

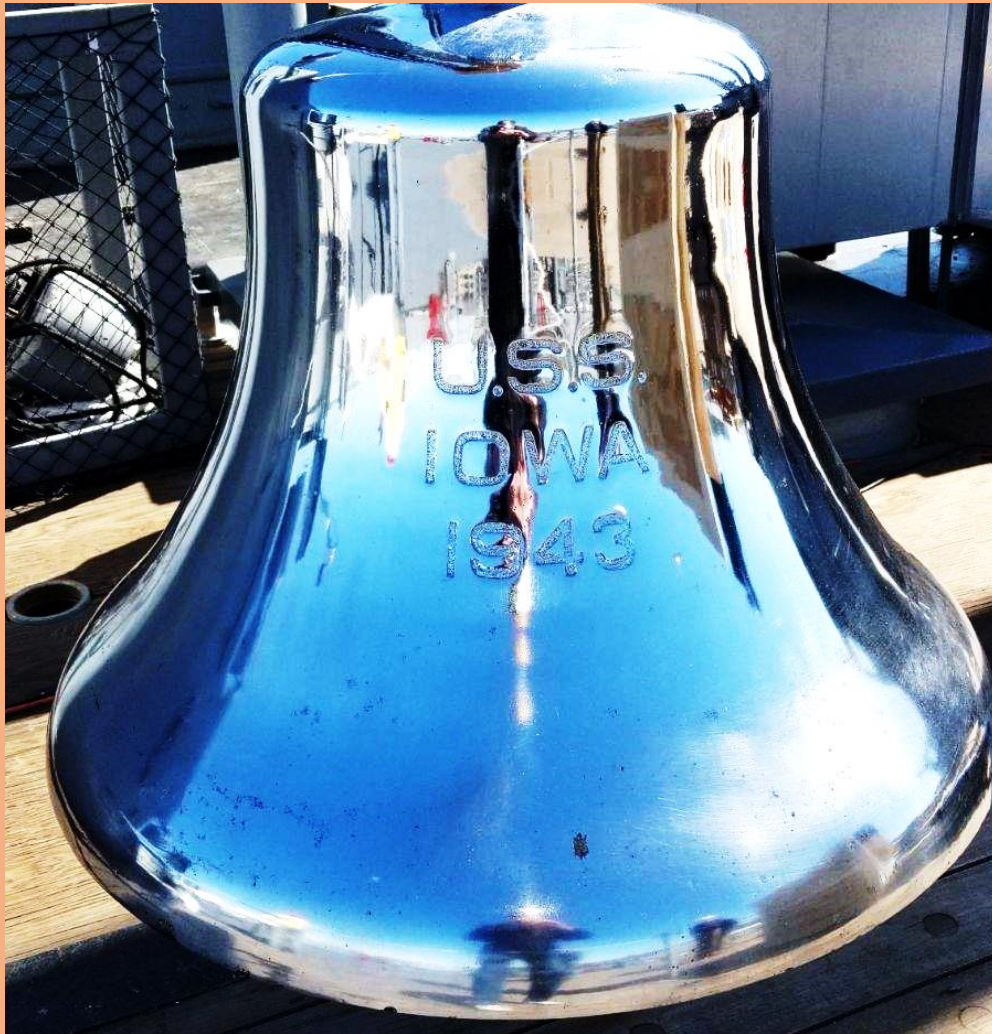


# CLASSIC TIMES

FALL 2020

SOUTHERN CALIFORNIA FLEET ♦ CLASSIC YACHT ASSOCIATION

OUR 50<sup>TH</sup> YEAR



*- photo by Jim Kroeger*

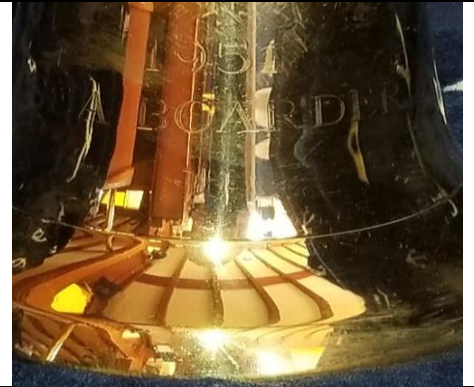
## FALL BELLS & ALL'S WELL

The bell of the USS Iowa “came home” exactly 75 years after the ship was commissioned, arriving at the Port of Los Angeles for its 75th anniversary party in 2018.

