



Classic Currents

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

SUMMER ISSUE
2012

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Commodore's Report by Les Cochren

"You will begin to touch heaven, Jonathan Livingston Seagull, in the moment that you touch perfect speed.... Perfect speed, my son, is being there."

And so it was, like the salmon that must return to their spawning place, the Stephens yachts traveling eight to ten knots made their inevitable return Stockton, California for the Stephens Rendezvous. Our Northern California Fleet Recording Secretary and International Rear Commodore, Shawn Ball, provided a fine example of how to do things. Fifteen of our yachts, fine old motor cars, lovely music, along with a number of distinguished caretakers and VIPs, attended this event that was kicked off by a Friday evening reception hosted by the Balls on the dock. The weekend events included a trek to the fertile spawning place, the

Haggin Museum, where the story of the Stephens Yachts has been captured in history.

I know that many Stephens people wanted to attend this event but as life and nature would have it, they were unable



Shawn Ball with first place trophy at Opening Day on the Delta

to join us yet their spirit was there. One such person is our dear friend and past Commodore of the Northern California Fleet Alex Kanwetz. As Johna-

than Seagull said it, "We choose our next world through what we learn in this one. Learn nothing and the next is the same as this one, all the same limitations and lead weights to overcome." Alex taught us to live with an infinite expectation of the dawn and to

always expect a miracle. He is missed.

There were a number of other successful events thus far this year. I am

very proud of our Bridge. I often think that with such talent we could conceivably take over a small country or at minimum eliminate a few Somali pirates. Vice Commodore John Dilillo assembled a great team of Port Captains and provided each of them with detailed spreadsheets and promotional literature. Our membership role is increasing and I encourage

(continued on page 10)



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

Your Rovin' Reporter Reports on Delta Opening Day, Bay Opening Day and Stephens Rendezvous Pittsburg Opening Day was chaired by Jack Hanna. The parade was short both in time and participants, but SEA GAL and ESLO were awarded gigantic trophies so CYA made its mark. The \$2.00 hot dogs drew a crowd in the PYC parking lot, but the 92+ heat sent us back to the air conditioned boats to enjoy them. The highlight of the weekend was the pot luck dinner on the dock in the shade of CATHERINE E. George initiated his new barbeque with wonderful tri-tip and chicken - showing off for his mother and sister who were his guests. Cheryl and Steve had to leave early, but ten of us enjoyed the camaraderie and feast until the sun went down and the mosquitoes came out. We even heard George's mom calling him by another name - interesting!

The next week Opening Day on the Bay, chaired by Steve Kadzielawa, was celebrated by a parade of eight

CYA boats and a huge group of people for the pot luck at Treasure Island. The weather was beautiful, but the water a little rougher than usual. The Schreier family joined the party after taking their seasick guests home and driving back to T.I.! Rusty Areias's little boy was another victim of the malady, but recovered enough to enjoy the party. We had a surprise visit from XANTIPPE, a 1925 Stephens. This beautiful boat has been a member of our fleet in the past and was flooded with applications to rejoin. It was a lovely afternoon with boat hopping continuing into the late afternoon.

May flew by and it was soon Stephens Rendezvous time. Shawn Ball chaired this wonderful event. Your reporter hitched a ride on HILTOT II in Antioch where we were joined by ESLO for the trip to Stockton. Upon arrival at the Stockton Marina we were surprised to see the CASINO ROYALE occupying a very large space at the guest dock leaving room for just four CYA boats!

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We were feeling sorry that the rest of the boats had to tie up across the channel, but that changed to envy when the music began on Friday night and blasted away until the wee small hours. When Gene Moore arrived for the dockside cocktail party there was much reminiscing about the first rendezvous that was his brainchild - way back when Cynthia McMilen was commodore. It was great to see Gene again. It was also nice to welcome returning member Lori Sinclair with her beautiful RANGER.

