



# MAINS'L HAUL

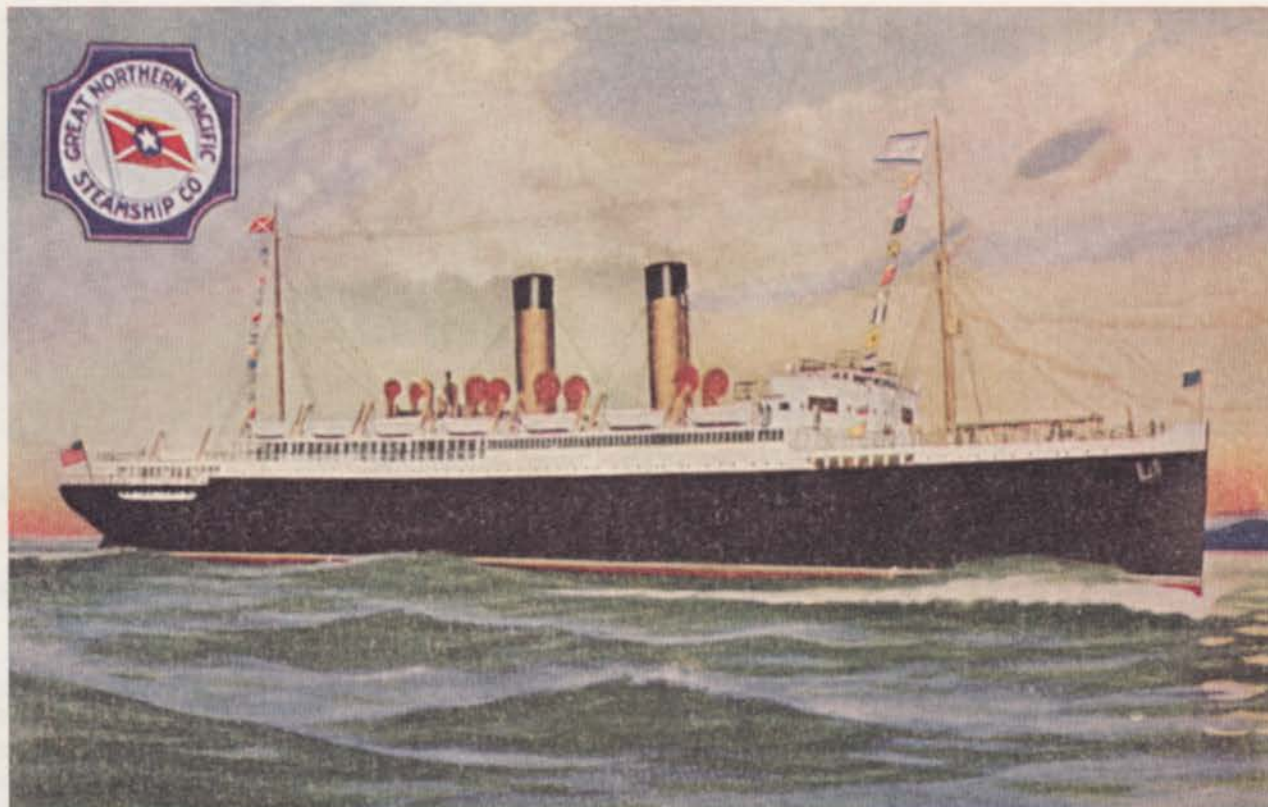


## MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

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Steamship "Great Northern" of the Great Northern Pacific Steamship Company between San Francisco and Portland, Oregon, via Astoria, entering the Golden Gate at San Francisco

*Postcard from the Chandler Collection*

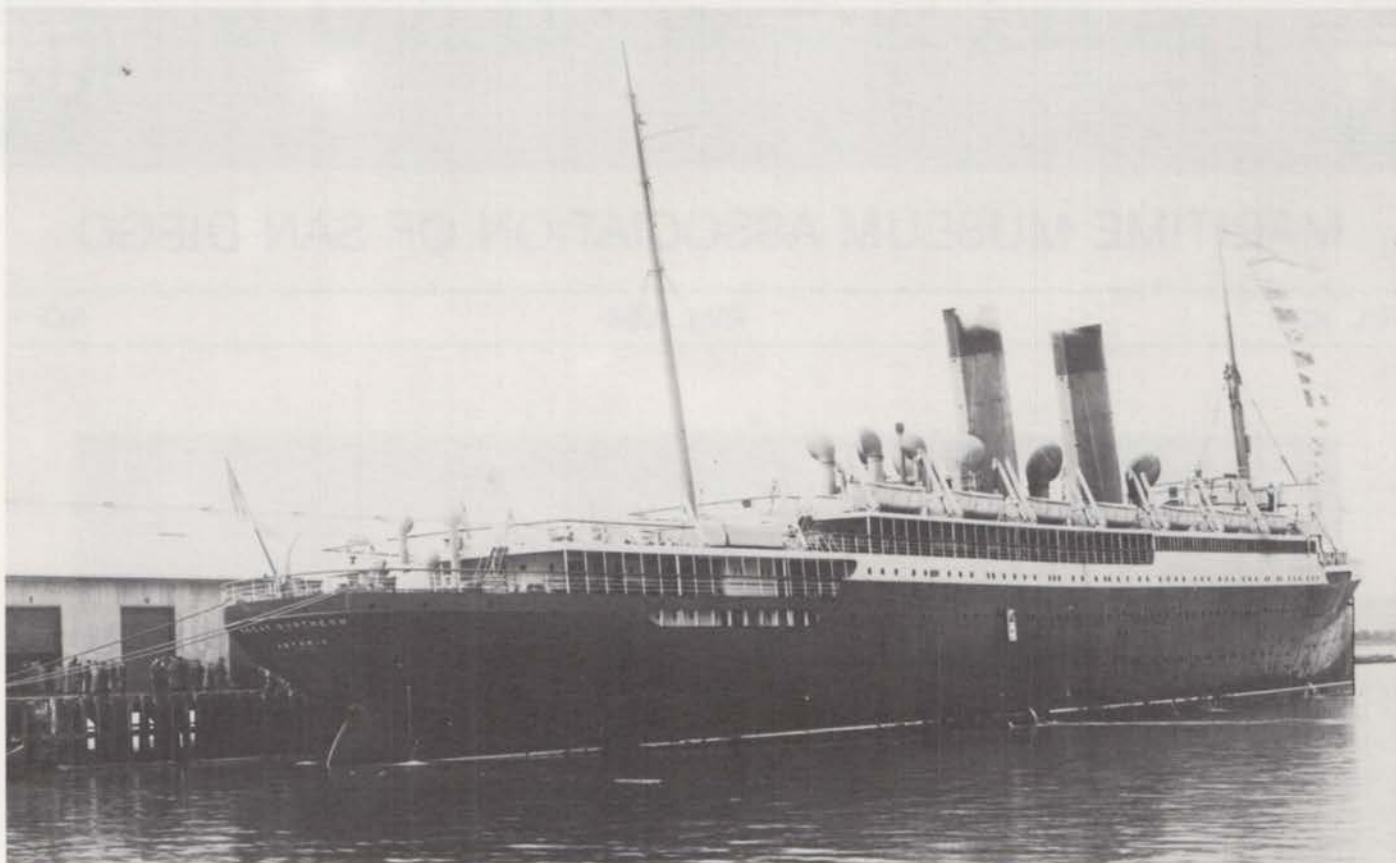
### THE ADMIRABLE ALEXANDERS PART 1

By Captain Gregg Chandler

This is a story of four ships that left their mark on the maritime history of the Pacific Coast. Although each ship had its individual personality, together they formed a team that made passenger travel aboard ship attractive for thousands of people during their years of operation. Their given names, H.F., Ruth, Dorothy, and Emma, were synonymous with the very best in shipboard accommodations and entertainment at that time, and even today conjure up

pleasant memories for those fortunate enough to have traveled on these lovely liners.

It all began with a man named Hubbard Foster Alexander, who was to become a giant in West Coast shipping circles. Born in Colorado Springs, Colorado, in 1879, he moved to Tacoma, Washington, in 1893, and at the age of 14, went to work on the Tacoma docks at 20¢ an hour to help support his family. In 1899, H.F., as he preferred



*The GREAT NORTHERN at San Diego, February 10, 1915.*

*Postcard from Chandler Collection*

to be called, acquired control of the Commercial Dock Company of Tacoma. By 1907, he had gained controlling stock in both the Alaska Pacific Steamship Company and the Alaska Coast Company. A folder of 1914 displays the name Pacific Alaska Navigation Company (The Admiral Line) as a successor to the two lines mentioned above. By the time America entered the First World War, the Alexander corporate interests operated one of the nation's largest fleets. In the period following World War I, the Alexander house flag was flown by as many as 200 vessels. It was during this time that the four Alexander ships entered the picture, and made west coast passenger travel comfortable, speedy, and entertaining.

#### **The H.F. ALEXANDER**

The *H.F. ALEXANDER*, one of the most beloved of all American ships, had many nicknames applied to her in her heyday: "Gallopig Ghost of the Pacific Coast;" "Greyhound of the Western Ocean;" "Palace of the Pacific;" and, as she was affectionately known in her later years, "Hot Foot." No matter what she was called, she is remembered today as probably the most popular liner ever to come out of our own shipyards. Actually, in her long and illustrious career she was given four different names: *GREAT NORTHERN*, *COLUMBIA*, *H.F. ALEXANDER*, and *GENERAL GEORGE S. SIMONDS*. However, it is as the *H.F. ALEXANDER* that she is remembered as the fastest, most

beautiful and luxurious liner to transport passengers along our Pacific Coast.

It all started with the imaginative ideas of James J. Hill, the railroad tycoon, and controller of two large railroads in the Northwest, the Great Northern and the Northern Pacific. He wished to expand his empire as far south as San Francisco, but could not come to any agreement with the railroads operating in that area. He then decided to use another form of competition—passenger steamships running between Portland and San Francisco. Hill was certain that high-speed liners could better the time of Southern Pacific's Shasta Limited running between those two cities. An order was placed with the William Cramp shipyard in Philadelphia for the building of two liners, 524 feet long, and displacing 12,000 tons. Steam turbine engines of 25,000 horsepower would drive these vessels with speeds up to 28 knots. Each would be manned by a crew of 200, and could accommodate 800 passengers. Luxury, and above all speed, would be the prime qualifications for these two ships.

The *GREAT NORTHERN* was the first of the two liners to arrive on the Pacific Coast. Leaving Philadelphia early in 1915, she became the largest ship of her type to transit the new Panama Canal. Her arrival in San Diego, according to *The San Diego Union* of February 10 and 11, 1915, was greeted with great fanfare. The passengers were guests of the city and feted at the Panama-California Exposition. It was estimated that over 10,000 San Diegans

visited the ship during her stay in port. The same treatment was given the ship and passengers at Los Angeles and San Francisco. Meanwhile, James Hill had made preparations for her arrival in Oregon. The Columbia River was not considered safe for high-speed passenger liners, so a 600-foot pier was constructed as the northern terminus, at the mouth of the Columbia in a town called Flavel. Passengers would be carried by fast express trains to Portland. The *GREAT NORTHERN*'s run from San Francisco to Flavel was made in less than 24 hours and she was met by a tremendous and enthusiastic crowd of several thousand people brought up from Portland by excursion trains. Her sister the *NORTHERN PACIFIC* joined her a few months later, and the two liners became known as the "Twin Palaces of the Pacific." When they started service an advertisement described their amenities as: cabins de luxe with baths; glass-enclosed promenade; orchestra, dancing and deck games; observation parlor, grill and sun parlor; garage for 40 automobiles and of course excellent service and cuisine. All this at a round-trip fare, Seattle to San Francisco (including rail to

Portland) of \$38.40, meals and berth included! James Hill died on May 31, but not before he lived to see his great liners outrun the crack trains of the Southern Pacific. Traveling at an average speed of 23 knots they carried passengers to San Francisco in 26 hours. Freight from the Midwest was moved by rail and ship in two days' better time than by rail all the way.

World War I involved the U.S., and the ship left San Francisco on her last voyage as the *GREAT NORTHERN* on September 20, 1917. Shortly afterward, she and her sister were converted to troop transports at Bremerton and then left for the east coast and war duty. Due to their speed they were placed in fast convoys along with the *MAURETANIA*, *LEVIATHAN*, *OLYMPIC* and *AQUITANIA*. The *GREAT NORTHERN* made 10 round trips New York to Brest, completing 72,000 miles in 10 months. She established a world's record round trip to Europe in 12 days, 1 hour and 35 minutes, breaking the *MAURETANIA*'s old record. She also beat the *LEVIATHAN* by three hours in a 3,200-mile race from Brest to Ambrose channel. After that she packed up and went home to San Francisco,



*The H.F. ALEXANDER seems to be avoiding a smash with a ferryboat off the ferry terminal, San Francisco, June 27, 1936. Shortly after this she was taken out of service.  
Maritime Museum file photo donated by Gregg Chandler*

where she was laid up as a ward of the U.S. Government.

The *GREAT NORTHERN*'s service duties were not over as it turned out, as the Navy picked her to accommodate the Commanding Admiral of the Atlantic Fleet and his staff. Renamed *COLUMBIA*, she relieved the battleship U.S.S. *PENNSYLVANIA* as flagship and served over seven months in that capacity. Then tragedy struck. Her sister ship the *NORTHERN PACIFIC* had been purchased by the Pacific Steamship Company for passenger service on the west coast. En route for a refitting at Chester, Pennsylvania, she caught fire, burned and sank off the mouth of the Delaware River. H.F. Alexander and other officials of the Pacific S.S. Company were able to persuade President Harding to have the *COLUMBIA* retired and she was then bought as a replacement for the *NORTHERN PACIFIC*.

After a \$500,000 refit in the Sun yards at Chester, she was once again renamed—this time in honor of her new owner, H.F. ALEXANDER. Leaving New York in May of 1922, she made the trip to San Francisco in 13 steaming days, setting a new record. Her arrival at the "City by the Golden Gate" was greeted by a tumultuous ovation, and with her newly painted dark green hull, white superstructure and buff stacks with the Admiral insignia, she did indeed make a beautiful entrance. Before taking up her coastwise schedule, the H.F. made a trip to Honolulu in June of 1922, carrying a load of Shriners to a convention. Again, she established east- and west-bound crossing records. Around 10,000 people greeted her in Seattle on July 9, after her maiden voyage from San Francisco. For the next 14 years the H.F. ALEXANDER was not only establishing speed records along the Pacific Coast, but also endearing herself to thousands of passengers who were fortunate enough to travel on her. The name "Hot Foot" became well known among seafaring men along the coast, and her giant triple-chimed steam whistle identified her in and out of each harbor. She carried many important people from all walks of life—Ralph Bunche once served as a bellhop aboard her. Also the H.F. became a movie queen in her own right, as many Hollywood sets were brought aboard her. The ship spent a brief period in 1925 on the New York to Miami run, but the east coast winters did not suit her well, and she soon returned to the west coast and resumed her popular schedules. However, the Roaring Twenties came to an end, the depression of the Thirties set in and together with waterfront strikes passenger service along the Pacific Coast was brought to an end. The H.F. ALEXANDER was laid up in the Oakland Estuary in 1936, and along with her sisters would remain idle until World War II broke out.

In 1941, the H.F. ALEXANDER was taken out of retirement and converted to a troopship for the second time. As Great Britain was sadly in need of merchant ships she was transferred to British registry and made a few trips in convoy to the South Pacific. After a brief visit to the Atlantic theater of operations she was returned to the American flag and renamed the *GENERAL GEORGE S. SIMONDS*. Again, as in W.W. I, she transported thousands of troops across the Atlantic. On D Day plus one at Normandy, she

led a convoy of troopships in to Omaha Beach after the lead ship *SUSAN B. ANTHONY* was put out of action by a mine. She made several more trips to Normandy and then was loaned to the United States Maritime Commission, and transported laborers from Jamaica to the United States. After this assignment she was laid up in the James River near Norfolk, Virginia, on March 5, 1946. Here she anxiously awaited her next duty which was never to come. Her age, and the expensive cost of refitting, were too much to overcome.

Finally, on a dreary, misty day, January 15, 1948, the H.F. ALEXANDER, under tow, slowly started on her final voyage to the breakers. Entering the waters of the Delaware where she had begun her life over 30 years before, there were few to wish her a fond farewell. There were probably many misty eyes however, when countless of her friends made during her long and colorful career read of her last departure. In their hearts I am sure they felt she deserved a better fate from a nation she had served so well.

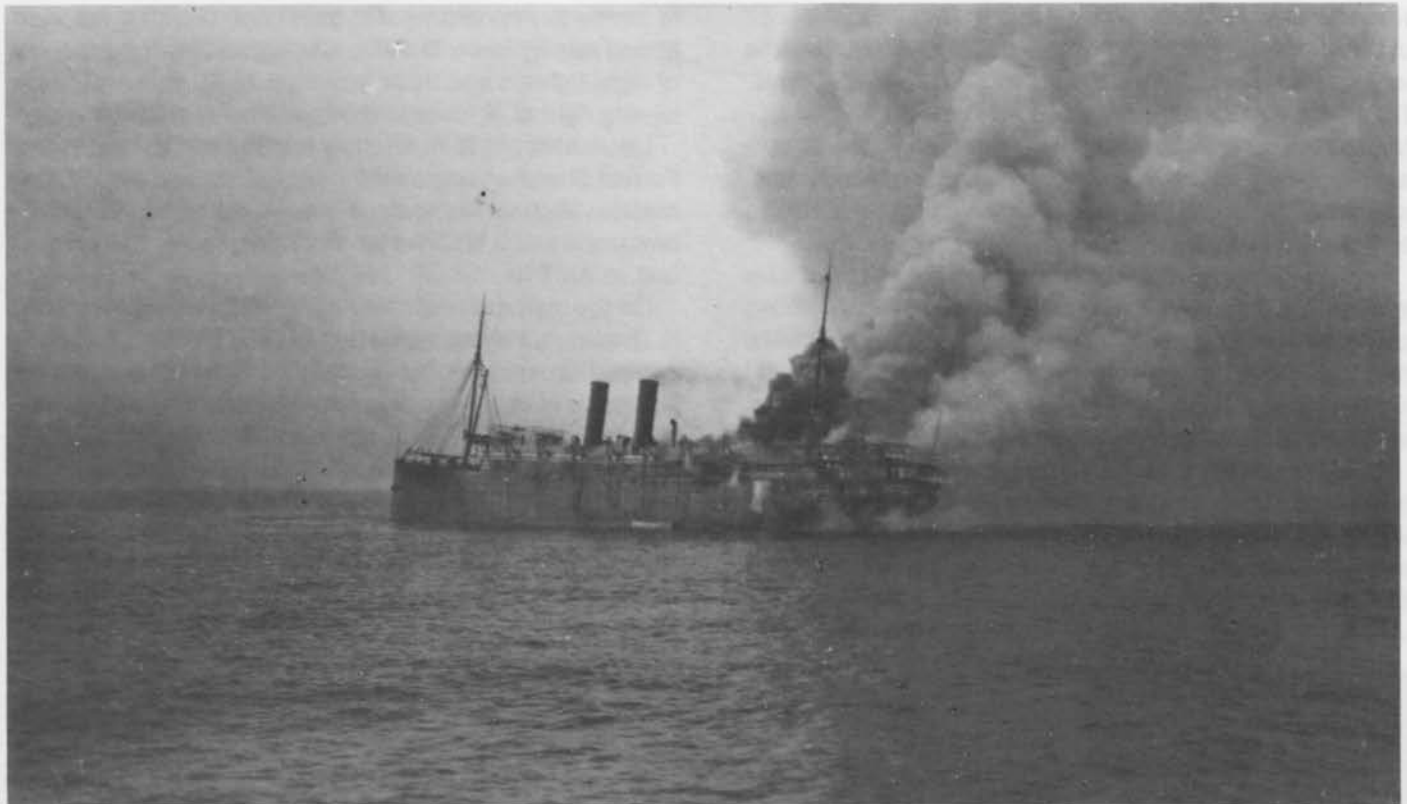
### THE EMMA ALEXANDER

The *EMMA ALEXANDER* started her life on the Pacific Coast as the *CONGRESS*. Built in 1913 at Camden, New Jersey, by the New York Shipbuilding Company, she was larger than her running mates, the *PRESIDENT* and *GOVERNOR*, which had also come out of the Camden Yard back in 1907. After her arrival in San Francisco, on her maiden voyage, October 6, 1913, she was operated by the Pacific Coast S.S. Company between Seattle and California ports from 1913 to 1916.

On September 14, 1916, the *CONGRESS* caught fire at sea off Coos Bay, Oregon, and while the 253 passengers and 175 crew were transferred safely to a seagoing dredge nearby, the ship itself was left a burned-out hulk. It was towed into port, and the engines and boilers were sold for \$850,000. Later, in 1918, when as a result of the war there was a great demand for passenger liners, the China Mail S.S. Company purchased the burned-out hull and rebuilt it as the *NANKING*, at a cost of over two million dollars. However, the company ran into financial difficulties a few years later, and the ship was laid up in April of 1923. An auction was held and it was sold to the Admiral Line for \$750,000 and renamed the *EMMA ALEXANDER*, in honor of H.F. Alexander's mother.

The *EMMA*'s hull was painted a beautiful green with a gold band, and with the Admiral Lines insignia and colors she departed Seattle on February 7, 1924, on "another maiden voyage" to San Francisco. She now joined the *RUTH ALEXANDER* in weekly sailings between California ports, Puget Sound and Victoria, B.C. Old-time San Diegans probably remember either the *EMMA* or the *RUTH* departing San Diego every Sunday morning for their northern destinations. Also welcoming her back were the *DOROTHY ALEXANDER* (ex-*PRESIDENT*), and a newcomer, the H.F. ALEXANDER, formerly the rival *GREAT NORTHERN*.

In her first year, 1924, she made a holiday run from Los Angeles to Ensenada carrying a full load of Shrine nobles.



*The S.S. CONGRESS (subsequently the EMMA ALEXANDER) afire off Coos Bay, Oregon, on September 14, 1916.  
Postcard from Chandler Collection.*

In June, two new Doran propellers were fitted and her speed was increased to around 18 knots. In 1927 she made her fastest Admiral Line run of 55 hours from San Francisco to Seattle. Because of many movie sets aboard her at various times the *EMMA* was often called "Hollywood Afloat." One of the more unusual features, also carried out by other Admiral Liners, was an early morning canter around the deck for a mile, with the more hardy passengers being led by the ship's orchestra!

Due to waterfront strikes, railroad competition, and higher crew wages, the Admiral Line by 1936 was in dire financial straits, and the *EMMA* and her sisters were laid up in the San Francisco Bay area. Her last sailing from Seattle was on September 20 of that year. She was laid up until March of 1941, when she was sold to the British Ministry of Shipping, assigned to Canadian Pacific S.S.