The bell was returned to the ship from the State of Iowa where it had been on display at the State Capitol for more than 25 years, arriving at its namesake ship on the exact date of the Iowa’s commissioning — February 22, 1943.

Under a loan agreement with the Navy’s History & Heritage Command, the bell will remain on the ship for three years with an option to extend that loan.

# Cover Story



Aboard the USS SPRUANCE during last year's Fleet Week, we learned that it is a naval tradition to baptize children by inverting the ship's bell and using it as a baptismal font.

The names of the children baptized in this honored way are then engraved inside the bell.

*"Ring out the old, ring in the new,  
Ring, happy bells, across the snow:  
The year is going, let him go;  
Ring out the false, ring in the true."*

*Ring out old shapes of foul disease;  
Ring in the valiant man and free,  
The larger heart, the kindlier hand;  
Ring out the darkness of the land...."*

**Alfred, Lord Tennyson "Ring Out, Wild Bells"**



- photo by Rick Olson

*At midnight on New Year's Eve, 16 bells are struck – eight bells for the old year and eight bells for the new.*



From time-keeping, signaling, and sounding alarms to a wide variety of ceremonial uses, ships' bells have long occupied a place of importance.

The bell is used to signal the arrival and departure of the ship's captain, a flag officer, or other dignitary.

Bells are also sounded in the event of an emergency aboard a ship. For example, in the event of a fire the bell is rung rapidly for at least five seconds, followed by one ring to indicate a forward fire, two if the fire is midship, or three if the fire is aft.



# 10 Interesting Facts About Ship's Bells

❶ The lowest ranking and youngest members of the crew were the "ship's boys" who were responsible for keeping time aboard the ship. Every time the hourglass (which actually held just 30 minutes worth of sand) was turned, they would ring the ship's bell in a distinct pattern. That pattern told sailors how far they were into their watch.

❷ Before the advent of time zones, the only way to be sure of accurate time at sea was to confirm high noon by using a sextant and the sun. The bell ringing pattern for noon is: 2 bells-pause, 2 bells-pause, 2 bells-pause, 2 bells.

❸ Bells were always rung in sets of two with any odd bells coming at the end of the sets. This pattern made it easy to count the bells and know what time it was.

❹ There were eight half-hour periods in a typical four-hour watch so "eight bells and all's well" meant that the sailors had uneventfully reached the end of their watch.

❺ Each 24-hour period was divided into seven watches. Starting at midnight, each watch lasted 4 hours except for the *dog watches* (from 4 to 6 and 6 to 8 PM) which were only 2 hours each.

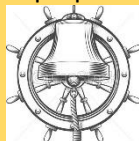
❻ Ship's bells are traditionally engraved or embossed with the name of the ship and the year it was launched. In the event of a shipwreck, the bell was often the only positive means of identifying the ship.

❼ According to maritime tradition, even if a ship's name is changed, the original, unchanged bell should remain with the ship.

❽ "Eight bells" is a nautical euphemism meaning a sailor has "finished his final watch" or died.

❾ Bells are also rung as an honor salute to announce visiting officers or other dignitaries. The number of rings is equivalent to the number of guns that would be used to salute that person.

❿ In modern usage, the bell's most important function may be to announce a ship's position during heavy fog.



## The Jim Butz Collection of Bells

- photo by Rick Olson

Jim Butz, 1992 Commodore of the Southern California Fleet, has an extensive nautical collection integrated into the interior display of his home.

(1) The dark bell in the upper left is from Normandy, a gift from a French friend. (2) The bell below with the ornate mounting around it is an Admiral's Bell, presented when you become an Admiral - although this one does not have any name engraved on it. It was purchased at a shop in Santa Barbara that would only open for 2 hours a day. (3) The heavy bell at the top right was collected at a little shop in St. Helena wine country. The shop owner "was a guy who didn't want to sell anything" - however, after conversation about old boats . . . the bell was purchased. (4) The fourth bell was purchased from Minney's in Newport Beach with no particular story. Jim's collection also includes smaller bells, including one from SEA DOG.