There are always some high jinks at these gatherings and this time MAKOTO was the target. Scott and Susan had their signal flags dressing the ship and CYA and Stephens burgees displayed. Alan and Tom informed Scott that the flag committee (mythical) had cited him for improper flag flying. Good sport Scott Googled Chapman and was up bright and early on Saturday rearranging his flags and switching bur-

gees! There was a lot of buzz about the huge (163 foot) CASINO ROYALE and the party that was planned for Saturday night, especially when we learned that Bill and Sue Wells were invited guests - can you believe that they chose to attend and miss our Mexican feast? When the rest of us returned from dinner we were amused to see tables on the dock filled with SHOES - about one hundred pairs of all shapes and sizes! Bill reported that it was a very nice party, but we all thought ours was better.

As a matter of fact, we were all having such a good time that an after rendezvous party was planned for Sunday night. Anyone in view of the San Joaquin river that Sunday afternoon was in for a treat as a magnificent parade of CYA boats travelled majestically down to Oxbow Marina. Led by CATHERINE E, heading to her home port, were ESLO, HILTOT II, SEA GAL, FLAMINGO, MAKOTO, TRIPLE CROWN, RANGER and CONTESSA. A glorious finale to a great event.



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Whale on the Bay by Stuart Kiehl

I thought my encounter with the whale in San Francisco Bay on March 23 with iPhone photo might be of interest to the members of the Classic Yacht Association. I haven't seen photos of a whale and the Golden



Gate Bridge in the background, so this is unique. We were just finishing



lunch on my charter boat, MV Watercress, for a birthday celebration at Angel Island when the US Coast Guard announced on Channel 16 that a whale was sighted off Corinthian YC. We cruised over, stayed 100 yards away, drifted around

and was lucky enough to get some interesting shots.

CUSTOM YACHT PHOTOS & VIDEOS

STUART KIEHL

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You can visit us on facebook:

<http://www.facebook.com/pages/ClassicYacht-Association/126059857432815>

JULY 14TH MARIN YACHT CLUB CLASSIC CAR AND YACHT SHOW



The Marin Yacht Club Show is now less than a month away. This spectacular event gets better every year and 2012 will undoubtedly be the biggest and best yet. An added treat will be the elegant "Moonlight Serenade" gala to be held the evening before the show. Admission is by invitation only and all exhibitors will receive invitations to attend.

Please note that the time for registered yachts to be included in the printed program expires on June 30th. Marin Yacht Club has arranged for a wide variety of vendors' booths, food, beverages, and music during the day. Cocktails and a buffet supper accompanied by live entertainment will be served after the show in the main clubhouse.

Come by water or "land yacht" but don't miss this opportunity to enjoy a great day with a superb collection of meticulously restored classic automobiles and yachts, including the McMillen's CIELITO and the Sweeney's boat tailed speedster, both of which are depicted on the show poster. Call me on my cell 'phone, number (415) 847-2620, if you have any questions, otherwise. . .

'See you there, Jim Sweeney

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Classic Boat Builders—Kneass and Sons by Alan Almquist

George Kneass and Sons Boat Builders. San Francisco, CA. George Washington Kneass was born in California in 1859. He became an apprentice to well-known San Francisco boat builder, Martin Vice and later became his partner. Kneass took over the business after Vice's

boats, but also built a number of larger cruisers. George Kneass died in 1923 at the age of 64 and the business was continued by his sons, George, Jr. and Webster. One of the more notable cruisers built by Kneass in 1921 is the 38' *Quic Chakidn*. This yacht was built for lumber baron Walter



Marlin



Siren

death. The company was located near Pier 70 at 671 Illinois Street in San Francisco and the existing building dates from 1878. In the 1890's Kneass expanded his business and opened a shop at 718 3rd Street, reportedly employing between 25 to 50 workmen. Kneass specialized in building small boats, launches, rowboats, coffee lighters and sail-