Company as a troopship, and renamed *EMPIRE WOODLARK*. The ship served mostly in the Indian Ocean, Persian Gulf and Red Sea, with Durban, South Africa, as her home base. The former Admiral liner was not adapted to the hot tropical weather, and both her crew and the troops suffered considerably. After concluding her service in World War II she was loaded with obsolete gas bombs and sunk in the North Atlantic. In some ways, maybe it was fitting that this sturdy liner, survivor of two world wars and burning at sea, was given a loud sendoff in her ocean burial.

*(Ed. Note: In the next issue, Captain Chandler will continue his account with the stories of the DOROTHY ALEXANDER and the RUTH ALEXANDER. He will conclude that installment with a bibliography on all four Alexanders.)*

## **"GENTLEMEN, IT IS TIME TO LEAVE"** **PART 2**

By Clair Runyan

*(Ed. Note: What follows is the dramatic conclusion of historian Clair Runyan's account of the death of USS WASP [CV-7]. Colonel Runyan was a member of the ship's Marine Detachment during her final battle. In Part 1, he traced the WASP's career from her launch in 1939 through the early days of World War II. By the summer of 1942, the carrier was involved in Operation WATCHTOWER—the attack on*

*Guadalcanal. The fight for this island bastion went on for months and saw many of the most savage naval encounters of the entire war. We resume Colonel Runyan's story with WASP approaching the Solomons as flagship of Task Force 18. The time is mid-September, 1942.)*

On September 15, Commander Task Force 18 (Leigh

Noyes), was in *WASP*; the cruisers *SAN FRANCISCO*, *JUNEAU*, *SALT LAKE CITY*, and *HELENA* made up the inner screen; and the destroyers *LAFFEY*, *LANSDOWNE*, *DUNCAN*, *LARDNER*, *AARON WARD*, and *FARENHOLT* formed the outer screen. Commander Task Force 17, with accompanying ships, including the recently arrived battleship *NORTH CAROLINA*, was in *HORNET*, some six miles to the northeast on a bearing of 070 degrees.

It was a fine afternoon as *WASP* approached 12°26' east longitude. Raymond J. Reyes of VS-72, a tail-gunner whose plane landed about 1430 after a patrol mission, recalled that it was "a bright, sunny afternoon, the wind 15 to 20 knots, the sea not especially rough. . . blue skies with a white cloud here and there."

The Chaplain, Lieutenant Merritt F. Williams, remembered it as "a bright, clear day, with a good breeze. The water was covered with white caps." Williams added, with perhaps excessive optimism, that "it was one of those days that makes a man glad he is a sailor."

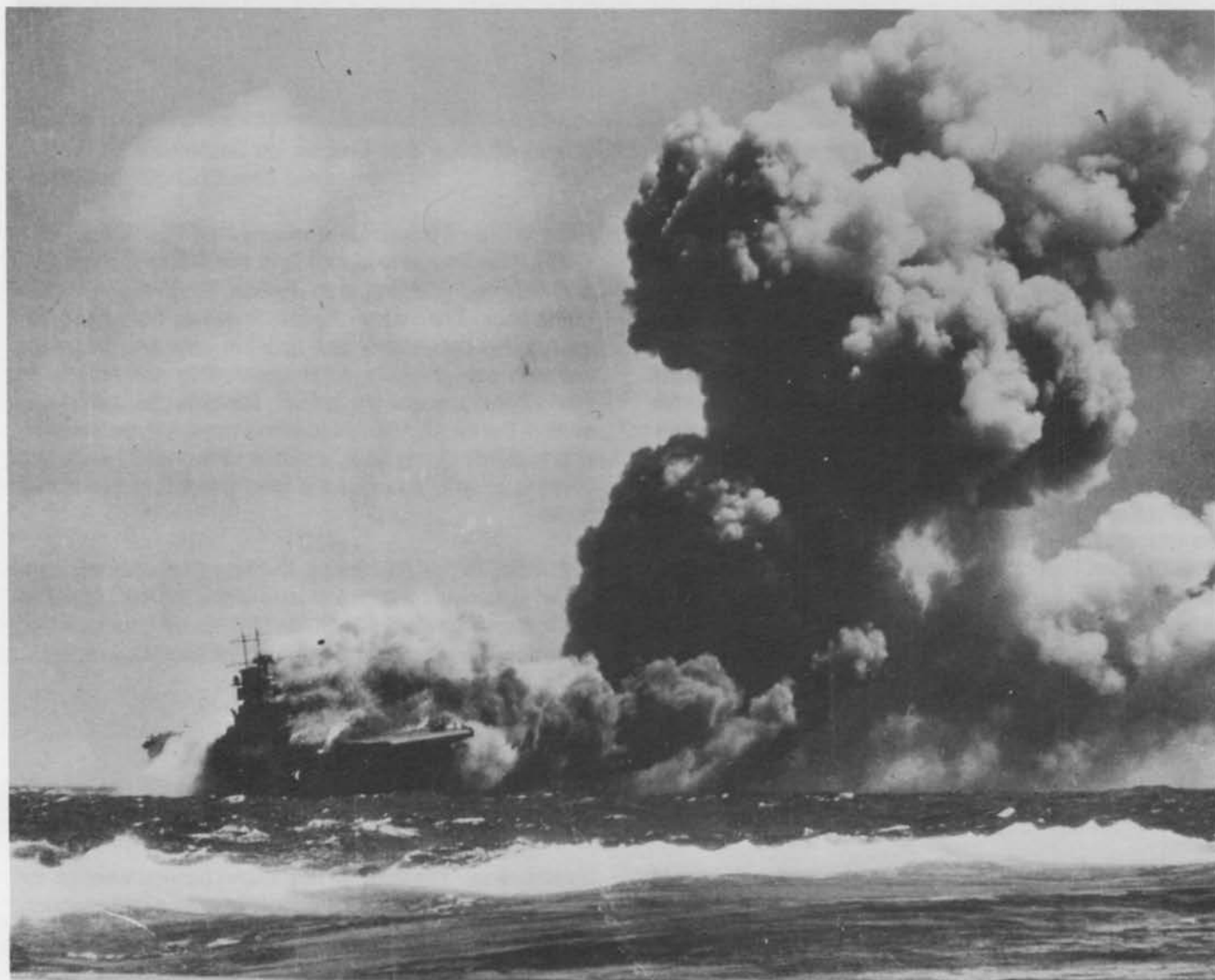
After launching eight fighters and 18 scouts, which were

to sweep to the northwest to gain contact with a reported strong enemy force, the ship had completed the recovery of eight fighters and three scouts at 1442, and *WASP* was turning right at 16 knots to the base course of 200 degrees.

Lieutenant (jg) W.H. Withrow had the deck and Captain Forrest Sherman was on the bridge. The Air Officer, Commander Michael Kernodle, a lanky officer who viewed his own unclassical features as the "ugliest face in the Navy," was in Air Plot.

On the starboard catwalk near the 20mm guns, Edward B. Doremus, Photographer's Mate, stood with friend Jack Freret discussing women. Since the last shore leave was far distant in space and time, the opposite sex understandably ranked very high in off-duty fantasizing.

Stretched out on his bunk, five decks down just aft of the forecastle, Lieutenant (jg) Thomas Weschler (later Admiral) had just begun to enjoy some well-earned rest after securing from General Quarters. His phone rang. It was Chester Spiwak, Boatswain's Mate 1st Class. He said they were starting to rig paravanes on the forecastle and



*Aflame and listing to starboard, her hangar deck torn by explosions, the WASP fights her last battle southeast of the Solomons, September 15, 1942.*

*U.S. Navy photo*

if Weschler wanted to see how it was done, to come on up. Weschler recalls that "the sack looked so good . . . but I really did want to learn so I went up to the forecabin." The time was about 1440.

Billy Earl Lay, Aviation Ordnanceman 3rd Class, was in the ship's armory below the waterline, along with a dozen other men including his younger brother Paul. They were cleaning fuses. Some time after 1415, the division chief ordered Lay out of the armory to fuse a thousand-pound bomb and a 325-pound depth charge and load them on the elevator. Billy Lay did as ordered, then went to the ready service magazine off the flight deck. Paul, 19 years old, continued to clean fuses, five decks down.

In one of the ready rooms in the island, the Executive Officer, Commander Fred C. Dickey, sat with Chaplain Williams and the Engineering Officer, Lieutenant Commander Theodore F. Asherfield. Their conversation was relaxed, according to Williams, touching idly on when they would next get mail, and what they were going to do when they got shore leave. The Chaplain remembers saying, "When I get ashore, I'm going to buy the doggonedest green salad any chef ever fixed up."

As the Exec and the Chief Engineer listened to the Chaplain's dreams of fresh lettuce, endive, and radishes, far below in the engine spaces, 37-year-old Chief Machinist Chester M. Stearns was standing Officer-of-the-Watch at Main Engine Control. Boilers 1, 2, 4, and 5 were on the main steam line, both turbo-generators were in use, and the steam damage control pump was warmed up. A sturdily built warrant officer, Chet Stearns had 18 years of experience in engine rooms. It was hot four decks down amid the clangor of the machinery, but Stearns had known hotter.

On gun group three, the after starboard 5-inch battery manned by the Marines, William F. Schriver, a tall, handsome private first class, stood smoking a cigarette and enjoying the fresh air. Schriver had the afternoon 12-16 captain's orderly watch, but a few minutes earlier, he had called the Corporal of the Guard, Morris M. West, a lean, quiet Alabaman, to ask for a cigarette break. West accommodatingly took over his watch. Bud Schriver stubbed his cigarette out and started back down to his post outside the captain's cabin. It was on the second deck, below the island, starboard side.

The Navigator, Lieutenant Commander John F. Greenslade, was sitting at the chart table listening with half an ear to the steady thump of returning scouts as they hit the flight deck. At 1444, the last of the planes landed and the ship immediately started its turn into the base course.

Sitting in the port after wing seat of Sky Control was Lieutenant Commander George Kneupfer, the Gunnery Officer. Kneupfer was the Control Officer, 1200-1600 watch. Standing close by on the starboard side was the Assistant Control Officer, Lieutenant Hipp. As the Gunnery Officer recalled, "The landings had just been completed and I . . . glanced at my watch. It was 1445."

*"Torpedoes on the starboard bow!!"*

The bridge got the warning from the lookouts. Captain

Sherman saw "three torpedoes close aboard approaching from three points forward of the starboard beam." Sherman shouted for full right rudder, but it was too late. "Almost immediately," he said, "the ship received three hits . . . two were well below the water line . . . [while] the third torpedo broached and then submerged to hit close to the surface. All these hits were in the vicinity of the gasoline tanks and magazines." The resulting explosions shook the ship convulsively.

George Kneupfer heard the yell, "Torpedoes!" from Lieutenant Hipp. Running to the starboard side, the Gunnery Officer "looked over the side and saw two torpedoes approaching the ship about 50 yards apart . . . about 25 yards from the ship. [They were] traveling at a high rate of speed (over 40 knots), were leaving no wake and appeared to be rising, that is, on an upward track . . . clearly visible about 10 feet to 15 feet below the surface of the water." Kneupfer roared at the bridge, "Torpedoes—hard left rudder!" then watched, fascinated, as the deadly tubes hit. "The shock of the first explosion threw me to my knees," he recalled. "And the entire Sky Control, located on the foremast tripod, whipped . . . and appeared to be breaking up; rivets were flying everywhere."

Greenslade, the Navigator, still in the chart house, jumped to the hatch leading to the starboard catwalk just in time to see "two torpedoes go out of sight under the edge of the bridge decking . . . under the Number One 1.1-inch battery group. Immediately, the starboard side was enveloped in smoke . . . I was forced back into the chart house, which was a shambles of fixtures knocked from the bulkheads and decks." Greenslade took the inside passageway to the bridge, where he relieved Withrow as OOD. Taking stock of the situation, he saw that "the rudder was full right and . . . [I] found that all communication, the gyro repeaters, the engine order and revolution telegraphs, the steering control, the lights and the public address system were gone." Only the JV circuit remained, however, that linked Central, Main Engine Control, Steering Aft, and Battle Two.

In Air Plot, the warning had come via the JL talker who reported to the Air Officer, "Look One reports torpedo wake on the starboard bow." Commander Kernodle recalled that the talker "had hardly spoke the words before . . . a series of explosions occurred, causing a mining effect and a series of violent whips in Air Plot. Fixtures and equipment were torn loose and heaped on the deck . . . and personnel were thrown about." Kernodle took a hand battle lantern and immediately checked the ready service rooms and ready rooms and found that all aviation personnel had moved out onto the flight deck or had gone aft.

Returning to Fly Control he found that fire and explosions were rendering the flight deck forward of frame 40 untenable. Looking down, he saw "a repair party led by Lieutenant Commander Shea had led out fire and foamite hose but could get no water."

On the 5-inch gun platform aft, PFC Schriver clung to the splinter shield as the stern of the ship shook violently from the explosions amidships. Hatches leading to the

Marines' living compartment were filled with half-dressed men pouring out to the platform, dazed and confused by the bucking ship. Far forward, the Marines could hear the explosions of 5-inch ammunition going off on Number One gun platform. Peering along the side, Bud Schriver could see flames and smoke erupting from the hull precisely abreast the spot where Corporal West had relieved him moments before.

The sudden list of the ship—14, 15 degrees—tore loose some of the planes tied down on the flight deck. Ed Doremus, still standing on the catwalk, looked up to see a plane bearing down on him and his friend. "It was an F4F," he remembered, "that . . . careened our way. I pulled Chief Freret down and it went over our heads into the water below." Then he dashed below to get his Graflex camera.

In the after engine room, Chief Machinist Stearns, who had served in the submarines, counted the explosions as they marched relentlessly—one! two! three!—from forward of the bridge down the starboard side. "If there had been a fourth, and I was expecting it," he said, "I figured it would sure as hell hit the after engine room dead center. Believe me, I was counting the seconds."

The fourth torpedo missed (and so did the fifth and sixth, it is believed), but the engine rooms took their share of the punishment. The forward diesel generators were thrown from their foundations. In the forward engine room the turbo-generator tripped from a short circuit overload and its condenser shell split. The engineers donned flash suits against the super-heated exhaust steam but it was impossible to restore the turbo-generator. Amidst a maze of ruptured steam lines and scattered equipment, Fireman 2nd Class Wilford W. Wallace, in spite of badly scalded hands and arms, manned the booster pump to transfer oil and stabilize the ship. Working feverishly, he was yet able, by leaving his station for a few seconds at a time, to give first aid to severely injured men.

In the after diesel compartment, Machinist's Mate 1st Class Holmes and MM 2nd Class Stanley started work on the after diesel generator and in a very few minutes the generator was paralleled with the after turbo and bus ties opened between the two.

So, in the spite of the damage, the ship still had power. "I told the captain over the JV circuit," Stearn recalled, "that I could give him more than 20 knots astern as well as forward—if he wanted it."

But the battle to save the ship was turning out to be futile. The ready ammunition at the forward starboard guns now began exploding, throwing fragments over the forward part of the ship. Fires broke out below decks. Aircraft were lifted by the force of the explosions and dropped with sufficient force to break landing gear. Water mains in the forward half of the ship were broken, frustrating the firefighters.

Captain Sherman slowed the ship to 10 knots, put the rudder full left to get the wind on the starboard bow, then went astern with right rudder until the wind was on the starboard quarter. That tended to blow the fire away from the undamaged portion of the ship as it backed clear of oil

burning on the water. As the ship gathered sternway Sherman slowed to five knots, using Steering Aft to execute his commands.

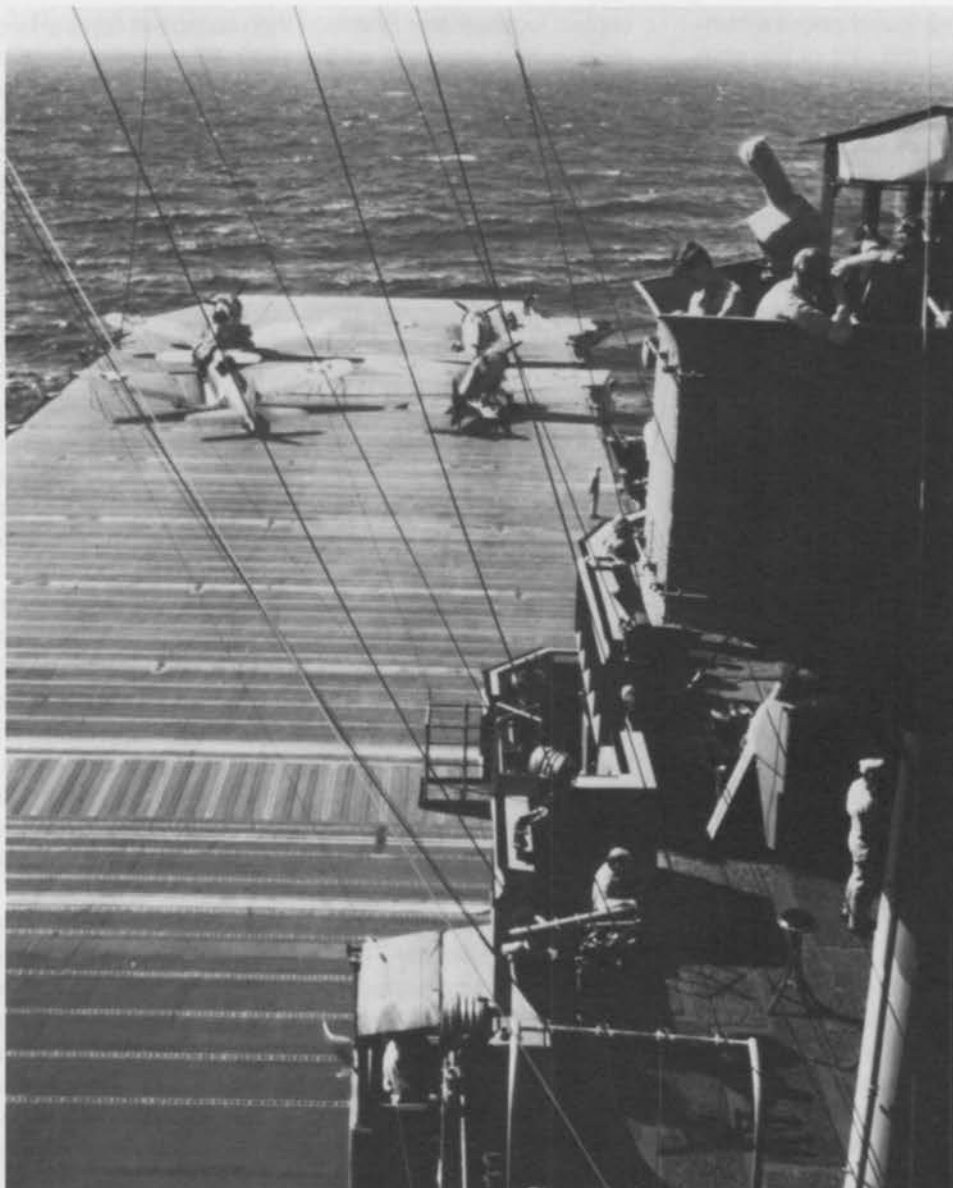
Although Stability Control had quickly reduced the list to starboard, the ship settled by the head until she was quite low in the water forward. By this time the fire had increased in intensity, smothering the bridge with smoke that made visibility forward almost impossible. And things were getting worse below.

"The people in Central asked to leave their station due to the smoke and fumes," Captain Sherman recalled. "I told them to leave only when they had to." The four men there—Electrician's Mate 1st Class R.B. Wolfram, EM 3rd Class C.D. Grinslade, and Yeoman 2nd Class E.J. Doran—stayed on for a while. They dogged down all the doors to the trunk and I.C. Room, tried unsuccessfully to talk to Gyro Aft, and secured all switches on the gyro panel. But by this time, Central was flooding through the trunk. The four men decided that if they were ever going to get out it had better be then, so they clambered out through the fire control tube. By the time they arrived at the pilot house they found it abandoned.

About 20 minutes after the torpedoes hit, the ship was wracked by a ferocious explosion midships near the number two elevator. Steel plating, expansion joint covers, barrier stanchions, and men on the flight deck were blown, according to the Air Officer, "high into the air, possibly 150 feet. I was thrown back from the walkway in to the island doorway. . . temporarily knocked out. This explosion was different from the previous ones. . . my impression was that we had been hit by a salvo of heavy bombs." George Kneupfer, the Gunnery Officer, believed that the explosion "might have been the bombs on the mess deck or another torpedo." Lieutenant J.R. Hume, the Damage Control Officer, attributed it "to escaped vapor in some of the space between frames 36 and 62." Billy Lay, AOM 3rd Class, recalling the big bomb and depth charge he had fused and left on the elevator, was convinced that they had exploded.

Whatever the cause, the effects of this massive eruption of gas and ordnance were cumulative and crippling. The Executive Officer, Commander Fred C. Dickey, as he moved to Battle Two, "noticed that number two elevator had . . . been lifted from its place and was now lying partially askew across the elevator opening, from which dense smoke and flames were issuing." The starboard side of the ship was open to the sea, bulkheads between "officers' country" and the elevator well were blown open, and gasoline lines had ruptured. The number four 5-inch gun had been blown from its foundation. The internal structure of the ship, already churned badly by the impact of the torpedoes, became a raging inferno. Lieutenant Hume reported that "the First Lieutenant's office was . . . in flames, as well as the elevator pit. . . and the Supply Office. One man . . . observed that all the aluminum bulkheads were . . . flattened out and pressed together in the passageway. It was impossible to isolate the fire."

Admiral Noyes, who had come down from the flag bridge



*This is the last known photo taken aboard the WASP, September 1942. The view is forward along the wooden flight deck. The aircraft are two F4F Wildcat fighters (starboard side) and two Douglas Dauntless dive bombers (port side).*

*Photo courtesy of Thomas J. Wilkes*

just before the explosion, was thrown forward onto the signal bridge deck, his shirt, hair, and ears burned in the flash.

Captain Sherman quickly ordered all men to retire to Battle Two, then followed, stepping over the bodies of three men on the port walkway. Seeing a large number of men in the water, Sherman, after arriving at Battle Two, ordered the engines stopped.

As control of the ship shifted aft, more and more men came down the catwalks and across the after gun platforms, their faces blackened, walking stiffly as they held their parboiled hands and arms away from their bodies. On the after part of the flight deck, doctors and corpsmen were treating the flash burns, broken bones, shrapnel wounds, concussions and contusions; all the inevitable physical trauma that results when frail flesh is exposed to the violence of explosions, fire, and tortured steel. Many of the more seriously wounded men were carried into the Marines' compartment where some of them died, lying stacked against the lockers.

Thirty minutes after the torpedoes hit, even the most

optimistic of the crew knew that they were losing the battle. Fire and explosions had divided the ship into two parts: the after part of the ship was shaken but still relatively unscathed, but from the island forward the ship was rapidly becoming uninhabitable. The island itself had to be completely evacuated. The forward portion of the ship, from port to starboard and from the third deck up to the flight deck, was a mass of superheated steel and exploding gasoline and bombs. From the beginning, except for CO2 bottles, and a dribble of water out of a long hose coupled to a fire hydrant aft, no fire-extinguishing equipment was available. Without water pressure all efforts to stem the fire were futile.

