, I hope I see you out on the water!



Relaxing day aboard Hiltot II, Mavis, Dick, Candace and George

The **August** PICYA Delegates meeting was held at the Sacramento Yacht Club. PICYA Commodore Winston Bumpus opened the meeting with remarks on the various legislative matters including the State's potential permanent closing of Piper and False Sloughs in the Delta near Frank's Tract.

Items of interest. PICYA is looking for new Board members (contact Linda Blue, if interested). Vice Commodore Bill Gargan handed out the Benham Trophy to the Alameda Yacht Club. Jr. Staff Commodore Linda Blue discussed the Fall Management Conference that will be held on October 29th at the Martinez Yacht Club. Ed Stetson, the Scholarship Chair, presented four PICYA Scholarships of \$1000 each; two scholarships were sponsored by PICYA; one was sponsored by the Western Boater's Safety Group; and one from Liz Allison in honor of her later husband "Andy" Allison. Treasurer, Colleen Stauss, reported PICYA is in the best financial health with \$101K in the bank.

The **September** meeting was held at the Coyote Point Yacht Club. Noteworthy items discussed at that meeting included mention of the Carl Benham Memorial trophy for participation in 2018's Opening Day on the Bay that was awarded to the Alameda Y.C. The highly successful Lipton Cup regatta this year will be repeated next year, and that replicas of Sir Thomas Lipton's personal yachting pennant will be produced and provided to attendees. The annual Margo Brown Wheelchair Regatta was held on September 29th at the Encinal yacht Club. Individual and ambulatory veterans are now being invited to participate, as the program is expanding beyond its original application to residents of veteran's homes and hospitals.

Important. Please take note that Input for next year's Yachting Yearbook will begin in December. The RBOC report covered two significant items.

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First, it has been concluded that the Bay Conservation and Development Commission (BCDC), originally established 50 years ago to limit infilling of San Francisco Bay wetlands, has significantly exceeded that purpose and become an unreasonable impediment to recreational boating needs and projects. RBOC has initiated an investigation and audit of the BCDC aimed at limiting those adverse impacts.

Second, The RBOC has commenced opposition to the proposed Delta Tunnels plan to fill Franks Tract with spoils from excavations. See the RBOC "Issues" section of its website for further information on these and other lobbying efforts.

Jim Sweeney made a presentation on the California State Parks intentions to renew the Angel Island ferry service contract, and its problematic consequences. The PICYA Board of Directors has a copy of Commodore Gerry Kamilos' letter on the subject for review and presentation to the RBOC for action.

The meeting in **October** was held at the South Beach Yacht Club. The primary purpose of this meeting was to bestow PICYA Regatta Awards. Youth Regatta trophies and plaques were awarded to seven fine young sailors from four clubs. Eight Yacht Club trophies were subsequently awarded to six clubs. We found it noteworthy that San Francisco Yacht Club dominated the field with half (five) of all the awards of the evening.



Elizabeth at the Corinthian Yacht Club

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(PICYA Report *continued from page 4*)

The Nominating Committee of the PICYA submitted its list of names for 2019 officers and members of the Board of Directors, and that Jim Sweeney is one of the candidates for a position on the Board.

It was announced that the Richmond and Saint Francis Yacht Clubs will again host the Sir Thomas Lipton Regatta Series on Father's Day weekend in 2019.

The next delegates meeting will be held at the Encinal Yacht Club on November 5th. This meeting will focus on the presentation of PICYA trophies.

As is customary, there is no Delegates meeting in December.

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Around the Bay— *by Alan Almquist*

Our fleet has not participated in any events in the Bay this summer even though several opportunities did present themselves. The biggest disappointment, and one that has been reported on in the Summer Issue of Classic Currents, was the American Graffiti celebration that was held in May, but this year without our fleet participation due to very shallow water during low tide in the turning basin where we customarily berth.

This sad state of affairs dramatically turned around with the great success of our cruise-in to the beautiful Corinthian Yacht Club in Tiburon in the North Bay on September 28-30th where mud silt-in is never a problem. Six of our yachts arrived on Friday, and we joined up with a number of other members who came in by land yacht and enjoyed a great dinner at one of the local restaurants. Saturday morning we reassembled for a Bridge meeting followed by a committee meeting for the National Change of Watch to be held in Sacramento this coming January. We are well on our way to putting on a really fine event in January and I am confident that it will be well attended by members of our fleet.

