

CLASSIC TIMES

SUMMER 2021 NEWS MAGAZINE OF THE SOUTHERN CALIFORNIA FLEET ♦ CLASSIC YACHT ASSOCIATION
OUR 51TH YEAR

DIONYSUS, SEA BOARDER, COMOCEAN, ATHENA, VERA LEE II @ Long Beach Yacht Club



"Varnish Glistens Like Gold in the California Sun"

- photo by Dianna Ettel

Wooden Ships 🎵 On The Water Very Free and Easy

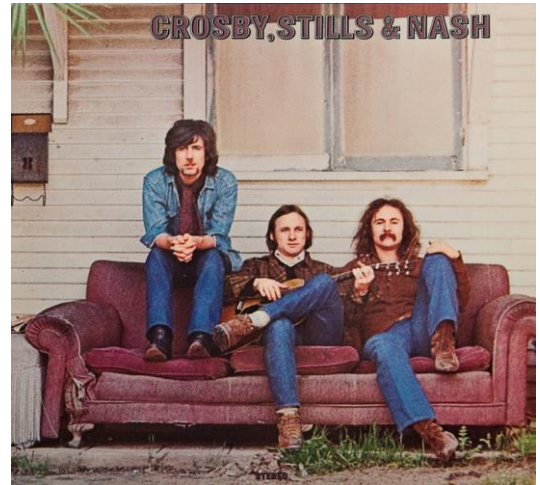
Cover Story

"Wooden Ships"

a song written and composed by David Crosby, Stephen Stills, and Paul Kantner,

was recorded by both *Crosby, Stills & Nash* and by *Jefferson Airplane*.

Both groups performed the song during their performances at Woodstock in 1969.



The song was written and composed in 1968 in Fort Lauderdale, Florida, aboard David Crosby's boat

Mayan.

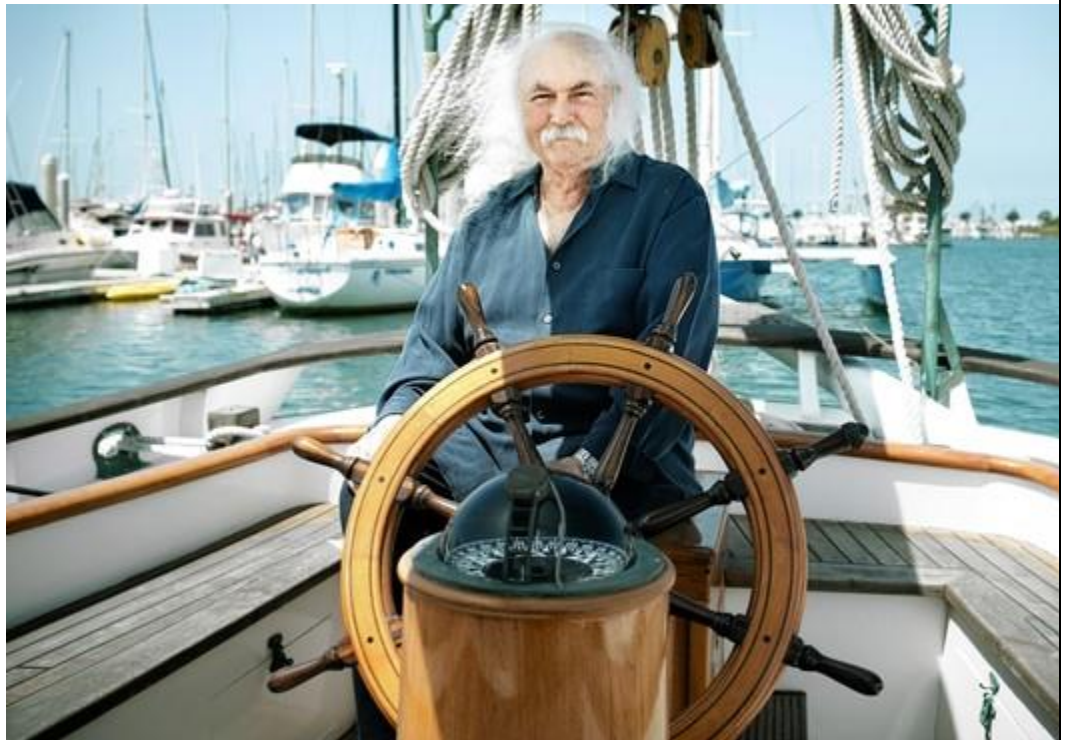
The melody and harmonies of "*Wooden Ships*" are beautiful and people often include the song in "yacht rock" compilations to enjoy listening to while on the water.

