

Stephens Brothers, later Stephens Marine, Foot of Yosemite Street, Stockton CA.

Thod and Roy Stephens, brothers, went in to business around 1902 after they completed work on a 25 foot launch built for a Stockton banker. Their next project for the Head Reach Gun Club was a 50 foot launch, *Queen*, which forced them to expand in 1904 their operations on to an abandoned, sunk barge with its deck above water. There they constructed a workshop and proceeded to turn out around 125 additions to the local "spud" boat fleet, speedboats that were used by produce brokers to obtain contracts with the local delta farmers. Six years later the brothers expanded along a 380 foot section of the adjacent channel bank where they built a large plant with six sets of ways.

During World War I the company constructed tugs for the Navy, Thod remaining to manage production and Roy, the salesman, to recruit skippers for the Merchant Marine. After WW I Stephens Brothers produced a number of the Stephens 26 speedboat, all teak, double-cockpit that could carry nine pas-

sengers. One of these speedboats in 1925 was raced by the brothers against time down the coast from San Francisco to San Diego to great acclaim. Production of the Stephens 26 ceased because of their cost in the late 1920's and by 1929 the company turned their efforts towards the construction of larger yachts from 25 to 47 feet in length, entering a 34 footer in the first San Francisco Boat Show. Later in 1931 a 48 footer made its appearance at the New York Boat Show.

In 1933 Thod Stephens died and his work was carried on by his three sons, Theodore, Jr., Barre, and Dick. The company built sailing yachts from the beginning as well but in small numbers. However, in the late 1930's interest by bay area sailors resulted in the production of the Farallone Clipper class, along with larger sailing yawls and cutters, including the *Odyssey*, *Jada*, and *Pajara* which ranged in size from 44 to 58 feet.

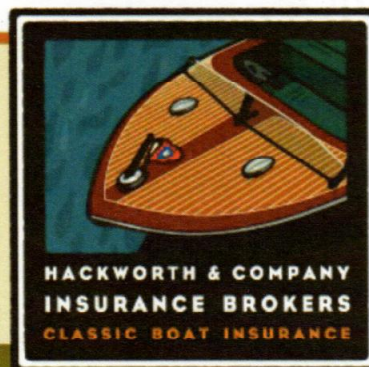
Stephens Brothers entered World War II producing over 125 boats of different types be-

fore the war ended. In the Fall of 1945, Roy Stephens retired and his three nephews took over the management of the firm. In 1946 the company opened a brass foundry and, shortly thereafter, opened the Stephens Marine Supply Division as a wholesale outlet for boating accessories. Semi-production yachts including about 10 32 foot and twenty 38 foot cruisers, as well as a number of Junior Clippers were all built during this time. From this point Stephens concentrated their efforts in the production of custom yachts, the largest of which was the 85 foot *Westlake* for developer Henry Doelger in April of 1951.

The Korean War interrupted pleasure boat construction and once again the company turned their efforts towards wartime craft producing 16 mine sweepers, 10 training vessels for the Naval Academy at Annapolis, and a

number of other naval boats.

In 1960, Stephens was building about 15 boats each year and it was at this time that industrialist, Jack Wrather purchased the controlling interest in the company with Dick and Ted Stephens retaining a role in management now renamed Stephens Marine, Inc. A new sales office was established in Miami, Florida and the first of the aluminum hulled Stephens, a 47 foot mast-head sloop, was launched, the *Alpha*. The company continued to produce aluminum hulled yachts; the last of the wood hulled yachts the *Cocquette* went down the ways in 1974. By the time of the 80th anniversary of the company, Stephens Brothers had constructed 1,194 boats. Competition in the marketplace forced the company to close in 1987.



Now you have a choice when shopping for insurance.

We have multiple companies that can offer a wide variety of coverage.

Liability Only Coverage
Diminishing Deductible
Discounts for Multiple Boats
Discounts for Good Credit Scores

1.800.894.9224

www.woodenboatinsurance.com