

F172-16

7 Feb 75

94705

In 1940 when I first saw the designation "Western Rivers" applied to the Ohio-Mississippi system and not to the West Coast, I was confused and somewhat angry. But my feelings are now completely reversed now. When steamboating started in the early 19th Century, the west and the northwest were just over the mountains from the coastal States. The term "Western Rivers" then applied to the Ohio and tributaries, the Mississippi and tributaries. I respect and like the term, such as a friend of mine who reverently uses the term "Western Ocean Packet" for the later transatlantic passenger liners.

A couple of weeks ago in an episode of "Cannon" I saw our fearless fat friend running around on the tarmac of the BERKELEY, and the newly painted stack and pilot house looked beautiful. I hope the TV companies pay well for these activities. On "Harry O." I am watching for good views of BERKELEY, STAR OF INDIA, and MEDEA. To some of the young transit fans, and eco. freaks, are kappy to see him riding busses.

August 5, 1975 is the 200th anniversary of the arrival of SAN CARLOS in San Francisco Bay. This was the beginning of the maritime history of San Francisco Bay, and 200 years of maritime history and development is certainly worth all-out celebration. Raymond Aker and I, of Drake Navigators Guild, have joined with Col. Herbert Garcia of the Historical Advisory Committee (Al Shumate Chm.) of the SF Twin Bicentennial (Red Fay, Chm.), to interest various historical and maritime and yachting groups in activities commemorating the opening of the Golden Gate. A recent formative meeting of the Committee has brought together representatives of various groups, some of whom share our enthusiasm, and some of whom participate anyhow. One of the former is Bill Vaughn, who, I believe may have

anyhow. One of the former is Bill Vaughn, who, I believe may have discussed certain aspects with Ken R. or yourself. The Spanish Govt., USN, USCG, US and State Parks, yacht clubs, etc., are much interested and cooperative. Raymond Aker is drawing plans for SAN CARLOS, and one of the better model builders in the area will build a model of the vessel. The archival materials at Bancroft contain much descriptive material and inventory of parts and equipment of S.C., SAN ANTONIA, and several other vessels. Though many historians have used this material, it is so detailed that they have just skimmed basic dimensions from it. And most of them got it wrong. Spain adopted the metric system about 100 years go, and for good reason. Each province, or locality, in Spain, and the various American colonies, had slightly different measures. Also, the shipwrights had their own measure, which differed from these. Furthermore, the translations of names of parts and equipment, because of marine and shipbuilders' special terminology and idiom, bore no relationship to the general translation of the words, so that translation required a good knowledge of ship construction, which the historian lacked. SAN CARLOS and SAN ANTONIA were built as bergantin, but were very soon converted to paquebot (snow). Some writers have said that one was a little bigger than the other, but I think they are basing this on one reference, and other references show that this was not so. SAN ANTONIA, I believe, was the first (after Cabrillo) to San Diego in '69, with SAN CARLOS a few days later. SAN ANTONIO also was the one to found Monterrey, but both of them were very active for several years. The first San Antonio (de Oro) subsequently went to the Philippines, and was replaced by