However, if you listen carefully to the lyrics, the song actually imagines the quest for survival in a post-apocalyptic world. It evokes the enduring human spirit that motivates the living to remain positive and rebuild from the ashes of a destroyed civilization.

As wooden ships are devoid of metal that would become radioactive, the songwriters imagine them carrying the survivors away from the ravaged shores. . . . *Another good reason to keep our wooden ships "on the water very free".*

David Crosby reminds us that in times of "hassles, confusion, and pain . . . the boat helps, because the boat has great beauty and constancy and meaning. It has grace and comradeship. And all of those things get to your head."

Wooden Ships



The *Mayan*, a 59-foot John Alden–designed wooden schooner, came to the capable hands of Wayne Ettel at the Boatswayne Shipyard for its most recent restoration.
- photos by Wayne Ettel



View Wayne Ettel's video story of the rebuild of Mayan @ <https://www.boatswayne.com/restorations.html>

The Mayan



Rock 'n' roll icon and seaman David Crosby @ Wilmington

Wayne Ettel and his crew of wood specialists assessed and rebuilt Mayan with replacement of the brass fasteners with silicon bronze, the centerboard trunk, 70% of the frames, and 100% of the planking.

Once she was put back into the water, the shoddy work of a former restoration was no longer acceptable and the decks, bulwarks, and covering boards were also replaced.

Wayne said, "She outlived her builder and now she will outlive us. She is stronger and more seaworthy than she was when she was new." Although leery at first, Wayne came to know and respect David Crosby as a true man of the sea.



Commodore Roar

- by Janet Beggs, 50th Commodore

Marvelous Maritime Museums



Each issue I greet you but recently I was greeted by RANGER. Members of the RANGER crew greeted me for a most enjoyable Saturday visit this summer. Most impressively, they had consulted with other mariners about what wine they should get in anticipation of the visiting brass. Ha! RANGER is docked right in front of the

SANTA BARBARA MARITIME MUSEUM

and an entire day can be spent right there. In addition to RANGER, the Sterns Pier, and some really good food at Chomp On The Rocks, the museum is fantastically intriguing! In fact, Staff Commodore Jim Kroeger never got past the first exhibit of the Frenel Lens from the Point Conception Lighthouse. But eventually we were escorted out and the lights were turned off.

We visited with SBMM's Executive Director, Greg Gorga, who indicated that they would very much like to re-schedule the RANGER Champagne Reception. I'll encourage you to attend as there is much to entertain you there.



CYA members from Santa Barbara, Ventura, Los Angeles, and Orange counties met at the doors of the

CHANNEL ISLANDS MARITIME MUSEUM

which included quite a surprising and sophisticated collection of art, paintings, and model ships. Definitely worth a visit.



Although currently closed for renovations, one of the places we are considering for our Change of Watch is the Brass Room at the

LOS ANGELES MARITIME MUSEUM.

A fascinating history there is that of the fishing fleets and processing plants. This story always make me laugh -- When Starkist opened a cannery in San Pedro, their women packers were required to wear a uniform that was a white dress and cap. Around town they became known as the "tuna nurses."



... very free and easy

- resting on RANGER



Occasionally your Commodore and Membership Chairman have an Ambassador Day kayaking the back bays or walking the docks in search of like-minded souls with wooden boats. Please see the **Advocacy** column on Page 17 and the **New Member** column on Page 19.

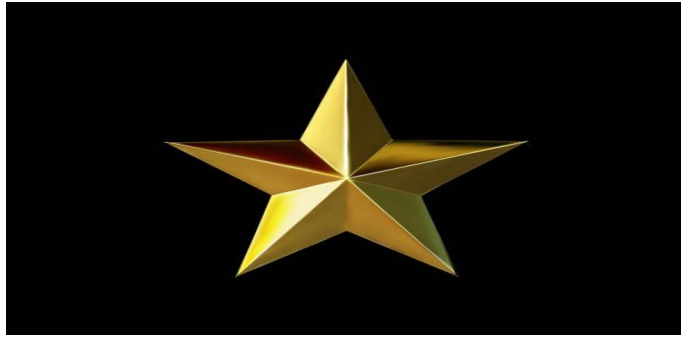
Also, the venue for our **Change of Watch** is announced on Page 12.