On Saturday night skipper's and their crew, other members and guests assembled in the dining room of the Corinthian Yacht Club for a superb dinner organized by our



Commodore Gerry Kamilos, and Bernadette and Jim Sweeney, all Corinthian YC members. Never without his harmonica, at dinner Mel Owen treated us to a couple of songs which I thought were well received certainly by our group and also by other diners who were members of the club. However, after dinner Mel told me that the manager had admonished him for playing the instrument and was requested to cease and desist. Apparently the club has a rule against harmonicas at the dinner table. Sunday morning we departed the club to a remarkably calm bay and a pleasant cruise back home to the Oakland estuary. Thanks to everyone who had a hand at putting this annual event on again and made it a truly great time.



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Around the Bay *(continued frompage 6)*

Next year I am sure that we will expand our bay activities with the return of the Cruzin-4-kids event in October and a potential cruise-in to the San Francisco Yacht Club, next door to the Corinthian, as offered by Mel Owen, a long-standing member of that club.

A number of yachts in the fleet are scheduling haul outs this Fall; Jim and Bernadette's *Elizabeth* is being hauled at San Rafael Harbor, my own *North Star II* and Patrick Welch's *Triple Crown* are scheduled to be pulled out of the water at the KKMI yard in Richmond in November and new members Per and Erika Hammarlund are also looking for a date for *Allure*. In regards to haul outs and surveys take a look at the article in this issue by Jim Hackworth on yacht insurance issues. Jim has worked hard to negotiate on our behalf with our insurance carrier to extend the period of time required between haul-outs for insurance surveys. That in and of itself will save us a good deal of money if those required surveys are going to be less frequent now.

Our next Bay event will be the Fleet Change of Watch this year as a result of the diligent efforts of Rear Commodore Bernadette Sweeney. This year's COW will be held at the beautiful Marin Yacht Club in San Rafael. Both Jim and Bernadette have had health issues which laid them low for a number of weeks, but we are happy to find out now that both are back on the road to recovery. Despite these problems Bernadette kept abreast of

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the situation regarding the Change of Watch and both were in attendance with *Elizabeth* for the Corinthian YC event. It's hard to keep these two down so we owe them a special note of appreciation for putting together these two major events as well as carrying on the extra duties involving their commission as delegates to the PICYA group.



Seagull playing with the big boys!

The annual "Fleet Week" celebration started off with a great air show over the Bay on October 5-7. Fleet Week organizers estimate one million spectators converged on San Francisco's waterfront over the three-day event near the Marina Green. The air show

ran from 12-4 p.m. Friday, Saturday and Sunday.

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Remembering...

Former member Maureen Weaver passed over the bar on June 19, 2018. Maureen married Malcolm Weaver in 1967 and together they enjoyed many years of sailing on the Bay and boating on their classic yacht, Nirvana. Nirvana is still cared for by Mal from its berth at Fortman's Marina in Alameda.

Commodore's Report—continued from page 2

Fleet Historian. After our COW in November; I will be replacing Alan Almquist, our 2018 Staff Commodore. Alan was an excellent example of a Staff Commodore as I relied on him for advice, protocol, political awareness, and of course he serves as our Newsletter editor. Our success this year is due to the dedication of our leadership team above; and the following members who were instrumental to our Fleet's efforts: Steve Kadzielawa who flawlessly chaired our Opening Day Parade events, Bill Wells who masterly co-chaired the Stephens Rendezvous and has kept our Fleet in the



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Aurora V on San Francisco Bay

press and on Facebook, Jim Sweeney who co-chaired the Classic at the Corinthians and along with Bernadette represented our Fleet as our PICYA Delegates, Candace Gable who has wonderfully chaired our silent auction at our COW dinners, Rusty Areias for always being there when our Fleet needs him and to remind us what 20 coats of varnish and perfectly polished chrome looks like, Jonathan Arambel for helping always when asked – especially for the 2019 COW in Sacramento, Cynthia McMillen for her help on our 2019 COW in Sacramento, our Fleet Drone Pilot, George Homenko, for his wonderful aerial videos and the 2019 COW Sacramento invitations, our Port Captains Patrick Welch and Stuart Kiehl, and David and Leigh Teece for their wine donations for our Fleet COW dinners from their Mt. Beautiful Winery.