The forecastle, even though far forward of the original impact, was becoming a death trap. The Assistant Gunner Officer, Lieutenant Benedict J. Semmes, as he tried various routes to the forecastle, observed that "the 5-inch ready ammunition on the Group 1 platform began exploding almost immediately, chewing up the wooden deck and cutting the life lines."

Arriving on the forecastle, Semmes found about a hundred and fifty men there, cut off from the rest of the ship and threatened by the fires and explosions marching relentlessly toward them. Displaying the leadership that eventually brought him the rank of vice admiral, Semmes took charge, and with a group of other officers—Lieutenants R.H. Smith, Overton, Plake, Stuart and Reed; Ensigns Hyde, Edwards and Waring—had the men “cut down life rafts to make ready to launch, get mattresses from V-1 living spaces . . . break down stages from the overhead, and rig trailing lines over the bow.”

Flames and smoke were now licking along officers' country passageways, while a burning pool of oil formed around the bow, blowing asphyxiating gases continuously over the men huddled there. The port 5-inch gun platform was now ablaze and the thunder of ready service ammunition exploding on both sides of the forecastle added to the men's misery. Semmes tried “to contact the bridge or any station via sound-powered or ship's service phones,” but all communications were cut. By this time, he recalled, “the forecastle and the 150 men there were isolated from the rest of the ship.”

Semmes identified Lieutenant Commander Miller of Noyes' Staff as senior officer present on the forecastle and recommended to him that the group abandon ship. Miller agreed and the exodus over the side began.

Lieutenant (jg) John Mcl. Stuart was among the last to go over from the forecastle and as he slid down the line, Lieutenant Reed, a friend of his, cheerfully called out, “This fixes up the paymaster's beef about that missing [ward-room] toaster.”

While the *WASP* went down further by the head and the group of men forward was being forced into the sea, the fire roared unabated toward the stern. By now, the ship's own volatile weapons were being used against her. In reality, *WASP* was participating in her own destruction. Commander Dickey described some of it. “The Air Officer,” he remembered, “came up to me and said that the F4Fs stowed in the overhead had come down both forward and aft . . . adding to the difficulties of the men on the Hangar Deck . . . exploding gasoline tanks in the scouts and fighters on the Hangar Deck and 350-pound depth charges and 500-pound bombs hung on the scouts [were detonating].”

Few aboard *WASP* had noticed, but two other ships in accompanying Task Force 17 had been hit. A few minutes after the three torpedoes blasted the carrier, another one struck *O'BRIEN* (DD-415), approximately six miles away, blowing away her bow (later, on her way home with a makeshift bow, *O'BRIEN* sank in heavy seas without loss of life). A moment or so later, *NORTH CAROLINA* (BB-55), slightly farther away, was struck aft by another torpedo.

Sherman was now faced with a painful decision. Should the futile fight to save the ship continue at the cost of more men's lives, or should he order abandon ship?

“After receiving reports from both the Air Officer and the Air Group Commander . . . and after consultation with the Executive Officer, I reluctantly decided that the ship could not be saved and that the men must be gotten off promptly if unnecessarily heavy loss of life [was] not to be incurred,” the

captain recalled later. Sherman then consulted Admiral Noyes, received his approval, and at 1520, 35 minutes after being struck by the torpedoes, *WASP* was ordered abandoned.

The word had to be passed from person to person and via the few sound-powered phones still operating. Commander Dickey, the Executive Officer, hurried aft, passing the word as he went. “I found a group of about two hundred men . . . on the flight deck and [ordered] them to abandon ship . . . Arriving on the fantail I found . . . Commander Kernodle was there supervising operations and Chaplain Williams and hospital corpsmen were preparing the wounded to abandon ship. Going forward to the Hangar Deck, I found Carpenter [Joseph E.] Machinsky getting up . . . lumber from number three elevator pit [and throwing it over the side].” Dickey continued on forward, ordering the frustrated fire fighters aft. There were still some men in the boat pockets trying to rig out the 50-foot launches but the cranes had no power.

By 1600, most of the men had gone over the side, some jumping, but most sliding down hoses and 2½-inch hawsers trailing from the after gun platforms and the fantail. One legendary departure was described as a beautifully executed dive from the flight deck by a crew member who had been an Olympic diver, but most of the crew slid painfully down whatever was handy, and in the process lost much of the skin from their hands from friction burns. The water was comfortably warm, although large patches of oil, some of it aflame, inhibited progress away from the ship.

Abandonment of a ship posed a most serious and time-consuming difficulty—getting the wounded over the side. Each had to be equipped with a life jacket, and most were lowered in the metal baskets known as Stokes stretchers. Some went into life rafts, some onto rubber boats, and others clung to mattresses or floating pieces of wood. There were, inevitably, those whose injuries were so serious that it was doubtful that they would survive the abandonment. Still, they could not be left behind.

On the fantail, the group of officers and men grew smaller until there were only seven or eight left, clustered around Captain Sherman.

Chaplain Williams, who was among them, remembered that “. . . we reported to the Captain that the wounded were evacuated and the men over the side.”

Captain Sherman's reply was a simple: “Thank you.” And then he said, “Well, gentlemen, it is time to leave.”

## Epilogue

Throughout the remainder of the afternoon and into the night, explosions wracked the stricken ship and fierce fires lighted the dark skies. Still she refused to sink, and the Task Force commander finally ordered *LANSDOWNE* (DD-486) to administer the *coup de grâce*. At a range of about a thousand yards, the destroyer fired four torpedoes, singly, at the starboard side. Two of them hit and exploded, increasing the ship's list but not sinking her. *LANSDOWNE* then moved around *WASP* and at 2011 fired a torpedo at her port side. The explosion sent *WASP* beneath the

surface of the water. It was 2100.

The power of the Japanese Type 95, M-1 oxygen torpedo—the type believed to have struck *WASP*—can be grasped by the damage sustained by *NORTH CAROLINA*. The single torpedo that hit the battleship opened a gash 32 feet long by 18 high.

The two Japanese submarines in the area, the I-15 and the I-19, escaped unharmed from the barrage of depth charges flung at them by the destroyer screens. But within a year both submarines were lost, making reconstruction of the attacks on *WASP*, *NORTH CAROLINA* and *O'BRIEN* difficult. Some excellent deductive work has been done on this, however, that points to the I-19 having fired five or six torpedoes at *WASP*; three struck home, and two more, missing the carrier, continued on for miles before inadvertently striking the destroyer and the battleship.

Of the 2,247 officers and men aboard *WASP*, 193 were killed and 85 (not including slightly wounded) were hospitalized—a casualty rate of slightly more than 12%. The destroyers of the Task Force picked up all survivors, caus-

ing serious overloading, particularly on *DUNCAN*, which had more than 900 persons aboard, including the crew.

The sinking of the *WASP* marked the beginning of a two-month period (September-October, 1942) that was the nadir of America's fortunes in the South Pacific. While *ENTERPRISE* and *SARATOGA* were undergoing repairs, *HORNET* became the only operational carrier. And in late October at the Battle of the Santa Cruz Islands, *HORNET* was lost to air attack, leaving only the two damaged carriers to hold the line.

Nevertheless, the industrial power of the United States that would eventually turn the tide had already been unleashed in 1942. Seven new first-line carriers were launched and made ready, while nine light aircraft carriers were built through the conversion of cruisers.

In the months ahead, as these new ships headed west into the Pacific, they numbered among their crews many of the same officers and men who had watched a tangled, smoking mass of steel called *WASP* slip beneath the sea.

## A MODEL ENIGMA

By Dr. C.A. Stern



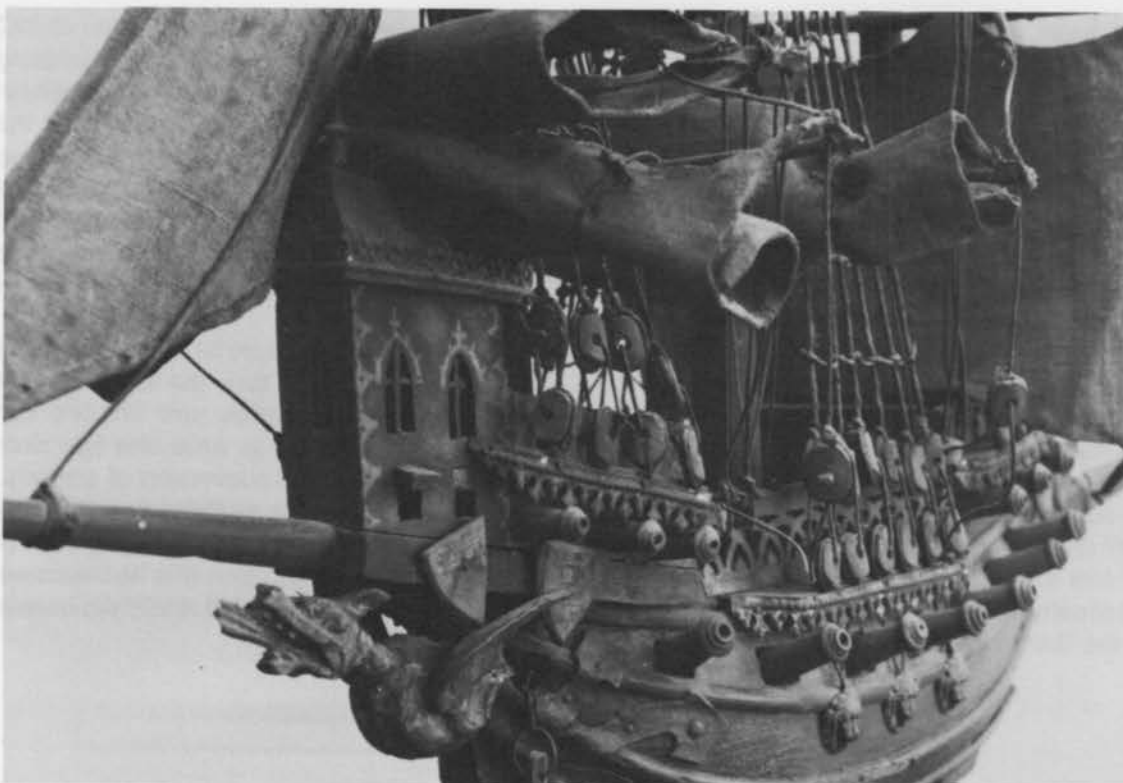
*The Danzig ship model now in the Museum's model shop.*

*Photo courtesy of the model shop.*

A few years ago the Maritime Museum acquired a ship model, donated by Jeffrey Hicks, that had been in his family for four generations. The model, one of two, was obtained from a church in Danzig, Prussia (now Gdansk, Poland), and was brought to this country by his grandfather.

The late Bill Benson, Curator of Models, in a preliminary appraisal, classified the model as a Hanseatic cog, carrack-rigged. He estimated that the model had been built sometime between 1500 and 1800.

In an attempt to become more knowledgeable regarding



*A close-up view of our mysterious ship model.*

*Photo courtesy of the model shop.*

this model, I did some superficial "research," which I hope will encourage others to share their specialized expertise. The questions of authenticity and age of the model are more than academic because, if the model is actually contemporary with its 15th century prototype, it would be so rare as to be priceless.

I have organized the material I have as follows:

1. Is the model consistent with a church (votive) ship model?
2. Is the model representative of a Hanseatic cog or carrack?
3. Is the model contemporary with the ship she represents, or was she built at a much later date? (i.e., how old is she?)

1. Is the model consistent with a church (votive) ship model?

Ship models made by native craftsmen or sailors were used in the Middle Ages either as offerings to the Holy Mother, St. Nicholas or St. Clement, the patron saint of sailors, or by the medieval craft guilds for ritualistic purposes.

After the religious offering, these models were frequently hung from the church ceiling. Votive models were and are common in seafaring communities, however, models dating from the Middle Ages are almost nonexistent. The oldest known church model dates from about the middle of the 15th century, and was discovered in a small church in northeastern Spain.

Models designed to be suspended from ceilings usually exhibited certain characteristics—the underwater portion of the hull was much smaller than the above-water por-

tion, the blocks were large, the spars elongated, and halyards were absent. This was done in order to present the correct proportions of the ship when viewed from below.

Examination of the model shows no evidence of its ever having been suspended. The underwater hull is not unduly foreshortened, the halyards are not present, and the blocks, with the exception of the deadeyes, are not grossly enlarged. (Of all the spars, the bowsprit and the stern boom are greatly exaggerated.)

I would therefore speculate that if this was a church model, it was shelved and not suspended.

2. Is the model representative of a Hanseatic cog or carrack?

I think it best not to get into the finer features which distinguished the cog, hulk, buss, dromon, caravel and carrack. These were all medieval ships, and the names were based on place of origin, the date, the construction, masting and rigging or a combination of these things. It is confusing even for the knowledgeable in medieval nautical history. (I am not.)

The Hanseatic League had its origin in a mercantile alliance between the German city states of Lubeck and Hamburg in 1230; by the 14th century the League consisted of 200 cities in Germany, Sweden, Poland, and Russia. It became not only the Common Market of the Middle Ages, it maintained a common naval defense. By the 16th century the League's power and influence were spent; Danzig, for example, the major port on the Baltic, had 3,500 vessels at the zenith of the League's power, but by 1544 only 50 ships were recorded.

The vessel typical of the early League (1300-1400) was the cog; she was a merchant ship (usually armed) with a hull curved up at both ends, and sides curved in (tumble-home). The planking of the hull was overlapped, following the Viking tradition, and on either end of the hull was a castle (fore- and sterncastle). There was but a single mast in the center of the hull.

By the middle of the 15th century there appeared a rapid advance in the art and science of ship construction, as the Northern European and Mediterranean styles merged. The cog became a three-masted vessel, the mainmast being much thicker and taller than the fore or mizzen. A large square sail, and occasionally a small square sail above the rounded top, were carried on the main. The foremast carried a small square sail and the mizzen a triangular sail, suspended by means of the lateen yard. The forecastle and sterncastle remained; the forecastle became much higher than the sterncastle and was triangular in shape. The hull, instead of being clinker-built, became smooth with caravel planking. The stern planking, instead of coming together as in the bow, became squared off. Fixed mast shrouds with deadeyes, lanyards, and ratlines remained as before. A bowsprit forward stay-sail was added. The ships also became longer (over 100 feet) and larger (600-800 tons). This typical merchant ship of the mid-15th century was known as the cog, hulk, carrack or caravel depending on the time of development and whether in Northern or Southern Europe.

In general, this description of a North European merchant vessel fits the model. There are, however, several inconsistencies:

(1) The number of guns on the model are excessive for a merchant ship of this period.

(2) The figurehead, a fire-breathing griffin (or dragon), is quite similar to those found on Viking long ships. This suggests that the model may be a warship, rather than a merchant vessel.

(3) The shields on the bulwarks resemble in shape those of 1200-1300, but none of the crests are those of Danzig, nor any of the principal Hansa cities I was able to locate.

(4) The last and greatest inconsistency is the rigging and

spars on the mizzenmast. This will be detailed in the last question.

3. Is the model contemporary with the ship she represents?

Here we come to the heart of the matter. In a word (or two), I don't think so. The evidence upon which I base this unprofessional judgment is as follows:

(1) Cogs and carracks had relatively small mizzenmasts. The sparring and rigging of the mizzenmast of the model is not that seen in a cog or carrack; the presence of a large lateen or stern boom and trisail is inconsistent with the square sails. Topsails and topgallants did not appear on the mizzenmast until the 18th century and the lateen yard did not disappear in Northern ships until the end of the same century.

(2) Main deck gunports usually only appeared in specialized vessels; gunports below the main deck were not used until the middle of the 16th century

(3) The model makes extensive use of decorative patterned tinplate in the tops, channels, and tops of the castles. These appear to have been made in a rotary die press, which I would guess would not be popular and available until the 19th century. The metal decorative strips on the castles and tops, if original, are helpful in dating the model. Tin-coated iron has been known since the 12th century, however, tinplate—tin-coated, rolled steel—became popular only after 1850.

(4) The masts in the model are all perpendicular to the axis of the hull and appear almost equal in diameter. In the prototype the fore and mizzen were always smaller in diameter and shorter than the main and were not perpendicular to the deck.

Without benefit of isotope dating of the wood, spectrographic analysis of the paint pigments in the model and various other scientific techniques, my best unscientific guess would be that this is a model of a Northern European ship of the middle 15th century, more military than merchant, and was made sometime in the early to mid-19th century. There are many knowledgeable people among our readers. Would you like to guess her age?

## **MAJOR "DONALD" & CAPT. "PODLEY": ABOARD THE MEDEA, 1906 PART 2**

(Ed. Note: In the long-lost years of the "Lavender Age"—1906, to be exact—two officers of His Majesty's Army set out upon a private excursion around the British Isles. Their vessel for the voyage was our own S.Y. *MEDEA*. One of them kept a log, under the nom de plume of "Captain Podley." His host, MacAllister Hall, was dubbed "Major Donald." With tongue wallowing well in cheek, "Podley" described how they steamed from Carradale, Scotland, to Holyhead, Wales—with intermittent pauses [mainly for "liquid nourishment"] in Ireland and the Isle of Man. We publish the log as it was written, courtesy of Mr. Colin Hall of Torrisdale Castle, Scotland. When last we left the "Twain,"

they were sheltering inside Holyhead harbor. It is June 2—"Captain Podley's" birthday.)

Holyhead, June 2nd:

The great day of Capt. Podley's nativity has at last dawned and, though there were no salutes fired from the land defences or flags hoisted on the public buildings, Major Donald has done all in his power for his noble and dusky-coloured friend's entertainment by providing a yacht race from Kingstown to Holyhead. All went well until the boats entered the harbour when several members of the competing crews went somewhat mad and started cheer-

ing in such an undignified manner as to cause the gentry on "Medea" to break forth into several unseemly remarks regarding such conduct.

The young men then proceeded to the town, where toasts were given and duly honoured to celebrate the event. During the trip ashore, Major Donald was kind enough to give Captain Podley a very entertaining exhibition of his (Major Donald's) powers of pedestrianism, for while these two weary mariners were viewing the prospect from the Admiralty Pier, Major Donald suddenly imagined himself to be a railway engine and dashed at top speed through the deserted landing station as if he were the boat express itself making up for lost time. He was, however, captured by his much alarmed friend at the "Monument."

The "Marine Hotel" offering no attraction, the Twain at last found themselves in a snug retreat, the property of a globe trotter, who went up greatly in the Major's estimation by declining to drink with him. Captain Podley is still wondering if this is a compliment or otherwise to the Major.

Returning to "Medea," the couple, with the aid of the first book of Euclid, old Moore's Almanac, and the skipper's opinion, have discovered the cause of all their seafaring troubles. The fact that they left Torrisdale on a Friday.

11.26 p.m. Major Donald, having become very morose, has now delivered a prolonged lecture on the subject of "Superstition" and, with a tragic air, has remarked that "What is goose for the salt is superstition for the gander."

And Capt. Podley answered in true "Daily Mail" style, "Are we down hearted or wind bound?"

And with one accord the crew yelled, "No!!!"

Holyhead to Milford Haven, June 3rd:

Did she steam or did the wind shove her? Little does it matter so long as the fact remains that the "Medea" got under steam sharp at 6 a.m. and by the time the mess-mates met at breakfast in the "Green Saloon," Holyhead and its chum the South Stack were well below the horizon. A long but charming passage then took place to Milford under a hot June sun and with a fine cork-screw roll on the yacht, caused by the late gale.

The yachtsmen were greatly taken up with the forts at Milford and Pembroke and have spent much of the evening drawing up plans for the defence of imaginary ports which, should they fall into the hands of military authorities here, would no doubt very likely lead to serious international complications.

To-morrow we coal and water so the Twain intend spending most of the day on shore. It is to be noted that to-day has been one of Sunday quietude, the brethren not having fallen out once during the voyage.

11.27 p.m. A beautiful summer night with full moon. Glass rising. Major Donald has just discovered spots on the roof of the breakfast saloon which he is trying hard to keep to himself.

Milford Haven, Whit Monday, June 4th:

"Medea" this morning took on fresh supplies of coal and water while the two Sons of Neptune crept ashore some-



*This personal flag of MacAllister Hall flew on board the MEDEA between 1904 and 1911. Today a replica is sometimes hoisted when she steams on San Diego Bay.*

*Maritime Museum file photo*

what in the same fashion as they did at Campbeltown. Arriving on terra firma they made up their minds, as it was bank holiday and all the local inhabitants of the Principality seemed bent on keeping high revel, to take a drive to Pembroke Dock, which place they found rather depressing. It will be very unwise to ask the Major in future how he enjoyed his lunch at the "Bush Hotel." However, he was able to work off some of his feelings when he returned to "Medea" by holding a drum-head orderly room on the yacht's cook. Both gentlemen are feeling slightly flabby this evening after the really tropical heat of the day and no doubt two snow white bunks will shortly claim their own as we hope to leave for Padstow at 6 p.m.

9.36 p.m. Fine, very warm night, glass high and steady.

Major Donald appeared to-day with a white cover to his yachting cap supplied by that universal provider, Capt. Podley. This was made the occasion for the two gentlemen to take several snap-shots of each other on the quarter-deck.

(Ed. Note: Here we must leave the Major and the Captain. Their alarms and excursions resume in the next issue.)

## IN MEMORIAM

Robert Morrell Foster, a former Trustee of the San Diego Maritime Museum, passed away recently.

Mr. Foster was born in Sioux Falls, South Dakota. He moved to San Diego and retired after having been in business in Illinois. An active sailor, he belonged to the San Diego Yacht Club.

All of his shipmates aboard the Maritime Museum will miss him.

## DISTINGUISHED GUESTS ABOARD THE MEDEA

By Craig Arnold



Former astronauts meet the press aboard MEDEA. Left to right, back row: Alan Shepard, Scott Carpenter, Donald Slayton and Gordon Cooper. Left to right, front: Mrs. Virgil Grissom and Wally Schirra (kneeling). Photo by Dave Brierley

On October 11, five well-known gentlemen visited San Diego. Their names are Scott Carpenter, Gordon Cooper, Wally Schirra, Alan Shepard and Donald Slayton.

Recognize the names? You should. These men, along with John Glenn and the late Virgil Grissom, were America's original pioneers in space. As the astronauts for Project Mercury, Project Apollo, and other ventures, they were once in the forefront of a new frontier.

In the 1960s, their feats in space thrilled the world. Today they are middle-aged businessmen, smiling and cordial, relaxing together for a short cruise aboard the MEDEA. (Also present was Mrs. Virgil Grissom, widow of the astronaut who died in 1967.)

To have these people reunited is most unusual. The occasion was their induction into the San Diego Aerospace Hall of Fame. (Senator John Glenn was present for the induction ceremony earlier on that day, but other matters required him to leave shortly thereafter.)