# Commodore Roar

- by Janet Beggs, 50<sup>th</sup> Commodore

## Surviving A Bummer Summer



Completing a watch with no incidents to report was "Eight bells and all is well." Due to no fault of our own, we had a summer season with no incidents, no events, no nothing, nada, to report.

### Commodore's Cruise

With a lack of CYA events and rendezvous this summer, we spent more time kayaking than yachting. But I really enjoyed these mini

kayak-versions of the



"Commodore's Cruise" around Alamitas Bay, Spinnaker Coves, and Long Beach Basin 7. It was fun to discover so many wooden classics tucked away in the back bays and to check on our member vessels. Sometimes we were even able to have a waterside chat with one of our skippers. It was nice to still feel a sense of community.



We enjoyed a visit with the skipper of KINSAI, a medical doctor and former CBS executive who currently has the longest running medical show on PBS. He feels he's not eligible as a classic due to the party-size hot tub on the aft deck, but it is impressive that he found this vessel in China and actually cruised her back to Southern California.



One thing that all medical "experts" and news commentators seem to have agreed on is that Vitamin D gives us one element of protection from the Covid-19 virus. And what is the best way to absorb Vitamin D? When our skin is exposed by the sun! I'm looking for a statistic that proves boaters build up a stronger immunity. Wouldn't that be wonderful?



## NEWS FROM THE BRIDGE

At the initial request of several Members, and by e-vote of the Membership, the 2020 Bridge will continue to serve for another year. A hopeful planning calendar of events will be published in early January. We will need to be cautious yet creative in our planning, so if you have any suggestions, please feel free to share them with Commodore Beggs.



With the unexpected passing of Cris Rohde who played such a vital role in the administration and continuity of the club, the Bridge's Fall meeting had the important task of re-assigning her duties. During this particularly unusual time, the decision was made to fill her positions as Interim Positions until the next election and change of watch. Elissa Olson has volunteered as Interim Treasurer and we are in the process of transferring access to our banking account. With the help of Bill Brantley, Rick Olson has taken possession of the CYA historical records and will begin sorting thru them as Interim Historian. Jim Kroeger will be step in for Interim Membership. John Peckham has volunteered to take over Cris' CYA post of reviewing Vessel Registrations. A very large thank you as we make this transition.

We ask of our Members that if you are interested in serving the club in any of these capacities, that you please contact Commodore Beggs.



A memorial donation of \$300 was received from Anne Olson.







In celebration of our 50th anniversary, **Classic Times** will feature our founding yachts that are still in the So Cal Fleet  
~ COLNETT, CONQUEST, RANGER, VERA LEE II ~

## ◆ Colnett ◆

CYA Vessel No. 13 and one of the Southern California Fleet's original 13 charter yachts, COLNETT, owned by Bunker & Kathy Hill & Family, is moored at the Newport Harbor Yacht Club. This 1924 42' vessel was designed by Edson R. Schock in Wilmington, California.



Owner Bunker Hill believes that COLNETT is the **OLDEST STILL ACTIVE SPORT FISHING BOAT ON THE WEST COAST** and probably in the country. "She was designed with that spirit and intent." Bunker has the original line drawings which he acquired in Mystic. "In the build they put the aft mast on the boat, added a square window in the side of the cabin and changed the position of portholes. And it had an early version of a tuna tower."

### The Tuna Club ◆ A Kinship With RANGER

COLNETT shares many similarities with RANGER, another of our Legacy Yachts. Both were members of Catalina Island's infamous Tuna Club. In fact, owner Bunker Hill believes that COLNETT was built as a similar vessel because of the successes of the 1917 RANGER. Not only were they successful sport fishers to the delight of their award winning fishermen, but they are among the rare vessels that – with good stewardship - have withstood the test of time. Both RANGER and COLNETT returned to the Avalon Harbor and were present for the 100th anniversary of the Tuna Club in 1998.

In 1938, COLNETT was sold to Captain Frank Bivens who intended to catch broadbill swordfish on Tuna Club regulation tackle. However, following World War II Mr. Bivens decided to travel and sold the boat to friend and fishing companion Ken Neptune. Both Captains Neptune and Bivens served as presidents of the Tuna Club so she served as Flag Ship multiple times.

