

CLASSIC TIMES

WINTER 2021-22 NEWS MAGAZINE OF THE SOUTHERN CALIFORNIA FLEET ♦ CLASSIC YACHT ASSOCIATION
OUR 52nd YEAR



“ ♪ 'Twas in the moon of wintertime when all the birds had fled ♪ ”

- RANGER photo submitted by Glen Varcoe

Cover Story



ATHENA @ San Pedro

- photo by Dianna Ettel

From Santa Barbara to San Diego, the waters of Southern California harbors reflect holiday lights each winter season.

Over a Hundred Years Ago

The NEWPORT BEACH BOAT PARADE originated in 1907 when John Scarpa, an Italian gondolier, decorated his gondola with Japanese lanterns and took visitors from Pasadena across the bay. The following year his gondola led eight illuminated canoes across the bay. By 1913 the expanding ILLUMINATED WATER PARADE judged boats and gave prizes. Following years featured a derelict boat that was set ablaze on the water with a staged “rescue” of passengers, an actual BATTLE OF FIREWORKS between two launches, and even the explosion of underwater mines. Tame by comparison, today the NEWPORT BEACH BOAT PARADE is the premier Christmas event for Orange and Los Angeles counties.

Christmas Parades



RANGER @ Santa Barbara

- photo by Glen Varcoe



Floating Christmas Trees @ Los Alamitos Bay

- photo by Janet Beggs

Long Beach’s floating Christmas trees began in 1949 when a Chinese restaurant owner (located at the current Legend’s Sports Bar) first floated a tree. The 16’ trees now have their own committee and peacefully anchor across the waters, bays, and channels of Long Beach including Alamitos Bay, Spinnaker Bay, Belmont Shore, and Rainbow Harbor.



View from the Helm

by Commodore Dianna Ettel



That is Hawaiian for Happy New Year! I hope everyone had very happy holidays. I am writing my first Commodore's Column from beautiful Kona, Hawaii, where Wayne and I are spending a couple of weeks after

the CYA Change of Watch in Honolulu, Hawaii. We had a wonderful time, and since it was a small group we were really able to get to know some of our fellow classic yacht enthusiasts. The folks from the U.S. Fleet and Diane Lander did a fantastic job putting together a wonderful COW. There is a separate column with more details and photos in this newsletter.

I want to thank everyone who made it to our Fleet's Change of Watch at the Los Angeles Yacht Club. We had a small turnout due to many factors, including illness, death in the family, and a very unfortunate car breakdown. Our new Rear Commodore, Glen Varcoe, was on his way from Santa Barbara when the water pump in his car failed 75 miles from home. He had to get the car off the freeway to a safe location, get to an area that had a train station to get home, then get the car towed back to Santa Barbara. Hmm, does the Bird Rock Award apply to car trouble?

Right before we left for Hawaii we held our planning meeting, which Glen drove all the way from Santa Barbara to attend. We have come up with a calendar for the year, although a few wrinkles remain to be ironed out. You will note that the Marina Pacifica event in Long Beach has been replaced with a cruise to Long Beach Yacht Club. We did this last year with the assistance of Carol Williams and had a great time.

Apparently, there was a complaint from someone with authority about boating groups taking up the whole dock at Marina Pacifica so he couldn't moor there, so last year we were told no. The Duffy rental company also keeps taking up moor of the dock so we decided to go back to LBYC.

We will still need to be flexible with our events. Fleet Week is a Port of Los Angeles event with the cooperation of the Navy. The wooden boat show in June at Balboa Yacht Club will not be happening this year. We do not know if Marina del Rey will allow us to hold our Old Fashion Day in the Park. We'll keep our fingers crossed and do what we can to get together to talk varnish and engine issues. And Scotch Salon.

At CYA COW there was a discussion of how to make new members feel welcome. A PNW member remembered that as a new member he went to an event and wandered around on the dock for a while until someone spoke to him and invited him aboard their boat. That's not our Fleet! You show up at one of our events and you will be drug aboard a boat, a sandwich put in one hand, a drink in the other, and will immediately be made to feel welcome.