AS ALWAYS, let me express my very sincere appreciation to all our Skippers & Crew who make the effort to attend our Rendezvous. You are appreciated! And giving the public the opportunity to see that gleaming varnish glistening in the sun brings positive attention to the Fleet. Thank you!



News From The Bridge

Who should wear this star?



It is time for Commodore Beggs to move to the Silver Stars Category and for Vice Commodore Dianna Ettel and Rear Commodore Rick Olson to move up the flags.

Who will serve as our next Rear Commodore?

For anyone considering serving the **SOUTHERN CALIFORNIA FLEET**, the Bridge assures you that traditions, functioning camaradery, community relationships, and easy work systems are in place. You will be proud to serve a fleet of classics that range from Santa Barbara to San Diego. Your ideas and devotion are needed!



Please advise Commodore Janet Beggs of your thoughtful nomination.
626-773-2606 or janetbeggs17@outlook.com

Boathouse Boogie

- John Peckham



Do you enjoy the beauty of the Angel's Gate Lighthouse? Have you ever enjoyed the San Pedro fireworks show? Do you want to support local organizations that actively seek to build and better our San Pedro waterfront community?

The **CABRILLO BEACH BOOSTERS** is an organization that restored the Angel's Gate Lighthouse in 2012. Its current mission is to restore the Cabrillo Beach Boathouse and Picnic Pavilion. Constructed in the late 1920s to serve as an aquatics venue for the **1932 LOS ANGELES SUMMER OLYMPIAD**, the buildings fell into disrepair and were demolished in the 1970s.



"Seeing the potential for a first-class marine recreation center, Los Angeles built and opened the Cabrillo Beach Boathouse in 1928. The project provided a facility from which pleasure and racing boats of all types — not just yachts — could be launched."

If you care to donate:

Cabrillo Beach Boosters
<https://www.cabrillobeachboosters.org/>

SAVE THE DATE!
LABOR DAY
Weekend, Sept 4-5-6

The Navy is in.

PORT OF LOS ANGELES

FLEET WEEK

**We did this two years ago and had a good time.
**CYA yachts shares the downtown harbor cut with the Tall Ships.
**More info to follow soon.

Contact Rick Olson. rickofoto@gmail.com

Past Events ✦ Shipyard Barbecue

Members and friends enjoyed the



at the Ettel Boatswain Shipyard in Wilmington. Rick Olson prepared an ample supply of THE MOOSEHUNTER's famous baked beans which did not disappoint the hungry revelers. We dined in the shade of Jim Butz' BLACK DOUGLAS and viewed spectacular fireworks from the water aboard ATHENA. - photos by Nora Lesnet and Shawna Burch

As one of our photographers said: "Not many people can say they live in a tugboat in one of the busiest harbors in the world. Fascinating!"



"Port of Los Angeles in Red White & Blue"





Past Events ✦



@ LBYC

Most importantly and most enthusiastically, we thank VERA LEE II's Carol Williams and her most capable assistant Jerry Arceo for coordinating a replacement rendezvous at the **LONG BEACH YACHT CLUB** when our Marina Pacifica event hit a roadblock. At every turn Carol thought of something else kind to offer to make the weekend so extra special and enjoyable. Thank you!

We were allotted 220 feet of dock space and filled it with five boats: DIONYSUS, SEA BORDER, COMOCEAN, ATHENA, and VERA LEE II. The Long Beach Yacht Club is long renowned for their hospitality and great food. More than 20 Members greeted each other on Saturday evening for docktails and then enjoyed fine dining in the Club's dining room.

Our Rendezvous are designed for relaxation and a positive presence to the public and all that happened too. *It was a beautiful weekend in Long Beach!*



- photos by Janet Beggs, Dianna Ettel, Jim Kroeger, Nora Lesnet, Rick Olson, Cathy Yatch; drone by Wayne Ettel





Past Events ✦ Wooden Boat Show

It was a good North-to-South showing of the Southern California Fleet with members from Santa Barbara, Ventura, Los Angeles, and Orange counties arriving at the

Father's Day Wooden Boat Show

This was a first outing for Rear Commodore Rick Olson who



is recovering from foot surgery. It took all we had in us to keep him in a wheelchair and we found that Vice Commodore Dianna Ettel is the fastest pusher. [Rick also attended the 4th of July Barbecue and found that depending on others to get him around the floating docks of the shipyard "was a rather terrifying E ticket".]

