



## SPRING ISSUE 2012

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### Commodore's Report by Les Cochren

When I return to my slip in the evening from a day on the American River, I am often greeted by a multitude of flying creatures which create a cacophony of calls that assault my ears. These heavenly creatures are looking for left over morsels from my outing.

Among them are my favorite seagulls. They unfairly have been accused of creating the Seagull style of management, that is, you fly in, crap on everything and



then leave. As your commodore I am



Left to Right: John Dilillo, Vice Commodore, Patrick Welch, Staff Commodore, Les Cochren, Commodore, George Homenko, Rear Commodore.

pleased to share a more positive view of my fine feathered friends via an excerpt from my current reading which I hope will set the tone for my "2012 Watch".

"Jonathan Seagull discovered that boredom and fear and anger are the reasons that a gull's life is so short, and with these gone from his thought, he lived a long fine life indeed". -

RICHARD BACH  
With the creative tal-

ent of Promise (1938).

I am fortunate that we have assembled a very talented Bridge; one that shares optimism to calm the angry seas and a spirit of hope for a very good and safe boating

ents of my Vice Commodore John Dilillo, I am confident that we will not get bored. I am equally assured that the gentle giant and Rear Commodore, George Homenko, knows no fear. And I am sure you may have heard "first make angry" misstated in the quote "Whom the gods would destroy, they first call promising". -Cyril Connolly (1903 - 1974), Enemies

(continued on page 2)



THE CLASSIC YACHT  
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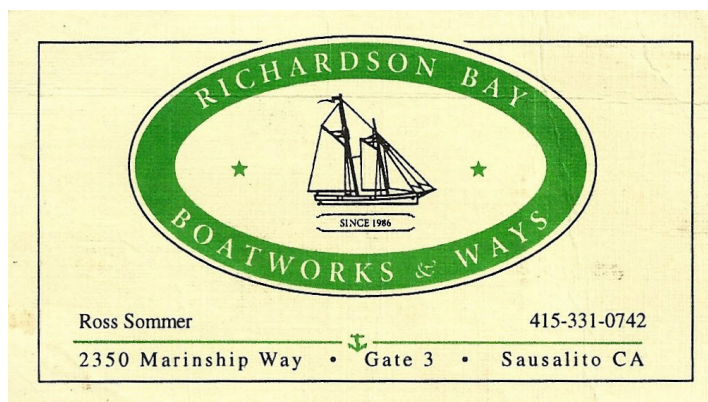
Under the watch of our outgoing commodore Patrick Welch, our 2011 year concluded with some very well planned and executed events at our Change of Watch at the Corinthian Yacht Club on December 4. The actual "watch changing" ceremony is one steeped in tradition. The words used during the leadership change are the actually words used for 200 years. The time-honored ceremony assures the continuity of leadership. Commodore Cochren said, "Sir, I relieve you," to which Commodore Welch replied, "Sir, I stand relieved." This exchange took place in front of 50 Classic Yacht Association members and guests. The Change of Watch master of ceremony was Martin McNair. Commodore Cochren presented the 2012 Bridge as follows: Vice Commodore, John DiLillo, Rear Commodore, George Homenko. Returning bridge members were Shawn Ball, Recording Secretary, Tom Clothier, Treasurer,

Nancy Clothier, Corresponding

Secretary, Alan Almquist, Newsletter editor. A silent auction was held and it more than exceeded expectations.

Many thanks to Vice Commodore, John DiLillo, Beverly Partridge and Bill Wells for arranging a spectacular event.

My first lighted yacht parade was illuminating to say the least. The Community Action Marin Lighted Boat Parade was held on Saturday, Dec. 17, and started at 1800 hours. The parade started at the Marin Yacht Club and continued up the San Rafael Canal (mildly reminiscence of my nights in Venice Italy) to the San Rafael Yacht Club turning basin and then back to the Marin Yacht Club. Boaters throughout the Bay Area devoted many hours preparing their yachts for one of the largest lighted boat parades in the Bay Area. CYA yachts present were *Eslo*, *North Star*, *Cielito*, *Elizabeth* and *Triple Crown*. Staff Commodore Welch had his



new acquisition, *Triple Crown*, available for cocktails as did the Clothiers aboard *Eslo*.

