

ROBERT W. PARKINSON
3051 SHATTUCK AVE.
BERKELEY CALIF.

F172-8

1 May 1973

Dear Jerry,

94705

Thanks for your letter of the 25th. Today I took a ride on the ~~BERKELEY~~ GOLDEN GATE a POINT LOMA to Sausalito. Saw Conover. Some time way back, maybe 1960, we had an informal local SSHSA meeting on board, with tour of boat, and then some slides or movies. Also some months ago, I think it was long before you mentioned the interest of the San Diego Maritime Museum, I stopped in to say hello. At that time he indicated he would sell at a good price, as the boat could not last forever. Right now there is a "1/2 price" sale, and stock is pretty well down. I suppose he will keep open til after Sunday, and then start getting rid of the fixtures of the store. He says that the boat will now go to Willamette in Richmond instead of Union Iron Works (Hey, I sound like an old San Franciscan!) on Friday May 11 -- a week away plus. EUREKA is there now, undergoing extensive repairs to cabin, and Harry Dring has his office aboard. I'm sure Harry will help look after your best interests, Captain Reynaud, and San Diego. There is a bus that goes out to Willamette, and Harry had told me to come out some day to see the EUREKA, so I will try to get out very soon for that, and "case the joint" for visits while the BERKELEY is there. I'm also very anxious to try to get some pictures of BERKELEY (and EUREKA) being moved, so will look into that also. I hope Captain Reynaud and others will keep a good photographic record of work and travels of the BERKELEY. I would like to see good coverage in Steamboat Bill in next issue (deadline 2 months from now) and from time to time to keep your new museum ship before our readers' eyes. Also good stories and notes on the BERKELEY could be worked in now and then. Compared to most of those who have converted retired vessels to commercial uses and have let them fall apart or have schmaltzed them up with gingerbread, honkey tonk, etc., I think Conover has kept the BERKELEY well these 13 or 14 years. I hope ~~that~~ opposition can be stalled off til the boat starts to look good (eventually beautiful) again, or until favorable publicity catches on. I think you ought to come up here yourself for a good story and some good publicity.

Get Laurence Bulmore up from San Jose !

Regarding your question on bars on the ferryboats. I do not recall sale of liquor on board after repeal. Nor do I recall sale of beer, but I just may not have noticed. Before Prohibition there may have been, and in earlier years there were. Early accounts of commuting in the late 1850s or early 1860s there is mention of the Creek Route boats stranding on bar (the hydrographic kind) at mouth of Oakland Creek and the men passengers standing at the bar (booze kind.) I think it was Bulmore who told me that on the SP Riverboats the bar was kept closed til the up river boat passed Red Rock. My guess is that it was a San Francisco ~~ordinance~~ ordinance, for that point marks the junction of several canals.

Conover mentioned a large steam yacht in the San Diego collection. Which is it and what is her story ?

SSHSA finally got around to billing for libraries and museums, for 1972 and 1973, so they did not forget. So the Steamboat Bill subscription thru 1973 is paid up by me, and gladly, for STAR OF INDIA. Next year I can have name changed to BERKELEY, or name of Museum association, if that would be better.

More later. Best regards,

Bob