We visited with Lynn & Ron Render who owned MV MAHAR currently living in Ojai. They shared this photo taken at Chatterbox Falls, Princess Louisa Inlet.



Susan O'Brian, arranged a special guided tour of the CHANNEL ISLANDS MARITIME MUSEUM.

We were captivated by the exhibit of the **USS CONSTITUTION**, also known as OLD IRONSIDES, a Boston-built, wooden-hulled, three-masted heavy frigate of the United States Navy. The name was selected by President George Washington. **Launched in 1797, she is the world's oldest ship of any type still afloat.** After legendary service, most notably in the War of 1812 and the Civil War, she was designated a museum ship in 1907. She was restored in the 1920s and again in the 1970s. Although she had not sailed in 100 years, her sails were aloft in the Boston Harbor for her 200th anniversary in 1997. ***But what we were really enchanted with was this story:***

A humorous account of the USS CONSTITUTION 's famous war cruise during the War of 1812, which is claimed to be a true story

In August 1812, the USS CONSTITUTION set sail from Boston with 475 officers and men with the following supplies:

- 48,000 gallons of fresh water
- 7,400 cannon shot
- 11,000 pounds of black powder
- 79,000 gallons of rum

After arriving in Jamaica on October 6, she took on:

- 825 pounds of flour
- 68,300 gallons of rum

She then headed for the Azores where they took on:

- 550 tons of beef
- 64,000 gallons of Portuguese wine

On November 13, she set sail for England. In the ensuing days she defeated 5 British men of war and sank 12 British merchant ships, salvaging only their rum.

By January 27, 1813, her power and shot reserves were exhausted. Nevertheless, she made a raid on the Firth of Clyde. Her landing party captured a whisky distillery and transferred 40,000 gallons of scotch aboard. She then headed home. The USS CONSTITUTION made port at Boston Harbor on February 23 with no cannon shot, no powder, no food, no rum, no whisky, and no wine. She did have 48,000 gallons of stagnant water.

Upcoming So Cal Fall Events



LA FLEET WEEK



Sept 3-6, 2021

Labor Day Weekend ♦ Sat ♦ Sun ♦ Mon
♦ San Pedro Cut @ The Port of Los Angeles ♦



Coordinated by Vice Commodore Rick Olson

Participating vessels of the So Cal Fleet will have dock space for the weekend. There are BIG CHANGES going on in the Ports o' Call area as the entire tourist area of the Port of Los Angeles is being re-imagined, so be aware that our favorite Grinder restaurant was closed for redevelopment. Consequently, **Dock Dinners** will be provided Saturday and Sunday evenings and our **Waffle Man** will create Sunday morning breakfast aboard our Fleet flagship.

Land arrivals will find parking available at the USS IOWA lot.



Sept 25-26, 2021

Marina Park Guest Slips ♦ Newport Beach

Each Skipper will need to make their slip reservations

Reserve Early!

Harbor Master at
949-270-8159

dockmaster@newportbeachca.gov.

~ or by on-line reservation system ~

> please request slips next to CYA vessels <

Currently reserved: Slip 23 Dionysus

Slip 19 Haven Slip 18 Sea Boarder

featured harbor cruise aboard

HAVEN of our Newport Beach Fleet



on Saturday ♦ Sept 25 ♦ 4 pm

Coordinated by Staff Commodore Jim Kroeger

Upcoming Events: Change of Watch

So Cal Fleet Change of Watch @



Los Angeles Yacht Club

285 Whalers Walk
San Pedro, California



November 13, 2021

(this is a date change due to venue availability)

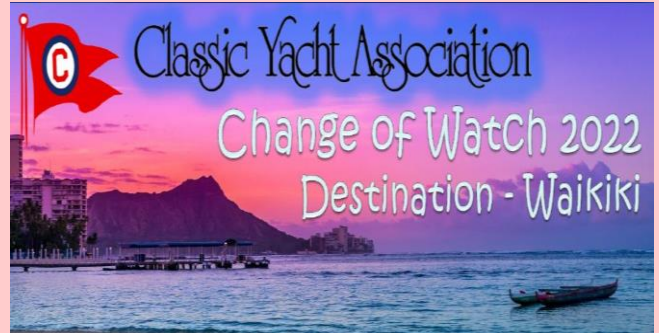
Cocktails @ 5 pm

Dinner @ 6 pm

Followed by Awards & Change of Watch

**You will receive an invitation in the mail
with RSVP and ballot**

International COW



January 13-16, 2022
@ Waikiki, Hawaii

hosted by the USA Fleet

Re-connect with our other CYA Fleets
Enjoy beautiful beaches and fresh pineapple
Enjoy the last sunset in the West – nightly!
Visit the USS ARIZONA and USS MISSOURI WWII memorials
Enjoy traditional Luau on Saturday night