**We have great members.
Come to our events and experience that!**



News From The Bridge

2022 BRIDGE

| | |
|------------------------|---------------------------|
| Commodore | Dianna Ettel |
| Vice Commodore | Rick Olson |
| Rear Commodore | Glen Varcoe |
| Staff Commodore | Janet Beggs |
| Recording Secty | Cris Clark |
| Treasurer | Elissa Olson |
| Fleet Historian | Rick Olson |
| Fleet Membership | Jim Kroeger |
| Yacht Registration Rep | John Peckham |
| CYA Directors | Rick Olson + John Peckham |



SO CAL MEMBERSHIP RENEWAL

100%

- by Jim Kroeger (Fleet Membership)

Well almost. Teri Walker, former owner of GRACIE, decided not to renew this year as she is no longer actively on the water and has chosen a very restricted Covid lifestyle. We will definitely miss her in active membership, but she indicates we will likely reconnect in the future.

But other than that, everyone else told me they would be renewing so if they do what they said they would do, our renewal rate will be 100% and no other Fleet can say that! Way to go So Cal!

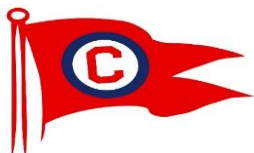


Our new Fleet Rear Commodore Glen Varcoe receives his flag



The Southern California Fleet says congratulations and expresses its pride that its very own **Sir John Peckham** been installed as the **Commodore of the Classic Yacht Association!**

Classic Yacht Association



Calendar for the Southern California Fleet's 2022 Yachting Season

| Date | Event | Coordinated By |
|--|--|---|
| March 26 (boats may arrive Friday) Ceremony @ Saturday Brunch | OPENING DAY @ Huntington Harbour Yacht Club <i>welcoming our newest yachts</i> <i>Dionysus + Nan</i> | Rick Olson <i>rickofoto@gmail.com</i> |
| April 10 | RANGER CHAMPAGNE RECEPTION @ Santa Barbara Maritime Museum | Glen Varcoe <i>glenvinsb@outlook.com</i> |
| May 13-15 | ART DECO WEEKEND @ CATALINA @ Catalina Casino Harbor @ Avalon + Art Deco Society's Avalon Ball | Wayne Ettel <i>wdettel@gmail.com</i> |
| May 28-30 Memorial Day Weekend | FLEET WEEK @ Port of Los Angeles | John Peckham <i>spaceway1999@yahoo.com</i> |
| June 11 | BOATYARD BBQ + NAUTICAL TREASURES AUCTION @ BoatsWayne Boatyard / Wilmington | Dianna Ettel <i>wdettel@g.mail.com</i> |
| June 18-19 June 19 | FATHERS DAY WOODEN BOAT SHOWS @ San Diego by Kohlher Kraft @ Channel Islands Maritime Museum | Dianna Ettel Susan O'Brian |
| July 24 Sunday (arrive July 22; depart July 25) | OLD FASHIONED DAY IN THE PARK @ Marina Del Rey | Rick Olson <i>rickofoto@gmail.com</i> |
| August 19-21 | LONG BEACH YACHT CLUB Weekend Rendezvous + Saturday dinner | Janet Beggs & Carol Williams |
| Sept 16-18 | NEWPORT MARINA PARK @ Marina Park/Newport Beach | Rick Olson <i>rickofoto@gmail.com</i> |
| October 7-9 | CATALINA ISLAND WEEKEND @ cove to be announced | Dianna Ettel <i>wdettel@gmail.com</i> |
| November 5 | CHANGE OF WATCH @ [TBD; great sites being considered] | Rick Olson <i>rickofoto@gmail.com</i> |

* subject to change, cancellations, and additions

Past Events – CYA Change of Watch

CLASSIC YACHT ASSOCIATION CHANGE OF WATCH 2022, DESTINATION HAWAII

by Wayne and Dianna Ettel

Is it happening? Will it be cancelled? There was much uncertainty around the 2022 CYA COW and, in fact, there were a number of people who did decide it was prudent to stay home. CYA's Board decided to go ahead with the event in person and the group of people determined to enjoy Hawaii departed. The Southern California Fleet was represented in person by CYA Commodore-To-Be John Peckham, SC Fleet Commodore Dianna Ettel, and deckhand Wayne Ettel.

The first event, for those who arrived early, was a trip to Pearl Harbor. Some toured the USS MISSOURI, where the Japanese declaration of surrender in WWII was signed. We had seen it before, so we went to the Air Museum.



This was a wonderful trip back in time. We saw the bullet holes in the windows of the hanger from the attack on Pearl Harbor.



There was a great display of aircraft from both sides in the war, and a side exhibit honoring Bob Hope and his contributions to the USO shows.

After a nice lunch at Restaurant 604 on Ford Island we gathered for our trip to the USS ARIZONA Memorial, a very moving experience.