Once aboard MEDEA, Admiral Shepard enjoyed himself. The first American in space (and the first golfer on the moon) listened to the yacht's whistle blast, then exclaimed: "I love it! I love it!" Scott Carpenter, the second American

to orbit the earth, peered delightedly into her engine room. With a big grin, he called below: "Hey! Haven't you guys heard about *automation*?"

Schirra, Cooper, and "Deke" Slayton smiled frequently as they savored MEDEA's hospitality and unique ambiance. After sampling her excellent food, Mr. Schirra led Mr. Slayton to the skylight above the engine room, where both marveled at the condition of the ship's machinery.

Enlivening the occasion was Dr. Bill Graham, Ph.D., of SDSU's graduate school program. Dr. Graham, clad in authentic Scottish Highlander costume, played the bagpipes for us. The doctor's skill on the pipes lent a touch of déjà vu to a yacht launched in Glasgow, as he puffed away at "Scotland the Brave," "Highland Laddie," and other tunes of yore.

After a most enjoyable excursion, MEDEA steamed back to her temporary home at Shelter Island. There our distinguished guests departed, each one receiving a beautiful color photo of MEDEA and an account of her history. We were honored to have the former astronauts and Mrs. Grissom on board. We hope that all will someday return to the Maritime Museum.

## EARLY NAVAL HISTORY IN SAN DIEGO PART 18

By Captain Eddie Fredericks

(Ed. Note: This is the final installment in a series of articles by Captain Fredericks tracing the history of the U.S. Navy in San Diego up to the start of World War II. We are proud to have presented this series, which won an award for "Eddie" when he composed it a number of years ago. Ed Fredericks is no longer with us, but his service to the Maritime Museum—and to his country—will always be remembered.)

1938

Consolidation activity progresses. During this year the Vinson Naval Act provided \$1,000,000,000 for naval expansion.

1939

Britain and France declared war on Germany on September 3, 1939. On September 8, President Roosevelt declared a limited National Emergency in the United States.

In the San Diego area, an airfield was constructed on San Clemente Island with a 3,000-foot runway and facilities for one Navy air group.

1940

War tensions continued to increase. The Neutrality Patrol was initiated with continuous patrols being flown by North Island-based aircraft. Many of the naval units of the U.S. Fleet which were normally based on the west coast were moved to Hawaii.

The Emergency National Defense Appropriation Bill was passed providing for a vastly expanded naval shore establishment, including \$5,400,000 for San Diego.

During this year the Navy exchanged another 61¾ acres of Marine Base land for further expansion of the municipal

airport. In the exchange, the Navy received small parcels of land for the improvement of the Marine Base, Supply Depot, and the Destroyer Base.

1941

Extensive Navy dredging was initiated on the bay side of the Silver Strand to reclaim about 185 acres of land to be used as a site for a new Amphibious Base. It is interesting to note that the extensive joint Navy and City dredging program resulted in reclaiming over 3,000 acres of tidelands, twice the area of Balboa Park.

On December 7, 1941, naval ships and stations received the following message: "AIR RAID PEARL HARBOR. THIS IS NO DRILL."

On December 8, the United States declared war on Japan.

### Conclusion

This then is the account of a sleepy little town with a beautiful, languid, shallow-water port, which grew into the nation's largest naval base. It didn't grow by itself. It grew with a nation and with the people of that nation, civilian and military, working side by side to do a job which had to be done. In the beginning, a handful of seamen and marines brought the little Mexican town into a great nation. In later years, as the town grew, the citizens invited the Navy back to stay, and made special efforts to accommodate them. From that point on, a strong and lasting relationship has developed, which serves to exemplify some of the finest attributes of citizenship and the American way of life. It can be safely said that the Navy is proud to be a part of San Diego, and San Diego is proud to be a part of the U.S. Navy.

## FROM THE HELM

As 1986 draws to a close, the Maritime Museum has continued to make progress on several fronts.

We have received two important grants recently. From the Parker Foundation, we have received \$12,500 for the first phase of a restoration of the *STAR OF INDIA*'s 'tween decks. This will eventually involve a total restoration of the historic 'tween decks, so important during the ship's emigrant-carrying days and her Alaska Packers service.

The Sefton Foundation has awarded a grant of \$15,000 for visual and audio presentations in the *BERKELEY*'s boiler room and engine room. We greatly appreciate the continuing support of both foundations.

As regards the proposed repairs to *MEDEA*'s hull, various options are under study. Plans for these proposed repairs will not be forthcoming for several months, however.

We are pleased to report the presence of five of the Project Mercury astronauts as our guests aboard *MEDEA* on October 11. Also present was Mrs. Virgil Grissom, widow

of the late astronaut. These guests enjoyed their luncheon excursion, and each was presented with a color photo of the yacht autographed by her skipper, Captain Carl Bowman. Details are elsewhere in this issue.

We should also like to announce that Mr. Carl Jensen has been awarded a certificate in recognition of distinguished volunteer service. These awards are presented by the Carnation Company and United Way as a means of recognizing volunteers of outstanding merit. Mr. Jensen was nominated for the award because of his performance in helping to train a crew to sail the *STAR OF INDIA* on May 25.

In closing, we thank all our members for another successful year for the Maritime Museum—a year that saw us sail the *STAR*! We wish all members and their families a joyous holiday season.

Paul Kettenburg, President  
Peter S. Branson, Executive Director

## LIBRARY LOG

Since its founding about 10 years ago, your Jerry MacMullen Library has grown steadily. Our primary function has been to provide a facility for serious maritime research and to assist researchers as needed.

The Library's principal divisions are books (more than 5,000; up from just over 3,000 in 1984); photographs (5,802); memorabilia (including significant donated collections); periodicals (145 maritime titles are represented); and smaller areas such as ship plans, charts, etc.

Books are the heart of any library, and we are particularly proud of ours. We tend to buy very few books; more than 90% of our volumes come to us as donations. The books are organized into the following sections:

- "A"—Loan Section (general)
- "B"—Naval History
- "C"—Sailing Vessels and Yachts
- "D"—Motor Vessels
- "E"—Navigation, Marine Sciences, Ports
- "F"—Seamanship, Ship Business, Communications, etc.
- "G"—Shipbuilding, Engineering, Naval Architecture
- "H"—Literature of the Sea, Music, Biographies, etc.
- "I"—Rare Books
- "R"—Reference Works (dictionaries, atlases, etc.)
- Navy, Coast Guard and Marine Corps Manuals
- Transactions of Naval Architecture Societies
- Archives (largely rare and very old books specially preserved)
- Ships' Logs and other Primary Sources

Many of the books have now gone into our new Research Room. The Research Room includes our reference sets, our bound or slip-cased periodicals, and our memorabilia collections. The collections are of particular interest. The major ones come from maritime scholars Jerry MacMullen, Richard E. Brown, and Cmdr. Ronald Kingsbury. The Mac-

Mullen Collection, housed in 19 acid-free cartons, pretty well runs the gamut of west coast shipping, from the days of Cabrillo to the 1970s. The Brown and Kingsbury collections are more specialized. Richard E. Brown of Bakersfield, California, is recognized as a foremost authority on riverboats and ferryboats, as well as on many passenger lines. His collection of published articles, clippings, correspondence and monographs reflects his interests. This accumulation of 30 years of collecting is now housed in 10 large cartons and three filing cabinets. The Kingsbury Collection focuses on ocean liners. It is organized in acid-free file folders in seven filing cabinets.

Our memorabilia collections extend beyond these, and include over 35,000 items on file (this is just the Library, mind; it does not include the extensive collections in the Curatorial Department). "Memorabilia" is rather an amorphous term, and may encompass almost anything of interest and value. These include shipping schedules and ocean liner menus, commissioning documents, ferryboat tickets, masters' certificates, and a great deal more.

The Research Room is intended for the "hard core," as it were—the serious maritime researcher who wants to get his hands on well-organized details quickly. Even though there are many "fun" aspects to the Maritime Museum, we believe that serious scholarship should receive more encouragement.

Our Library volunteers serve the facility in specialized areas. Alan Thewlis, Fred Fraas, Bob Sherwood and Karl Rosenquist (photo division), Norm Clifford (ship plans), Merrill Day (memorabilia), Gregg Chandler and Ray Watson (Brown Collection and clippings), and Patricia Watt (book cards) all help on a regular basis. Each one deserves a high degree of credit.

Craig Arnold, Librarian

## CURATOR'S CORNER

This edition of Curator's Corner will be very much like a museum's artifact collection, i.e., varied. While a typical museum, as is ours, may have 75-80% of its artifacts in storage at a given time, I will now put on written exhibit a higher percentage of the collection.

As was announced in the last issue of MAINS'L HAUL, the Fall 1986 Docent Training Program began on September 30 and was to run six weeks. This will have occurred by the time you read this issue, but the door to becoming a docent is still wide open. The new docents from this year's program and ones who have continued to enjoy meeting our Museum visitors will be able to work alongside additional Museum members and non-members to learn at a comfortable speed "on the job." Written material will be provided for Museum and ship background. If you would like to learn more about the ships, meet interested

people, and help your organization fulfill its educational responsibility, please call me at 234-9153.

A new exhibit aboard the *BERKELEY* is designed to give San Diegans and out-of-town visitors an overview of San Diego's maritime heritage. The exhibit covers the first visit by a European in 1542 and illustrates Richard Henry Dana's stay in San Diego in 1835-36 aboard the hide trade brig *PILGRIM*. A photo shows that the baseball stadium used by the Pacific Coast League team prior to the Padres' formation was located almost across the street from the Maritime Museum. There has been a lot of shipping activity in San Diego Bay over the years—both naval and commercial vessels plus yachting. Perhaps you can spot your house or business in the satellite view of the greater San Diego area (the *BERKELEY* and *STAR OF INDIA* are visible.)

A second new exhibit being readied as of this writing is the opening of the *BERKELEY's* forward pilot house. Visitors will be able to go inside for a closer look at the pilot house furnishings and equipment, as if she was still in service. A special feature is the opportunity to look out over the harbor through a pair of "bigeyes" donated by Museum employee Bob Crawford.

The Maritime Museum film produced by KPBS-TV entitled *The Iron Lady of the Sea* is now available at our two gift shops. The videotapes are on hand in both half-inch VHS and Beta format. The film depicts her working history, doldrums in San Diego prior to restoration, restoration, and sailing for the first time in 53 years on July 4, 1976. The 28-minute color sound film costs \$20 for Maritime Museum members.

One of the artifact conservation problems we face is the deterioration of lead fittings in ship models. The white

flowering of anchors, capstans, and other lead items seems to be primarily caused by formaldehyde in plywood glues, other glues, and in some paints. I would advise that care be taken not to case a model or other lead object without being selective of the materials. The safest wood to use for cases is mahogany. For further information, please contact me at the Maritime Museum.

I began this Curator's Corner by mentioning artifact storage. The prime reasons for storing artifacts are as follows: limited exhibit space; to provide a study collection; to have duplicates as a backup against fire, theft, or water damage; economic considerations for display cases; exhibit continuity; artifact rotation; and to fulfill a museum's purpose of being a central repository for artifacts pertinent to its collection and museum objectives.

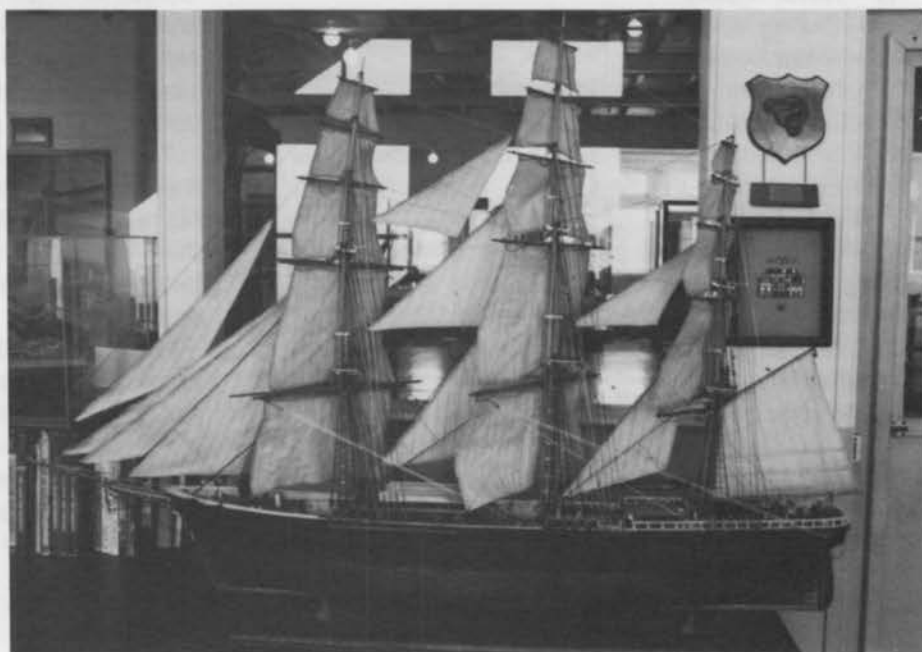
Dave Brierley, Curator

## MODEL SHOP

By Bob Crawford

*This restored model of the clipper ship TAEPING, winner of the Great Tea Race of 1866, illustrates the fine work being done by our Model Shop men. The model was restored by The Rev. Bill Kelly-Fleming.*

*Photo by Bill Kelly-Fleming*



A great many things have happened in the Model Shop aboard the *BERKELEY* since Bill Benson's passing in April. (Ed. Note: The late Commander Benson was the Museum's senior ship modeler for a number of years.) One of Bill's last wishes was that I take a more active role in the Model Shop. So in June I became Acting Curator of Models, relieving Curator Brierley of some of his burden.

I worked with Bill for nearly 10 years as a partner in the Gray Whale Model Shop and as an engineer aboard our *MEDEA*. For nearly 20 years, I've enjoyed building models of ships and gaining experience in that field.

Among the programs instituted recently is an enlarged docents' program in the Shop. In addition to long-standing Shop volunteers Chuck Hill, Charles Stern, Vic Crosby and Bill Kelly-Fleming, who man the Shop on different weekdays, the San Diego Ship Model Guild began in September to man the Shop on Saturdays and soon, Sundays. We hope to have volunteers there seven days a week from 1300 to 1600, with continuous demonstrations and ques-

tion-and-answer sessions in accordance with Museum policy of bringing more animation to the Museum. (I will be in the Shop all day on Tuesdays.)

To facilitate a larger modeling group, Roy Nilson of the Ship Model Guild is drawing plans for remodeling the Shop. Roy will be doing most of the cabinet work, allowing the Museum staff to continue on more important restoration projects.

Finally, if any of you would wish to participate in the Model Shop, please contact me at the Museum. There is no requirement that you be an expert, simply have an interest in models and a willingness to discuss models with our guests.

**PARADE OF LIGHTS PARTY  
SUNDAY, DECEMBER 21, 1986  
MARK YOUR CALENDAR!**

## STAR OF INDIA AUXILIARY

We were pleased, at our September meeting, to present a check for \$1,000 to the Museum for the purpose of establishing a fund for the repair of *MEDEA*'s hull. We realize that this isn't "a drop in the ocean" towards the amount needed, but perhaps it will "get the ball rolling."

Our annual Christmas Bazaar and Luncheon will be held on Wednesday, November 19, on board the *BERKELEY*. There will be handcrafted decorations and gifts, plus marvelous homemade goodies, for sale. All Museum members are invited to attend. The Bazaar begins at 1100, the Luncheon at 1200. Your check for \$10.00 is your reservation for lunch. Please mail it to Mrs. Wm. Duncan Fulton, 1000 Glorietta Boulevard, Coronado, CA 92118.

Our annual Rummage Sale will be held April 4-5, 1987. We would appreciate all donations of clean and usable items. For information, please call Nell Parks, chairwoman, at 235-4029.

Mary Quartly, President

## FIGUREHEADS FOR SALE

The Maritime Museum is pleased to announce a silent auction of two figureheads carved by master shipcarver Walt Jacobsen of San Diego. The two bow decorations for sailing ships represent the original figurehead of Donald McKay's clipper, *GREAT REPUBLIC*, and *QUEEN CALAFIA*, the mythical monarch of California prior to the Spanish conquest. It is the hope of the Maritime Museum that both figureheads will be purchased and then donated or loaned to the Museum for exhibit aboard the *STAR OF INDIA*. They would make excellent Christmas presents and tax-deductible ones before the tax laws change itemized deductions. If displayed aboard the *STAR*, a donor plaque would accompany each figurehead.

Bids will be accepted by mail through December 15, 1986. The minimum bid for each figurehead is as follows: *GREAT REPUBLIC*—\$2,250; *QUEEN CALAFIA*—\$4,950.

Both figureheads are superbly realistic carvings and would make spectacular decorations for home, club, or office. The *GREAT REPUBLIC* figurehead is the head and neck of a gigantic black eagle, proudly thrusting forward to challenge the sea. This is a replica of the figurehead on the great four-masted clipper when she was launched in 1853. The *CALAFIA* figurehead is painted in beautiful colors; according to legend, she was the queen of a tribe of Amazons who controlled the "island" of California before the Spaniards came. Many of the early Spaniards reportedly believed in her existence.

The figureheads may be inspected during Museum hours in the 'tween decks of the *STAR OF INDIA*, in the figurehead exhibit.

If potential bidders have any questions about the details of these carvings, they may call the sculptor, Walt Jacobsen, at (619) 233-8880 during the weekday business hours.

## SILVER LININGS DEPT.

The Maritime Museum is currently offering for sale two fine sets of collectors' silver. Each of these sets has a maritime theme, and either or both would make an excellent holiday gift.

The first set is composed of 12 silver medallions. These come in their own satin-lined display case, and were specially struck for Operation Sail in 1976. Each medallion depicts a "Tall Ship" which sailed in that world-famous event. The ships are in sharp relief on the obverse of the medallions, all of them under full sail. The reverse commemorates America's bicentennial.

The Maritime Museum is asking \$100 for this set, based on appraisals.

The second set is even more spectacular. Struck by the Franklin Mint in the early 1970s, it depicts "The Great Sailing Ships of History" on silver ingots. Each ingot of the 38 in the set contains 1,500 grains of .999 fine silver. Thirty-eight images in low relief range from ancient galleys to a recent America's Cup 12-meter. Each ship's printed history is included.

This is truly a magnificent set. Based on appraisals, the Maritime Museum's price for "The Great Sailing Ships of History" is \$1,400.

Both of these sets really must be seen to be appreciated. For further information, call the Maritime Museum.

## GIFT SHOP

With Christmas in mind, we have nautical tree ornaments and gift wrap. And in addition to sea chanteys on tapes and records, we have old-time Christmas songs. For the sailor, there is a wide selection of scrimshaw pocket knives. For stamp collectors, we feature specially designed cachet envelopes canceled while at sea during the *STAR*'s 1986 sailing. For the home and boat, we have many nautical and seashore-oriented decorative gifts.

## BOOK SALE

All the bibliophiles out there are in for a treat. Once again, it's that time of year when the Jerry MacMullen Library sells its accumulation of duplicate and surplus books.

Most of these books and magazines are of a maritime nature. All are in good-to-excellent condition, some of them almost new. In addition, there will be many non-maritime books which are unsuitable for our Library, but which may be perfect for you.

So be on board the *BERKELEY* on Saturday, November 29, between 0900 and 1500, and bring your doubloons with you. We promise you lots of great reading at bargain prices.

## MARITIME MUSEUM CALENDAR OF EVENTS

### NOVEMBER

- 27: Thanksgiving Day  
29: Library Book Sale, *BERKELEY*, 9:00 a.m. to 3:00 p.m.

### DECEMBER

- 14: "Day at the Docks," H & M Landing, Point Loma, begins 9:00 a.m.  
21: Parade of Lights party, *BERKELEY*, 6:00 p.m.  
25: Christmas Day

### JANUARY

- 1: New Year's Day  
7: Auxiliary Board Meeting, *BERKELEY*, 10:00 a.m.  
21: Auxiliary General Meeting, *BERKELEY*, 10:00 a.m.  
28: Members' Program: 1986 *TITANIC* exploration. Social hour, 7:00 p.m., program, 7:30 p.m., *BERKELEY*.

### FEBRUARY

- 8: North American Manx Association, *STAR OF INDIA*, 2:00 p.m.

## MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

A non-profit, educational corporation  
Council of American Maritime Museums  
Conference of California Historical Societies  
American Association of Museums  
International Congress of Maritime Museums

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MAINS'L HAUL is published quarterly (wind and weather permitting) at the headquarters of the Maritime Museum aboard the bark *STAR OF INDIA*, 1306 North Harbor Drive, San Diego, California 92101. (619) 234-9153.