Hobert, Jr. for his Lake Tahoe estate and is currently undergoing a restoration. During WWII the company built several sub chasers for the Navy. The company built its last wooden boat in 1965 and closed its doors in 1970. In the Classic Yacht Association only four yachts con-

structed by the Kneass company were ever listed: the *Amy K IV*, once owned by the Terrazzo family; *Merciquime*, once owned by Avery and Judy Blake; *Siren*, a 1939, 34 footer owned by Alan Bowerman until his death and Jean Hayes; and *Marlin*, a 1928, 46 footer now

owned by Thomas Bottenberg of Vintage Yacht Partners, the only active CYA member. For additional photos of Kneass yachts see tahoeclasiicyacht.org, or visit at www.kneassboatworks.com.

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

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A Dispatch from the Delta by Bill Wells

The summer in the Delta is turning into a great boating season. Even though rainfall was somewhat light this year there is plenty of water in the rivers and the fish are biting like crazy from what I hear.

I spent most of the winter fooling around with the water pump on my port motor. It had been leaking slightly from the bearing all last season. I had a spare that I rebuilt myself a few years ago and when I installed it it leaked worse than the one I took out. A few years back you could buy a Perko pump for about \$60.00 nowadays they retail for about \$400.00. I found one online for \$200.00 that included shipping so I jumped on it and now she is pumping like new. The other pump lasted almost 20 years so I guess I got my moneys worth out of it.

Shawn Ball put together an excellent Stephens Rendezvous at the Stockton Downtown Marina on the weekend of June 8, 9, and 10. I had planned to pull out of Oxbow at the crack of dawn on the 8th and had topped off my fuel tanks and moved my boat to a guest slip a couple of days prior so I would be ready to go. One thing led to another

and I finally left the marina at 0930. It was an uneventful trip down Georgiana Slough and the Mokelumne River but once I reached the San Joaquin the wind picked up and there were white caps on the river.

Luckily the wind was from the west and I was headed east so I was able to surf most of the way to Stockton. I had Jan and Dean's "Surf City" blaring from my stereo to add a little atmosphere on the trip. About the time I passed Windmill Cove at light 37 I spied a couple of classics approaching from the stem so I cranked the motors up to 2,000 rpm to keep ahead. I passed under the I-5 bridge and into the no wake zone at about 1100. By now the other boats had closed the distance and I recognized them as *Makato* and *Triple Crown*.

I pulled up to the dock in front of the Waterfront Warehouse and managed to tuck *Ranger* under the bow of David McDonalds beautiful mega-yacht *Casino Royale* that was also at the dock. By the evening some fifteen Stephens and a few other boats were lining McLeod Lake and the Fremont Channel. *Makato*

and *Allure* were both recently out of the yard and were looking fantastic. Martin says *Allure* looks better than new and I agree with him.

On Friday evening we had a cocktail party with I think 50 or so people attending. I don't know how many drinks were served but we went through 60 pounds of ice. Shawn provided every boat



Makato in Stockton

with a goodie bag of local items and the Delta Chambers supplied each boat with a Delta map and visitor information guide.

On Saturday evening Sue and I were unable to attend the dinner as we had previously been invited to a cocktail party aboard *Casino Royale*. Some 100 Delta luminaries attended the party. Delicacies such as lobster and salmon tacos and a host of other exotic foods were served. The bartenders aboard ship were kept busy with a thirsty crowd. People have asked me of my impressions of being aboard. I have to say to me it is like my idea of heaven. Every where you look aboard there are artworks and objects of beauty. Most of the countertops are made from beautiful stonework. The marble bar in the main saloon is lit

from beneath which gives it a heavenly glow. She is literally the most beautiful vessel I have ever been aboard.

On Sunday I followed the fleet back downstream after giving my friends staying at the Lexington Waterfront Hotel a demonstration of my horn, siren, and cannon. On the way down we pulled into the mouth of the Calaveras River

to pay homage to Dick Stephens who lives almost at the mouth. I don't know what his next door neighbors Joe Faso and Adam Farrow thought with all the horns and sirens blaring on an otherwise peaceful Sunday morning.