### Awards

COLNETT has a long legacy of Opening Day Awards and is spoken about significantly at the Newport Harbor Yacht Club. She won the "Mayor's Choice for Best Powerboat" at the Newport Beach Wooden Boat Show in 2014. Bunker Hill says "We're not trophy collectors. It's not necessary. We haven't done much in campaigning other than the Wooden Boat Festival. We support that event the best we



can. We enjoy taking someone on board who doesn't usually get to touch something like that - the strangers that are not able to experience [the vintage boating lifestyle] – I enjoy that." Bunker, a marine surveyor by trade, cares more that a vessel is seaworthy and organized for safety than about pedigree and shiny condition. In 2014 COLNETT won NHYC's sought-after Shirley Meserve Award which is given to the yacht that is best prepared to go to sea. That is a more important award to the Hill Family.

### Generations ◆ Inspired to Stewardship

"When I was a young guy, well, I knew about the boat most of my life. I had been doing a lot of sport fishing since I was 14 and we would see her fishing off Catalina. At the time she was owned by Ken Neptune, an original member of CYA and he had owned her for about 60 years!" Bunker had his eye on her even then.

"Today we mostly use COLNETT for cruising to Catalina as a family but we still do some fishing from it. When we bought her, the first 12 years were with a partner. But when children were in college and weren't there to use it, we discussed selling."

"Then *my* kids came and said, 'we don't want to sell the boat'. 'I understand. I don't want to put on any more weight and I don't want to go to work tomorrow. I think that, unfortunately, the time has come and we should be grateful for the time we had with this old girl.' But they were *serious*. The 4 kids were willing to buy the partner out and pay for half the slip rent." So when the owners of COLNETT are listed as Bunker & Kathy Hill & Family – that is exactly accurate. ◆ Bunker would like to participate more actively and get to know the CYA members more.

# Memoriam

*CYA loses 2 significant members*

*~ both Marina-del-Ray Chris-Craft live-aboard residents ~*



*Christine Rohde and Bob Grue*

**Bob Grue** passed away August 22, 2020 at the age of 88 as a result of the Covid-19 virus. The owner of the Chris-Craft FOUR KINGS moored in Marina del Rey, Bob was an active member and a good friend to many.



Bob was a long time resident of Marina del Rey where he lived until recently aboard his 42' Chris Craft, FOUR KINGS. A gracious host, he enjoyed his craft by having friends and family aboard on his frequent cruises to Catalina. Bob was an active contributor to CYA events and we especially enjoyed his skill at the barbecue for our club's annual Saturday night dinners on "Old Fashioned Day" weekend. We will miss you Bob.

– Jane Aucreman



Bob made a point to share his wonderful friendly smile and a firm handshake each time we met.

Being in the presence of a genuinely content man was a joy. He had it figured out, his life, his boat, his Harley, his legacy, and his happiness.

Bob now joins our friends that have also passed and are in a place of peace, with a warm wind in his face, a smooth twisting road, a gentle following sea and a smile on his face.



Some time ago, Bob and I sat aboard his wonderful Chris Craft FOUR KINGS at the Island. He asked me if I was ok? We talked and in his gentle voice he shared some friendly advice. At the time it made perfect sense and I received it with enthusiasm. I understood he was giving me his insight, a gift. Unfortunately, I filed it way, and continued on with my life as usual the "Work Horse".

After receiving Rick's e-mail last night, I was working late and I realized how wrong I was for doing that. I had set aside a gift from a wonderful man that had "figured it out" he knew what I needed and how to help me. I'm going to promise to make that right. I'm going to take his advice, put it to good use, and be part of Bob's legacy.



Godspeed Bob Grue.  
Thank you!  
**Drew Miser**

# Memoriam



**Christine Rohde** passed away September 7, 2020 from a recurrence of leukemia. Although she had no surviving family, ***CYA has always been her family, her friends, and her mission.***

She served significantly as Commodore, Treasurer, Historian, and Membership / Fleet Registration. The Fleet had no need for a designated Sergeant-at-Arms or Parliamentarian because Cris always filled those roles too. She was the creator and coordinator of the Fleet's oldest running event "Old Fashion Day at the Park". She appeared on the cover of **Classic Times** Summer 2020 Edition. ♦

I just wanted to express how devastated I was to hear of Cris Rhode's death. It was particularly tough since I wasn't aware that she was ill. I was so happy that I was able to spend some quality time with her at our Change of Watch here in Seattle in January.