[Check CYA website for detailed information and links](#)



Member registration @ CYA website / Events
Make your flight reservations LAX to HNL
and @ Ala Moana Hotel:
800/367-6025 + groupreservations@alamoanahotel.com

Cub Reporters

I'm All Choked Up - by Jim Kroeger

Because many of my CYA skipper friends have leant their assistance and advice to a problem that never really resolved, I thought I would share this update.

As classic yacht owners, how often have we heard the comment, "That's a beautiful boat but I bet it's a lot of work?" The answer is constantly! Admirers are looking at our brightwork maintenance as they make this observation yet very few are thinking that we also have engines to look after.

Our 1952 Stephens is powered by two Chrysler 440 gasoline engines and unlike diesel motors they have carburetors which can be challenging to adjust. We have always had trouble with the port motor running rich while emanating smoke out the exhaust. A closer inspection showed a choke sticking closed after the motor had warmed up. Why was this? Well it was a combination of 50's technology and 70's design.

The SEA BOARDER is operated by Morse cable controls. It is unusual in that there is only one lever for each motor which operates both throttle and transmission. ***I like to think of it as driving a tank.*** You push forward and the transmission engages while simultaneously operating the throttle. Most boats have four levers for operation-one for each throttle and transmission.

Diagnosis: "Your springs are too tight"



Since these cables stretch a long way to the carburetors, they sometimes hang-up before returning to the neutral position. A spring attached to the throttle butterfly is required to ensure return to the proper position.

Unfortunately, our spring was stretched too far creating extra, unnecessary tension which interfered with the choke butterfly. A replacement of the spring to a different position lessened tension allowing the choke to operate easier.

Secondly, our 1970 carburetors had a strange adjusting screw located on the throttle butterfly that really served no purpose. It was also interfering with the choke and was totally removed. These carburetors were designed for automobile engines and not marine applications so modifications were needed.

SEA BOARDER's engines are now running properly and that is one less thing this captain has to worry about. A special shout out to Tom Harpur from Harpur's Marine for his knowledge and expertise in getting this classic breathing again.



EDITOR's NOTE: *One of the great benefits of membership in CYA is sharing experience and expertise. Don't be reluctant to reach out for help or advice.*



A Forrest Gump Life

- by Drew Miser

DATELINE: ENCHANTRESS

I have purchased the two available E-Bay copies of the book published by Rockwell international on Lee Attwood, **the previous owner of ENCHANTRESS.** Attwood was known as the "Dean of Aviation".



His life reads like the part of Forest Gump where he was present everywhere important history played out.



An obituary stated that "no single person did more to create aircraft for the armed forces of the United States as well as the Royal Air Force". He designed the most powerful fighter plane of World War II, the first supersonic fighter, and the Apollo capsule that took men to the moon. He was 94 when he passed away in 1999.

Cub Reporters

Reconnaissance - by Snoopy & Curious



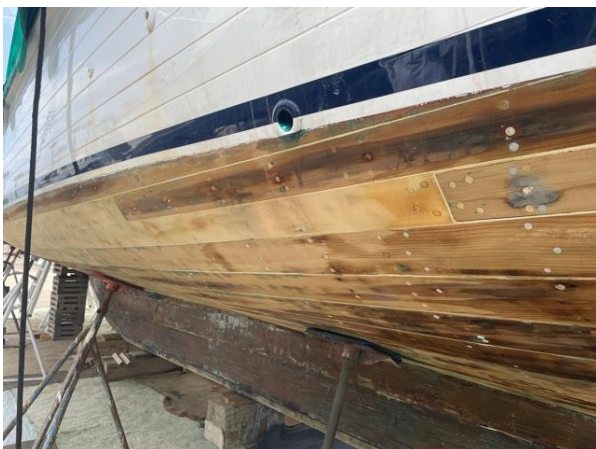
Shipwright Wayne Ettel's father always told him,
*"If you don't have time to do it right,
when will you have time to do it over?"*

That's exactly what's happening with CONQUEST . . .
she's being done right!



