



Classic Currents

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



SUMMER ISSUE 2016

Inside this issue:

Commodore's Report	1
On the Waterways of France	4
Dispatch from the Delta	5
PICYA News	11
Upcoming Events	11

Commodore's Report *by Steve Kadzielawa*

Spring arrived and the NC Fleet hit the ground running. In a 60 day window, we hit the San Francisco Marina, Oxbow Marina in Isleton for the Delta Loop Festival, Downtown Petaluma, and Stockton for the Stockton Yacht Club Classic Car and Boat Show. In all, 15 of our fleet's yachts participated in one or more of these great events.

Our season kicked off with Opening Day on the Bay on Sunday, April 24th. The CYA yachts in attendance were *Eslo*, *Flamingo*, *Pat Pending*, *North Star II*, *Triple Crown*, *Califia*, *Donnella* and *Elizabeth*. The fleet led the parade along the San Francisco waterfront and was well received by the spectators ashore as well as those onboard the PICYA committee boat. So much so, that the Classic Yacht Association was awarded second place in the flags and streamers category.

The judging is based on quantity of participating



Petaluma Marina—May 2016

yachts as well as uniformity of presentation. I must say, when we are parading in formation we definitely look like we have our stuff together. If there was an award for "yachtyears" of loyal participation we would certainly take first place. This year marked 75 years, nearly to the day, that *Pat Pending* participated in her first opening day parade under the ownership of the Owen family.

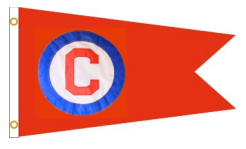
This year we added a new twist and a new venue for our post-parade potluck. At the conclusion of the parade the fleet remained in for-

mation and continued along the waterfront all the way to AT&T Park where the Giants were beginning a home game. Apparently the camera operators took note and our parading classics appeared on live television during the broadcast. Following the extended parade cruise, the plan was to return to the San Francisco Marina for our traditional potluck lunch. Thanks to Tom Clothier's

connections, we secured an area of the marina that would accommodate our entire fleet side by side. There was only one problem, the weather was not cooperating – I mean really not cooperating. By early afternoon, the winds and seas picked up making the ride back to the marina so undesirable that half the fleet wisely

Continued on page 2

Visit our website at www.classicyacht.org



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

opted out. The four yachts that toughed it out landed safely at the pot-luck but spent the first several minutes after arriving cleaning up broken glass, spills and other items that were launched about on deck and below during the pounding. The facilities and arrangement could not have been more ideal for our purpose. It's a shame we were not able to take full advantage. Hopefully next year it will be available and we can try it again.

The American Graffiti cruise to Petaluma in May began as a continuation of the conditions on Open-



Steve and Cheryl aboard Flamingo in Stockton

ing Day. Most of us departed from our home ports around the bay on Friday, the day an unseasonal strong low pressure system was sweeping across the area. The atmospheric conditions created strong sustained winds, small craft advisories and a very rough San

Pablo Bay. *Triple Crown*, *North Star II* and those of us aboard *Flamingo* tediously tacked our way up the bay and we were



On display at the Petaluma American Graffiti

thankful to reach the mouth of the Petaluma River. San Pablo Bay can be a real SOB sometimes. Once secure at the Petaluma Yacht Club, life was

good. In attendance this year were, *Catherine E*, *Sea Witch*, *North Star II*, *Triple Crown*, *Tule Lady*

and *Flamingo*.

Petaluma's "Salute to American Graffiti" is an annual celebration of the birthplace for the movie *American Graffiti*, featuring an impressive collection of classic

American cars, rock 'n roll music and a feel for the happy days of the 50s and 60s. The entire downtown is closed to

vehicle traffic and the daylong event welcomes spectators to stroll the exhibitions and enjoy

the various entertainment. The parade of classic cars cruising the boulevard included several that were actually used in the filming of the movie. Our classic yachts fit right in for the theme of the weekend. We ended it all with a fantastic pot luck meal at the Petaluma Yacht Club. This was our second year attending this event and will certainly be a regular stop on our cruising calendar and should be on every fleet members bucket list.

We have some exciting events on the calendar for the remaining part of the season. My last count had the fleet at well over 15 boats which tells me many are missing out on some great fun.