Last; not least, thank you to my First Mate, Karen, for being so patient and supportive this year. Karen and I

hope to see you on Opening Day 2019 in Raccoon Strait just off the Corinthian Yacht Club as Aurora V will once again be anchored there as the Blessing Yacht starting at 1030 hours.

Wishing you fair winds and following seas.

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Orchard Gables—by Alan Almquist



Orchard Gables Mansion – Now Rusty & Julie Areias' beautiful historic home and mansion in Walnut Grove.

Everybody by now should have the dates for the 2019 Change of Watch on their calendars. Invitations will be going out soon that will list all of the great venues the COW committee have been working on for this big event. On Friday, January 18th the pre-registration tour will take a group of early attendees from Old Town, Sacramento to Stockton for a special tour of the Haggin Museum and its Stephens Brothers archives. Anyone who hasn't visited this great museum is in for a real treat. Not only are the archives themselves really interesting but the displays that the museum has created about Stephens yachts are top-notch. This can't be missed.

On the ride back from the Museum to Old Town and the Delta King Riverboat Hotel where the meetings will take place we have a special treat for those who sign up for the tour. CYA Member Rusty and Julie Areias who own one of the beautiful mansions that line the banks of the Sacramento River in the historic town of Walnut Grove have invited all on the tour to a hosted lunch at their home. This magnificent estate, named *Orchard Gables*, was constructed in 1925 by John Stanford who along with his

family lived in the home until 1955 when it was sold to the Moser family, the home's second owners from 1955-1993. The home has been the venue of countless parties and events and is truly a memorable place to visit. .

The *John Stanford Brown House*, as it is also known, is important for its association with the founder of the Bank of Alex Brown and the principal of the Alex Brown Company, a loosely organized partnership that managed the Brown family's varied business and agricultural interests in the Sacramento delta, centering in the town of Walnut Grove. From the 1900s until his death in 1952, John Stanford was a major figure in the financial and business life of Walnut Grove and the broader Sacramento delta region. The John Stanford Brown House is an imposing, brick, Tudor Revival style residence. U-shape in plan, the central two-story mass of the house is flanked by cross wings on the north and south. The north cross wing is two-story with a connected, single-story, service extension to the rear. The interior of the house has an open plan in which the major lower-story rooms open into one another, with a clear sight-line through the dining room, entry foyer and living room. The central, two-story entry foyer houses a dramatic curved stair, with the formal living room and dining-room opening to either side through double-wide entries. In addition to the dining room, the north wing includes a paneled library located to the rear of the dining room and accessed off the foyer.. A small breakfast room north of the dining room opens into both that room and the adjacent butler's pantry and kitchen. The upper-story contains the bedrooms with a master suite and bath, as well as a nursery on the south side of the stair hall and several smaller bedrooms and a bath to the north.

Since the mansion is located right on the Sacramento River what better place could you have to dock a yacht fitting for the property. So, tied up to Rusty and Julie's private

dock is Miss 102, the 60 foot, 1956 launched Stephens that Rusty has meticulously restored over the last few years. After lunch in the pool house this beautiful yacht will be open for tours as well.

Be sure to sign up for this tour early so you won't miss out. The capacity of the bus is only 55 people so that will limit the number of guests we will be able to guarantee a seat for this event. Yacht will be open for tours as well—weather permitting.

California Delta Chambers & visitor's Bureau

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Death of a (Insurance) Salesman—by Jim Hackworth

It's hard to believe I've been selling insurance for the past 35 years, but it's true. I've also had the pleasure of offering our special insurance program to the Classic Yacht Association members for 26 of those 35 years.

It all started back in 1983. I just completed an intense 8 week insurance course back in Wyndham, Massachusetts and was excited about my new career. I had been working in sales since I was 17 and knew I enjoyed helping people. I remember there was no room for me in our office so I had to sit at a desk out in the hall. My sales training consisted of my manager telling me "start walking up and down Main Street and tell people you sell insurance."