In closing I would like to encourage all of our members to feel free to contact me with any items that you may wish to present to our Bridge. The first Bridge

meeting of 2012 was held at the home of Bev Partridge on January 28<sup>th</sup> and the discussions that took place at that meeting are reported in other articles in this newsletter

That is all!

"**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](mailto:stuart@vineyardvideo.com)  
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## 2011 Ends with a Bang *by Alan Almquist and by John Dillio*

The 2011 boating season for the NC CYA saw three great events that brought to a close a fine year of classic yachting. First up was the December fleet Change of Watch on December 4<sup>th</sup> that ceremoniously brought up the ranks Commodore Les Cochren who now takes over the helm from Staff Commodore Patrick Welch.

Thanks to generous donations and spirited bidders

our first silent auction was a great success. We raised a significant amount of money for the

Fleet and helped cover the cost of the event. Beverley Partridge did an outstanding job getting donations and keeping things organized while Mel Owen kept us entertained with his harmonica

Second up on December 16<sup>th</sup> was the annual open house aboard Dave Olsen's



*Attendees checking out the donations and making their bids*

magnificent *Acania* which is being meticulously restored at Stone Boatyard in Ala-

meda. This year we saw the installation of the new diesel engines and much additional restorations of the interior of the ship. Dave and Lynn, obviously, sparing no expense have done a magnificent job on *Acania* which may, after completion, be heading for the Mediterranean as a luxury charter yacht.

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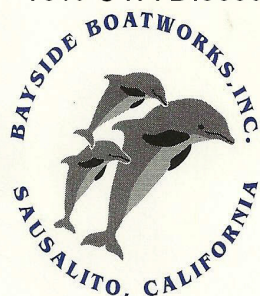
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*Views of Acania's Restoration*



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Finally the annual Lighted Boat Parade in the San Rafael Canal on December 17<sup>th</sup> was bigger and better than ever. Over eighty boats participated from the three local clubs in addition to our CYA yachts that joined up once again with those from the Marin Yacht Club who graciously hosted us for the weekend. This event was co-chaired by Jim Sweeney, Steve Kadzielawa and Alan Almquist. CYA yachts in attendance included *Elizabeth*, *North Star II*, *Eslo*, *Cielito* and Staff Commodore Patrick Welch's new purchase *Triple Crown*. While the lighted boat parade is always a great event, for some of us participants it seems jinxed. If you remember the stories from last year's LBP we had several repeats again this year. First off Steve Kadzielawa's *Flamingo* which always looks beautiful with her lights refused to start in her slip and

after hours of last minute attempts to fix the problem Steve threw in the towel and *Flamingo* stayed where she was. *North Star II* seemed to run fine after her tune-up and I even brought aboard a small portable generator just in case my inverter that failed last year might fail again this year. It did and so did the generator even though I tested it out beforehand. So this year *NSII* did the parade *sans* lights once again and suffered indignities from that fact from the com-

mentators in the judge's reviewing stand. At least this year the engines didn't quit mid-parade, a small consolation. Jim Sweeney's *Elizabeth* gave him some problems too, but they seemed to be minor to those of last year. This year at least paraders did not include the unlighted steel barge that inexplicably appeared last year and was the obstacle that some of us almost ran into in the narrow canal. All

safely back at the Marin Yacht Club we pot-lucked it on the docks and then somehow regrouped aboard *Triple Crown* for more drinks, food and a

lot of laughter about our mishaps. Despite everything we are all looking forward to LBP 2012 already on the calendar for December 22<sup>nd</sup>. Considering past experiences I can't wait to find out what will happen then.

## New Membership Campaign for 2012

Most classic yacht owners wait until their yacht is in Bristol condition before they contact us for membership. This year we want to reach out and recruit those owners that are in the process of restoring their classic. The knowledge and expertise of our members is exactly what these individuals need to save time and money on their restoration. This effort will not only increase our membership but help save many vessels that would otherwise be lost.