Our commodore Les was in attendance throughout the weekend, charming many of the local ladies. Les is a firm believer in community service and helped put on the Kids on the Water event at the Sacramento Marina on June 12. The marina brings in about 75 local school children and gives them a day of fun and safety instruction including a boat ride on the river. Many of these children have never been on the water and they were all excited to spend a day at the marina.

There is plenty happening in the Delta during the summer, not the least of which is the Taste of the Delta wine and food festival at Village West Marina on July 21, you can get more information at www.tasteofthedelta.com.

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Forget-Me-Knot event

2012 CYA

Forget Me Knot Parade

Sat, Sept 22nd

11:00 am

Parade starts just outside the Sacramento Marina at approx 12:15pm.

Boats will cruise up to Old Sacramento to lay wreath, turn around and return.

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HONOR OUR HEROES

As my 2012 Watch for the Northern California Fleet of the Classic Yacht Association comes to a close, I would like to extend an invitation to all of our yachts to participate in the "Forget Me Knot" ceremony in honor of all of the California military personnel who served in Iraq. I know of no other yacht club that can do this event better than we can. This year I am planning to have at least one VIP veteran representative aboard each classic yacht and I need time to make this assignment. In addition, I would like to do a press release that will include photos and history of each participating yacht. "Thank you for your service" for our fleet means "doing it moving." The event will be held on the Sacramento River on September 22, 2012 from 11.00 a.m. to 2:00 p.m. We will, as in years past, assemble at the Sacramento Marina for the parade upriver to Old Town where the ceremony will commence. Guest docking for the weekend at the Sacramento Marina can be arranged. All CYA yachts are welcome and are encouraged to have a veteran aboard. To make arrangements to attend this event please contact me, Commodore Cochren at myclassicyacht@msn.com or (916) 932-6052 or visit www.mycva.net



Bulletin! Bulletin! Here is the latest news regarding legislation to regulate the use of copper based antifouling paint - Senator Christine Kehoe (D San Diego) has decided NOT to pursue this legislation (SB623) any further at this time. It is hoped that science and methodology will be strongly considered before any future legislation regarding this issue is taken up again by our elected officials. This is our personal opinion (though shared by many others) but I believe RBOC deserves a big vote of thanks for their work in the matter of copper bottom paint. I'm thinking it has saved each of us users of such paint a considerable amount of \$\$ and the outcome now is appropriate until such time as an alternative economical environmental solution becomes available. Perhaps a donation to RBOC is in order? CYA usually donates to RBOC -I hope we will do so again in 2012. Checks can be mailed to
Jack Michael
920 Bel Passi Drive,
Modesto CA 95350.

Scholarships - Three \$2500 awards to be awarded November 5, 2012 Any relative of PICYA club members is eligible. Entry info on www.picya.org. Deadline for the receipt of the application is June 30th.

The Margo Brown Wheel Chair Regatta is on the calendar for Saturday Sept 29th this year and will be the 16th Regatta honoring veterans and their family with a cruise followed by a lunch.

Donations to Scholarships or Wheel Chair Regatta (tax deductible) may be made to Pacific Inter Club Yacht Association Foundation/Scholarship or Wheel Chair Regatta by sending a check to S/C Mike Billington, Foundation Treasurer, 3562 Quail Lakes Drive, Stockton CA 95207.

The fate of the Department of Boating and Waterways fate remains uncertain at this time. Governor Brown wants to merge the DBW into the Department of

Parks & Recreation. RBOC has opposed this move and is presently campaigning against the merger.

On the PICYA Website - Opening Day SF Bay winners can be found on www.picya.org. Most signups can be done online! Member

club events are also listed along with links to other boating groups (RBOC, America's Cup, etc). The PICYA LOG is always looking for contributions about club events or other matters of interest. Send contributions to jowen@real.net. The PICYA LOG is published 4 times a year.