"Mainsail Haul—An order in tacking ship bidding 'Swing the main yards.' To loot, steal, or 'acquire.'"  
—John Masfield

*Craig Arnold*, Editor  
*Gregg Chandler*, Associate Editor

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# MAINS'L HAUL

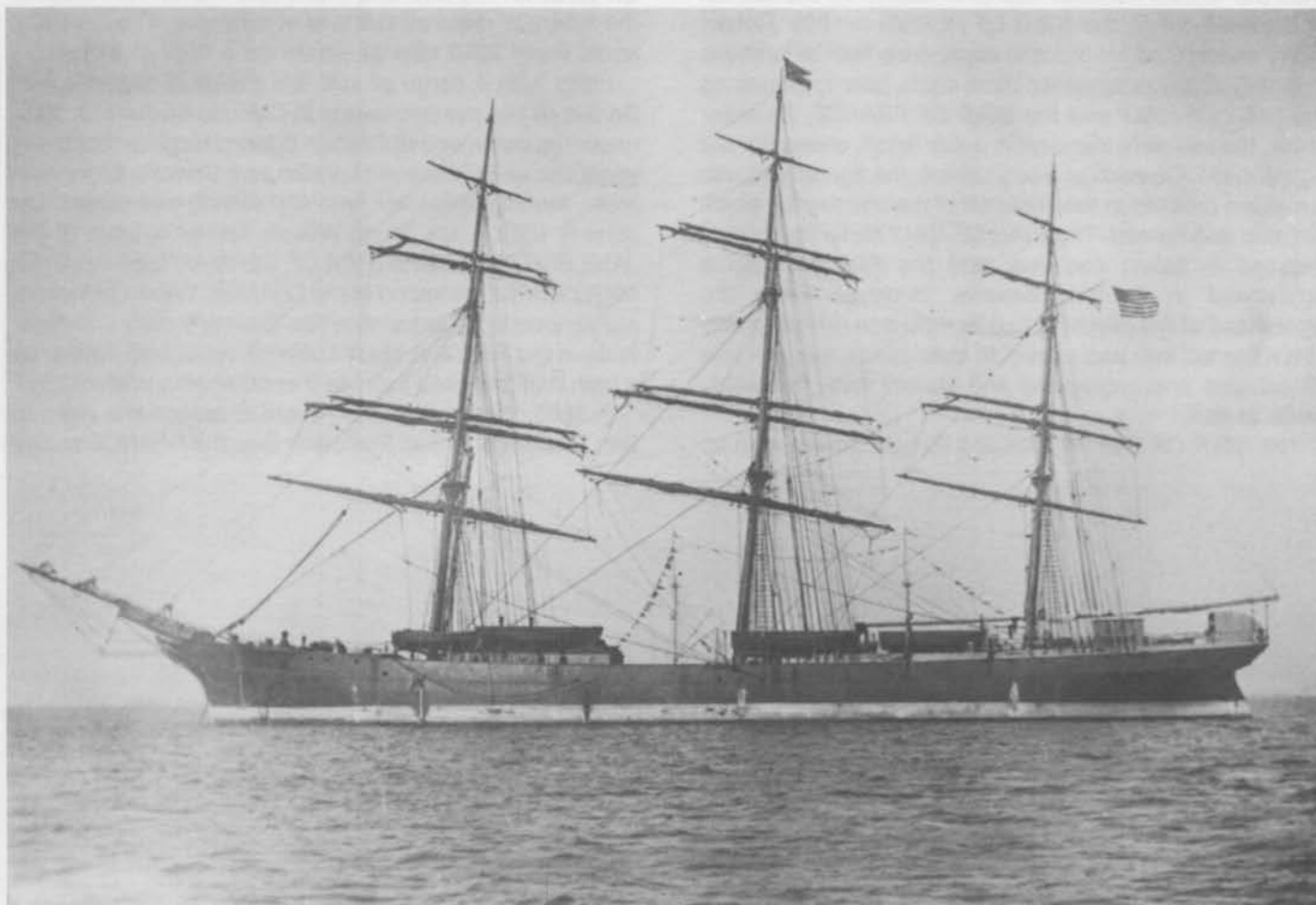


## MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

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NO. 2



*The STAR OF FRANCE in San Francisco Bay during her Alaska Packers years.  
A.E. Eppler Collection, National Maritime Museum at San Francisco*

### THE STAR OF FRANCE

By Stephen W. Lawson

(Ed. Note: Mr. Lawson is a leading member of an ambitious club called the "California Wreck Divers." Over the years, he and his compatriots have explored many wrecks off our state's shores. One of the most famous, in her sailing days, was the great iron ship *STAR OF FRANCE*. Here is Mr. Lawson's account of her glorious past and the way she looks today.)

By the 1840's, Robert Corry, the head of a firm that was

later to be named after his brother, James P. Corry, owned a fleet of ships that sailed in the North Atlantic timber trade. Venturing out to explore new horizons, Corry's ships would eventually sail to India in the jute trade, and later on to Australia for wool.

But before the Corry firm could engage in the growing trades, larger and faster ships were necessary. So in 1860, Robert Corry placed an order with Mr. Harland for what

was to be the fourth ship built by Harland and Wolff, and the first iron ship of the Corry fleet, the *JANE PORTER*. Two years later, Corry ordered a second iron vessel and named it the *STAR OF ERIN*. The *STAR OF ERIN* was the first *STAR* of what was to become a fleet of 13 *STARs* under the Corry house flag of Belfast, Ireland. All but one of the ships in Corry's fleet were named *STAR OF—*, followed by the name of a country, thus giving the Corry line the nickname "Corry's Irish Stars."

One by one, over a period of 17 years, Harland and Wolff added new *STARs* to Corry's fleet, and all by verbal contract (no written contract was ever made). At the launch of the sixth *STAR*, the *STAR OF PERSIA* in 1868, Robert Corry announced his plans to expand his fleet to 12 ships.

In 1877, Corry ordered two more ships, later to be named the *STAR OF ITALY* and the *STAR OF FRANCE*. As sister ships, the two were identical in every detail, except for the figureheads. On each of Corry's ships, the figurehead was a maiden dressed in the costume of the country for which the ship was named. The *STAR OF ITALY* had a figurehead dressed in Italian costume, and the *FRANCE* had a figurehead in French costume. However, while the figurehead of the *FRANCE* had its right arm raised, on the *ITALY*, the left arm was raised. In both cases, the arm was detachable and unscrewed and stowed away for safety while at sea.

The *STAR OF FRANCE* fulfilled Robert Corry's plan as

the twelfth ship to join the "Irish Star" fleet. Launched on November 21, 1877, the *FRANCE* was the last ship built for Corry by Harland and Wolff. The *FRANCE* and *ITALY* were not only the fastest ships of the Corry fleet, they were also said to be the most beautiful. The *ITALY* and *FRANCE* were heavily rigged medium clippers and had very fine lines. It was once said that "even before her hull was above the horizon, every seaman could recognize a Harland and Wolff-built ship."

Like all of the Corry *STARs*, the *FRANCE* was built in Belfast, and fully rigged as a three-masted iron ship. With six yards on her fore and main, and five on her mizzen, the *FRANCE* required 150 tons of stiffening. The *FRANCE* could carry 2250 tons of nitrate on a draft of 21 feet.

Filled with a cargo of salt, the *FRANCE* sailed out of Belfast on her maiden voyage to Calcutta on June 17, 1878, under the command of Captain Edward Hughes. For many years she sailed between London and Calcutta on the jute route, making some fair runs and setting one record. On June 9, 1882, Capt. Hugh Wilson, former captain of the *JANE PORTER* and the *STAR OF GERMANY*, left the *GERMANY* to take command of the *FRANCE*. Wilson (affectionately known to his apprentices as "Barney") really knew how to drive the *FRANCE*. Basil Lubbock described Wilson as a man that "suffered tortures if another ship passed him."

In 1885, Wilson took the *FRANCE* around the Horn to San Francisco. In San Francisco Bay, the *FRANCE* waited



On March 13, 1934, the *STAR OF FRANCE* lies in San Francisco Bay awaiting her tow to Redondo Beach to become a fishing barge.

Proctor Collection, National Maritime Museum at San Francisco

out bad weather with a fleet of other "homeward bounders." Naturally, when two or more ships sail close together on the same route, the passage evolves into a race. In a close finish, the *FRANCE* arrived in Queenstown "hours ahead" of any of the other ships.

Sailing to Australia in the wool trade, Wilson also put the *FRANCE* against the fast Australian wool clippers. On August 25, 1890, the *FRANCE* passed an Australian wool clipper, the *MERMERUS*. As proudly described by one seaman:

"... overhaul her we did, hand over fist, we bore clean through her lee as if we had been a steamer. . . . We anchored off Williamstown about 20 minutes before her, and after both vessels were tied up at the wharf Captain Cole of the *Mermerus* was the first man to come on board the *France*. He went up to the poop to where Captain Wilson was at the time, and holding out his hand he said, 'I want to congratulate you and your ship, Captain Wilson. I have been master of the *Mermerus* for 13 years and this morning was the first time I have ever been passed at sea by a vessel going the same way as myself.'"

The *MERMERUS* was not the only clipper to be beaten by the *FRANCE*. In a dead heat with the *PARTHINOPE*, the *FRANCE* lost her main upper topgallant sheet. After Wilson ordered the three upper topgallant sails taken in, the *FRANCE* slowly pulled ahead of the *PARTHINOPE*, leaving her astern. On another occasion, the *FRANCE* raced the Aberdeen White Star clipper *SALAMIS*. The crews of both ships were familiar with one another and placed bets on the outcome of the race. The *SALAMIS* left Melbourne two days before the *FRANCE*, only to arrive in London nine days after the *STAR*. Yet in 1889, the *SALAMIS* beat the *CUTTY SARK* and the *FRANCE*'s sister, the *STAR OF ITALY*, by one day on the same passage.

Around 1892, the *FRANCE* arrived in Queenstown with a cargo of wheat. Because of the fallen prices in the grain market, the owners of the cargo decided that it was cheaper to store grain in the hull of the ship than in a warehouse on land. During the long wait, Captain Wilson lost his wife, remarried, and had a child by his second wife.

On May 5, 1894, Capt. Frederick W. Ulyatt took command of the *FRANCE*. On June 21, 1898, George Croot took over and was the *FRANCE*'s last captain under the British flag.

On February 2, 1899, J.P. Corry and Co. sold the *FRANCE* to John J. Moore of San Francisco. Because of restrictions imposed upon Americans which prohibited the use of foreign hulls in coastal shipping (except by special Act of Congress), the *FRANCE* was placed under Hawaiian registry. It was hoped that when Hawaii became an American territory, ships having Hawaiian registry could assume American registry. In 1898 Hawaii had become a U.S. territory, but due to bureaucratic red tape, the *FRANCE* did not officially become an American vessel until June 14, 1900. During the delay, the *FRANCE* lay idle in Hawaii. Of the 20 ships that entered American registers, the *STAR OF FRANCE* as well as three other ships of the Corry fleet—the *STAR OF BENGAL*, the *STAR OF RUSSIA*, and

the *STAR OF ITALY*—could now fly the Stars and Stripes.

In 1906 the *FRANCE* was purchased by the conglomerate of companies known as the Alaska Packers Association. Since 1893, the Association had used wooden ships to transport fishermen from San Francisco to Bristol Bay, Alaska, to fish for salmon. The Association already owned a fleet of wooden ships, and on many occasions, chartered a few more.

The annexation of Hawaii brought 20 former British ships into American registry. As these ships were cheap and very durable, the Association eventually bought a few of them, the first being the *EUTERPE* in 1901. In 1906, the Packers bought the *STAR OF RUSSIA*, the first ship of the Corry fleet to join the Packers. The Packers liked the Corry *STAR* tradition, so they renamed all of their iron (and later steel) vessels with the prefix *STAR OF*—. By the end of 1906, the Packers had also added three more of Corry's *STAR*s—*STAR OF BENGAL*, *STAR OF ITALY*, and *STAR OF FRANCE*—to their American *STAR* fleet.

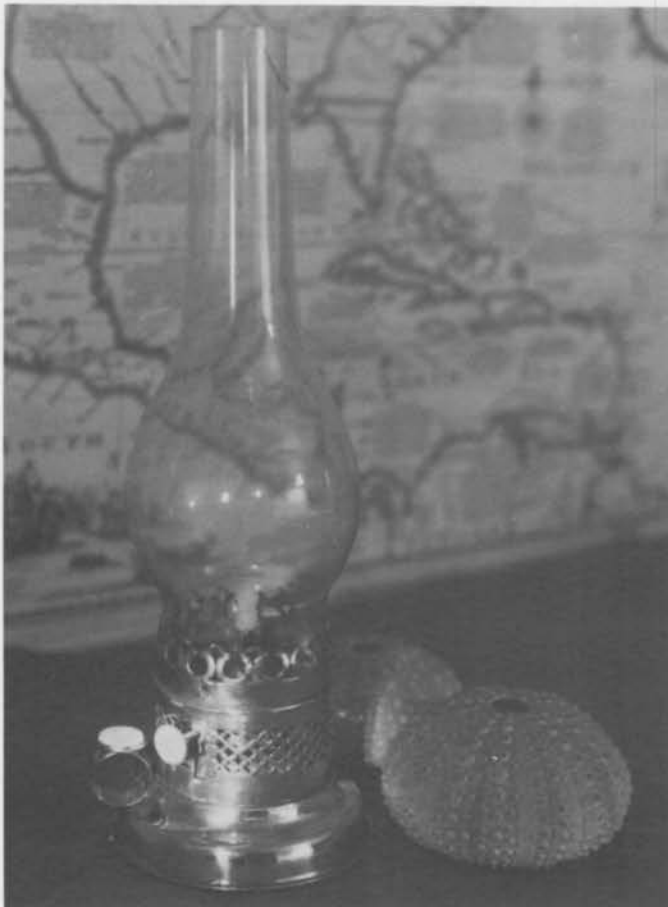
Several modifications were made to the ship by the A.P.A. Like all of the Packers' ships, the *FRANCE*'s hull was painted black. Her poop deck was extended to 90 feet, and additional water tanks and galleys were built. Steam-powered sail hoists were installed, a wheelhouse was added, and American, Italian, and Chinese galleys were built on board to accommodate the different nationalities of fishermen. Also, new portholes were put in her hull on the 'tween-deck level to allow more light and fresh air below deck. The storm covers (deadlights) of the ports bear the house flag of the Alaska Packers Association, and can still be seen on the only two A.P.A. ships still afloat, the *BALCLUTHA* (formerly the *STAR OF ALASKA*) and the *STAR OF INDIA* (ex-*EUTERPE*).

However, unlike many of the Alaska Packers' ships, the *FRANCE* was not cut down to a bark. Throughout her entire sailing career, she kept her rig as a ship.

The *STAR OF FRANCE* is often referred to as the sister ship of the *STAR OF INDIA*. While the ships did sail together for 16 years under the A.P.A. flag, they were not similar in design. For example, the *FRANCE* was 53 feet longer than the *INDIA*. The *STAR OF FRANCE* had only one true sister ship, the *STAR OF ITALY*.

The *FRANCE* sailed to Bristol Bay during the summer months until the mid-1920s when she was laid up in Alameda. In 1926, the Packers purchased their first steamer, the *ARCTIC*. The age of sail was nearly over, and experienced sailors were increasingly difficult to find. On many occasions, the Packers would have sent more vessels north had they been able to find more able-bodied crewmen. But for many of the sailors available at that time, a short journey on a steamboat looked much more promising than a few months of fishing in the cold northern latitudes of Alaska.

In the early 1930s, the future of the *FRANCE* looked bleak. During the Great Depression, there was little use for 50-year-old sailing vessels other than as a barge or for scrap. By then, the Packers had already sold some of their smaller barks. According to Jerry MacMullen's *Star of India*:



*A kerosene table lamp recovered from the wreck — with its glass chimney intact!*

*Photo by Stephen W. Lawson*

*The Log of an Iron Ship*, in 1926 the Zoological Association of San Diego almost purchased the *FRANCE* for \$12,000, but opted for the less expensive *INDIA*, for \$9,000. Even the *FRANCE*'s sister, the *STAR OF ITALY*, had been cut down to a barge and scrapped out in Columbia, in 1930.

Eventually, the *FRANCE*, like many obsolete vessels on the West Coast in the '20s and '30s, was stripped down for use as a fishing barge off Southern California. In 1934, her tall masts were cut down to their lower crosstrees, her jibboom was removed, and her gunwale was cut down close to the deck. On March 6 of the same year, Captain Anderson of the Hermosa Beach Amusement Co. bought her. Soon he had her towed down the coast to replace an old wooden fishing barge, the *OLYMPIC*. On both sides of the forecastle, the faded paint that once read "Star of France" was covered with a fresh coat of paint bearing the *FRANCE*'s new name, *OLYMPIC II*. For six years the *OLYMPIC II* was moored off Redondo Beach almost within sight of the Packers' old *STAR OF SCOTLAND*, at that time better known as the gambling barge *REX*. In 1940 the *OLYMPIC* was moved to the Horseshoe Kelp Bed, three miles off San Pedro.

The morning of September 4, 1940, was cool and foggy. L.R. Ohiser, the night watchman on the barge, rang the bell at regular intervals to alert any nearby boat traffic of

*OLYMPIC*'s presence. At 7, 13 fishermen climbed aboard and dropped their hooks into the water. At the same time, the 9,400-ton Japanese freighter *SAKITO MARU* was heading in for San Pedro. Unknowingly, the freighter was off course and heading for Point Fermin in the fog at six knots. On the *OLYMPIC*, Ohiser rang the barge's bell as he turned to see the bow of the freighter appear out of the fog, only a hundred yards away. He continued to strike the clapper against the bell with an increasing fury as he watched the bow of the freighter ram the barge in the port side by the galley house, nearly slicing the barge in two. The impact knocked most of the people off their feet and onto the deck. Captain Jack Greenwood, the proud caretaker of the barge, ordered everyone to the starboard side to put on lifebelts.

The hull of the *FRANCE* was built with two bulkheads: a collision bulkhead in the bow of the vessel, and another bulkhead in the far aft section of the stern; so between the two bulkheads lay more than 200 feet of open hull.

Immediately after ramming the barge, the freighter backed out, leaving behind a 27-foot-long hole in the side of the *OLYMPIC*. In only two minutes, the ocean filled the hull, sucking at least three people into the hole and below the deck. Of the 25 people on board, 17 were rescued by a water taxi and the barge's own tender.

Immediately after the disaster, two bodies were recovered, but six were still missing. One of the missing was Captain Greenwood, who went down with his vessel after seeing to the safety of those on board. Of the eight lost, four had not yet seen their eighteenth birthdays.

The real tragedy of the collision was that the loss of life could have been prevented. Many of the survivors felt that everyone would have been saved had the freighter not backed out of the barge. With its bow embedded in the barge, the freighter helped to support the sinking vessel. But when the *SAKITO MARU* reversed, leaving a huge hole, it literally "pulled the plug" on the *OLYMPIC II*.

A few days later, a diver went down to recover the other bodies believed to be trapped inside the hull, but none was ever found. The stern section of the *OLYMPIC* rested in less than 60 feet of water, and was considered a hazard to navigation. Consequently, a portion of the hull was blown up and the mizzen mast was retrieved.

Today, only a rusted skeleton remains of the proud ship. Her wooden decks have long ago collapsed and fallen prey to the voracious appetites of the teredo worms. What remains of the hull is covered with beautiful strawberry anemones and is home for many fish. Nets from a luckless trawler occasionally drape over the wreck and sway in the current. The *OLYMPIC II* lies on her starboard side on a sandy bottom in 90 to 100 feet of water. She can be found on navigational charts as a wreck in 10 fathoms three miles south of San Pedro.

On the bottom, more than a hundred feet of the *OLYMPIC*'s anchor chain lead from a large concrete block through her starboard hawser and onto her windlass. The anchor chain is still shackled to the windlass—just as it was when she sank, 47 years ago. The bowsprit remains intact, stick-

ing out a good 10 feet from the bow. On the starboard side, some axles and gears of the machinery once used to hoist the sails lie in the sand next to the foremast. On the port side, bent-in hull plates form a large gash in the hull where the barge was rammed. In the center of the wreck, the old bilge pump may be found lying in the wreckage. Dubbed by divers as the "organ grinder," the bilge pump has two large wheels with curved spokes, similar to the bilge pump on the *STAR OF INDIA*. Next to the bilge pump on the starboard side, lying half in the wreck and half in the sand, is the lower portion of the mainmast, which was made of iron. The aftermost section of the stern is intact and stands 35 feet from the bottom. Pieces of wood that were once part of the poop deck lay half buried in sand off the starboard side.

Over the years, many artifacts have been recovered from the wreck. The holes along her sides represent portholes taken off during the 1960s and early 1970s. The Alaska Packer portholes have been one of the most sought-after and prized portholes of all California wrecks. There are two variations of the porthole: the flag on the port side portholes flies to the right, and the flag on the starboard ports flies left. The ship's binnacle, wheel, and bell were also taken off. (The National Maritime Museum at San Francisco has the original bell of the *STAR OF FRANCE*, which was removed in 1934 during her conversion to a barge.) A few years ago, the California Wreck Divers took a capstan off the wreck, and donated it to the Cabrillo Museum, where it is currently undergoing restoration. One of the ship's running lights and a brass belaying pin were

also recovered from the wreck, and are displayed in the Los Angeles Maritime Museum. The best find ever to have come from the *OLYMPIC II* was a beautifully hand-engraved brass cover to the washdown pump. Three years ago, this writer brought up an antique kerosene lamp—with its glass chimney still intact. The barge also used to serve food on china plates which occasionally turn up in and around the wreck. Old bottles thrown overboard by fishermen from the barge and other boats throughout the years litter the sandy bottom. Undoubtedly, many more artifacts lie buried under the sand and shells which partially fill the wreck.

The *STAR OF FRANCE* will never again hear the chants of the seasoned sailor, nor will her rigging sing in the wind. Today, she may hear the passing of a nearby ship or the occasional song of a whale. A Star has fallen. But for the lucky diver, a piece of history lies waiting to be discovered and explored.

*Author's Note:* I wish to acknowledge the following authors and their publications as sources of information:

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## FROM THE HELM

As we sail into 1987, your Maritime Museum continues to improve its appearance, expand its areas of study, and plan for the future.

Concerning our ships and exhibits, we have several projects in progress. One important item on the horizon is, of course, our projected move of *BERKELEY* and *MEDEA* to a new pier north of the *STAR OF INDIA*. Detailed engineering plans for this facility are expected to become available soon and everything is proceeding on schedule. The completion date for the pier is uncertain. We are hopeful that it may become a reality by the fall of this year.

Speaking of the *MEDEA*, we are continuing to work on plans for her repair. We realize how much our members—and, indeed, all San Diegans—value this elegant vessel.

Aboard the *BERKELEY*, a firm named Sequoia Creative Inc. is presenting a proposal to install steam, boiler fire, and sound effects in the *BERKELEY*'s boiler room. This project is funded by the J.W. Sefton Foundation, and completion is expected this spring. The concept would create a "live", operational atmosphere in the boiler room using modern technology to simulate original conditions.

In the *STAR OF INDIA*, we are pursuing the project mentioned in last issue's "From the Helm"—namely, the first phase of a restoration in the 'tween decks. We intend to

begin with a chronology of the *EUTERPE/STAR OF INDIA* to cover her working career, restoration, and sailings. Further themes will cover her working roles under her different owners such as Shaw Savill & Albion and the Alaska Packers Association.

Our initial funding for this project is a grant from the Parker Foundation for \$12,500. We expect the total cost of all phases of this restoration to rise to the vicinity of \$100,000. Therefore, we are hopeful of further donations in this regard. Joe Manno, well-known industrial designer, is donating his time and expertise to this project, and we greatly appreciate his help.

In the development area, we wish to extend a "Welcome aboard!" to new Development Director Carolyn Elliott. Carolyn will be working hard on a number of projects designed to promote the Museum and reinforce our financial base. One of these involves the Museum joining with Oceans International at a gala fund-raiser in early June at the Hotel Inter-Continental. Further details will be available to members soon.

James R. Mills, President  
Peter S. Branson, Executive Director

## SHIPS IN ICE: IMAGES OF THE ALASKA PACKERS

By Craig Arnold



*A limitless horizon of ice surrounds these three ships off Alaska. There is some disagreement about their identities. The majority of sources identify the ship on the left, her bows toward the camera, as the HECLA. The vessel on the right, stern toward the camera, is said to be the PACTOLUS. The ship in the center may be either the STAR OF PERU or the STAR OF INDIA. The year is 1918.*

*University of Washington Library  
Cobb Collection, negative no. UW 2181*

In the Bering Sea and the ice fields of Bristol Bay, there is no room for mistakes. Endurance, seamanship, the toughness of ships and men—all are tested to the highest degree by this unforgiving environment.

The Alaska Packers knew this better than anyone else. In their long pursuit of the wily salmon, they sent many ships and men into the frigid northern waters. And sometimes the men took along cameras. They recorded the images you see here—of vessels hove to or maneuvering in this bleak and alien world. It was a world that could

provide an eerie beauty in its northern lights, with skies clear as crystal and the reflections of countless stars glittering on the ice.