We are asking each current member to recruit one new member in 2012. To make it easy, all you have to do is contact your CYA Port Captain or our Membership Chairman (John Di Lillo) with a candidate's name and contact number and we'll do the rest. We'll even take just a boat name and location if that's all you have. We can supply you with new member brochures to pass out and flyers appropriate for posting in Harbor Master offices or gate bulletin boards.

Introduce yourself to other classic owners in your marina and let them know who we are and we would like them to join. Let's make some new friends and preserve some yachting heritage





## A Dispatch from the Delta by Bill Wells

So far this has been one of the mildest winters I have ever experienced in the Delta. We have had little rain and the light breezes keep blowing the tule fog out so the days for the most part are clear and sunny. Unfortunately, like many others I save my big projects for the winter and don't do much cruising. The water pump on my port motor has been leaking at the bearing since early last summer. Not much just a drop every few seconds or so but I figured this would be a good time to replace it. I keep a couple of spares that I rebuild so it is just a matter of replacing it. Anyway I think I deserve the title "Procrastinator of the Year" now as I have been fooling with the pump for a few weeks in my spare time. I just can't seem to get motivated to finish it. Hopefully I will get it done in the next week or two and be able to go for a ride while the weather stays

nice.

Most of you know that Stockton was a boat and ship building port for most of the twentieth century and many minesweepers were built at Colbergs and next door at Stephens Brothers on the Stockton Channel. You may remember John Wayne's yacht *Wild Goose* was a converted minesweeper. The Stockton Historical Maritime Museum recently found an old Higgins minesweeper being used as a live aboard at Bradford Island. They purchased her and are in the process of restoring her for use as a museum on the Stockton Waterfront. When completed she will be moored near the waterfront warehouse building and will be a welcome addition to the local waterfront.

Don Reinhart a friend of mine from the Stockton Yacht Club invited Sue and I along recently as

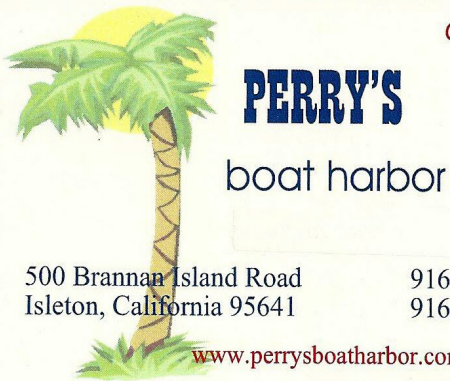
the vessel was towed up the San Joaquin River to her temporary home just upstream from the Stockton Rod & Gun Club. We met David Rajkovich the executive director of the museum who filled us in on their plans to get the craft shipshape and move her further upstream. I am sure you are all aware that the minesweepers were the last wooden ships in use by the Navy.

We drove to Alameda to attend the third annual open house for Dave Olson's beautiful ship *Acania*. While he still has some work to do on her I would rate *Acania* as stunning right now. The hull and topsides are painted and are beautiful, The topsides are the most beautiful blue I have ever seen, I guess I would call it a deep navy blue. You will have to see the boat itself if you have not already I don't feel I can give her justice in any description. As you walk through the passageways it feels as if you are transported back to the roaring twenties era with the beautiful joiner work and elegant fittings. *Acania* will certainly be the queen of the fleet in the San Francisco area.

(See information and photos

of *Acania* on page 6)

You may be following the attempts of water exporters to build a giant canal or pipeline to divert the Sacramento River around the Delta under the guise of the Bay Delta Conservation Plan. It is an ongoing war with many skirmishes being fought in many venues. Those trying to save the Delta from destruction won one small victory at the state Fish & Game Commission in January. A water exporter group calling itself the "Coalition for a Sustainable Delta" filed suit to reduce restrictions on striped bass fishing calling this important game fish an invasive species. Their rationale was that by reducing the striped bass population it would increase populations of other fish including salmon and allow more water to be exported. Fortunately the Fish and Game Commission saw through the ruse and refused to change the fishing regulations. Commission chairman Jim Kellogg went so far as to declare the striped bass a native species. Unfortunately this is one small battle in a conflict that I am confident will last the rest of our lives and probably our children's with untold billions of dollars of taxpayer funds squandered.