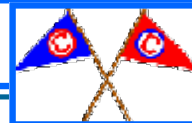
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CYA Clothing Report by Les Cochren



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>,
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As a spouse of a Director of The Antique and Classic Boat Society I can give you the unvarnished truth about that organization – and that is that there is a lot of varnish on their boats. Nowhere was that more apparent than in Seabrook, TX where the Board gathered at Clear Lake for a Board meeting and the Annual Keels and Wheels boat show. 25 miles south east of Houston, Clear Lake accesses the Gulf of Mexico via Galveston Bay, which is also where the Houston Ship Channel begins journey to downtown Houston. Speaking of Houston be

sure to get there. It has lovely residential areas, a one square mile medical research center, some of the more impressive office building edifices in the US (including the Enron building – now re-named), Rice University and all the performing arts one could want. Lakewood Yacht Club was the sight of the boat and car show. This is a big deal event that has raised over \$1 million for charity over the last several years. There must have been 300 cars there, including many that would have held their own in our own Carmel Concours

D'Elegance. The boats were equally good – mostly runabouts, but with a smattering of big boats that sort of look like ours in CYA.

While we didn't visit NASA's Johnson Space Center, which is right next to Clear Lake, we did visit Galveston (the sight of the US's worst natural disaster during the hurricane of 1900) and the Texas State Park, just a couple of miles up the road. The Park encompasses the battlefield of San Jacinto, where Sam Houston defeated General Santa Ana as payback for the Alamo defeat. A monument, strikingly similar to the Washington monument, but taller (naturally – this is Texas where everything is big) commemorates the battle and contains a good museum. Also in the Park, in its own basin off the Houston Ship Channel, is moored the USS Texas (BB-35), commissioned in 1914.

She saw action in both World Wars – the only US Naval combatant ship to do so.

The Curator of the USS Texas is Barry Ward, who some of you may remember when he worked as the archivist for the Stephens collection at the Haggin Museum. He tells a cute story about an 11 year old in a class outing who, having just come from touring the adjacent San Jacinto battlefield – the site of Sam Houston's victory in 1836 against overwhelming odds, opined upon seeing the USS Texas that it was no wonder the Houston won, given the size and number of guns on the battleship.



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Remembering Alex Kanwetz—1940 to 2012



Miles, Steve, Cheryl, Bernadette, Jim, unknown and Alex

Alexy Daniels Kanwetz, 71, passed away at his home, January 14, 2012 after fighting cancer for the past nine months. He was Commodore of the Northern California Fleet of the Classic Yacht Association in 2006. He was passionate about his boat, *Huapala* and enjoyed sharing it with other members. Each year he moved

Huapala from Vallejo to Lake Tahoe so he could participate in events in both locations.

Alex started the Tahoe Event as a resident of Homewood and Reno. The event corresponded with the Wooden Boat Show. Alex always organized a barbecue at the

beach near his home as well as other interesting tours. He was a member of the Tahoe Maritime Museum and was instrumental in coordinating an event there.

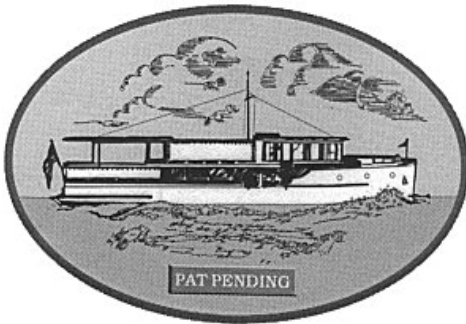
Alex was a very generous person sharing his time, talents and gift with many of us in the Classic

Yacht Association. He was a wonderful friend and he will be missed!