Day Two: After a detailed and lengthy tour of the perimeter of Iolani Palace, courtesy of driver Ted Crosby, navigator Wayne Ettel, and with the assistance of many backseat drivers, we found the secret entrance and had a wonderful tour of the Palace. This is the only Royal Palace in the United States and has been completely restored. It is an impressive and awesome place to visit.



Thanks to BPO Elks member Diane Lander in the evening our welcome reception was hosted at the beautiful Honolulu Elks Club in Waikiki. We enjoyed cocktails and delicious pupus (appetizers) while viewing the sunset over the ocean. As an additional treat, the VIDA MIA, the vessel we would be going on the next day, cruised by in the sunset.

Day Three: The lovely Waikiki Yacht Club became our home base. The management and staff were very friendly and accommodating and many of us had already discovered their excellent food. The day started with the Annual Meeting, where important business was discussed and Fleet reports given, while we sat in the back and concentrated on the cinnamon rolls and fresh pineapple provided by the club.



John Peckham, Dianna Ettel, Wayne Ettel join outgoing CYA Commodore Diane Lander during the association's Zoomed annual meeting from Waikiki.



On Sunday, Sir John Peckham took the helm.

There was one very important piece of business – **Rick and Elissa Olson were awarded Life Membership** for all their contributions to the CYA, to a standing ovation by all present.

After the conclusion of the meeting, it was off to the highlight of the weekend – a swim cruise on the VIDA MIA, owned by new CYA US Fleet member Brynn Rovito.



The VIDA MIA is a 1929 61' Stephens Brothers and she has been in Hawaii since 1963. We unofficially inspected her and, although she does have some issues that will need to be addressed, she is lovely. She has her original interior and looks every bit a Stephens. It was a beautiful day to cruise the coast towards Diamond Head, graciously hosted by Brynn, with fresh leis, sandwiches and drinks provided. We anchored, and Diane Lander celebrated the end of her term as Association Commodore by being the first person overboard.



Saturday evening was the annual **Change of Watch dinner** at Waikiki Yacht Club with aloha wear instead of evening formals the order of the evening. Our own John Peckham became Association Commodore. The keynote speaker of the evening was Brynn Rovito, owner of the VIDA MIA. She is new to wooden boats, but she is young, energetic, enthusiastic and passionate. Wayne assumed the role of cameraman and filmed her speech. We will be coordinating with the CYA webmaster to post the video of the speech on the CYA website.

Sunday was the final meeting with more important business, cinnamon rolls and pineapple before everyone dispersed. The members from the Northeastern and Pacific Northwest areas especially sad to depart the island. It was generally agreed that all future Annual Meetings should be held in Hawaii.



Olsons Awarded Life Memberships

The announcement at the International annual meeting brought a standing ovation from the CYA Bridge and members in attendance when the honor of Life Memberships were awarded to Rick and Elissa Olson.

Their engaging enthusiasm and hospitality over the years, as well as a true devotion to wooden yachts and the yachting lifestyle is appreciated. They are true examples to the Classic Yacht Association and the Southern California Fleet is especially fortunate to have members like this. Rick's incredible photographic talent has also been a major benefit to the organization and is enjoyed by all.



"We were blown away and of course flattered and pleased. Wouldn't you know it? The first CYA COW we've missed in 19 years is the one that we get an award!!"

Elissa and I are so thrilled and honored to be awarded "Life Membership" status from the CYA. Thank you to everybody that was involved in making this come to pass. Respect from your peers is the greatest of compliments.

We've been heavily involved in this club for twenty-five years and have enjoyed ourselves completely. All the planning meetings, the trips, and the fun events have become part of our lives and our pleasure. Little did I know when I went to a little wood boat show to take pictures, that CYA would become a major influence in my life. Elissa and I enjoy the boats but it's the wonderful people and friendships that keep us coming back year after year.

- Rick Olson



WILL YACHT GUEST FOR WINE

Upcoming So Cal Spring Events

Let the yachting season begin!



Saturday ♦ March 26

via land or sea

Fleet vessels welcomed to arrive Friday, March 25

@



10:30 Private Brunch Begins

12:00 Program Begins

including cannon and sabering of the cake

1:30 Blessing of the Fleet & Harbor Cruise



Classic yachting attire is requested

Guests are welcomed

Invitations will be mailed

Please note that this year's Opening Day Ceremony is on Saturday and not Sunday due to changes and requirements at the HH Yacht Club.