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## Restoration of Makoto (by Scott Andrews)

Some of you may be familiar with CYA Commodore Larry Benson's 34' Stephens, Woodrow. Scott Andrews and Susan Takami purchased her from Larry in 2009 and shipped her from the Seattle area back to the bay area.



She has been undergoing a major refit and re-power at Rutherford's Boat Shop in Richmond, CA. The re-launch is planned for February and at the renaming ceremony, her previous name Woodrow will be retired. She will be officially rechristened Makoto following this latest refit. Makoto means *sincerity* in Japanese. Makoto was built at the Stephens yard in Stockton in 1929. She is one of seven built. We believe that only four of the seven re-

main: Killara (berthed next to Makoto in Petaluma), Skal (last seen being repowered at the Napa Valley Marina), and Uncle Roy (residing in Maine). It is unclear exactly when she found her way to the Seattle area, but a plaque that has apparently always been on-board memorializes her participation in the flotilla celebrating the opening day of the San Francisco-Oakland Bay Bridge in 1936, so she was here at least until that time.

Restoring the interior we found lots of mint

tos below show the painful process of recovering the real look of



her beams. The center photo shows the millions of small flecks of green Navy paint in the grain of the beams. We carefully scoured this all out, and then refinished all of the beams.

When we purchased her, the survey noted some important structural issues with the keel and horn timber. We also knew that the engine was much too large for the boat, causing her to sit low at the back, and off her lines. In addition to this major structural work, we are repowering her with a Yanmar diesel that is half the weight of the old engine. We are also replacing the transom and completely rewiring her. This should see her through the next 80 years! We look forward to having her back in the water and participat-



green paint under the many layers, which apparently was applied by the Navy during the war. We have photos of her from the 80's where she was painted white all over. The pho-

We also completely refinished the overhead, and stripped and refin-



ished the cabin bright work.

ing in many of this year's CYA events.

The PICYA Board announces its officers for 2012. They are: Commodore Mia Bernt, Vice Commodore C. Fred Rutledge, Rear Commodore C. Lenora Clark, Staff Commodore Linda Breninger and Secretary/Treasurer Ray Holstead. The board of Directors of the PICYA are Liz Allison, Michael Campbell, Deanna Desin, Larry Draper, George McElvain, Estella McGrath, and Maggie Sabovich. The Administrative Secretary is Donna Duncan.

The date for the **Opening Day on the SF Bay** is Sunday April 29, 2012 and this year's theme is "American Spirit".

**Boat US.** For a limited time you can now join for **half price** (\$15). Just enter "GARBOCAY" on the application form. This organization is a major sponsor of PICYA activities and works at the national level in boater's interests.

**RBOC** Donations are appreciated to support this volunteer organization

[www.rbo.org](http://www.rbo.org). 2011 was busy! RBOC worked with Boat US on issues such as: Boating Access (Delta diversion), save Dept of Boating & Waterways, Invasive Aquatic Species, Marinas & Permits, Safety, Abandoned Vessels, and the Copper Anti-Fouling Paint issue. A November 2011 presentation in Boston by University of California, San Diego along with the Space & Naval Warfare Systems Command raised serious questions of the validity of the current information that has been used for regional and statewide restrictions on use of copper paint. RBOC will be sure our legislature is aware of the results of this presentation.

**Scholarships.** The program awarded three scholarships last year. Donations to the scholarship fund are appreciated. PICYA staff urges all potential applicants to start now with preparations as June 30<sup>th</sup> deadline will be here quickly. Look at [www.picya.org](http://www.picya.org) for the posting of the particulars.

**Wheel Chair Regatta** will be

held on Sept. 29<sup>th</sup> this year. 2011's regatta was the most successful to date: 22 Clubs provided 38 boats, and 26 Clubs provided 51 volunteers for the event. Kudos to the Alameda and Oakland Fire Departments whose members assisted in the boarding of the yachts for those needing help.