CONQUEST, featured in "Legacy Yachts / the Originals" (Winter 2020) is currently "on the hard" at the Sunset Aquatic Shipyard. Now in the hands of the Maritime Trust in a syndicate created by David & Margaret Waite, CONQUEST is in the midst of a bottom restoration. The gas tanks had never been

removed during prior maintenance so now they are out in order to do the needed work properly.



Lt Commander Shrader - by Rick Olson

At our last Fleet Week, we invited Lieutenant Commander Jared Shrader of the U.S. Navy aboard ONO for Scotch Salon and ended up with a behind-the-scenes tour of the USS Spruance and a good friendship. Although he is unable to attend the West Coast Fleet Week, he did update us on his personal boating life.

"I still have very fond memories of my time with you all, and would be there in a heartbeat if I could, whether or not my warship would be there. Sadly, I transferred to (purgatory) Norfolk and I am strapped to the East Coast. We are in a major maintenance availability and are preparing for another deployment. But... I was able to get three year shore duty orders to Newport Rhode Island as an instructor of ship handling at the office or school there, so at least I'm headed to somewhere with Maritime Heritage and class :-)

While not a motor yacht, I was able to procure an abused and dying lapstitch Wherry that I tore down to bare wood over the quarantine... It was in rough shape, and my first go at fiberglass (it didn't come out very good, as you can see the weave in some places through the Epoxy and I had some small bubbling in a few seems from off-gassing due to trying to do it in the winter in a garage with a propane space heater) but it's coming along... about to put the third coat of varnish today. Should be in the water in two weeks... (photo from a few weeks ago)



And so that's that! I have saved all the emails and communications with you and your group, because if I am ever in that neck of the woods again I will definitely be in touch! I hope all is well with everyone, or at least well enough, and hope so stay connected! Who knows what I will get into in Newport, so I may be seeking expert advice from my friends on the other coast! Best, Jared"



A panorama of container ships at anchor - photo by Jim Kroeger

SOUTHERN CALIFORNIA WATERS FILL WITH CONTAINER SHIPS

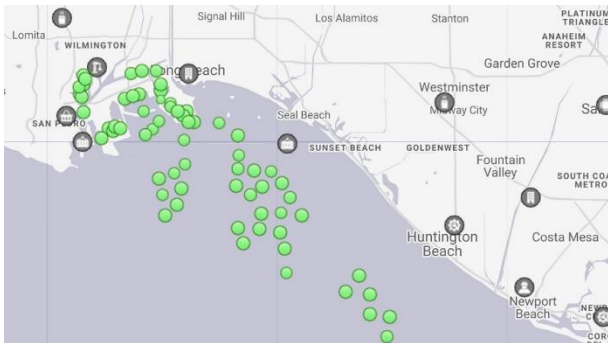
by Commodore Janet Beggs, Southern California Fleet

This article was accepted for publication in the Spring Edition of CLASSIC YACHTING, but did not appear. We think it is an important story for our historical archive and remains relevant for our So Cal Fleet.

DATELINE LONG BEACH ♦ COMMODORE'S CRUISE:

Cruising out past the jetty on a beautiful winter-at-the-beach day, the panoramic horizon became filled with container ships at anchor. We counted 38.

Within a few days, a Port of Los Angeles news article appeared in "FREIGHT WAVES" shedding some light on the many ships anchored in San Pedro Bay off Los Angeles and Long Beach entitled, **"Inside California's Colossal Container-Ship Traffic Jam"**. "The pile up of ships and congestion onshore at the terminals have reached epic proportions and the situation could become even more maddening." The day the article was written 46 ships were at berth, 45 were at anchor, and 19 more were expected to arrive in Southern California waters from China. Anchorages had increased south to Huntington Beach.



By March container ships were reported at anchor beyond Newport Beach. "If all of the contingency anchorages fill up, ships will be placed in 'drift boxes' in deeper water." These ships would not anchor; they would drift. "When you drift out of the 2-mile radius circle, you start your engine and go back to the middle of the circle." There would be no maximum capacity of ships at drift in this area.

Don't Become a Toothpick

The large number of large ships is a concern for classic yachts leaving their coastal harbors and traveling to Catalina Island. How many times has returning from a beautiful weekend of sunshine turned into traveling back into a fog bank? The obstacle course of container ships fronting each of the Southern California harbors will be challenging in poor visibility.

Congestion Causes

The spike in imports shipped from China is to blame for the jam up, coupled with terminals working with a labor shortage blamed on a COVID outbreak within the dock workers and truckers. Terminals in Canada and New York are also experiencing delays primarily due to ships coming in from China beyond the capacity of the ports.