Corinthian Show September 9-11

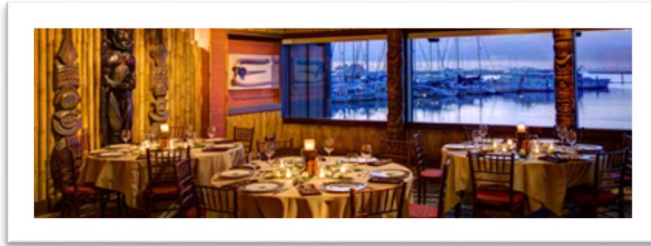
This popular show will again take place in Belvedere-Tiburon.

ELIZABETH, *ESLO*, *LA JOTA*, *NORTH STAR II*, *SUSAN GALE*, and *TRIPLE CROWN* are presently expected to participate.

Advance registrations will be essential Corinthian Yacht Club weekends. Contact Jim or Bernadette Sweeney to sign up and/or receive further details

OXBOW
MARINA
A Deluxe 429 Berth Marina on Scenic Georgiana Slough
800-848-1578
oxbowmarina.com
100 Oxbow Marina Drive Isleton, Ca 95641

**Change of Watch—Sunday, December 4, 2016
Trader Vic's, Emeryville**



In true Classic Yacht Association tradition our Annual Change of Watch Dinner will be held on Sunday December 4, 2016. Watch for more information in the coming weeks, but here is glimpse of what we are planning.

This annual event will be an early start at 5:30pm with a cocktail hour at the infamous Trader Vic's in Emeryville (this is where Mai Tai's were invented); dinner at 6:30pm; presentations at 7:45pm; and an after event social starting at about 8:30pm.

Besides the normal COW Dinner fare; we are bringing in entertainment with a Polynesian flair and a silent auction. Next to Trader Vic's is Emery Cove Yacht Harbor, home port to Ahalani and Aurora V, we are working with the harbor master to secure a few extra slips for that weekend for our members. Within walking distance is the Hilton Garden Inn in Emeryville who we are working with to block out a few rooms with special rates for those who travel from afar.

This first weekend in December is a great time to visit the Bay Area to enjoy the Holiday season. Emeryville is a short 12 minute drive into the heart of Downtown San Francisco. We hope whether you are cruising in for the weekend, hoteling overnight, or just joining us for dinner that we can accommodate all COW dinner attendees. Guests of members will be welcomed too!



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

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

I could be wrong but I think I am the third member of our fleet to rent a canal boat and cruise one of the many beautiful waterways of Europe. Many years ago Tom Clothier related his adventure with Nancy and Bob and Beverly Partridge after they had come back from a voyage on a canal in England. I am a little vague on the details of this trip except for the fact that the barge they rented was about sixty feet long and quite narrow as the English canals are narrower than those typically found on the continent. I remember Tom telling me that Bob had some hard times handling the craft as the pilot house was at the rear of the boat and calculating a turn in the canal often resulted in a miss with the barge plowing into the opposite bank when the turn was not executed soon enough. The trip sounded great and, I think, from that day forward I had made up my mind to find an opportunity to follow in the footsteps of the Clothiers and Partridges. That time, however, was many years away.

The next voyagers, Scott Andrews and Susan Takami, our Commodore at the time, rented a boat and we all enjoyed their tales of the trip last year as

it was reported by them in our newsletter. This time Scott and Susan's trip was made in France, and from all accounts it was a great success. Since I had retired (well almost) I thought that 2016 was my time to live the dream, and talking up the possi-

to put a number of wishes together for what turned out for me to be a three week tour. Thanks to "Cass" our itinerary was put together, airlines tickets bought and on June 15th we were in the air to Paris.



Rental boat from the Nichols Company at their port of Rogny-les-Sept-Ecluses

bility of the trip with a number of people, my friend Eric Luse, the wine maker up in Sonoma and his companion, Cassandra Walker, and Eric's son, Ryan stepped up to the plate, and the trip became a reality. Eric and Cass had wanted to tour France to see some examples of French wine making techniques so this became a great opportunity

Paris, as anyone knows who has been there is a beautiful city, and every-

one there couldn't have been nicer. The old rumors that have the people of Paris as cold and haughty describe things of the past. Nothing could be farther from the truth and we enjoyed ourselves for the days preceding our boat rental from the Nichols company, one of several firms that rent boats all over Europe. Taking the train, then a taxi to our departure point we arrived from Paris mid day and moved on board in anticipation of an early afternoon start arriving at the next port of call by nightfall. That was the plan anyway. The weather wasn't cooperating at this point and it had started to rain and while the boat had wipers, visibility wasn't good. In addition our boat was not all that cooperative in terms of going where I wanted it to go. Now mind you there are no real currents in these canals, nor are they wide