**- Commodore Diane Lander - CYA International**

We send our heartfelt condolences to you and the entire SC Fleet on the untimely and sad passing of Cris Rohde. She was one of CYA's biggest cheerleaders, and put her words into action by filling multiple roles at both the Fleet and Association levels. For many years, Cris served on the Vessel Registration Committee (formerly known as the Membership Committee), representing the SC Fleet in evaluating new member applications that involve a qualifying vessel. There are certainly many of Cris' shoes that need to be filled at the fleet level, and finding the right person(s) will take some time. Know that we offer our support and sympathy in the coming days and weeks.

**- Margie Paynton, Life Member - CYA International**

On behalf of the Northern California Fleet of the Classic Yacht Association, we send our condolences to your Fleet on the death of Christine Rohde. She was certainly a pillar in the organization and personally lit up the room with her presence. She will be missed. Our sympathy to all her friends and fellow CYAers.

**- Commodore Bernadette Sweeny – NC Fleet**

I am sorry to hear of the very sad news of the passing of Cris. I was so shocked. What a trooper she was! I will miss her friendship and her cheery cards. I wondered what I could do to honor Cris and about the only thing I felt would benefit all is a check for the CYA in her honor. Please accept this small donation on her behalf [\$300] and I cherish all my CYA memories!

**- Anne Olson, Member No. 2**



## The loss of our friend, Christine Rohde

Many of our boats are of Carvel plank construction - a time-tested hull design dependent on each plank being fitted properly, fastened to strong frames and caulked to make watertight.

The Classic Yacht Association has lost a major plank out of our hull. Many of us were unaware that there was even a leak. Those that did acted heroically and valiantly to no avail. Thank you Little Cris, Bill, and Stacy for all you did to make Cris feel loved and as comfortable as possible. You are true friends.

Christine was a wonderful, caring, and friendly person. I hear she ran a tight ship in meetings. I do not remember meeting Chris for the first time. It is as if she has always been a part of our CYA family. She shared the sense of adventure that we all do. The love of wood boats, the ocean, and our watery retreat Santa Catalina. Living aboard put her in a different category to most boaters . . . living through the wet winters to enjoy the beautiful spring summer and fall. Her beloved Chris Craft name "Sparkle" was befitting of Christine's personality.



Godspeed Christine Rohde. Marina Del Ray and the "Old Fashioned Day" event will not be the same without you.

**Drew Miser**





# Past Events

## Summer's Salvaged Event: Marina Pacifica

With ONO and SEA BOARDER docked stern-to-stern to create safely-distanced porches and the "crew" of ATHENA set up at a

sweetheart table on the dock, we found that we enjoyed all of our meals on the dock.



Commodore Beggs provided Friday evening's dock-side dinner, SEA BOARDER Skipper Jim Kroeger waffled up Saturday morning, ONO Skipper Rick Olson grilled a Saturday lunch of sausages, and most meals beyond that were potluck scraps so to speak.



Of course one of the wonderful things about Marina Pacifica is that we are just steps away from Ralphs grocery store and from Starbucks! As Wayne Ettel said, "This was one of the most fun and relaxing weekends ever – full of paddling kayaks and long walks We didn't have to do anything or be anywhere."



## Bird Rock

The good humored Bird Rock Award is usually awarded at the annual Change of Watch. Recently, it remained aboard SPARKLE as there had been no deserving incidents – which is actually a good thing.

Oh my goodness. We only managed to have one event this year and we have a Bird Rock eligibility. From stem to stern, ONO has spent hours, more hours, and months undergoing sanding, varnishing, canvassing, woodwork, deck work, you name it. At Marina Pacifica, we looked up to see the sun glinting off ONO's gleaming fresh varnish as she rounded the corner and made the turn to the Long Dock. My goodness, those engines were *quiet!* And there was apparently a reason for that as we then saw the Tows R Us escort boat. Bumping her into place and complimenting Captain Olson's piloting skills, the escort boat suggested that the gas tanks be flushed as she had not been at sea for several months. Safely at dock, diagnostics began. ONO had no gas! Oops.