Gossip & Buzz

Classic Times is very proud of Vice Commodore Dianna Ettel who had FOUR photos selected for competition at the Orange County Fair, including this shipyard photo of saws used on classic yachts.



LAST MINUTE UPDATE: This photo was awarded second prize in the "Inanimate Objects" category. Congratulates Dianna !!

ALAMITAS BAY: Cruising past the boat launch, Jim Kroeger reports the tightening of the sphincter that any captain feels when they spot a submerged vessel.



ENCHANTRESS: Skipper Drew Miser reports that ENCHANTRESS was not able to attend the Catalina cruise to Avalon Harbor "even though my scheduled aft structural reinforcements have been completed." He started some major engine room projects that have been put on hold until new waste tankage, wiring, sound insulation and other system components are in place. *"The 'while I'm at its' and the 'might as wells' got me again!"*



MINDFUL: Skipper Bill Brantley reports that "MINDFUL is undergoing a bit of cosmetic surgery this season. Does not want to show her face too often, so will be illusive until Fall when the healing is done."

MARINA PACIFICA: Although the management of Marina Pacifica and the Long Dock WANT to continue to welcome us, they are presently unable to. There have been rumors of complaints from condo residents, but that is not true. When a member of the Coastal Commission arrived at the Long Dock in his personal boat to go to a restaurant, he could not find space because of a weekend yacht club event. Next thing you know, Marina Pacifica is fighting to prove that they own the dock, not the City of Long Beach and not the Coastal Commission. Hmmmm? Political privilege? At this time they cannot grant permission to yacht clubs for overnight docking but CYA and Management remain friends. We are encouraged to inquire again next summer.

John Peckham shares that he has made pennants for the **TRANSPAC RACE** and also the signal flags aboard the **USS IOWA**.





DATELINE: ST. BARTS, THE LEEWARD ISLANDS

A CYA member for many decades, we were aware that PORTOLA was seeking a new owner after 55 years in the same family. However, CYA had not been advised of the sale or the destructive fire that followed. Conversation with a professional captain on the Crab Pot docks in Long Beach led us to the amazing video *[You can find it by searching: YouTube Portola St. Barth yacht fire.*

NOTE: St “Barth” is the French reference style].

Apparently trucked across the country to Florida, she was then put in the water and headed south to St. Barts in the Leeward Islands for “the season”. Known for its white sand beaches and designer shops, PORTOLA would have made a striking spectacle in the bay. Well, it was quite a spectacle all right! On April 28, 2021, under power and under the American Flag, PORTOLA motored from the Caribbean Sea into the harbor. Smoke was seen beginning to rise from the aft deck and then flames burst from the cabin below. No explosion was reported. All on board were rescued. Due to the location, she was able to be bumped toward dock so firemen had ready access. It was later determined that the fire started in the engine room.

When the video was posted on-line, someone with the e-name “catalinaislandtime” responded: “What do you know about the fire? Is Portola okay? My family owned her for 55 years, this is VERY difficult to watch!”

Although damaged, we understand she is afloat and repairable. We heard a rumor PORTOLA was going to be trucked back to Southern California. Captain-people scratch their heads a bit on this gossip as it seems that the East Coast would have very excellent shipwrights.

NOTE: If you read Caribbean articles about the fire, you will see PORTOLA referred to as “he” rather than “she” which is the common pronoun for boats in that area of the world. Hmmm. Do you think that’s what she may have been objecting to?

♦
PORTOLA, a 1928 81’ fantail, a “true gem of the So Cal fleet”, was once owned by the Wizard of Oz Frank Morgan, and by Errol Flynn. She was boarded by Marilyn Monroe and Tony Curtis in “SOME LIKE IT HOT” considered the greatest comedy ever made. While in CYA membership, owner Charles Licha kept her in absolutely Bristol fashion.



Adoptions Urgently Needed

This is important advocacy to keep our Southern California Fleet strong. Although we try to keep recruiting non-owner members who will be ready for a classic yacht when one becomes available, all of a sudden we have more boats coming up for sale than buyers.

What are we going to do about this ???

- 1) Buy and restore a classic and keep it in the Fleet.
- 2) Recruit someone to buy and restore a boat.
- 3) Create a consortium/syndicate with the Maritime Trust to share costs and protect a classic.
- 4) Let it sink.