Mont, Alex, Dick, Jim, Bernadette & Mavis

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"Classic Currents wishes to welcome our new advertisers to the newsletter and thank them for their participation in bringing important information to our very specialized group. The editors would also like to remind our membership that everyone can help in promoting our fleet by sending on any referrals you might encounter for new advertisers. By everyone pitching in with ideas we can substantially broaden our advertising possibilities and thus, raise additional revenue for the club. Any great ideas (or not so great ideas) may be sent to Stuart Kiehl or John DiLillo with our thanks."

—Stuart Kiehl—stuart@vineyardvideo.com
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ing an outstanding event. The Northern California Fleet was represented by *Contessa, Elizabeth, Eslo Triple Crown, Watercress, Killara,* and *North Star II.*

The Golden Gate Bridge 75th Anniversary was spectacular festival. Thanks to

everyone to try and recruit a new or past member and to jump in. The water is fine. Stuart Kiehl exceeded our expectations with his advertising campaign that attracted several new businesses to advertise in our newsletter.

Opening Day on the Delta at the Pittsburg Marina was coordinated with the Pittsburg Yacht Club by Jack Hanna who did a great job. I really appreciated him answering the call.

Opening Day on the San Francisco Bay was a true pleasure. I enjoyed the taste of the salt water spraying on my lips as past Commodores Welch, Homenko and Kadzielawa navigated *Triple Crown* on the sometimes choppy waters of the bay. A special thanks to our Navy Seal for eliminating "I'll Have Another" from the *Triple Crown* competition. Our thanks to the PICYA for organizing and Steve Kadzielawa for coordinat-

Dick and Mavis Engfer for coordinating the NC CYA Fleet participation. The main activities were held at Fort Point, Crissy Field, The Presidio and Marina Green. Anniversary activities were also held at Fort Mason Center, Ghirardelli Square, San Francisco Maritime Historical National Park, Fisherman's Wharf, and Pier 39

Hooked on Jazz in Old Sacramento was fun filled musical odyssey. Larry and Janet Hazelett (*Seawitch*) joined me for some great music. I missed Commodore Wells in the crowd, however; his presence was noted by several music lovers. I attended a wreath laying ceremony at the California Military Museum and networked with several military officials on our upcoming "Forget Me Knot" wreath laying service.

We have some more events scheduled. - The Marin Yacht Club Classic

Car and Boat Show, The Forget Me Knot Wreath Laying Ceremony, and The Change of Watch.

IF HAVE YOU THOUGHT ABOUT AN EXCITING CAREER MOVE - Consult your membership directory and contact the NC Fleet CYA Nominating Committee for the 2013 Bridge whose membership includes Past Commodore Bill Wells, Past Commodore Steve Kadzielawa and Stuart Kiehl. Self nominations are welcome.

Contrary to popular belief your Commodore does more than cocktail and boat hop. In addition to the regular administration duties I have listed below

"Iraq and Afghanistan Military Job Fair,"

"Kids on the Water," water safety training for elementary school children,

"I Wood If I Could" coloring book, a second grade reader about water safety and wooden boats.

In closing I feel amused to respond to those who have affectionately commented on the "Catch and Release" life style. In the words of Jonathan "Who is more responsible than a gull who finds and follows meaning, a higher purpose for life? For a thousand years we have scabbled after fish heads, but now we have a reason to live - to learn, to discover, to be free!



Nancy Clothier on Eslo with Second Place trophy at Pittsburg

some of my community outreach activities:

"End of Iraq War Parade for all California Military Personnel,"

That is all!
Les Cochren,
2012 Commodore
NCCYA Fleet

The Iowa sails under the Golden Gate Bridge by Jim Sweeney

USS IOWA (BB-61) was the first of the final class of battleships to be commissioned in the United States Navy and served with distinction in World War II and the Korean conflict. After inactivation, the Navy repositioned the "mothballed" IOWA all the way from Philadelphia to the Reserve Fleet in Suisun Bay in anticipation of the ship becoming a World War II memorial at the Port of San Francisco.