# Past Events



On behalf of the Classic Yacht Association / So Cal Fleet, a 100th birthday card was mailed to infamous boat builder Dick Stephens.



Commodore Janet Beggs, Rear Commodore Rick Olson, Jim Kroeger, Elissa Olson, Nora Lesnet, Jonathan Leonard and Sabrina Rigor, Loren and Shawna Birch, and JOIE 's Captain Casper traveled to Stockton and the California Delta for the Stephens Rendezvous and a weekend celebration of *Dick Stephens' 100th birthday.*

Making birthday wishes come true, Rusty Arias, probably the biggest collector of Stephens yachts, arranged the purchase of FOLLY II when Dick stated it was his favorite boat and he would like to see her restored. On Sunday, September 6, 2020, an "All-Stephens" flotilla lead by FOLLY II with Dick Stephens himself on board at the bow, cruised the Stockton-area Delta past the former boat yard and past the Stephens home.

ENCHANTRESS Skipper Drew Miser recently spoke with Mr. Stephens via telephone. "I was able to find out that ENCHANTRESS was his first boat design out of school. I told him it not only had a perfect layout for Catalina cruising but also as a live-a-board. The previous owners have said the same thing. I am as impressed with her ride, handling, lines and overall design as it was 29 years ago."



Stephens family members donned t-shirts colored "Stephens Green" and joined Dick Stephens perched on the bow of his favorite boat as the flotilla passed the boat barn where they all were born. (Clarifying - the boats were born there, not the members of the Stephens family.) 😊



*Rick Olson explores the California Delta and raises his glass in honor of Dick Stephen's 100th birthday celebration*

*So Cal Sailor Girls spice up the Rendezvous Banquet*

# In The News

## “As Stir-crazy Americans Take Refuge, The Boat Industry Is Booming”

*Fortune Magazine says.*

As the realization set in that summer camps and vacations would be cancelled, coastal Americans made plans to enjoy a local summer ... and boat inventories began to dwindle. Channel 7 Eye Witness News reported, “From Big Bear to Marina del Rey, thanks to boaters, kayakers, sailors and paddle boarders, business is booming.” Even the Great Lakes boating industry has “gone from doom to boom”.

A Truckee, California events company turned to boats when “everything in our world has been canceled.” He organized drive-up concerts on Lake Tahoe with the main act performing on a barge, adding that “boats are sexier than sitting in your car.”

In May, a Florida company reported their best sales in 46 years amidst “impatient customers who want to be on the water faster than you can say ‘seaworthy’.” They broke every record “by the hour or by the day or the weekend or by any way you want to count it - from sales to gas to service to stowage. We’ve never seen boat sales like this.”



A new boat owner said, “If you go to an island, it seems like there’s no coronavirus. And the boat itself is like an island. You’re separated from the stress of life.”

However, real boaters bite back: “The idea that one can master boating in a matter of hours is not only silly but also dangerous. Managing a power boat of any size involves a lot more than simply knowing how to turn a wheel and work a throttle. .... Navigable water is kind of like the Coronavirus: it doesn’t care about you, and you’re asking for trouble if you don’t pay very close attention to its dangers.”

Another boater suggests that “Most of these weekend sailors will have their products on the used market within 24 to 48 months. I’ll wait and budget accordingly.”



## Retired Man Pulls Patio Door Off His House To Remove 16’ Boat He Built In Lockdown

Steve Goodchild, 73, spent 13 hours a day while the United Kingdom was kept at home during the coronavirus pandemic working to complete his wooden craft, named BARNACLE.



“I have always done a lot of woodworking and have been a sailor since the age of four, so I thought I would build a boat.” . . . But during construction he scaled up the project – and it proved too big to move outside!

After spending three months building a boat that grew to 16’, his enthusiasm forced him to remove the patio door to get the boat out of his house.