Coordinated by Rear Commodore Glen Varcoe



extends an Invitation to a dockside

Champagne & Cake Reception

re-dedicating Ranger to the

Classic Yacht Association



April 10, 2022

Noon – 2:00 p.m.

A specially arranged guided tour of the museum will also be available

Santa Barbara Maritime Museum

113 Harbor Way

Santa Barbara, California

Attire: Classic blazers make a stunning statement

~ RSVP to glenvinsb@outlook.com ~

NOTE: This reception was planned for 2020 when RANGER, one of our Legacy Yachts, re-joined the Classic Yacht Association. The So Cal Fleet is pleased to have such an important vessel back in the fold and to be establishing such a mutually beneficial relationship with the Santa Barbara Maritime Museum. We're happy re-schedule this reception.

TONGAN TSUNAMI LICKS SHORES



- photo from LONG BEACH POST

Although tsunami warnings were issued for the entire West Coast and our County beaches were closed in an abundance of caution, our Port Captains remained calm as nothing more than 1 to 2 foot swells reached Southern California shores. No damage to our vessels or marinas have been reported.

CYA COMMODORE COMPLIMENTS OUR FLEET'S "NEWS MAGAZINE"!!!

At the CYA Change of Watch one of the Fleets proposed that all newsletters combine into one. After Commodore Diane Lander defended the "So Cal Fleet's wonderful news magazine which I really enjoy reading" the motion received NO VOTES!

HUNTINGTON HARBOR: Cathy Yatch shares this photo of a friendly winter seal visiting COMOCEAN.



- photo by Cathy Yatch

THIS IS WHY YOU SHOULD ATTEND EVENTS 😊

In Absentia Recipient of the Heather Perloff Award discovers her Nomination in Newsletter



Can you imagine my shock when I looked at the **Classic Times** tonight and saw that you gave me that unbelievably fabulous award!!!

I cannot believe it!!!!

I only wish I could have been there to be able to thank everyone in person for that Great Honor... And to let everyone know that it is absolutely truly my honor to be a part of an association with the incredible people that restore and love the classic yachts...

I am so very impressed with all the members as you know, and I am always always thrilled to be able to do something to help and promote this wonderful organization Janet.

I'm also so amazed with how you put together this incredible newsletter and organize everything so beautifully for everyone.

Thank you so much again for thinking of me and please know that I am always here to support the Classic Yacht Association in any way I can!!!!

In great appreciation,

Carol Williams

Cub Reporters

Another One Bites The Dust - by Stormy

This is yet another story of a wooden vessel in Southern California waters, that was sold to a new owner, and pretty quickly suffered irreparable damage. This is yet another story of a wooden boat struggling to find dock space and ending up anchored off Island White. That location seems to be the death toll for boats that – without easy access - quickly fall into disrepair from lack of attention.



In better days, passengers of the **NEWPORT PRINCESS** enjoyed fine dining and champagne while the Mississippi-style paddleboat toured beautiful Newport Harbor. The vessel could carry as many as 150 guests aboard its three decks. Lined with ornate white guardrails, it sat above a black, wooden hull.

With their wedding and event business decimated by Covid-19 restrictions, the 77-year-old boat's service as a venue ended. Jack Wall of Al Larson Boat Shop, a shipyard that serviced vessels owned by Electra Cruises, said that the company then was forced to sell their **NEWPORT PRINCESS** riverboat. The boat was powered by a 400-horsepower diesel motor and its hull was water-tight when it was last serviced at Larson's in early 2021.

Once a familiar fixture in Newport Harbor, the 62-foot vessel then struggled to find a suitable place to dock. It was spotted at anchor off the Long Beach oil platform known as Island White, where it sat for most of 2021.

As reported in **THE GRUNION** and the **ORANGE COUNTY REGISTER**, the once festive **NEWPORT PRINCESS** "sank off the Long Beach coast on Tuesday, December 14, 2021."



Its upper decks, which once hosted luxury events, were all that was still visible above the water.



Piles of lifejackets with the words "Newport Princess" printed on them, chairs and other debris that had been aboard the vessel littered the shoreline after the boat sank. Long Beach Marine Safety Chief Gonzalo Medina contacted the boat's owner to send a team to pick up the items. Medina reported that arrangements were being made with a salvage company to retrieve and demolish the **NEWPORT PRINCESS** with estimates that it would cost the boat's owner \$30,000 to \$50,000.