Then in 1996, we purchased a small book of business from a former employee of my Dad, Peggy Foster. She had already made plans to sell her business to another insurance agent, but canceled the deal after we talked with her. Peggy was the reason we ended up specializing in insurance for classic wood boats. She put together our program through the Travelers Insurance Company (Dad was a manager at their San Francisco office) and was very fond of the CYA group. I still remember my first CYA gathering with her at Fisherman's Wharf in San Francisco. After I left the meeting I thought to myself "these are my kind of people, passionate about wood boats and partying!"

As with everyone at some stage of their life, I had to start thinking about retirement. I really didn't give it much thought until a few years ago when my wife Kathy came down with Lyme disease. I suddenly realized I was turning 60 and didn't have a perpetuation plan in place. I had hired several people over the years, but this younger gener-

ation are more interested in how many ping pong tables you have in the office and really don't consider insurance a "dope" career choice.



Jim and Kathy Hackworth

I stayed in touch and became good friends with Paul Ritter who I first met back at the insurance class in Massachusetts. He told me he recently sold his agency to Acrisure because he was in a similar situation as we were. After I did some research (Acrisure is the 10th largest insurance agency in the United States) I found their company offered us the perfect solution. Kathy could work less and I would merge with Paul in his office and continue working. I contacted our insurance carriers to make sure we could still offer coverage and they all agreed because Acrisure is highly respected in the insurance community.

So here I am a year later and everything is going as planned. I'm sure some of you have talked with our staff who are all licensed insurance brokers. They have been a big help and the merger has expanded our insurance offerings.

For example, the company that provides insurance coverage for CYA members has made some enhancements to our program. When you purchase full coverage (hull values of \$75k and up) they will provide a medical payment limit of \$25,000, \$10,000 for personal property and \$2,500 for emergency towing all at no additional charge. Another change worth mentioning is they now allow "out of the water" surveys every six years instead of five. I still remember when a survey on wood boats was required every three years, but now I'm dating myself.

So in closing I want to take this opportunity to thank all our customers for sticking with us through this life changing event. My only regret is not being able to work with my wife as much anymore.

Please feel free to contact our office (800-894-9224) anytime you want a quote or have any questions about our special CYA insurance program.

Coming Events

Change of Watch

November 17, 2018, Marin Yacht Club
Chairperson, Bernadette Sweeney

Lighted Yacht Parade

Saturday, December 15, Marin Yacht Club
Chairperson, Steve Kadzielawa

2019 Change of Watch

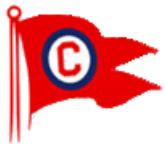
January 17-20, Sacramento, CA
Committee: Gerry Kamilos, Jim Sweeney, George Homenko, Alan Almquist, Nancy Clothier, Patrick Welch, Bill Wells, Cynthia McMillen, Rusty Areias and Jonathan Arambel



Northern California Fleet Change of Watch Saturday, November 17, 2019

We are pleased to announce that this year's Northern California Fleet Change of Watch will be held on Saturday, November 17 at the Marin Yacht Club 24 Summit Ave in San Rafael, the "Friendliest Harbor on the Bay." This beautiful marina is located on 27 acres of private secure grounds on the San Rafael Canal, site of the annual Lighted Boat Parade in December. The docks are well protected in a serene setting with the Bay on one side and have majestic views of Mt. Tamalpais on the other. The Club includes a swimming pool, tennis courts and a Bocce ball court and provides an ideal location for paddle boarding and kayaking along the Canal. There is plenty of free parking for those coming by car. For those preferring to cruise-in slips are available by contacting the Harbor Master well in advance at 415-456-9792. (\$.50 per foot per day for yachts under 60 feet and \$1.00 per day for yachts over 60 feet.)

Fliers have been mailed to all fleet members describing the specially prepared menu of "Surf and Turf" (petite filet with mushroom red wine demi-glace sauce & lobster tail with drawn butter and lemon) or a vegetarian option and guests are welcome. Formal attire is admired, but not required. Yachting Blazers are another good option. The evening will commence with no host cocktails, passed appetizers and silent auction beginning at 5:00 P.M. and dinner at 6:00 P.M. with ceremony to follow. Reservations with choice of menu, including a check for \$85 per person made out to Classic Yacht Association are requested, postmarked no later than Thursday, November 8. Late reservations will be subject to availability. Any questions can be directed to Bernadette Sweeney at bernadettesw@comcast.net



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