## Summer Wrap-up: So Cal Harbors

**Alamitas Bay / Long Beach:** Jim Kroeger reports that there was a significant increase in Duffy rentals this summer – that they were mostly filled to capacity, and clearly not experienced, family members, or social distancing. VERA LEE ended the summer by exiting the shipyard and returning to her dock.

**In Sight of the Queen Mary / Long Beach:** Rick Olson reports that working on a major remodel of ONO's galley has kept him below a great deal, but "the arrival of **Classic Times** makes me feel like I'm in a club again and feels good!"

**Cabrillo Way Marina:** From Dianna Ettel's office perch above the Cabrillo Way Marina she has noticed a definite increase in boating activity. "This summer the marina was the busiest I have seen in years with people hanging out on their boats and actually going out. Fridays have been very busy. One friend went to Catalina in May and said it was as busy as the 4th of July. Same for the boats passing by the boatyard in **Wilmington** - some weekends have been like a parade of boats. It's been really good to see. We went out several times ourselves - including to watch the Warbirds fly over the IOWA."

**Huntington Harbour:** Cathy Yatch reports that COMOCEAN has remained on the prowl throughout the summer and that activity "is the same" throughout the harbor.

**Newport Beach:** Very active on-the-water activities. Wrapping up the summer, the bay was filled with 1,091 boats in a political flotilla.

**San Pedro / Downtown Marina:** Rear Commodore Ettel reports that they have started infrastructure work on the new San Pedro Marketplace. It is completely dug up in front of the Maritime Museum where they will be putting a new plaza. There appears to be work being done to and around the docks, but that area is fenced off.



**Gossip  
&  
Buzz**

During Rusty Arias' presentation at the Stephens Rendezvous, we learned that Dick Stephens had a strong opinion about the proper color for a boat's boot stripe. "**Red!**", he said quite strongly. "Blue is for Chris-Crafts. **Paint it red!**"



When GRACIE was sold and relocated to San Diego we heard she was renamed SCENT OF A WOMAN. We began to imagine that she now had some association with the movie or a sultry and memorable tango. Now we have heard that the new owner thought the boat smelled like his grandmother! Ha. As classic boat owners, we all know that isn't nearly as sexy as we had been imagining.



Everyone receives e-copy distribution of the **Classic Times** newsletter. Indirectly the Editor has heard grumblings regarding not receiving a printed newsletter. Let's restate. Any CYA Member may receive a printed newsletter by mail if they simply advise that they want to be on the mailing list. If you are not receiving a hard copy by mail but you want to be included in mail distribution, please advise your Editor at [janetbeggs17@outlook.com](mailto:janetbeggs17@outlook.com). We appreciate your many comments that you like to have **Classic Times** displayed on the coffee table and that you enjoy the photo-journalism style of the So Cal newsletter.

# Member Page



Although currently owning a 30's gentleman's racer and a 40's runabout, Bobby Green is "on the hunt" for a Classic Yacht. This hunt has already included a 4-day exploration in Seattle where our CYA contacts were very helpful and treated him "like royalty".

Bobby is definitely a vintage and restoration guy. Even Jay Leno and "American Pickers" know about his Old Crow Speed Shop in Burbank and its classic hot rods, motorcycles, and vintage collectibles. He also rescued a small church in Pasadena and converted it into his business headquarters.



Commodore Beggs presents the CYA burgee

He will fit right in with other architectural types in CYA as he has restored classic properties like Hollywood's famed Formosa Café and the Tail O' the Pup hotdog stand to their former glory. He is most proud of the restoration of the 1927 Highland Park Bowl, a Prohibition-era bowling alley which earned his design team an award from the Highland Park Heritage Trust.



Carol has recently left the businesses now that they have prospered and is devoting herself to her own creative and crafting pursuits.



Bobby & Carol Green  
3720 Canyon Crest Rd.  
Altadena, CA 91001  
310-490-2790  
[bobby@1933group.com](mailto:bobby@1933group.com)

HAVEN Skipper Gary Conwell shares this info sheet he recently found on e-bay:

**OPEN THIS DOOR...**  
and open your eyes to new comfort, new roominess, new style in the OWENS 3-Cabin Flagship!

**CABIN 1:** Main deck cabin, 12' x 16', with double berths, full-size head, shower, and vanity. All of its equipment arranged that there's room to make it a first-class living room.