Learn about the upcoming **Americas Cup** on

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

There will be an Ambassador Program beginning in February to train volunteers as helpers. The USCG is in the process of writing the rules for the use of SF Bay during the event. Updated information will be posted to [www.picya.org](http://www.picya.org) or, you may also email Mia Bernt, [picyamia@yahoo.com](mailto:picyamia@yahoo.com) she will be happy to send email updates.



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## CYA Clothing Report

by George Homenko



It is always fun to have CYA clothing to wear at the various events or just lounging on your boats. (Maybe not when varnishing). We have two embroidery companies that have our logos on file and so you can order any item from their catalog and get it customized. They will also add the name of your boat.

Pirates Lair—<http://www.pirateslair.com>,  
Located in Sonoma, CA Amy and Ken Miller



In 1918, Bill Hynes, Sr. built a boat shop in Sausalito that in 1925 would later become the Nunes Brothers Boat and Ways Company. The Nunes Brothers, Manuel and Antonio (first, Manuel in 1892 then Antonio a few year later) emigrated from the Azores and settled near Clarksburg on the Sacramento River. Manuel settled down and started a boat repair business that expanded around 1898 into the first Nunes Boatyard, on a barge on the Sacramento River. For a number of years the brothers built commercial river boats including the Clarksburg and Vallejo ferries. Manuel began to design boats and Antonio managed the yard. About 1914 they designed and built their first pleasure craft which were small race boats to compete in races on the river. In 1923 the brothers towed their floating boatyard into the Oakland Estuary and there partnered with a Mr. Bagley to become the

Bagley-Nunes Boatworks. In 1925, the brothers bought out Bagley and moved their operation to Sausalito. They bought out the Reliance Boat and Ways Company at 2<sup>nd</sup> and Main Streets with the shop and old ways. Over the next 35 years the new company built a great variety of watercraft; power cruisers, sailboats, fishing boats, runabouts and raceboats. The largest of the construction projects in these years was the 127-foot schooner, *Zaca*, built for banker Templeton Crocker and launched in 1930. They also completed two twin-diesel 65-foot cruisers and two 40-foot cruisers. In 1930 in the *Yachtsman* magazine Nunes advertised the Nunes Sportsman, a 28-foot cruiser and a 36-foot Speed Cruiser that was part of the Nunes exhibit at the San Francisco Boat Show.

Ernie Nunes, Manuel's son, started in the business and by the age of 21

he had built his first Sausalito boat, a 21-foot sloop. He studied yacht design with marine architect, George Wayland, and with Wayland designed a 30 meter racing sloop to race on the bay. During the 1930's Nunes Brothers designed and produced most of their successful class racing boats. The first was the 23-foot Bear. In 1938, the Mercury class sailboat was introduced, but production was cut because of the war. During the war the yard built boats for the coast guard, fire boats and two 88' tugs for the US Army.

After the war the yard expanded to include a "do-it-yourself" area where customers could buy a boat in any stage of completion and finish it on site. Manuel Nunes died in 1947 and Antonio fol-

lowed in 1949. The yard continued to operate under Ernie Nunes, who did the design work, and two sons-in law of the brothers, Garth Basford, who ran the office and, John Rocha, who ran the yard. Throughout the 1950's Nunes Brothers launched numerous sailboats of different lengths and over 1500 small racing runabouts called "Jets." In 1959, however, the yard closed and was replaced by a condominium unit on the beach. Ernie Nunes continued to build a limited number of Mercury sailboats in a shop across the street, but he closed that up in 1962, ending the Nunes' venture into yachting. The last surviving Nunes yacht in the CYA fleet is the *Jupiter*, 40' 1953, owned by Roman Coppola.