But this was also a world which could turn on ships and men. The *STAR OF INDIA* was a witness to that, on the grim day when another ship, the *ABNER COBURN*, was cast ashore by the pack ice at Cape Menshikof. (The *INDIA* herself barely avoided the same fate on that day.)

These photographs, with one exception, come to us from the University of Washington Library. We appreciate their

assistance in furnishing the photos and in helping to identify the subjects. Since the number of Packers photos in various archives is fairly large, we hope to present more such pictures soon.

For a sailor, a ship he has served in is always remembered as a home. This is true whether he loved her, hated her, or ranged between those extremes; whether she fed him well, or let him starve; whether he again reached the land safely in her, or whether he left her broken and dying, giving her up to the sea.

For the men who worked ships under sail, these vessels had a most extraordinary quality. One must remember that a seaman of the nineteenth and early twentieth centuries often had no other home to go to. So his ship was his home—and, in a sense, his "country" as well. It was commonly remarked in the days of sail that the true deepwater sailor could never be converted to a life on shore; that if you got him into the middle of the country, where the sea-smell no longer crept into his nostrils at dawn, and you

got him a good job there, why, he wouldn't stick it—he'd be gone downhill the way the water flowed the very first chance he got.

The polyglot nature of crews in sail was seldom better exemplified than in the Packers' ships. Here were seamen and fishermen making up a Babel under the fo'c'sle head and in the 'tween decks—Swedes, Norwegians, Russian Finns, Chinese, Japanese, Mexicans, Italians and Filipinos. But when it came to hauling on a brace or hauling in fish, they all spoke in a common tongue.

Their ships are nearly all gone. The final survivors are the *STAR OF INDIA* and the *BALCLUTHA* (known to the Packers as the *STAR OF ALASKA*). A kind of sadness comes of gazing at these pictures—a sadness born of the knowledge that we shall see these craft no more. The saddest is when a fine old ship has gone to the breakers. There's a kind of ugly savagery in systematically breaking apart a ship for scrap; for the sailor, nothing is worse. Even

*(continued on page 11)*



*The Alaskan coastline is dimly visible beyond the miles of old, "dirty" ice littering the sea. These ships are, left to right, the STAR OF INDIA, STAR OF PERU, and PACTOLUS. ("Probably 1918")*

*University of Washington Library  
Cobb Collection, negative no. UW 2184*

*The STAR OF FINLAND  
(ex-KAIULANI) ploughs  
along in this excellent  
bow shot by O. Beaton in  
1912. Note the man on  
her fore royal yard, with  
two shipmates just below.*

*University of  
Washington Library  
negative no. UW 2177*





*The big four-masted bark STAR OF LAPLAND (ex-ATLAS) sails on a starboard tack in this view. Two men are working on her mizzen course and a gaff tops'l is set on the jigger. Built of steel in 1902, the LAPLAND was one of the newer Packers' ships. She startled her owners in 1917 by sailing from San Francisco to Bristol Bay in seven days, five hours. In 1936 she was sold to the Japanese.*

*University of Washington Library  
negative no. UW 2180*



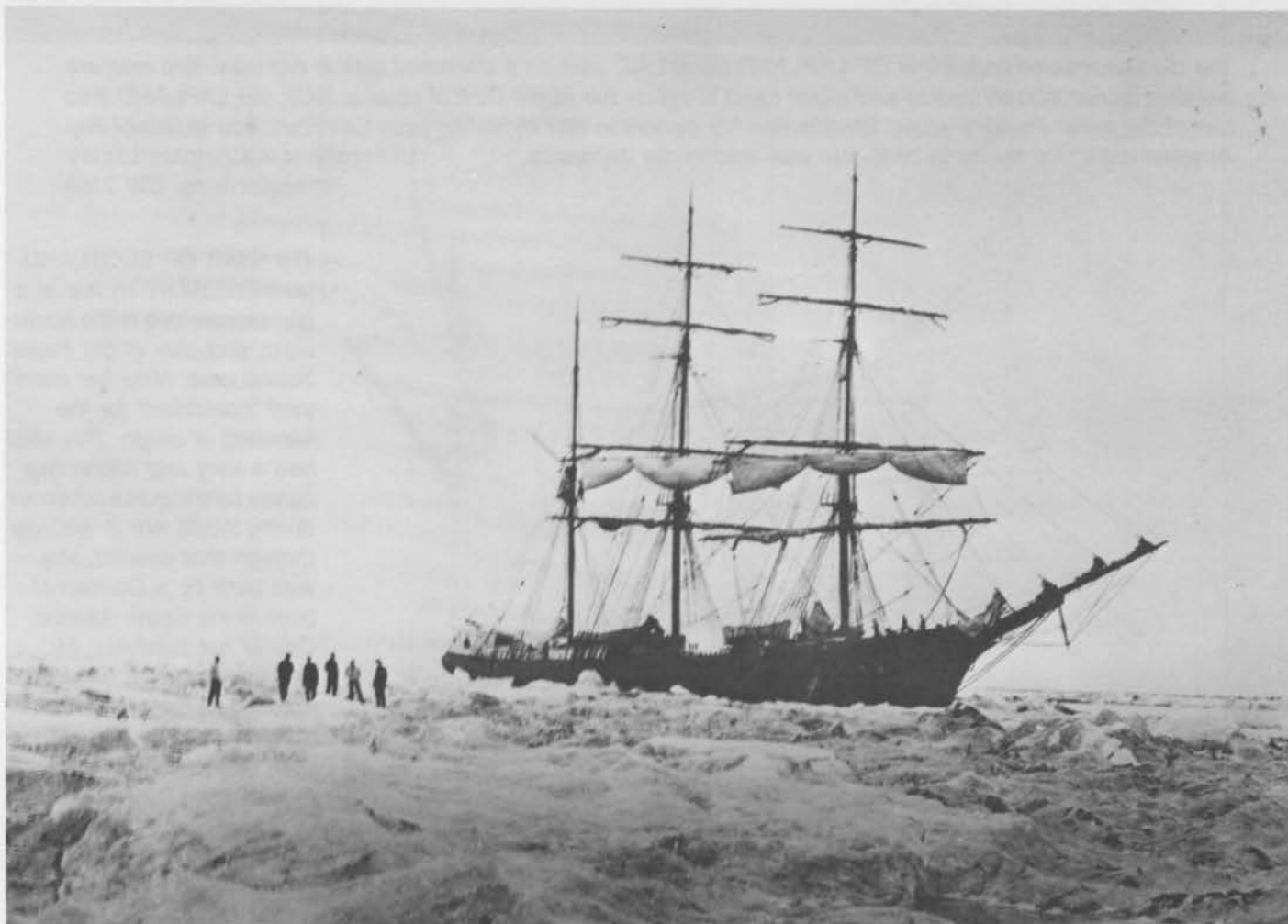
*The STAR OF SCOTLAND (ex-KENILWORTH) lies at a pier somewhere in the Northwest, probably in the Puget Sound area. Note her main yard "cockbilled" for the handling of cargo. This ship had a long and interesting career, finishing as a schooner during World War II. Midway through that conflict, she was sunk by a German U-boat in the South Atlantic. One of her survivors, Mr. Donald Warren of England, made his way in a raft to the coast of Africa. Last year, he visited the Maritime Museum and left us a number of valuable items connected with this vessel. Mr. Warren, wherever you are, we wish you well.*

*University of Washington  
Library  
negative no. UW 2182*



Here we see the STAR OF POLAND (ex-ACME) sailing close-hauled across the gray northern waters. This photograph was taken by the Ames family, sawmill operators, about 1912. The locale is probably the Strait of Juan de Fuca. Note the distinctive leg-o'-mutton spanker—what historian Jerry MacMullen called “the hallmark of the west coast sailing vessel.” Note also the heavily patched and mended canvas—almost patches upon patches—indicative of the Alaska Packers’ well-known frugality. The STAR OF POLAND was lost in the Sea of Japan in 1918.

University of  
Washington Library  
negative no. UW 2179



This old bark appears to be solidly frozen in, as six of her men go for a stroll on the ice. Her identity is unknown, but she has certain features of the Down Easter breed. The salmon packers operated eight of these wooden vessels from the 1890s on. In May 1918, one of these, the TACOMA, was crushed and sunk in the ice.

Maritime Museum file photo



*In this concluding photograph, the STAR OF FINLAND eases away from us into the mists of history as her hands work aloft on the royals. Tragically, this handsome ship—the last American-built deepwater sail merchantman—was shattered by a typhoon in the Philippines just a few years ago.*

*University of Washington Library  
negative no. UW 2178*

if she's lost to Oliver Wendell Holmes' "the god of storms, the lightning and the gale"—there's a sort of poetic justice in such a finish. But to go to the breakers. . .

And so, we look at these pictures. And we try to imagine what it was like. An involuntary shiver descends our spines as we huddle with the Packers' sailors in the bitter cold of an iron fo'c'sle, the ice banging and growling along her side, and a single kerosene lamp guttering low in the frigid

air. We imagine the shouts and chanteys of the pulley-haul work on deck, the sore muscles at the start of a voyage, soon to become sinewy and hard. We smell the fresh-sawn smell of the box shook which will carry the salmon back to a hungry America. And we see, from her main t'gallant masthead, a pale gray sea and pale gray sky, each fusing into the other, and into the ice which surrounds us.

## THE ADMIRABLE ALEXANDERS PART 2

By Captain Gregg Chandler

(Ed. Note: We present Part 2 of Captain Chandler's article on these four famous steamships. His first installment, in our Fall 1986 issue, covered the *H.F. ALEXANDER* and

the *EMMA ALEXANDER*. This concluding segment reviews the *DOROTHY ALEXANDER* and the *RUTH ALEXANDER*, and in addition provides a bibliography on all four ships.)

### The DOROTHY ALEXANDER

The graceful *DOROTHY ALEXANDER* was the smallest of the four vessels, and was the first to engage in passenger service along the Pacific Coast. She was built for the Pacific Coast Steamship Company, in Camden, New Jersey, in 1907, as the *PRESIDENT*, along with her sister ship the *GOVERNOR*. (The latter's main difference was two stacks instead of the *PRESIDENT*'s one.) They both operated under their house flag of a red Maltese cross in a white diamond on a blue field, until 1916. From 1916 to 1922, except for one brief period, the *PRESIDENT* ran from Seattle to California ports under the colors of the Admiral Line. During this period, fares from Seattle to San Pedro were \$23.35 first class, and \$13.35 third class.

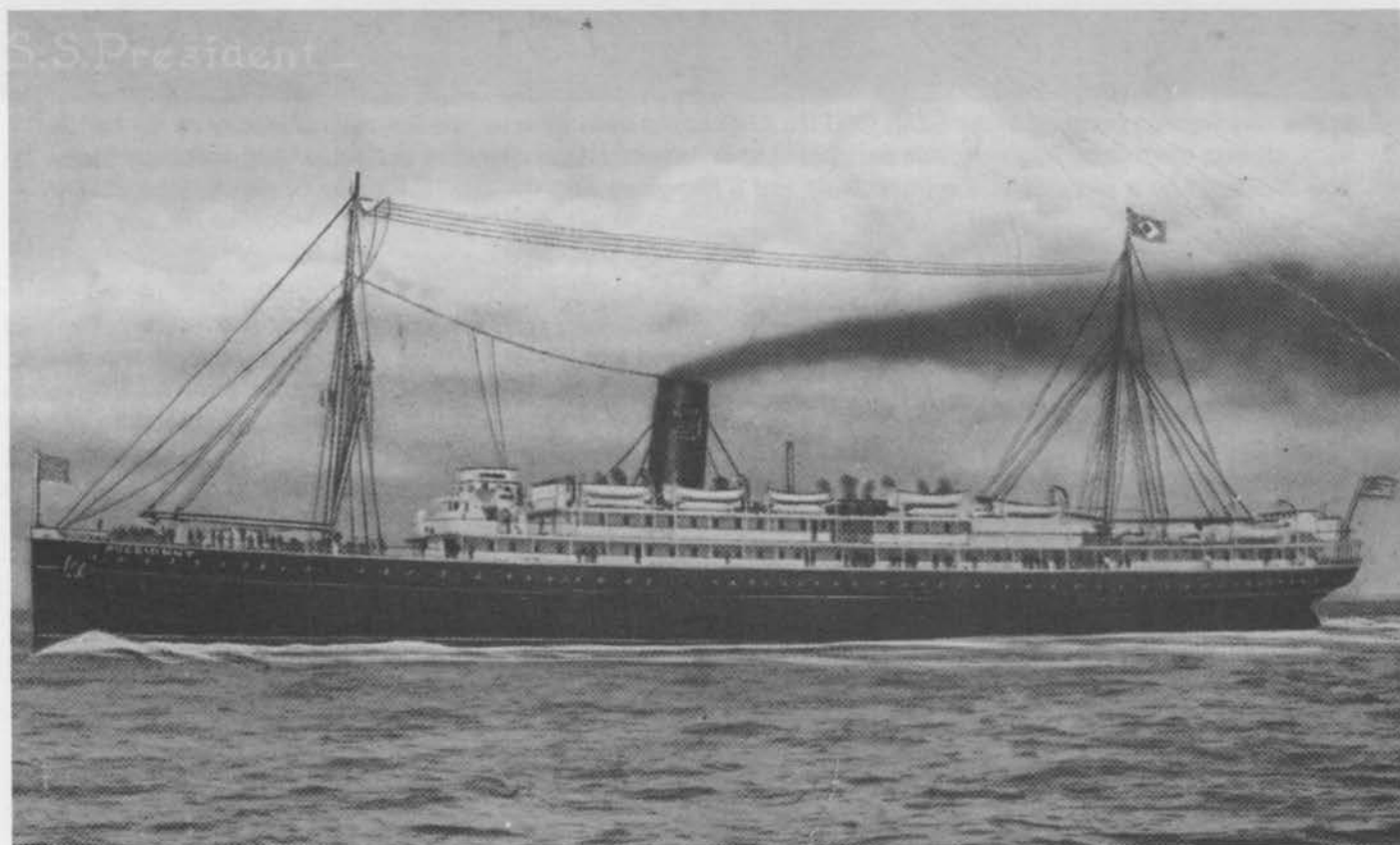
In World War I the United States Shipping Board took the *PRESIDENT* over and let the Matson Navigation Company operate her on the San Francisco-to-Honolulu run in place of one of the Matson vessels being used as a troop transport. This service lasted from October 1917 until March 1918, when she was returned to the Admiral Line.

On July 15, 1922, a headline in the *San Francisco Chronicle* read, "Girl Loses Name; Gives it to Steamer!" It seems that on the same day that shipping magnate H.F. Alexander's daughter Dorothy got married, the *PRESIDENT* was renamed *DOROTHY ALEXANDER*. The title "Honeymoon Ship"—as she was often called—seemed appropriate.

Under the Pacific Steamship Company flag, she carried passengers between Puget Sound and California ports from 1922 to 1936. During the summer months of 1926 to 1932, the *DOROTHY* ventured into Alaskan waters as far north as Skagway. There were various incidents during these years worth mentioning. In 1922, her first year as the *DOROTHY*, she had to abandon the Strait of Juan de Fuca and seek shelter in Callam Bay during an extremely heavy gale. In February 1924, the company placed her on a Portland-to-California run, but due to lack of passengers this did not last the year out. A goodwill cruise of 12 days to Ensenada, La Paz, Mazatlan and Magdalena Bay in 1931 brought entertainment and fun to a full passenger load. The waterfront strikes of 1936 and lack of profit forced a tie-up for the last time as the *DOROTHY ALEXANDER*.

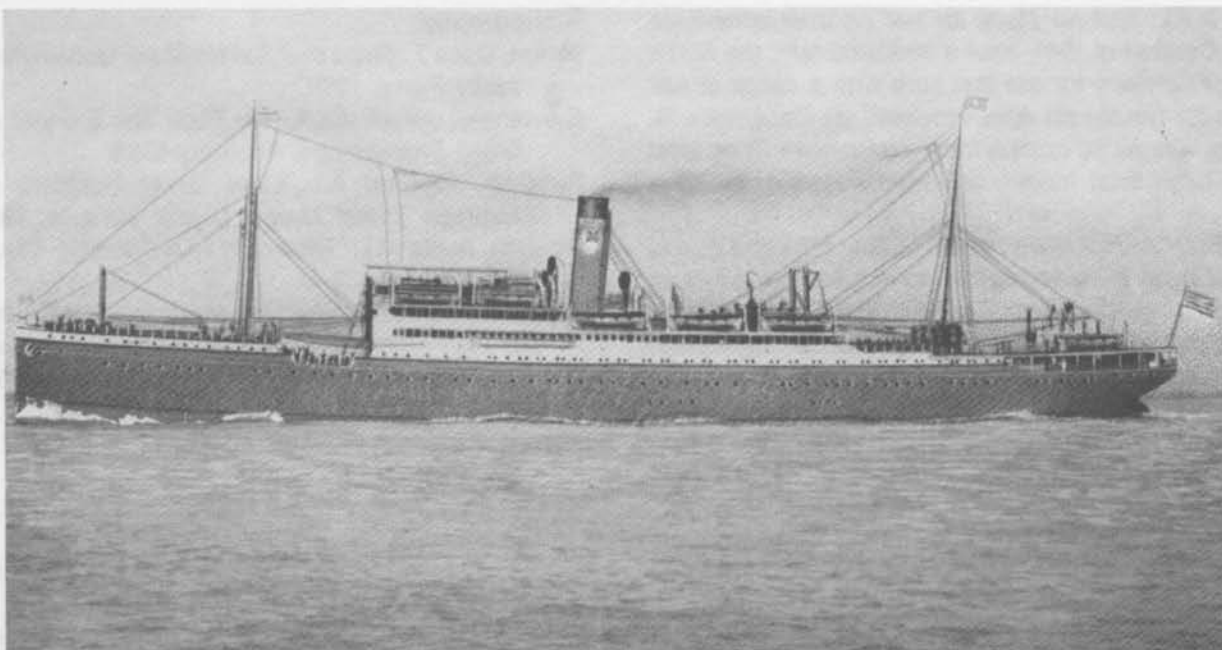
In 1937, the *DOROTHY* was purchased by the Alaska S.S. Company, renamed *COLUMBIA*, and put into service between Seattle and Alaskan ports. During World War II she continued to be operated by the same company, and averaged one voyage a month, sometimes carrying troops.

Finally, in 1946, after almost 40 years of passenger service along the Pacific Coast, the *COLUMBIA* bade farewell to those harbors and the people who loved her and steamed off to Portugal. She operated as the *PORTUGAL* for a short time, until the scrapyards at Spezia claimed her in 1952. However, the memories of this beautiful little vessel



*The PRESIDENT—subsequently the DOROTHY ALEXANDER—steams briskly along in this early postcard published by the Pacific Novelty Co. of San Francisco. Note the red Maltese cross of the Pacific Coast S.S. Co. on her stack.*

*Postcard from the Chandler Collection*



*A profile of "the stately RUTH"—the S.S. RUTH ALEXANDER—steams along oblivious to the passage of time (and of the ship herself) on this old postcard. Postcard from the Chandler Collection*

will always remain as a part of the west coast maritime heritage.

### **The RUTH ALEXANDER**

The *RUTH ALEXANDER* was built by Vulkan, in Stettin, Germany, and was named *SIERRA CORDOBA*. Launched in 1912, she was one of four sister ships operated by Norddeutscher Lloyd in the South American east coast trade. They were medium-sized passenger ships of around 8,000 gross tons, with a graceful sheer, but were not luxury liners in any sense of the word.

The *SIERRA CORDOBA* entered on her maiden voyage in February 1913, but as war soon broke out she was taken over by the German government and made into a U-boat supply ship. After the Battle of the Falkland Islands (December 8, 1914) she stayed mainly around the Strait of Magellan until 1915, when she was interned by the Peruvian government and later when Peru entered the war renamed *CALLAO*. In 1918, the ship was towed to Balboa, repaired at the Panama Canal Company's yard, and given a coat of wartime gray paint.

In April of 1919, the United States Shipping Board took over the *CALLAO*, and under a charter agreement with Peru assigned her to the U.S. Navy as a troop transport. After this duty she was transferred to the U.S. flag and allocated to the Munson S.S. Company, for whom she made four voyages in 1920-21. However, due to slow speed and expensive operating costs the *CALLAO* was returned to the USSB.

In December of 1921, the Robert Dollar Company purchased the *CALLAO* for \$350,000, and then made considerable changes both in the engines and interior spaces of the ship. Under an agreement to pay all expenses and receive all earnings, the Admiral Line chartered the ship

for a \$10,000 monthly rental fee. She was renamed the *RUTH ALEXANDER* in honor of H.F. Alexander's wife, and left New York in February of 1922, arriving in Seattle on March 19th. The *RUTH* was the first of the *ALEXANDERS* and made her maiden voyage from Seattle to California ports on March 31, 1922. For a couple of years, she sailed in company with the *PRESIDENT* (renamed *DOROTHY ALEXANDER* in July 1922). In February of 1924, the *EMMA ALEXANDER* became her running mate, a partnership which lasted until September 25, 1935, when the *RUTH* became the last Admiral liner to leave Puget Sound for the California run.

Several incidents involving the *RUTH* are worthy of mention. An article in the *San Francisco Examiner* on October 20, 1922, reported that the ship left San Francisco under charter to a private party on a trip to Ensenada "with a jazz orchestra, hundreds of cocktail shakers and everybody carrying a pocket corkscrew!" These sailings were known as "booze trips" during the days of Prohibition.

On the 16th of March, 1928, the *RUTH* collided with the USS *COLORADO*, one of the Navy's large battleships, in the San Pedro Channel. While damage to the *RUTH* was slight, the battlewagon had to be sent to Bremerton for repairs. After being laid up in 1935, she returned to coastwise passenger service for a short time in 1936, but in September of that year the *RUTH* and her sisters were again laid up, and the colorful age of the passenger liner on the west coast came to an end.

Title to the *RUTH ALEXANDER* passed to the American President Lines when the Robert Dollar Company's management was taken over by the U.S. Maritime Commission in 1938. She had made one round-the-world trip for the Dollar Lines in 1928, when the *PRESIDENT ADAMS* was damaged at the Panama Canal's Atlantic entrance,

but the A.P.L. had no place for her on their scheduled runs. In October of 1941, after a \$300,000 refit, the *RUTH* left San Francisco for the last time with a cargo of war supplies for Southeast Asia. However, on December 31, 1941, she was hit by bombs from a Japanese flying boat off the Dutch East Indies, and finally sank a few days later.

The *RUTH ALEXANDER* was a stately ship and due to her steadiness in heavy seas was considered the most comfortable of the four *ALEXANDERs*. San Diegan passengers remember her fondly and probably agree with Captain Kenneth Dodson, author of *Away All Boats*, who had sailed on her, that "the *Ruth* was the finest Admiral liner of them all."