This worthy goal was unfortunately crushed when the San Francisco Board of Supervisors rejected the plan in symbolic opposition to the war in Iraq. IOWA then waited years for a home while sister battleships MISSOURI, NEW JERSEY, and WISCONSIN all were enthusiastically adopted by other American ports. Finally, the Port of Los Angeles accepted IOWA as a historic memorial ship to be berthed at San Pedro. IOWA was scheduled to be towed from San Francisco Bay on May 20th.

A considerable amount

of planning went into this event, but again to no avail. The original intent was for the Presidential Yacht USS POTOMAC and Liberty Ship SS JEREMIAH O'BRIEN, in company with a fire boat and contingent of Bay Area yachts, to escort the mighty but inactivated IOWA under tow from her temporary layup berth at the Port of Richmond to the Golden Gate. Every-



USS IOWA being towed to San Pedro

thing was going according to plan until the day of departure when high wind and heavy seas along the California coast intervened. It was decided that towing such a large vessel under these conditions was too risky to attempt and IOWA'S departure was indefinitely postponed.

Our ELIZABETH and the Hoffmans'

AMANHA made the trip from the San Rafael Yacht Harbor to Richmond in order to join the escort fleet before learning at the last minute that IOWA'S departure had been aborted.

Well, what to do? ELIZABETH and AMANHA cruised into Richmond Inner Harbor for a close up look at IOWA and the WW II cargo ship SS RED OAK VICTORY. The

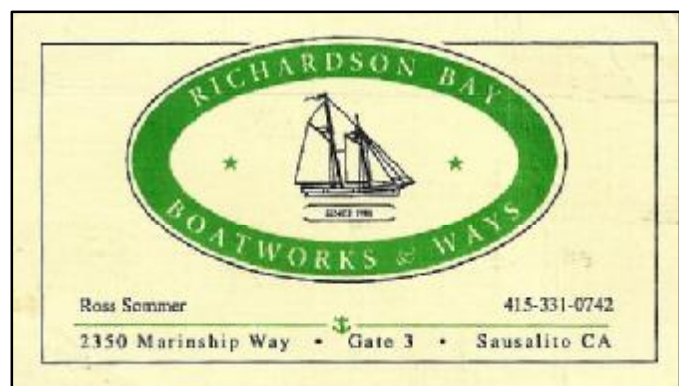
famous battle wagon and Victory ship were both resplendent in fresh paint. When I hailed an officer aboard IOWA to tell him that our 1929 cruiser was also a WWII veteran (Tiburon anti-submarine net station) he smartly saluted us in time honored military fashion.

Since the JEREMIAH

O'BRIEN was planning a champagne toast to the IOWA we also had a good supply of bubbly aboard ELIZABETH, thanks to our guests, Jim and Donna Purvis. It did not go to waste, being consumed with a platter of sushi in commemoration of our former foes. It was a fine sunny day and we made the most of it.

IOWA eventually departed the Bay on Saturday, May 26th, but with only a fire boat and a few yachts as escorts. POTOMAC and JEREMIAH O'BRIEN were by then fully occupied with preparations for the following day's Golden Gate Bridge 75th Anniversary celebration.

Bernadette and I watched from the Tiburon shore as the majestic battleship slowly passed into history.



Coming Events

Marin Yacht Club

San Rafael

July 14-15, 2012

Jim Sweeney, Chairperson

National Change of Watch

Tiburon

December 8, 2012

Tiburon Yacht Club

George Homenko, Chairperson

Forget me Knot

Sacramento

September 21-23, 2012

Les Cochren, Chairperson

Lighted Boat Parade

San Rafael Canal

Saturday, December 22, 2012

Jim Sweeney, Chairperson



CYA Member, Greg Brazil, traveled to Australia in March. He took photos of his CYA Burgee along the way. He traveled to Daydream & Hamilton Island in the Whitsunday Islands.



CLASSIC CURRENTS

Les Cochren, COMMODORE

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