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*Les Cochren, COMMODORE*

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## The Owen Family and Pat Pending welcome ACBS Board to San Francisco *by Mont McMillen*

The Antique and Classic Boat Society, an 8,000 member international organization dedicated to boating, held its International Board of Directors Meeting here in San Francisco the last weekend of January. The local chapter of ACBS - Northern California-Lake Tahoe - hosted the Welcome Aboard

party, along with Hackworth Insurance Company. Cynthia Mc Millen, a member of the Northern California - Lake Tahoe Chapter, and a Member of the International Board was in charge of all the arrangements for the meeting, and wanted to showcase our San Francisco Bay to her fellow Board Members.



What better way to do that than a cruise on the Bay - and what better boat to do that in than PAT PENDING, which came complete with 3 generations of Owens (Mel, Greg, and Spencer), copious amounts of Champagne, coffee, and pastries, and of course it's own musical entertainment.

The weather could not have been better on Sunday morning, as 20 ACBS Board Members and their spouses stood on the Saint Francis Yacht Club docks admiring PAT PENDING as she glided into the West Basin promptly at 1000. Mel Owen, as Captain and Seigneur of PAT PENDING, smartly issued commands to his offspring, bringing the boat quickly and quietly to its berth, where all embarked.

With blue skies and temperatures in the low fifties, Mel, in between providing the history of PAT PENDING during its WWII service and "riffing" on his harmonica, passed out blankets to keep everyone warm and cozy. Blankets -

wow! - I think CYA members might do well to leave their boats at home and just ride around on PAT PENDING. Only the Canadian Board Members refused the warmth, preferring to remain in T shirts and shorts.

The trip took the group, some of whom had not been to San Francisco before, south along the SF waterfront, under the Bay Bridge, back up under the new Suspension Bridge portion, over to Alcatraz and then back to St.FYC. All in all a marvelous cruise thanks to the hospitality of Mel Owen. We were only sorry not to have Gig on board but her touches were to be seen throughout the boat.

The ACBS organization prides itself in its boats, and just like us in CYA, its members enjoy a well turned out vessel. Certainly its Board Members had a great up close and personal look at one the best on the Bay when it spent the morning on PAT PENDING.



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## Report on International Change of Watch *by Beverly Partridge*

It was a privilege to attend the Annual International Meeting of CYA in Mystic, CT over the Martin Luther King holiday. The USA fleet was our host and Ted Crosby and Dana Hewson together with Shannon McKenzie from Mystic Seaport arranged a fabulous week end. With an exciting plan for activities on Friday, many representatives arrived on Thursday. The modes of transportation were many as were the destinations because Mystic does not enjoy a large airport. Doug and Shawn flew into Hartford, CT, a large contingent from Southern CA arrived by train and the PNW group arrived at various times into Providence, RI. I had a little excitement on my flight to Providence as we received a storm warning before taking off from Oakland. In fact, my granddaughter called me from Chicago at 4:45 a.m. to say they expected six inches of snow! I had a stop in Chicago, but no plane change and happily, after a long de-icing procedure, we were airborne – the last flight out before the airport closed! Rather than rent a car, I waited for Margie and Jim Paynton to arrive from Seattle and shared an hour's limo ride with them.

We were staying in the charming Whaler's Inn, a delightful old building where the uneven floor in my room attested to that fact. Knowing about the early morning gathering, my four poster bed looked pretty good to me.

The bus was at our door at 8:00a.m. to take us on an all day tour that included first, in Bristol R.I. the Herreshoff Marine Museum and America's Cup Hall of Fame, of especial interest to us from the Bay Area ([www.herreshoff.org](http://www.herreshoff.org)). From there we visited the International Yacht Restoration School-Bristol campus to see actual hands on work being done.

Next, we enjoyed lunch at the Moorings restaurant in downtown Newport. Two long tables were prepared for us near the most welcome fireplace and a delightful menu was presented. Thus fortified, we set off to the IYRS campus in Newport. We

checked the progress of the restoration of the CORONET which some of us had seen on our visit in 2007. This 131 foot schooner was built in 1885. For her interesting history and wonderful pictures go to <http://coronet1885.com>. The IYRS started the restoration in 2010 after years of deconstruction when all the interior was



removed, catalogued and stored.