**CABIN 2:** Forward cabin. Completely equipped galley, double berth, full-size head, shower, and vanity. All of its equipment arranged that there's room to make it a first-class living room.

**CABIN 3:** Owner's cabin. Left: Lavatory. Full-size double bed. Single, and double berths. Shower. Head. Vanity. All of its equipment arranged that there's room to make it a first-class living room.

3 cabins . . . headlin privacy . . . headlin luxury, with moonroof such as only Owens can provide. Being that cabin is the best-looking 1947 model floor. And with the unique Owens DEKRAFORM hull, she'll do a smooth 23 mph, powered by only 230 hp. Delivered! Write to Owens Yacht Company, 1040 Stansbury Road, Baltimore 22, Md. Builders of trawlers, 7-cabin, and 3-cabin Flagships . . . and of the new Owens 40' Auxiliary Cutter.

**MISSING THE BOAT? . . . OWN AN OWENS**

SO MUCH MORE...  
for so much less!

It's only natural that you would wonder, "If so much more can be had for so much less, why not the OWENS 3-Cabin Flagship?" There's simply too much more here to give you the drink of how you can own a large, living room deck cabin, 4' x 4' galley, double-berth, owner's room, and full-size head (owner's), guest room forward (owner's), and many other evidences of luxury afloat.

Real life-in-the-wood has been custom over the decades. It's a world of comfort, ease, and control. Planked, laid fine and soft and carefully ribbed. From head to deck, an inner strength.

The answer is found in Owens' famous straight-line assembly production. See your nearest dealer or write Owens Yacht Company, 1040 Stansbury Road, Baltimore 22, Md. for color, literature, literature. No obligation.

**OWN AN OWENS FLAGSHIP**

Value FAR OUT IN FRONT

1 CABIN - 2 CABIN - 3 CABIN FLAGSHIPS

Try a weekend date with THIS sweetheart

... and you'll be sold for life!

For a tradition in building gracious, private yachts as the skipper of this line, the Owens 3-Cabin Flagship! Be glad to know as a classic, and prove to yourself that the Owens 3-Cabin Flagship has no match for superior stability. You'll want to lounge on the comfortable main deck cabin, a 12' x 12' living room tastefully fitted and finished. You'll want to rest in the owner's spacious stateroom aft . . . and explore every inch of the main cabin, of the guest's compartment forward, of the modern galley and dinette.

Weekend? You won't be satisfied until you sign up for life, with your nearest dealer as a marriage partner. Maybe you can do it sooner than you think. Owens straight-line production methods bring the price of this 42-footer down to a point that will surprise you!

**WARRANTY**—Owens special wood finish hull construction with pink treated teak . . . complete maintenance program of material with one maintenance kit (including 1 year's supply). This ship gives superior stability, maximum underway motion, and the best headroom of any in the industry.

In the 3-Cabin Flagship and the Auxiliary Cutter, the entire hull is reinforced with a fiberglass hull under skin of marine plywood. Stronger, more maintenance-free.

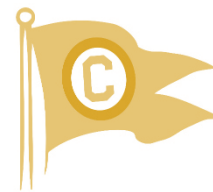
**MISSING THE BOAT? . . . OWN AN OWENS**





John Peckham has joined Seaborn Canvas in San Pedro and uses his contacts to reach out to wooden vessels on behalf of CYA.

He is offering an **exclusive CYA pennant in gold in celebration of our**



**50th anniversary.** As the cost of \$50 will be donated to the treasury of the Southern California Fleet, you might also consider this a memorial to Cris Roede who served as Treasurer for so many years. Please contact John Peckham @ 310-948-7031.

## Name Game

Interesting / Ironic / Insane



Jim Kroeger adds this info sheet he found in the Haggen Museum with a photo of the SEA BOARDER for reference:



## Classic Times

is the quarterly publication of the Classic Yacht Association ♦ So California Fleet which rendezvous throughout the year with and without vessels.

**CYA celebrates its 50<sup>th</sup> Anniversary with special activities throughout 2020.**

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*"Summer's End"* ♦ GEPPETTO'S STILETTO, 30's home-built gentleman's racer on Puddingstone Lake

- photo by Bobby Green