10% CYA Discount

**HAUL-OUT
PAINTING
REPAIRS**

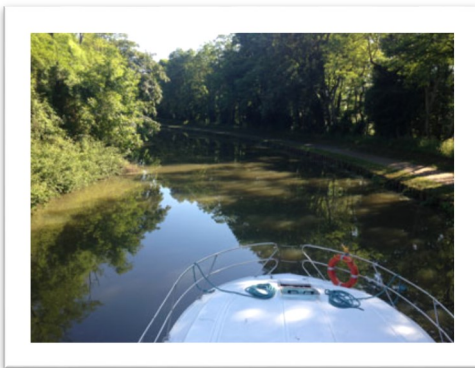
Mike Linder
2360 Marinship Way
Sausalito, CA 94965
(415) 332-5744
Fax (415) 332-0938

enough to build up any appreciable chop, but getting used to a single engine diesel was a bit of a challenge at least at first. The second obstacle we ran into was the locks. This route that was chosen started off with about 17 locks all at once going up then going back down. It takes a good 15 to 20 minutes getting through the locks if everything cooperates, that is if the lock is in position for you to enter it directly instead of waiting for it to drain or fill as it might be if someone has recently gone through it before you. One or two locks is charming to be sure, 17 locks in the rain is a pain in the posterior. Oh, and I failed to mention that the locks close at 7 PM so if you haven't made it through by then you are stuck at that point which happened to us on that first night. Fortunately, where we had to tie up was not that far from the first village we planned to stay at so all worked out in the end.

Our boat was a comfortable craft. It had five cabins, so we used the least attractive of the five as a storage locker for our stuff. It had two heads with shower and a separate wash basin. Along

with a well designed galley and mess and aft open deck, we were quite comfortable. The boat had a “fly bridge” of sorts but it wasn't all that useable since if you were to sit up straight to pilot the boat from this station you would inevitably hit your head on the many low bridges that you would pass under if you weren't careful.

After that first rainy day the weather started to get better and even though it was overcast much of the



time it wasn't cold, and those couple of days when the weather did clear up it was quite warm. The route we chose featured a small village about 3 to 4 hours apart. You cruised about 5 knots creating very little wake, if any, so the pace was leisurely. Just about every village had a bakery for morning treats, a wine and cheese shop, a butcher shop, and a couple of places featured medium sized “super mar-

kets.” Each village had at least two small cafes where for 12 to 30 Euros you could find great menu choices. Often, too, villages would provide on-shore showers and rest rooms for boaters that were quite nice and always clean.

Our tour up and down this series of canals of the upper Loire river valley was very relaxing and pleasurable. The route we chose took us through beautiful agricultural lands and forests, lacking, however, the larger towns, except for Briare, that featured the monumental architectural history of the land. Other routes would be better if your goal was to be able to view cathedrals, chateau, fortresses, or walled cities that one can find along other canals. We wound up our trip after we left our boat motoring by car through the lower Loire that features the largest chateau and beautiful vineyards, and

we toured as many of those that we had time for. Eric had previously been in contact with two winemakers in the region so we received the grand tour along with tastings of some spectacular wine.

Would I do this trip again. You bet I would, and I am going to start planning one in the south of France along the famous Canal du Midi and the beautiful walled city of Carcassonne. If anyone wants to join up with the summer 2017 cruise we could make it a CYA event. Let me know. If you do get serious I would recommend getting ahold of Guides # 7 and 12 of the series EDB Waterways Guide, Editions Du Breil. www.carte-fluviale.com. This is a great source of information about the French canal system for each region you might want to cruise in with detailed maps and information about the local sights.