By 4:00p.m. all 24 of us were back on the bus for our return trip to Mystic arriving just in time to get ready for the "Welcome Aboard" party at the Riverwalk Restaurant hosted by the USA Fleet.

It was wonderful to see all of our "once-a-year" friends and a good time was had by all. Nevertheless, that four poster bed with its down comforter looked mighty inviting to me, especially with that early morning wake up call.

Saturday 7:45 –the mini van was ready to take us to Mystic Seaport to at-

tend to the business of our annual meeting. The meeting was smaller than previous ones with no "peanut gallery" as the total in attendance was thirty-five. All four international officers were present and all ten representatives as well. Shawn sat in for Patrick on Saturday and was elected International Rear Commodore. Executive Treasurer, Jim Paynton and Historian, Margie Paynton represented the appointed officers. Reports from all fleets were read. Reports were made

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# Report on International Change of Watch *by Beverly Partridge (continued from page 10)*

by committees and discussions of topics for Sunday's voting were held. David Huchthausen reported on the progress for the new CYA album and there was agreement that our website needed professional assistance to make it more user friendly.

Following a delicious buffet luncheon there was a behind the scenes tour of Mystic Seaport which included the Collections Research Center, the Boat Hall Collection of 400 boats and the restoration of the Charles W. Morgan, the last remaining wooden whaleship.

At 4:30 the van returned us to Whaler's Inn. The 49er game was on and it was hard to leave for the banquet and Change of Watch at 6:00. As always, this was a festive affair - good food and good fellowship as well as the formal installation of officers. Commodore: Christine Rohide, SC, Vice Commodore: Ted Crosby,

USA, Rear commodore: Shawn Ball, NC, Staff Commodore, Larry Benson, PNW.

Sunday 7:45 - van to Mystic Seaport and 8:30 board meeting. The most significant piece of new business was the creation



of a new classification of membership which will be the "Heritage" class. This will permit boats other than "pleasure" craft such as work boats now used as pleasure craft to join CYA. The board also expanded the criteria for the vintage designation by adding that membership may now be offered to a yacht launched after December 31st 1959 if it can

be established that the yacht has historical significance. It is left up to the applicant for vintage status to

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

provide the supporting documentation. Some criteria that were discussed concerned "rare" models, a final hull, such as the 1972 last wooden Stephens, Triple Crown, owned by Patrick Welch, or an imported international boat. Applications are apparently already in the pipeline.

After adjournment we again boarded our bus on our way to the U of CT Project Oceanology lighthouse and seal watch cruise ([www.oceanology.org](http://www.oceanology.org)). It was very, very cold, the seals were hiding and we weren't very close to many lighthouses. There was ice on some of the rocks and no heat in the boat so the steel decks chilled our

feet, but nevertheless we had a grand time and had nothing but wonderful thanks to the USA fleet for all their hard work.

The finale for this glorious week end was the gathering of those who had not departed for home at a delightful restaurant in Mystic. We had a private room that our group of twenty-four filled to capacity. Fond good-byes were said with promises of seeing all next year in Southern California.

## MARIN YACHT CLUB



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## Coming Events

### ***Opening Day on the Delta***

### ***Opening Day on the Bay, April 29, 2012***

*Treasure Island*

*Steve Kadzielawa, Chair*

### ***Stephens Rendezvous, June 9-10, 2012***

***location to be determined***

*Shawn Ball, Chair*

### ***Marin Car and Boat Show, July 14, 2012***

***Marin Yacht Club***

*Jim Sweeney, Chair*

### ***Corinthian Yacht Club, August 11-12, 2012***

*Jim Sweeney, Chair*

### ***Forget-Me-Knot, Remembering our Vets, September 15, 2012, Sacramento***

*Les Cochren, Chair*

### ***Delta Cruise, date and location to be determined***

*Shawn Ball and George Homenko, Chairs*

### ***Change of Watch, December 8, 2012, Tiburon Yacht Club***

*George Homenko, Chair*

### ***Lighted Boat Parade, December 22, 2012, Marin Yacht Club***

*Jim Sweeney, Chair*



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