Mr. Wall of Larson's shook his head as he said that he wasn't entirely surprised to learn that it had sunk. "It was at the oil platform probably because, like most other boats out there, the owner couldn't find anywhere else to put it. And a lot of those don't get maintenance, so every so often we hear about one sinking out there."



The Coast Guard and Long Beach's Marine Safety Division were working to determine what caused the Newport Princess to go under. It's unclear how the boat took on water to push it into the Pacific and if it had anything to do with the storm that passed through Southern California on Tuesday. "It would have been unlikely for any seaworthy vessel to sink in a storm of that magnitude," Medina said.

The storms of Christmas week took an even greater toll on the submerged **NEWPORT PRINCESS**, leaving only the paddle wheel visible.



Cub Reporters

Nautical Tournament of Roses

*By Pasadena Residents
Jim Kroeger & Janet Beggs*

Looking for winter content, we thought you might enjoy some nautically-inspired floats that appeared January 1, 2022 in the TOURNAMENT OF ROSES parade.

If you've never seen it up close and personal – *it's amazing!*
Smells good too
– they don't tell you that on TV.



Cub Reporters: Winter Reading



50 Things: Nautical Jargon That Has Become Common Sayings

All aboard! With no further ado, let's walk the proverbial plank and dive into a sea of sailor sayings and their oceanic origins!

1. On Board

Part of a crew or team.

2. On Board

Fully understand what is being said or instructed.

3. Go by the Board

Finish with, to be rid of something

4. Give a Wide Berth

Leave space for, veer around.

Origin: In harbors, a berth is allocated to each boat. However, any boat will still move with the tide so it give other ships a wide berth, or plenty of room, to prevent accidents.

5. Batten Down the Hatches

Prepare for trouble, take precautionary measures.

Origin: Roots in the sailing practice of securing a ship's hatchways to prepare for bad weather. These hatchways were covered by a grill or left open to allow fresh air circulation. However, when bad weather threatened, the crew would cover these openings with tarpaulins and fasten them in place with wooden battens.

6. Caught Between the Devil and the Deep Blue Sea

Trapped/caught between significant difficulties.

Origin: The nautical practice of sealing the seams between a ship's wooden planks with hot tar. In this context, the devil is the name given to the ship's longest seam, which is typically the most prone to leaking.

7. Down in the Doldrums

Describes being stuck in a rut, not making progress.

Origin: A sailing situation in which no wind was present—sometimes for weeks at a time. This meant their ship would be stuck at sea - going nowhere.

8. High and Dry

Stranded without any hope of recovering, in a predicament, and at a loss for solutions.

9 Three Sheets to the Wind

Very, very drunk.

Origin: The sheet is rope that controls the trim of sail. If a sheet is loose, the sail flaps and doesn't provide control for the ship.



10. Left High and Dry

Abandoned in a difficult situation.

11. Sailing Close to the Wind

Taking risks that may be unreasonable, being close to breaking the law.

12. Sink or Swim

Either fail (sink) or succeed (swim) in an endeavor or task.

13. Dead in the Water

A situation where no further progress is being made, and the activity has come to an unproductive end.

14. Rock the Boat

Do something to disturb or aggravate the balance of a situation.

15. All Hands on Deck

Everyone needs to assist in resolving a problem or addressing a situation.

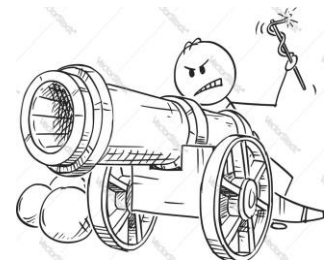
16. A Shot Across the Bow

A warning shot.

17. Loose Cannon

Something or someone unpredictable, spontaneous and potentially dangerous.

Origin: This originally described the mayhem caused on a ship when a cannon breaks free from its mooring during a storm or in battle.



18. In Deep Water

In trouble, out of one's comfort zone.

19. All at Sea

In a state of confusion.

20. Make Waves

Cause turmoil or trouble among a community

21. Plain Sailing

Smooth and easy, as in a course of action or future path.

22. Hunky-Dory

Perfect or just fine.

Origin: Refers to a particular street in Japan called Honcho-dori that provided services to lonely sailors

23. Copper-Bottomed

An expression suggesting that something is very stable or very safe, a term often used today in financial circles.

24. On the Right Tack

Taking the line or course of action that leads to the correct conclusion.

Origin: When you take the correct sailing line, you end up where you want to be. If a sailor takes the wrong tack/line, they end up headed in the wrong direction.