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

Gary Clausen **Bob Wilkerson**

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

Well, you win some and you lose some. One of our losses this time is *Cielito*, sold to a family in Florida and hauled away on a truck last month. Word has it that the yacht made a safe journey to the south without any appreciable damage and will now reside in front of a riverside home, hopefully to be loved and cherished as the McMillens had done for so many years as a member of our fleet. Mont and Cynthia had many adventures on board *Cielito* most notable, I suppose was the trip back to the East Coast that began with the trucking of the yacht back to the Great Lakes and the subsequent journey from there along the East Coast waterways to Louisiana and back up the rivers to the place where she was first put in the water. I was lucky enough to join Mont and Cynthia in Florida and spent a wonderful week cruising the west coast. Adieu, *Cielito* may you be cared for with the love of your previous owners.

A big (both figuratively and literally) loss this year is *Acania*. Dave Olson has found a new owner for this magnificently restored yacht, and wouldn't you know it, once again in Florida. *Acania* will be motoring out the gate this month. The planned

move to the East Coast will follow extended cruising for the new owner in the Pacific North West.

So on to the "win". While this 36 foot 1940 Chris Craft Express Cruiser is not yet a member of our fleet, I am working on it. It is berthed next to that one previously occupied by *Cielito*, one over from *North Star II*. The couple who now owns this yacht have almost completed an extensive cosmetic and engine overhaul and thanks to the efforts of Rick Bruser, another one of my neighbors at Fortmans, this yacht is looking very fine. This Chris Craft is a unique yacht in that it features an open forward cockpit accessed through the forward cabin. This feature is reminiscent of the commuter yacht designs found commonly on yachts from the East Coast, but is quite a rarity out here in the west. Hopefully, I will get a chance to meet the new owners soon and convince them that membership in the CYA would be of benefit to them.

Our covered berths at Fortmans houses a number of fine wooden yachts, Mal Weaver's *Nirvana* is

there along with new members Marvin and Donetta Arshawsky and their nicely restored *Kennett II*, a 1927, 39 foot Matthews which joined us on the Opening Day on the Bay parade this year. Welcome Marvin and Donetta.

North Star II developed a leak around the strut blocks awhile ago and it was time to see about getting it fixed. But where to

than four. Swensons it seems is also going through some administrative changes that made a decision to use them problematical. Maybe they will get their act together but at the moment their service response rates a D in my opinion, and I would be hard pressed to recommend them at this point. A second possibility that I

found was a wood specialist who worked out of the Berkeley Marina. I contacted him and he promised to get back to me but he never did and I was left assuming that he was just too busy to take on new work. My third choice was KKMI in Richmond. My son, Chris had hauled his new sailboat out there in

the Fall and I went over to help him with some work he was doing. I was impressed. The yard was competently managed and everyone I met was friendly and helpful. It was just that much further away for me, so I considered it last. As it turned out KKMI worked out well because after the Petaluma cruise I went straight into the yard and the next Monday as they



Eslo at San Francisco Marina Opening Day 2016

go? For many years I had hauled the boat in different places in the delta but since I was now in the Bay I thought it was time to try and find a new boat yard that was closer to home. Two thoughts, actually three, came to mind. First, Swensons because it was so close, but the facility was limited by the fact that their carry-all could only manage two straps and *North Star* had never come out of the water that way with less

continued on page 7

promised I was hauled out with four straps, invited to stay on my boat while the work was being done and made myself at home for a little over two weeks while Joe Ribera tore into the aft area of the yacht finally replacing over five frames and five floor timbers along with eight feet of the garboard planks on both sides of the keel. So much for a small leak around the strut blocks. Wood burn from electrolysis was the culprit and it did a good job on the hull. Joe is a very fine wooden boat carpenter. His work was precise and when he had completed the repairs and the boat was back in the water there was no evidence of any leaks in the area he had worked on. That is not to say that the boat did not leak until the hull swelled up, but just not leak where Joe did his handiwork. Project manager Jock O'Brien was on hand during the entire process and kept me informed as to how the bill was increasing as we went along and provided many helpful ideas on the best way to handle the repairs as we got into the project. All in all I felt the overall cost was reasonable and the service terrific and I would certainly not hesitate to recommend this boat works to anyone

looking for a place to haul out. At the end of the project they even give you a bottle of wine as a going away present. KKMI is also a long standing advertiser in our newsletter and Paul Kaplan, one of the owners of KKMI, is a member of the Classic Yacht Association.