### Conclusion

So, as in the popular trivia questions of today, what did these four ships—*GREAT NORTHERN*, *CONGRESS*, *SIERRA CORDOBA* and *PRESIDENT*—have in common? The answer of course is that they all, at one time, bore the name *ALEXANDER*, which played such a prominent role in the maritime history of the Pacific Coast. Let us not forget them as they sail into the sunset—the sleek, speedy *H.F.*, the sturdy *EMMA*, the stately *RUTH* and the graceful *DOROTHY*. We shall never see their like again.

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The author extends his appreciation to Dr. John H. Kemble, Ph.D., of Pomona College, for reviewing this article and making some very helpful suggestions.

## MAJOR "DONALD" & CAPT. "PODLEY": ABOARD THE *MEDEA*, 1906 PART 3

(Ed. Note: We present Part 3 of the humorous log kept by a British Army captain aboard *MEDEA* in 1906. For this log, he adopted the pseudonym "Podley," christening his host, MacAllister Hall, as Major "Donald." "The Twain," as the good captain calls himself and his friend, are at this point midway through their cruise around the British Isles. We join them at Padstow in Cornwall.)

Padstow, June 5th:

Arrived here just after 2 p.m. but waited for a pilot to conduct us to port. He, however, did not turn up as he was far too much engaged with the delights of the local regattas. The crew, under the able directions of the owner and skipper, managed to work the "*Medea*" to a snug anchorage, [at] what time the Major firmly stood his ground on the bridge while his teeth ground like young mill-stones.

We then proceeded ashore among the nautical and rustic crowd in the usual wild hunt for the post office which takes place at each port of call.

Capt. Podley forgot all earthly events and regattas in particular, so much was he taken up with his birthday correspondence which the postal authorities and Major Donald fairly showered on him. Those in command of this letter market are to be noted for their kindly manner towards strangers.

We then proceeded to relieve a somewhat lime-kiln sen-

sation in the throat after which picture-post-card writing was the order of the day.

After another "throat-easer" Capt. Podley remarked that he thought he saw the yacht's boat coming off for the shore, but was sharply contradicted by the Major, who declared it was the mark-boat man going out to "*Medea*" to cadge a drink. Both gentlemen were wrong, as it proved to be a buoy floating in the fairway. Such is the sad result of regatta high spirits.

We are in a position to state that a very romantic result may be expected from our visit here. It is more than likely that the Major will shortly finish with soldiering and enter the wine and spirit trade for, in going to obtain fresh liquid supplies for the saloon of "*Medea*," he made such good headway with Dame Henden that she conducted him alone throughout her store, while Capt. Podley remained outside, taking observations from the sun. The Major has the whole of the good lady's history at his fingertips, though he was only in the shop about thirty minutes, and, as La Belle said herself, "It was all so sudden."

The Captain, ever loyal to his old messmate, has promised to be a "stout" patron. Meanwhile he (the Captain) has consulted the skipper of "*Medea*" regarding the safety of the Major. The latter has therefore seen fit for a guard to be mounted on board till sunrise, as we have reason to believe the good lady possesses some rather muscular sons.



*Launching day—August 1904. In this slightly out-of-focus photograph, an unidentified couple—perhaps Captain and Mrs. Hall—send the traditional bottle to its doom against MEDEA's bow. The place, of course, is Alexander Stephen & Sons, Glasgow. Maritime Museum file photo*

Leave for Falmouth first thing to-morrow morning, lest peradventure H.M.S. "Henden" slips her cable.

Falmouth, June 6th:

Left Padstow 5.45 a.m., the Major going on the bridge at that hour with the hope of seeing "Medea" landed on a sand bank. However all went well until about 12.30 p.m. when, just off the Lizard, the yacht encountered a "race" with strong head winds.

The two worthies, who at the time were sitting aft, received the first intimation of what was to happen by a perfect deluge of water which poured down from the bows of "Medea." Sea after sea followed and soon the whole deck was one surging mass of water barrels, chests, etc., and the water streamed in cataracts down to the cabins.

Lunch was an unknown quantity and for some time we had to stand out to open sea till the sudden gale moderated. During these proceedings the Major stuck nobly to the bridge while the Captain remained on the quarter deck, and for once he had the good sense to close the aft companion door, for which noble deed he was greatly complimented by the Major.

At last we arrived here about 5 p.m. in a somewhat battered condition and partook of a lunch-tea combined. We then went ashore where the Captain found an old friend

at the Royal Hotel and thereupon forgot all about continuing the voyage.

Falmouth, June 7th:

We are remaining here to-day in order to continue the drying process. Paid several visits ashore and the Captain took a walk round Pendennis Castle while the Major hampered the local yacht club. The Major has made yet another conquest and, like a true sailor, has given up all ideas of the wine and spirit trade, but will, we are given to understand, shortly embark upon the proprietorship of one of Falmouth's leading hotels.

(Ed. Note: Here we leave the yachting gentlemen. Their adventures resume in the next issue.)

## GIFT SHOP

We are continuing to expand our selection of books, records, tapes and educational items in addition to many sea-related gifts. Remember—Museum members are entitled to a 10% discount on all purchases.

## THE CABIN BOOKRACK

By Robert L. Eberhardt, BA, MS, MA

*The Maritime History of the World*  
by Duncan Haws and Alex A. Hurst.  
Brighton, Sussex, U.K.: Teredo Books Ltd.  
Two volumes. Illustrated. Hardbound.  
945 pages. \$119.00.

The book being cited here is being distributed in the United States by the National Maritime Historical Society. In their subtitle, the authors purport the work to be "A Chronological Survey of Maritime Events from 5,000 B.C. until the Present Day, Supplemented by Commentaries." Their aim is laudable, and they have provided a listing of great utility in developing a perspective in marine affairs.

Maritime history, as these two authors have defined their purview, does not include the development of ships, naval struggles, nor oceanography. They state this as a *caveat* several times over, nevertheless, they have produced a history that is a chronology of marine happenings on a startlingly comprehensive scale. Truly, theirs is an encyclopedia, and they still manage to discuss ship development, naval war, and oceanography.

Between them the two volumes divide the text into three blocks of information. There are no chapter headings. Instead, interpretive essays are placed at salient divisions. The first large block begins with a speculative view of prehistory and moves into the initial coastings and regional explorations; these matters are discussed in 182 pages. The next 268 pages begin with da Gama's rounding of Cape Agulhas (*not* the Cape of Good Hope as is so popularly repeated) thence into the Indian Ocean in 1497. It ends in 1819 with the successful steaming trials of *CHARLOTTE DUNDAS*. The remaining 369 pages of text go on to the development of steam and all manner of corollary events.

The first date given of maritime importance is *circa* 3,100 B.C. at which time a ship was earliest portrayed, and that on the wall of an Egyptian tomb. Sea trade already existed in that era; it was with India, possibly through the Babylonian river waterways and via the Persian Gulf. Dates come up to 1985 in an appendix added almost, it appears, as a second thought to an "Epilogue." The time frame of the text is, therefore, 5,000 years and not the 7,000 claimed by the authors.

The index is the keel and keelson of *MHW*, and its use

is mandatory. One must put the index to use if dates and events are to be correctly matched, because the authors have a vexing way of referring to happenings that occurred before as well as after the chronological item that is listed. I counted seven instances of this. Only if the reader comes to terms with the authors' way of constructing the index, can a great deal of material be retrieved that would otherwise be missed.

The four-dozen color plates are, generally, illustrative, well-registered, and look good enough to be framed. Tonal quality on some plates runs quite a way into the blue-green band, however, without it being clear whether this was the artist's intent or, as likely, the pressman's doing. (I have seen this flaw in another book by the same publisher.)

Next, I question the scanty bibliographic citations, since the formidable scope of the book's range undoubtedly calls for what must have been an incredible number of literature sources. Three hundred seems too few. As might be expected, the authors consulted were the usual ones—Marder, Ballard, Pary, Potter, and the like—but then there were jarring references to the writings of Hearn, Cooper, Plutarch, Conrad, and a smattering of foreign names that were unfamiliar. Such annotations as appeared were irrelevant.

The maps used to illustrate place-names mentioned in the text are of a marginal quality. A grid system was used to locate places of note—whatever happened to the tried-and-true latitude and longitude? Even so, some places were not entered on the maps—the Commander Islands, the Yukon and Ohio rivers, the Madeira group are not shown. Several place-names are spelled differently on the maps as compared with the text. Then, there arises the question why some places are even mentioned. As might be expected, a good atlas should be kept near at hand.

The chronological text is the best feature of *MHW*, because it is exhaustive (to the point of being tedious) but in so doing provides a wealth of detail—a mixed blessing.

In summary, those who have been hoping to see a maritime chronology appear should not buy this set sight unseen. There can be no question but that *MHW* is wide-ranging and nicely illustrated, but some features are quite unacceptable.

(Ed. Note: Professor Eberhardt's review is Note 43 of the San Diego Maritime Research Society.)

## LIBRARY LOG

One of the best things about working in a library is the opportunity to explore new avenues of knowledge. A pair of such thoroughfares were opened to us recently. One relates to what might be termed "The New Zealand Connection."

It seems that a certain Kiwi lady, one Patricia Thornton, came to this country a number of years ago, here to work as a representative of the New Zealand Marketing Network. In time she became engaged to an American gentleman. Patricia decided on a *STAR OF INDIA* wedding for a very

special reason: her grandmother emigrated in this ship from England to New Zealand one hundred years ago.

Patricia's grandmother's name was Winifred Cullen. She was a native of Galway, Ireland. She apparently journeyed to London in her early teens, there to embark for the colonies aboard *EUTERPE*. She arrived in New Zealand safe and sound (c. 1884) and her descendants live in Christchurch to this day. Best of all, according to Patricia, is the fact that Winifred kept a diary. Better yet, this diary is thought to have survived, and may be in the hands of Patricia's relatives on South Island.

Patricia has promised to search for the diary on her visit to her native land this winter, and to send us a copy if she finds it. This would shed new light on the ship's emigration period, and would moreover present a woman's point of view, which we haven't had in the diaries we do possess.

So there was a sense of déjà vu to Patricia's wedding, held under sunset skies at the *STAR*'s helm. It was Christmas Eve, and the ship was far more quiet than in the days when hundreds of emigrants crowded her decks. The New Zealand Connection remains, however, in spirit as well as in fact. Along with Patricia, we correspond with the Abbiss and Lister families there. The Abbiss family history, which we recently obtained, refers to their voyage in our iron lady in 1874. And Irene Lister has graciously given her permission to publish parts of the diary that her ancestor, George Lister, kept aboard the ship in 1879. We are still seeking descendants of John Griffiths in New Zealand. This young man, aged about 20, kept a remarkably lively journal on the voyage of 1875-76. As with the other diaries, we hope to publish it in book form shortly.

Yet another of these avenues into the ship's distant past has been opened recently. We have discovered that a university at St. John's, Newfoundland, has in its possession many old British logs and other maritime documents.

Among these are documents relating to the earliest days of *EUTERPE*. We have obtained photocopies of crew lists for her first two voyages, 1864 and 1865-66. These are currently being transcribed. Captain William John Storry of Liverpool, aged 38-40 in those years, was her skipper then. He had the devil's own time with her, undergoing mutiny on the first voyage and a terrific cyclone and dismasting on the second. In fact, the second voyage killed him.

The documents are of special interest from a demographic viewpoint: they list the crewmen's ages and birthplaces. (Most were from Scotland and England, as was Storry, born at Hull. Others were from Ireland, two each from Poland and Germany, and one from Philadelphia. The latter, an A.B. named Charles Trimble, joined the mutineers of '64 and went to prison.)

The crew lists are indeed valuable, but something even more vital is in the offing. It has been established that the *EUTERPE*'s earliest logs exist at St. John's. (We discovered this thanks to investigation by Curator Dave Brierley.) These logs cover most of her voyages between 1864 and 1870. If good photocopies of these logs can be obtained (and such are on order), they would illuminate the "Indian Period", one of the murkiest in her history, a time when she voyaged in the jute trade to the Raj.

So one never knows where the trail will lead: emigrants' diaries and faded letters, a crew muster roll in galloping script, a tattered clothbound log book—a woman in wedding white on the decks her grandmother knew.

One only knows that all such trails must be followed. Whether they lead us to the Antipodes, the rock-girt coast of Newfoundland, or the waters off India and Burma, they tell us more about a great ship and her people.

Craig Arnold, Librarian

## MODEL SHOP

By Bob Crawford

The start of 1987 brings many activities to the Model Shop, among them installation of the sailor-built model *MARY ANNE* aboard the *STAR OF INDIA*, and permanent installation of Bill Brown's *PILGRIM* and Bill Kelly-Fleming's *PILOT* aboard the *BERKELEY*.

George Oliver is now re-drawing and updating the plans for *MEDEA*, which we hope to have available next fall. These plans will be the companion set to those of the *STAR OF INDIA* now available in the *STAR*'s gift shop. It is hoped a kit of one of the two vessels will follow shortly.

Work on the shop's remodeling has begun. Roy Nilson brought in a beautiful drawing of the modifications to be made and is now working feverishly on the cabinet work in his home workshop. We'll have three work stations at window height for visitor viewing, more storage and a small

reference library.

The completion of the shop's remodeling is due by April 17, when the Museum, in cooperation with the San Diego Ship Modelers' Guild, will sponsor its first Biannual Ship Model Exhibit. Local modelers will show their works in the shop until May 15.

In conjunction with the exhibit I will be holding a symposium on "Beginning Ship Model Building" (Saturday, April 18, at 11:00 a.m. aboard the *BERKELEY*). If you have ever had an interest in model building, now is the time to come in and see what is involved. If there is sufficient interest, I will be starting classes in May on techniques used in model building. We hope to see some of our members there.

## WELCOME ABOARD!

In this issue we should like to introduce a new staffer and three new Trustees to our members.

Our new staffer is Carolyn Elliott, who began as our Development Director in December. Carolyn comes to us from Los Angeles. There, she raised funds to build and open the new Los Angeles Theatre Center. Carolyn also managed a financial consulting and tax practice, resolved problems for the IRS, and has advanced to a candidacy for a Master's in Communications. A native of Long Beach, Carolyn has long had a love of the sea. She says she is "impressed with the professional quality and commitment of the Staff, Board and Auxiliary."

Carolyn welcomes any ideas members have and looks forward to meeting many of you. She invites members to call her at 234-9153, ext. 27.

One of our three new Trustees isn't really all that "new." Robert Sharp has long been known as a strong supporter of the Maritime Museum. In fact, he is a past president of our Museum and prior to his active return to the Board of Trustees, stayed in touch with developments as a Trustee Emeritus.

Bob's background includes being a licensed mechanical engineer and a past commander of the San Diego Power Squadron. He is a member of the San Diego Yacht Club, a past Ocean Racing Fleet Captain, and a present Cruising Fleet Captain. Many people also know Bob as a first-rate photographer. He has taken many of the best shots

we have of the *STAR OF INDIA*, and was active in all her Museum sailings.

Dr. William F. Brown is the next of our new Trustees. A retired dentist, Dr. Brown graduated from the University of California Medical Center at San Francisco. He is a charter member of the Sertoma Service Club of Long Beach, California, where he has been a Secretary and a Program Chairman. He is an Honorary Member of the Los Angeles Maritime Museum. In addition, Dr. Brown is a consultant and ship modeler to the Smithsonian in Washington, D.C. (The extremely high quality of Dr. Brown's craftsmanship is shown by his model of Richard Henry Dana's brig *PILGRIM*, which is currently on display in "The Development of San Diego Bay" exhibit aboard *BERKELEY*.)

Dr. Brown's current occupation is that of land and housing developer. In addition to his ship modeling interest, he restores antique cars as a hobby. He is a member of the American Dental Society and California Dental Society, and currently he resides in Fallbrook.

Gordon S. Lacy is our third new Trustee. Mr. Lacy, a resident of San Diego, is the President of Formulabs, Inc., of Escondido. A dedicated yachtsman as well, he is a member of the San Diego Yacht Club.

We welcome all these new people to their active roles in the Maritime Museum. We hope each one has a pleasant and productive voyage with us.

## STAR OF INDIA AUXILIARY

The efforts of our Arts and Crafts group were not in vain. Our Holiday Bazaar was a tremendous success and our most profitable one ever held.

It was our pleasure to host a Christmas Party for the Museum employees and their families on board the *STAR*. Santa was there with gifts for the children and the Auxiliary presented some much-needed tools to the crew.

Beautiful Christmas decor, excellent food and a sparkling boat parade provided all the ingredients for a marvelous Parade of Lights Party. This event has become an annual family event for many Museum members. We thank you for your support.

We are in need of good, clean, usable merchandise for our Rummage Sale, which will be held April 4-5, 1987. Items can be left at our storage area on the "B" Street Pier or at the ticket counter on the *BERKELEY*. We can arrange to have furniture or large items picked up. Please call Nell Parks at 235-4029 to make arrangements.

Mary Quartly, Auxiliary President

## MUSEUM WELCOMES NEW SKIPPER

The presidency of the Maritime Museum Association changed hands in December. Mr. Paul Kettenburg, after a distinguished two years at the helm, has stepped down from the presidency, although remaining on the Board of Trustees. Paul's tenure in office was marked by a third successful sailing of the *STAR* and many improvements in the Museum. His loyalty, dedication, steadfastness and sound judgment were solid assets for the Museum. Thanks for a job well done, Paul.

In his place we welcome our new president, Senator James R. Mills. Senator Mills, a maritime historian with an active interest in sailing ships, had a long career in the California Assembly and Senate, serving as President Pro Tempore of the latter body. A member of the Museum for the past 11 years and a Life Member since 1982, he has served on the Board since 1985.

We thank the one gentleman for his service, and we wish the other the best of luck in this challenging position.

## CURATOR'S CORNER

In the last issue of MAINS'L HAUL, I described the Docent Training program for Fall 1986. It is my pleasure to say that all students graduated and no one had to walk the plank. The Maritime Museum can now boast of having 32 active and trained docents able to discuss many subjects about *STAR OF INDIA*, *BERKELEY*, and *MEDEA*.

The Maritime Museum is indebted to Star of India Auxiliary Docent Coordinator Jeanne Oliver for her very able effort and dedication and to docent Hugh Story for his hard work in organizing the new manual of Museum information sheets. Other docents pitched in to help as well.

Docents are often asked many of the same questions by the Museum's visitors and after a while, the answers become common knowledge to the docents. There are always surprise questions, however. One was asked of our docents last fall by Dr. Peter H. Wright of Illinois. His question concerned the symbols in the City of Liverpool coat of arms at the forward end of the *STAR's* skylight in the saloon. The full answer was not known, so the doctor volunteered to find out about the birds in the arms of the ship's first homeport.

Dr. Wright's interest led him to write to the Merseyside Maritime Museum of Liverpool. The reply traced this heraldic use of birds back to King John in 1207. The king's personal seal had an eagle on it and was used as the "Liver bird" when he decided to use Liverpool as a naval port.

On your next visit to the *STAR*, please take a close look at the Liverpool coat of arms and notice the three Liver birds, plus the other bearings. As befitting a maritime city like Liverpool, King Neptune, a merman, and cattails were used in addition to the birds. The motto is "Deus Nobis Haec Otia Fecit", which translates to "God made for us these pleasures."

## WANT ADS

Our Maritime Museum Research Associate seeks information on the employment of *OMAHA*-class scout cruisers during their service. Please send items, however detailed or brief, in care of the Librarian, Maritime Museum.

The Museum's Jerry MacMullen Library is seeking a donation of any recent volume of *Jane's Fighting Ships* (post-1977). We also need volumes XIV and XV of Samuel Eliot Morison's *History of United States Naval Operations in World War II*. These volumes would complete a recently acquired set for the Research Room.

The Library could also use a donation of about four good, serviceable chairs, suitable for study-type use. Due to the recent expansion of the Library and the additional requirements of the Development Director's office, we find ourselves short of chairs. Another problem is that several of the chairs we have are on their last legs, and just about ready for "chair heaven." We would appreciate any good donations in this regard.

Another point of interest about the coat of arms is that the original painted glass window by Forrest & Co. of Liverpool (they also painted the one of the goddess Euterpe at the opposite end of the skylight) was broken many years ago. During the course of the *STAR's* restoration, Captain Ken Reynard displayed one of his many talents by painting a reproduction of the original coat of arms.

Our thanks to Dr. Wright for his excellent question and his persistence in finding the answer. The Maritime Museum would also like to thank all the new and continuing docents for their dedication to a valuable Museum educational program. Monthly meetings of the docents will provide for ongoing preparation and update, until the next formal training session. Members with an interest in becoming a docent or tour guide are welcome to join us.

Dave Brierley, Curator

## IN MEMORIAM

Chauncey C. Woodworth, a former president of the Maritime Museum Association and active in the restoration of the *STAR OF INDIA*, passed away recently.

Mr. Woodworth was a native of Rochester, N.Y., moving to Coronado in 1921. He attended Yale University and later worked as an international banker. Before, during, and after World War II, he served in the Army Air Corps Reserve and the Coast Guard Reserve, retiring as a lieutenant commander in 1956.

In the early 1960s, he became very active in the *STAR's* restoration, capping his efforts by serving as our president in 1964 and 1965. He was made an Honorary Life Member of the Association and was a Trustee Emeritus. He also was a life member of the San Diego Yacht Club and a past commodore of the Coronado Yacht Club.

All of his shipmates aboard the Maritime Museum will miss him.

## CORRECTION

In the fall 1986 issue of MAINS'L HAUL, in the story by Col. Clair Runyan on the sinking of the *USS WASP*, we made a slight error. The story in print reads at one point: "It was a fine afternoon as *WASP* approached 12°26' east longitude." That would have put *WASP* on the other side of the world from where she was, near the Solomon Islands. Actually, what the sentence *should* have said was: "... as the *WASP* approached 12°26' south latitude, 164°18' east longitude." This was an error not caught in the proof stage, and many readers must have noticed it. Our thanks to "old navigator" Winn Bagley for pointing it out.