Sparkle

1950 48' Chris-Craft



The beloved home of legendary member Cris Rohde. Bill Brantley has been advocating for this boat, paying slip fees, etc. A potential sale fell through recently so Bill will be investing \$20,000 in restoration. She's so pretty on the water and "rides like a 60s Cadillac convertible"! Let's find this Marina del Rey Chris-Craft a home!

wbrantley@aarts-architects.com

Salana

1960 Stephens Aft Deck Motor Yacht

42 ft 10 in; listed @ 40 ft

Twin Screw / 671 Detroit Diesel engines are excellent



This is a great boat for cruising and socializing on the aft deck. Its roomy living area, galley, and master with shower is a super comfortable weekend getaway at its Belmont Shore dock. **Highly recommend** you consider this boat. After 20 years, owner selling due to aging knees. At this time only offering to So Cal Fleet and highly negotiable.

Cass Bastine 562-706-9142

Sobre Las Olas

1929 105' Wilmington Boat Works



Once owned by J. Paul Getty and by William Randolph Hearst, she is one of the largest antique classics on the West Coast.

SeanConnollyLA@icloud.com

Heli-Port II

1937 40' Fellows and Stewart Sport Fisher



Alec Milstein has advised CYA that HELI-PORT, restored by former Commodore Gerard Buck, needs to be sold. She is sitting at dock in Wilmington with the engines out. If someone in our Fleet will steward her, Alec is prepared to give you a most incredible deal!

alecmilstein@me.com

Alura II *Classic Yacht No. 2!*

1929 54' F.D. Lawley (Boston)

MOST URGENT ADVOCACY NEED:

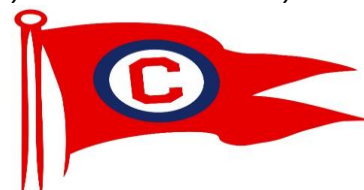
This former beauty went by the name SEA DOLL when it was owned by founding-and-still-a-member, Anne



Olson. It has been in impound at the Long Beach Marina Office dock for several months and was recently moved to the Navy Yard. She will be in the September Auction BUT your CYA sleuths can finally provide this contact information. If you are able to save this classic, please call Todd, Superintendent of Marine Operations, who would love for her to avoid the auction block. Hurry! Seriously!

Todd.Leland@longbeach.gov

Recently we have seen an unfortunate trend when significant boats like PHANTOM and PORTOLA were entrusted to new owners -- and then they succumb as soon as they are out of the Fleet.



When selling, please consider this in your negotiations:
Suggest/Require continued membership in CYA

Member Page



Tom Golden & Janet Honaker

It was the beautiful wooden stern of **DIONYSUS** that drew the attention of your Membership Ambassador Jim Kroeger and lead to that nautical courtesy question, "Permission to come aboard?" It was a small disappointment that the on-board parrot Lucky Bird was not the one to reply, "Permission granted" but Skipper Tom Golden did!

Located in Long Beach on the docks near the Crab Pot restaurant, **DIONYSUS** is a 50' Chris Craft with a roomy and hospitable aft deck and an accompanying Chris Craft launch named **OLD WOOD**.

Tom and Janet brought both boats to the Rendezvous at the Long Beach Yacht Club and have already reserved their slip for Marina Park / Newport Beach.

We welcome them warmly.

tgoldern@goldencapitolgrp.com ♦ jhonaker@goldencapitolgrp.com



Well, that didn't last long

Last issue we reported that **Steve Sheridan** had resigned his membership following his relocation to Georgia. Apparently realizing that his resignation took him off the distribution list for this fabulous news magazine, he has renewed his membership and has been re-instated.

Welcome back to the world of classic yachting, Steve!

Name Game

Interesting / Ironic / Insane



"Did you name it after me,
like you said you would?"



Bananas Are Bad Luck



Sailors consider having bananas on a ship, especially on a private boat or fishing yacht to be bad luck. This myth can be traced back to the 1700s when the trend of ships carrying bananas sinking was initially observed. As they ripen, bananas release ethylene gas responsible for the rapid ripening of fruits. This ripening effect would hasten the deterioration of the wooden ships, resulting in the formation of leaks and holes, and eventual sinking of the vessel, explaining the increased number of ships lost in this time period.



SPECIAL PROMOTION

Limited Edition 50th Anniversary Burgee
for \$50 which goes to Treasury to support club activities.
Contact John Peckham at spaceway1999@yahoo.com

Classic Times

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

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"But – oh – Those Summer Nights"

– photo by Janet Beggs