Any member of the club who has been around me for any length knows how I feel about the Bay. For those who haven't heard me express an opinion here it is: most of the time I hate the bay. Its too cold, too windy and, consequently too rough. Our Commodore, Steve K, has already reported on the conditions for Opening Day and the Petaluma event. We got beat up big time both times. The cruise back to Richmond from Petaluma was better but things became rougher as the day wore on as is the custom so by the time I made the Richmond channel we

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

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

510-205-3789 jeff@rutherfordboats.com
900 Hoffman Blvd., Richmond CA 94804

weren't having fun anymore. Two weeks later when KKMI had put *North Star II* back in the water I brought her back to Alameda with Patrick Welch. Once again we got beat up although with the wind coming in from the south west we smashed into the waves head on, so with lots of water over the bow we tacked up to Alcatraz then made a 180 and took the seas on the stern to Treasure Island, rounding the point into calmer waters which remained that way until we hit the Oakland Estuary. I like the Oakland Estu-

ary and Alameda is a nice place to hang out. So for the time that *North Star* is in the Bay waters berthing at Fortmans is just fine. There are still plenty of covered berths available at Fortmans up to 42 feet in length. These berths were built for our old narrow hulls and the newer boats don't fit being too wide for them. So if you are considering moving, take a look at Fortmans before you make a decision on where to go. And no, I am not getting any rent reduction for my recommendation of this facility. It's not a bad idea though.

We started the season with the Delta Loop Festival on the weekend of May 7. Kim Korth and her family invited the NC Fleet to Oxbow Marina for a classic boat show. *Makato* (Scott Andrews & Susan Takami), *Catherine E* (George Homenko & Candice Gable, and *Ranger* are all berthed at Oxbow so it was a short trip for them. Unfortunately George took ill and was unable to bring *Catherine E* over to the guest docks. Tom and Nancy Clothier brought *Eslo* up from San Francisco and picked up Dick and Mavis Engfer along the way with *Hiltot II*. Rob & Susan Bernhard pulled in Saturday aboard *Susan Gayle* coming from Bethel Island.

Friday evening a bunch of us headed to The Point Waterfront Restaurant for an excellent dinner with time to catch up on gossip. The Point is back to its glory days with great food, great service, and reasonable prices. Check it out if you find yourself in Rio Vista.

We had about 100 visitors from all over Northern California for the show on Saturday. They all enjoyed the boats and talking to the crews. The



Ranger with Bill and Sue Wells at the Oxbow Show

weather was a little sporadic with even a shower or two but that did not dampen the enthusiasm. You can say a lot of folks love old boats!

In late June several boats attended the Stockton Yacht Club classic Car, Boat, and Bike show. Sue and I cruised over from Oxbow Marina on a hot day but the breeze coming off the river cooled things off somewhat. We arrived in mid-afternoon on Friday the 24th *Eslo*, *Triple Crown* (Patrick Welch), and *Catherine E* were already there. After we were secured at the guest

dock George and Candice invited us onto *Catherine E* for hors d'oeuvres and a glass of wine. At some point Steve and Cheryl Kadzielawa pulled in with *Flamingo*. That evening after a few beverages on *Catherine E* we went up to the clubhouse for an excellent dinner. And later called it a night.

On Saturday the 25th a few hundred folks came by to admire the boats, cars, and motorcycles. Richard Dunn brought his 1926 Stephens Runabout over. She is beautiful and kept in pristine condition by

the winners being: *Triple Crown*, *Eslo*, and *Catherine E*.

Randy Welch, the organizer of the show took Tom Clothier, David Rajkovich (Stockton Maritime Museum) and me for a ride in AP Giannini's 1933 Lincoln Model KB sedan. Giannini you will remember founded the Bank of America and was instrumental in helping California recover from the great depression in the 1930s. This Lincoln was one of only 52 KB model five passenger sedans sold in 1933. Ironically, apparently Giannini never learned to drive an automobile. He drove horse buggies but by the



Enjoying a traditional CYA potluck at Oxbow, saluting George and Candace, with George sick at home

Richard. Three of the boats were awarded the Peoples Favorite award,

1920s he was too busy to learn and hired a chauffeur to drive his cars for him. The car with its

V12 engine, long wheel-base, and huge wheels rides about is smooth as you can get. We felt very important cruising around the neighborhood.

The grounds of the club are beautiful, you can imagine Jay Gatsby and Daisy Buchanan walking around hand in hand discussing their future. Unfortunately, the weekend came to an end. Richard Dunn took his Stephens back to its

home at Riverpoint Landing. *Eslo*, *Triple Crown*, *Catherine E*, and *Flamingo* all left on Sunday and headed to Korth's Pirate's Lair to stay for a day. I stayed over at the club for an extra day and cruised back to Oxbow on Monday.