25. Shipshape and Bristol Fashion

That everything is okay and in good order.

26. Run a Tight Ship

Manage and organization strictly, efficiently, and effectively

27. Turn the Corner

Pass a critical point on the way to somewhere better or safer.

Origin: Used by sailors when passing the treacherous Cape of Good Hope or Cape Horn.



28. Make up Leeway

Make up for the time already lost or wasted

Origin: Leeway refers to the distance a ship has deviated from its proper course.

29. Landlubber

One who prefers not to be at sea.

30. Limey

A British person.

Origin: This slang came into being in the 19th century and referred to the Royal Navy's practice of issuing its seamen with rations of limes to prevent scurvy.



31. Bottoms Up

An encouragement to drink or to finish one's drink.

Origin: This originates from an era when English sailors were commonly hoodwinked into joining the navy. The trick involved giving the unsuspecting man a beer with a coin at the bottom. Once the poor man had possession of the cash, he was deemed to have accepted payment and was swiftly enrolled or press-ganged into the Royal Navy. As people began to wise up to the con-trick, they would say "bottoms up" to the people they drank with so that they could check for any hidden coins at the bottom of their glasses.

31.A. Shanghai



32. Show One's True Colours

Show who one really is, reveal one's character (usually used in a negative way).

Origin: Ships hoisted their national flags before commencing battle. Some ships would carry flags from many countries and hoist "false flags" to confuse or mislead their enemies at sea. A practice that was especially common among Spanish ships in the 17th century. This practice also introduced the term "bamboozle" into our language.

33. The Cut of One's Jib

The way one looks or conducts themselves (usually negative).

Origin: In the early 1800s, sailors used the term "cut" to describe the condition of something. "Jib" is the foresail that controls the general performance of a ship.

34. Scraping the Bottom of the Barrel

Obtaining the last dregs of something, procuring someone or something that is of inferior quality.
Origin: On 17th-century ships, sailors would scrape empty barrels used to store salted meat to recover any remaining scraps.

35. Trim One's Sails

Adapt or change to fit altered circumstances.
Origin: Originally, this referred to the act of changing a ship's sails to better suit and take advantage of the wind conditions.

36. Abandon Ship

Leave (as in an executive leaving a failing company).



37. Rats Deserting a Sinking Ship

people are leaving/abandoning a disgraced or failing activity or organization.

38. Close Quarters

Tightly packed (as in people in a small space).

39. Learn the Ropes

Learn or understand the basics of how to do something.

40. Broad in the Beam

Having wide hips.

41. Like Ships that Pass in the Night

A phrase used to describe a brief encounter or near-encounter (as in two people have been in the same place at the same time but not having run into one another).



42. Davy Jones Locker

A metaphor for the bottom of the sea: the state of death among drowned sailors and shipwrecks
Origin: A notoriously myopic sailor who often found himself overboard.

43. Choc-a-Block

Full to the point of bursting, crowded, full to the brim.
Origin: This maritime phrase references wooden wedges' placement to secure moving objects on the decks of ships.

44. That Ship Has Sailed

A missed opportunity.

45. Sent up the Pole

Driven mad.

46. Through Thick and Thin

For better or for worse, no matter what happens.
Origin: This phrase comes from the method of using both thin and thick pulleys and ropes used to hoist sails.

47. Pipe Down

Be quiet.

Origin: This saying has roots in the nautical practice of sounding the bosun's pipe at the end of each day to signal lights-out.

48. Hand Over Fist

Easily and quickly (about making money).

Origin: Originally, this phrase referred to sailors pulling at a ship's lines as quickly as they could.

49. Stem the Tide

Try to prevent a situation from becoming worse than it already is.



50. Keel Over

Fall over.

Origin: When a boat's keel emerges from the water, the vessel is very likely to capsize.



PULL THE ANCHOR
AND
THE SHIP WILL SAIL

Name Game

Interesting / Ironic / Insane



Feeling chubby from the holidays and pandemic lockdowns?



"When I said attach the anchor to something heavy I didn't mean your Uncle Larry!"

Classic Times

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

Commodore Dianna Ettel
Vice Commodore Rick Olson
Rear Commodore Glen Varcoe

Website: <https://classicyacht.org/southern-california-fleet>

Editor: Janet Beggs

janetbeggs17@outlook.com ♦ 626-773-2806



- Jim Kroeger found this 1923 photo of RANGER hanging in the hallway of the LOS ANGELES YACHT CLUB