Check out the Delta Chambers website at www.californiadelta.org for a roundup on all things Delta.

You can visit us on facebook:

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



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

August 19-21, 2016

These activities are planned.

1. Friday evening, August 19th, we will join a private "Woody Whoopie" party at a spectacular waterfront estate on the shore of Carnelian Bay. Attendees are required to bring something to put on the grille for themselves, their own beverages, and a dish of food to share. Everything else (music, tables, chairs, charcoal, dinnerware, napkins, glasses, etc.) is provided by the Northern California/Lake Tahoe Chapter of the ACBS. Plan to arrive on or about 1730 hours.
2. Saturday afternoon, August 20th, we will hold another of our "on the deck" NC Fleet cocktail and dinner parties at our South Lake Tahoe home.
3. On Friday, Saturday, or Sunday, we encourage visits to the new Maritime Museum campus in Tahoe City and/or viewing the John L. Hacker designed 55 ft. commuter/yacht THUNDERBIRD restoration at the East shore's legendary Thunderbird Lodge.



Advanced reservations are essential if you plan to attend the Lake Tahoe weekend. Contact Jim or Bernadette Sweeney to sign up and/or receive further details

When an event turns into a tradition is rare, and our Kruzin' 4 Kidz cruise has become just that, a tradition of our CYA Fleet. It's hard to believe that over five years ago, from the vision and hard work of our two past Commodores, John Di Lillo and Shawn Ball, and with a suggestion from John's late daughter to collaborate with the then Oakland Children's Hospital (now the Benioff Children's Hospital in Oakland and San Francisco) an incredible experience was created for children patients, their families, the people who take care of these valiant young patients every day, and our yacht owners and crews. This event requires the collaboration of not only our CYA Fleet and Bridge but also The Port of Oakland, The Jack London Association, The USS Potomac Foundation, Oakland Police Department, San Francisco Police Department, and San Francisco Fire Department. Also the support of volunteers from the local Vietnam Vets and the Sea Scouts.

Led by our Co-Chairs Commodores Shawn Ball and John Di Lillo, on October 15, 2016; once again for the fourth time,

our CYA Kruzin' 4 Kidz escort fleet and the USS Potomac will venture out into San Francisco Bay with over 300 passengers. Our escort fleet will be casting off from Jack London Square at 1030 hours and returning at 1230 hours. As of this report, we have confirmed the participation of the following yachts to be in our 2016 Kruzin' 4 Kids Fleet: USS Potomac, Wanda, *Triple Crown*, *Shibui*, *Sea Breeze*, *Miss 102*, *Maverick*, *Ahalani*, and *Aurora V*.

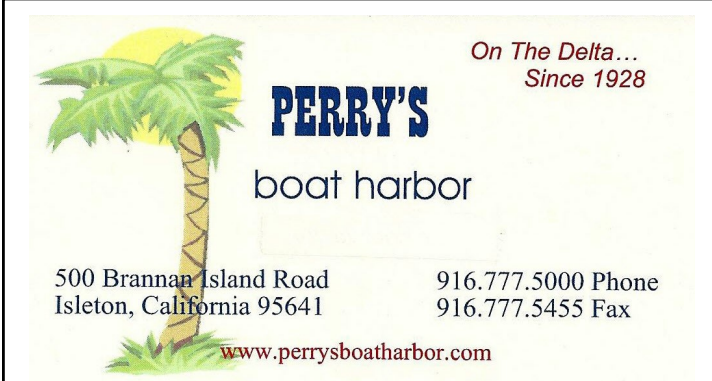
Any classic yacht owner who is interest in providing their yacht for Kruzin' 4 Kidz, for details please contact Kruzin' 4 Kidz Dockmaster Gerry Kamilos at gkamilos@kamilos.com. Each escort yacht shall be required to have a minimum crew of a captain/skipper and a first mate and each yacht will be taking a safe number of passengers.

With the excitement generated by Kruzin' 4 Kidz; the Jack London Square Association (JLSA), responsible for all events at Jack London Square (onshore), has been inspired to create an event that complements our CYA presence during Kruzin' 4 Kidz Weekend. JLSA will be formally an-

nouncing later this Summer; Vintage Weekend. This onshore event will be completely managed and presented by JLSA and will be held on October 15th and 16th. They have asked that our Kruzin' 4 Kidz escort yachts remain after returning from the cruise to be available until 1600 hours on October 15th only for dockside viewing by the public. JLSA will provide security. In addition, to the escort yachts, JLSA has requested that CYA secure another 8 to 10 classic yachts to be available for dockside viewing from 1000 hours to 1600 hours on October 15th only. The JLSA has offered both for escort yachts and any classic yacht participating in Vintage Weekend free dockage for Friday, Saturday, and Sunday. Along with our classic yachts, JLSA is coordinating with the Antique Classic Boat Society (ACBS) to display their woodies on

trailers in the Square and local classic car clubs to do the same. Vintage Weekend will also have vintage displays, vendors, food trucks, and games for kids. This will be a great event for our Benioff Children's Hospital guests to enjoy after the cruise. Anyone who is interested in having their classic yacht participate in the Vintage Weekend @ Jack London Square; please contact Gerry Kamilos at gkamilos@kamilos.com.

Even if you do not have a yacht participating in these events; this will be a great weekend to visit Jack London Square to see some awesome classic yachts, enjoy the woodies and classic cars in the square, and to see all the new happenings at Jack London Square, www.jacklondonsquare.com.



*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

Coming Events

ACBS Tahoe (the Sweeney's house),

August 19-21
Jim Sweeney, Chair

Weekend at the Corinthian Yacht Club and Boat Show

September 9 to 11
Jim Sweeney, Chair

Forget Me Knot

(TBA) September—Sacramento
Les Cochren, Chair

Grindstone Joe's Member/Guest Cruise-In

September 17-18
Scott Andrews/Martin McNair, Chairs

Stephens Rendezvous

September 23-25 Rio Vista
Scott Andrews, Chair .

PICYA Wheelchair Regatta

September 24—Alameda

Kruzin 4 Kidz

October 15—Jack London Square, Oakland
Gerry Kamilos/Shawn Ball, Chair

Vintage Weekend at Jack London Square

October 15-16th
Gerry Kamilos/Patrick Welch, Chairs

CYA NC Change of Watch

December 4—Trader Vics in Emeryville
Gerry Kamilos, Chair

Lighted Boat Parade

December 3 — Jack London Square.

Lighted Boat Parade

December 10—San Rafael
Steve Kadzielawa, Chair

PICYA News—by *Jim and Bernadette Sweeney*

The NC Fleet won the second place award in the "Flags and Banners" category of the 2016 "Opening Day on the Bay" parade.

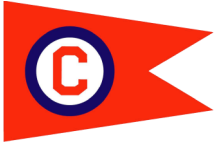
Thanks to a deluge of letters from PICYA members the California Assembly bill to spend recreational boating funds on the disposition of derelict/abandoned commercial vessels has been defeated. This essential work will be funded by other means.

The Tahoe Yacht Club invites PICYA members to stop in for a visit during the August 6th and 7th Concours d' Elegance.

The annual Wheelchair Regatta honoring institutionalized veterans will be held on September 24th.

The 30th Annual "Make A Wish" Delta Cruise Event will be hosted by the Bridge Marina Yacht Club on October 1st.

Check the PICYA website for further details on these activities. Of twenty-eight applications, four scholarships will be awarded to college students of PICYA families this year.



2380 Bay St.
San Francisco, CA 94123

2016 Board of Directors

Steve Kadzielawa, Commodore—Alan Almquist, Vice Commodore
Gerry Kamilos, Rear Commodore—Susan Takami, Staff Commodore
Nancy Clothier, Corresponding Secretary—Susan Takami, Recording Secretary
Tom Clothier, Treasurer
Jim and Bernadette Sweeney, PICYA Rep
Alan Almquist, Newsletter Editor —Scott Andrews, Web Coordinator
International Representatives—Jim Sweeney and Scott Andrews
Jim Hackworth, Historian

CLASSIC CURRENTS

PLEASE SEND ARTICLES, PHOTOS OR "For Sale" to: Alan Almquist ajalmquis@yahoo.com

CLASSIC CURRENTS IS PUBLISHED 3 TIMES A YEAR: *MARCH, JULY & NOVEMBER*
Next deadline for articles is October 15, 2016