## MARITIME MUSEUM CALENDAR OF EVENTS

### MARCH

- 4: Auxiliary Board Meeting, *BERKELEY*  
18: Auxiliary Fashion Show  
25: Members' Program: A Surprise Subject. Social hour, 7:00 p.m.; program, 7:30 p.m., *BERKELEY*

### APRIL

- 4-5: Star of India Auxiliary Rummage Sale aboard *BERKELEY*  
17: Ship Model Show, in conjunction with the San Diego Ship Modeler's Guild, begins aboard the *BERKELEY*  
18: Ship Model-building Seminar, *BERKELEY* model shop. Call Bob Crawford at the Museum for details

### MAY

- 6: Auxiliary Board Meeting, *BERKELEY*  
15: Ship Model Show ends  
17: Founders' Day  
20: Auxiliary General Meeting, *BERKELEY*  
25: Memorial Day  
27: Members' Program: Underwater Photography. Social hour, 7:00 p.m.; program, 7:30 p.m., *BERKELEY*

## MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

A non-profit, educational corporation  
Council of American Maritime Museums  
Conference of California Historical Societies  
American Association of Museums  
International Congress of Maritime Museums

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"Mainsail Haul—An order in tacking ship bidding 'Swing the main yards.' To loot, steal, or 'acquire.'"  
—John Masfield

Craig Arnold, Editor  
Gregg Chandler, Associate Editor

### MARITIME MUSEUM ASS'N. OF SAN DIEGO

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# MAINS'L HAUL



## MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

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NO. 3



*The BERKELEY's upper-deck passenger cabin as it appears today.  
The dance floor in the foreground was recently refurbished.*

*Photo by Dave Brierley*

### MY RECOLLECTION OF THE *BERKELEY*

By Winn J. Bagley

This writer first became acquainted with the steam ferry *BERKELEY* in November, 1911. I had just been born in the old German Hospital in San Francisco, and my parents saw fit to transit San Francisco Bay in order to show off their newborn son to relatives and friends. From that time on, I com-

muted back and forth across the Bay in this vessel rather regularly. I grew up riding this ferryboat, as it were!

In those days there were no bridges in the Bay Area and the only way to get from one city to another was by boat, unless you went by horse-drawn carriage all around a very



BERKELEY after launching at the Union Iron Works, San Francisco, autumn, 1898.  
Kenneth C. Jenkins Collection

minimal road system, or by an electric, or steam, train system, also extremely minimal, both of which traversed the land mass in a route of probably one hundred miles from Oakland to San Francisco, a distance of only about five to six miles over the water. Therefore, the ferryboat system was actually the lifeblood of the whole area.

The steam ferry *BERKELEY*, being for passengers and baggage only, was used predominately on the San Francisco-Oakland route and as a back-up boat from the Alameda Mole to San Francisco. Being of modern design for those times, the *BERKELEY* was considered fast for her type, making about 12½ knots. Therefore it was expedient to be able to transfer her from one route to another to keep schedules reliable.

During the time of my childhood, if one went out on the Bay in any vessel, large or small, one had to be on constant alert as some ferryboat or other vessel would be coming at you from most any direction every two minutes or so. It was a very busy waterway. People visiting the Bay Area in this day and age will see a very quiet body of water with little or no traffic save the occasional pleasure craft sailing lazily along, or perhaps a power cruiser out on a sightseeing excursion. Near the shoreline, there will be a few tugboats moving a container vessel or a foreign freighter in or out of the finger piers.

In the ferryboat days, all ferry service started at 4 a.m. and continued steadily till 2 a.m. the following day, when all ferry service stopped for two hours. This enabled them to take on water, fuel and supplies, and change crews. A few of the less popular lines stopped at midnight, but the tugboats and freighters had to come and go at the most auspicious times for the high tide to be flowing in or out of the Golden Gate, which boasts the fastest-flowing tide of any port on the West Coast. To understand the transportation system of that time, you must visualize a spiderweb network of trains and streetcars all over the land, terminating at the moles, or ferry slips, of each city. There were many ferry services which were involved in the daily life of the rich and growing Bay Area and its centers of commerce. Some of these centers were dominated by the life of agriculture, some by manufacturing, some by business, but all were dependent on the constant movement of men

and materials across the waters of the Bay, up its feeding rivers, and about the great deltas.

The Southern Pacific Railroad Company dominated the San Francisco Bay Area with their various facets of transportation. The auto ferries, as we called them, ran from different ferry slips than those of the passengers and freight. Some of the numerous steam vessels were copied from this ship, *BERKELEY*, as she was the first of this type that was successful. She and her sister vessels were all built at the Union Iron Works of South San Francisco from the same patterns and original plans and layout. The names of the auto ferries of the *BERKELEY* steam ferry type were *SHASTA*, *YOSEMITE*, *NEW ORLEANS*, *KLAMATH*, *SAN MATEO* and *EL PASO*. Most of these still exist and are in dilapidated condition and stored on Lake Union and Lake Washington, in Seattle, having ended their days of usefulness in that rough area.

The Southern Pacific had the Creek Route from the foot of Broadway, Oakland, to the Ferry Building, foot of Market Street, San Francisco. The *MELROSE*, *ENCINAL*, *THOROUGHFARE*, *GARDEN CITY* and *NEWARK* were used here. All were sidewheelers, most having outside walking beams for driving under the power of steam engines. Most handled passengers and baggage and some carried autos for 60 cents per car and 5 cents per person in the cars. Car pooling was popular! The journey took one hour, but who cared at that price? We read a lot!

In 1918, when I was just a lad of seven, I can remember clearly standing at the foot of Broadway in Oakland in a crowd with my mother and grandmother watching President Woodrow Wilson and his entourage drive off the ferry in an open touring car, on a visit from San Francisco, with their ramrod-straight backs, high top hats and deadpan faces. I was inspired to contribute a whole dime toward the purchase of a Liberty Bond for the war effort. It must have helped. World War I was concluded in only a couple more months!

The Southern Pacific also ran from the San Francisco Ferry Building to the Oakland Mole with passengers and baggage only. These vessels were the *BERKELEY*, *ALAMEDA* and *SANTA CLARA*. They serviced the overland steam train passengers, as well as those of us who worked in the city and commuted six days a week via the Red Electric Trains. This trip cost us 21 cents each way, over and back, or 42 cents a day. Or we could purchase a monthly or bi-weekly Commute Book; one for \$4.80 saved about \$1.50 to \$2.00 per month, and that small amount could buy an extra bag of groceries.

There was the Southern Pacific route from San Francisco to the Alameda Mole, passengers and baggage only, same costs as above. The vessels were *PIEDMONT*, *OAKLAND*, *SACRAMENTO* and *EL CAPITAN*. They ran in conjunction with the Red Electric commuter trains which circled the island of Alameda. All auto traffic drove to Oakland over four small drawbridges spanning the estuary separating Alameda and Oakland. My parents' home was located on Fernside Boulevard and the rear of the lot was right on this estuary, across from a lumber company where sailing ships tied up to disgorge timber from the Northwest.

As a boy, I played on many of these ships, especially as their era was coming to an end and they just laid at dock rotting away when the coastal railroads took over the task of hauling lumber to a booming southland. I still have in my possession a belaying pin from the bark *ALDEN BESSE*.

The Western Pacific Railroad Company ran the steam-screw ferry *EDWARD T. JEFFRIES*, later named *FEATHER RIVER*, and later still *SIERRA NEVADA*. She was the most powerful of all the ferries, having 2,500 horsepower and capable of making 14 knots.

The *GOLDEN ERA* was another steam-powered ferry of the *BERKELEY* type, designed by David Dickey, Naval Architect, and built by the Robinson Shipyard at Alameda. The rest of the ferries on the Oakland-San Francisco run were diesel electric. These were *MENDOCINO*, *SANTA ROSA*, *FRESNO*, *STOCKTON*, *MERCED* and *LAKE TAHOE*.

[Ed. Note: In addition to all previously mentioned ferry services, ferries were operated in the Bay Area by the Northwestern Pacific Company, the Key System, the Monticello Steamship Company, and other outfits.]

Along with all this ferryboat traffic, there was a continuous array of sternwheel river paddleboats of shallow draft to ply the deltas and rivers Sacramento and San Joaquin. That area, without bridges, made water travel an absolute necessity. Roads for land vehicles during those years were very inadequate and not too safe. I remember those times with especial fondness as my first engineering and boating experience was on tugs hauling freight all over this area. I have had my engineer's license for 55 years, and since my father owned, developed and operated the Bagley Shipbuilding Company (later the Bagley-Numes Company, Boatbuilders) at the foot of 19th Avenue, Oakland, I have been in the service of vessels of almost all sorts most of my life.

Consider the casual water traffic on the Bay other than ferries. There were numerous transient deep sea vessels

in constant motion, large tugs moving train barges, smaller tugs by the score towing barges, hay scows—some under sail and some motor-driven, dredgers, pile drivers, giant floating cranes, pleasure craft of both motor and sail in a great range of sizes. Here and there some brave fisherman would be out along the mud flats of Berkeley and Emeryville in a little rowboat. All this was complicated by tide and wind changes which taxed the skill of all operators of ships and boats, large and small. Being alert was the order of the day—and night. Also, we must not forget that silent and unpredictable element of coastal areas, the FOG! It has always been the nemesis of the seaman, that one infamous player in the scheme of things nautical. In the present day and age, ship operators are well-schooled in the use of radar, depth recorders, broad radio channels, Sperry Gyrocompasses, wind gauges and speedometers, television and home office help, good and accurate charts, not to mention the safety net of a dedicated Coast Guard. These are just a few things now available to the waterborne.

Fog on San Francisco Bay is a real challenge, rivaling a London fog any time. Imagine the *BERKELEY* leaving a ferry slip in a dense fog, day or night, when to look out the pilothouse window is like having your head in a bowl of milk; you see nothing but you still can hear plenty. Your whistle and your ears are everything, and your previous experience is all you have to rely upon in your memory of what is where, and when, and why. Pretty lost feeling, isn't it? In those times, the captains traveled their routes back and forth across the Bay day after day, night after night—several times each day and night, in fact. They knew every vessel by its whistle's sound and every object by its echo. On shore in the delta and all around the Bay, there were echo boards built along the way in various uneven spacings. When you blew your whistle, the sound, traveling at approximately 1100 feet per second, hit the board and bounced back to



An early broadside view of *BERKELEY* on San Francisco Bay. Note the lingering suggestion of a side-wheeler (which she never was) in the way "Southern Pacific" is arched along the side, within a frame.

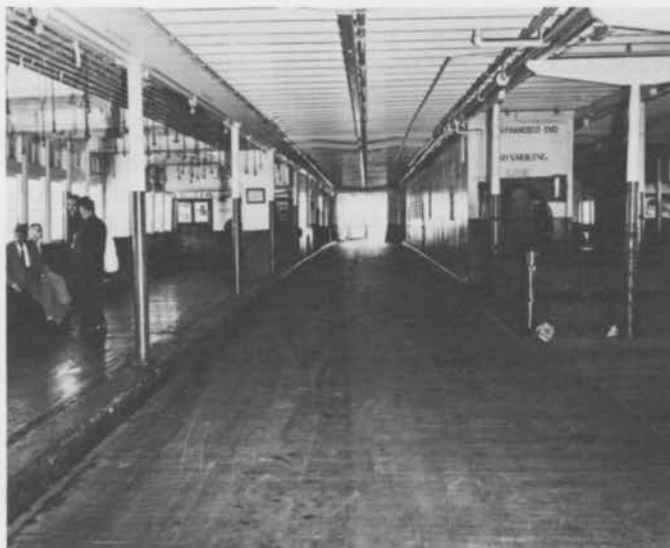
Maritime Museum file photo

you. You counted the seconds and knew how far away you were from the echo board, and therefore how far you were from the shore. Traveling at slow to dead slow speed, all your senses were quivering in attention.

This writer has made many trips on this ship, leaving the mole in fog so thick that the forward handrail was not visible from the center of the vessel. We passengers stood around peering into nothing, hearing the various whistles with their mysterious charm echoing back and forth across the water like voices from another world. Soon we would see a glare, hear the *BERKELEY* ring for dead slow as our captain gave a short whistle blast and heard another blast from the oncoming ship. As the ships passed eerily by each other, our passengers strained to make out the ghostly form slipping away and saw their passengers straining to see us through these very windows. As we got up abreast of each other, we knew that all was well. The two ships had not touched and continued on their respective courses, ringing up from dead slow to slow speed again. Further on, we heard the echoes coming back from the big boards and marveled at the sharply trained instincts of the man at the wheel. I remember one tugboat captain, a Bill Potter, who was deaf and who overcame that obvious handicap by sticking his head out the pilothouse window with his mouth as wide open as he could get it. Cocking his head to one side or the other, he could judge the echoes and whistles by the vibrations of sound on his tongue and cheeks inside his mouth.

The next problem was to be found on entering a ferry slip while docking the vessel. The East Bay side was not so tricky as the San Francisco side. The slips were set out into the Bay like fingers. The incoming and outgoing tides are such that they cut across the slips at a 90° angle. Because of the formation of the hills surrounding the Bay, the wind does the same thing, and a ferry presented a very large flat surface to the wind as she swung to head into the slip. Thus with both elements working in a contrary direction to the one in which the vessel must proceed, some very crafty maneuvers were required to dock the leviathan safely, and do the job gently enough not to upset the passengers.

First, the captain positioned the ship headfirst into the wind or tide, whichever was the stronger, and rang for slow speed as he started to head for his proper slip. As soon as the vessel was beginning to swing her bow toward the empty slip, and present her side to the wind, the captain rang for full speed ahead. Then, only moments later, as she kicked ahead, he rang for full speed reverse, and the ship being pushed above by the wind and below by the tide, buried her nose in the slip and slid along the guard rails, sending blue smoke from the creosote-soaked pilings and making horrible screeching noises. Slowly she would have her forward motion arrested till she was almost stopped. Then the captain would ring for full stop on the engines, and the vessel would lumber along at walking speed pushing her front apron under the steel ramp and she'd be home, tied up ready to disembark the passengers. We would rush like wild sheep from her to reach the next



*The "San Francisco End" of BERKELEY, a photo of uncertain date. The area in the center and right foreground is now occupied by the Maritime Museum's maintenance shop. The area at left, behind the stanchions where the men are, is now the Jerry MacMullen Library.*

*Maritime Museum file photo*

mode of transportation to our jobs, hoping to get good seats on the next conveyance. We took the *BERKELEY* for granted—her spacious interior, her beautiful appointments and woodwork, her feeling of power and reliable schedule, her congenial crew. Yes, we took her for granted and she did not let us down.

Considering the conditions of this ship's contemporaries, the progress and results obtained by this Museum are very commendable. One must note that when this Association obtained *BERKELEY*, she could best be described as a basket case. She had lain for 15 years in total neglect, and these past 14 years have seen constant improvement. The many tourists coming through the engine room when I am there on duty are uniformly elated that it is so real and that so much of it still works. One of our honored Trustees, Mr. C. Edward Paxton, is responsible for most of the progress.

A great many people are quite interested in the mechanical workings of the *BERKELEY*, and in fact do understand machinery quite well. Recently, we had a visitor from the Worthington Pump Company of Harrison, New Jersey. After engaging this individual in conversation for a few minutes and eliciting the information concerning his origins, and degree of interest, it was discovered that his company is writing a magazine article about the pumps on the *BERKELEY*. They still have the records of when they sold the pumps to the ship in 1898. When the article is published, copies will be sent to the Jerry MacMullen Library, where they will be a valuable part of the data. History will be passed on to those in the future interested enough to search for it. No opportunity to enhance our knowledge or store of data should be passed up—just pass it on whenever and wherever you can. You never know how valuable it may become.

## YESTERDAY ON THE BAY

By Captain Gregg Chandler



*Shortly before World War I, the celebrated steamer YALE arrived at San Diego. This is how she looked to the throng greeting her at West Santa Fe Wharf. (This wharf projected into the Bay near the present site of Seaport Village.)*

*Historical Collection, Title Insurance and Trust Company, San Diego*

(Ed. Note: We begin a series of articles about the ships and people that created the maritime heritage of San Diego Bay.)

Ship lovers who fondly recall the early years of passenger liner travel along the California coast inevitably remember the sleek twin steamers that became a part of western maritime history in establishing their record runs between San Diego, Los Angeles, and San Francisco. Even today when people discuss the steamers involved in passenger service in the 1920s and 1930s, the names *YALE* and *HARVARD* are usually the first ones mentioned.

These two ships were built in Chester, Pennsylvania in 1906, for the Metropolitan Steamship Company, and operated between Boston and New York in competition to the famous Fall River Line. They had steel hulls, two stacks and two masts. Their length was 376 feet, with a 61-foot beam and a gross registered tonnage of 3731. A crew of 135 and 465 passengers were carried at a speed of 24 knots. At the time of their completion they were the fastest merchant ships operating under the American flag. They became pioneers in the use of fuel oil, when their Parsons steam turbine engines were converted from coal to oil in 1910.

When the Metropolitan Steamship Company ran into financial trouble, the Pacific Navigation Company was formed as a wholly owned subsidiary, and the two ships were transferred to the West Coast. After coming around South America, and traversing the Strait of Magellan, they arrived in California in the fall of 1910.

Service commenced between Los Angeles and San Fran-

cisco in December of 1910, and the service was extended to San Diego the following year. A person could leave San Diego at 9 a.m. and arrive in San Francisco the following morning at 10 o'clock. For the first time the Admiral Line was given all the competition it could handle, and a strong rivalry began between the two companies. However, in 1916, H.F. Alexander announced that the Admiral Line had leased the *YALE* and *HARVARD* and his company reigned supreme in West Coast passenger travel.

The ships had now become known as the "White Fliers of the Pacific," and carried almost a full load of passengers on every trip. *The San Diego Union* reported on August 25, 1916, that in the first three weeks of August almost four thousand people had arrived in San Diego on them. The *HARVARD* carried 802 passengers on one trip. The success did not last too long, however, as the U.S. Government purchased both ships outright on March 10, 1918, and they were taken over by the Navy a few days later.

The *YALE* and *HARVARD* served the Allies well in World War I, and ferried thousands of troops between Southampton and Le Havre. The *HARVARD* was renamed *CHARLES* during her service as a troopship. As a reward, gold chevrons were placed on the forward stacks of both ships and were carried proudly for the rest of their lives. After the war, the ships were berthed at the Philadelphia Navy Yard and offered for sale to the highest bidder. To the surprise of the Admiral Line, the newly formed Los Angeles Steamship Company was successful with a bid of \$1,755,000. The ships were returned to the West Coast in July of 1920, and under their new owners an extensive

reconditioning took place. The original partial steel deck was extended the entire length of the ship to eliminate the objectionable vibration that had existed before the war. The Scotch boilers and Parsons turbines were left unchanged but a new Coen oil-burning system was installed which increased their speed to over 24 knots. The passenger capacity was reduced to 565, and the fares ranged from \$18 to \$25 for a two-berth room to \$50 for a deluxe suite.

On May 2, 1921, the YALE left Los Angeles, inaugurating 18-hour service to San Francisco. A year later, on June 22, 1922, San Diego was added as a port of call. *The San Diego Union* reported that thousands of people along with a brass band and city officials were on hand to greet the ship, and many remained on board until after midnight. The Los Angeles Steamship Company (known as LASSCO) maintained four sailings a week until the HARVARD went on the rocks at Point Arguello in 1931. Thus San Diego became one of the major passenger ports of call along the Pacific coast with six sailings a week: the EMMA ALEXANDER or RUTH ALEXANDER of the Admiral Line leaving for Wilmington, San Francisco, and Seattle every Sunday morning; the ADMIRAL BENSON or ADMIRAL PEOPLES every Monday night for Wilmington, San Francisco, and Portland; the YALE departing for San Francisco every Tuesday and Friday; and the HARVARD every Sunday and Thursday, were the ships involved.

San Diegans really took passenger ship travel to their hearts, and if you don't believe it, listen to Jerry Mac-

Mullen's description in his book, *They Came By Sea*:

"The white-hulled YALE making fast at Broadway Pier at exactly 8 p.m., with her orchestra whanging out 'Rose Marie,' is a sweet but fading memory. Grizzled gourmets still recall nostalgically the prime rib you got in the *Emma Alexander*, that superb apple pie aboard the *Admiral Peoples*, those tender little steaks served up in the dining-saloon of the *Yale* or the *Harvard*—and did you ever try the galantine of turkey listed on the menu of a Panpac liner? It was not food, it was poetry."

Passenger travel continued on into the 1930s, when the Depression and dock strikes ended this service along the Pacific coast. The HARVARD had ended her career at Point Arguello in 1931, and most of the other ships were laid up until World War II broke out. The war took its toll—the RUTH ALEXANDER bombed and sunk in the South Pacific, the EMMA ALEXANDER serving as a British trooper and scuttled after the war in the North Atlantic, and the YALE serving out her second tour of war duty in the cold waters of Alaska. However, the memories of these lovely ships that graced the waters of San Diego Bay will always remain as a part of the maritime history of the Pacific coast.

#### Sources:

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MacMullen, Jerry, *They Came By Sea*, The Ward Ritchie Press, 1969

## STAR OF INDIA: 60 YEARS IN SAN DIEGO



*The STAR OF INDIA shortly after her arrival in San Diego, 1927. An American flag droops from her main truck, and various members of her skeleton crew can be seen on the poop deck and fo'c'sle head. The pier in the background is believed to be the "B" St. Pier. North Island is dimly visible at right.*  
Maritime Museum file photo

(Ed. Note: On a summer's morning in 1927, a weather-beaten iron square-rigger, under tow by a Navy minesweeper, crept round Point Loma and entered San Diego Bay. The STAR OF INDIA, veteran of the North Sea and English Channel, the Bering Sea and the Bay of Bengal, the Atlantic, Pacific, Indian, and Southern oceans, had made her final landfall. Her last commercial owners, the Alaska Packers Association, had sold her off to the San Diego Zoological Society. Gerald MacMullen, then a 30-year-old San Diegan, later to be famed as a maritime writer, was on board as mate during the latter part of this voyage. We publish here an abstract of the log he and others kept, along with contemporary photos.)

Log of the Star of India from Alameda towards San Francisco

Saturday, July 2, 1927

REMARKS Navy Tug Undaunted took us in tow at 10.40 A.M. and proceeded to San Francisco. 12.10 Tug let go and Ship anchored off Pier 40, S.F. in ten fathoms water.  
W.A. Brunnick Master Jas. H. Willey Mate

Sunday, July 3, 1927

REMARKS Anchored off Pier 40 S.F. Light N.W. Breezes

Monday, July 4, 1927

REMARKS Fourth of July. Anchored in San Francisco Bay in company with the Battleships Nevada, California, Colorado and Montana.

[Ed. Note: Mate James Willey recalled this day years later: "The fleet came in on the Fourth of July and anchored all around us. We made it a point to run up the colors smartly on the old Star of India at the same time they did." Incidentally, there was no battleship named MONTANA in commission in 1927. There had earlier been an armored cruiser of that name, but she was renamed MISSOULA in 1920 and decommissioned in 1921. The NEVADA and the CALIFORNIA were severely damaged at Pearl Harbor; both were repaired and, along with COLORADO, served the course of World War II.]

Log of the Star of India from San Francisco towards San Diego

Tuesday, July 5, 1927

REMARKS 10.40 A.M. Received Wire Hawser from S.S. Wapama and shackled same to star-board anchor chain.  
12.10 Anchor up and underway in tow of S.S. Wapama.  
8. Ano Nuevo Light abeam distant 2 miles.

[Ed. Note: The steam schooner WAPAMA, then owned by the McCormick line, played many parts on the stage of West Coast maritime history. Today she is part of the National Maritime Museum at San Francisco.]

Wednesday, July 6, 1927

REMARKS In tow of Wapama as before.  
3.40 A.M. Pt. Sur Light abeam distant 4 miles. Light N.W. breezes and smooth sea.  
9.40 P.M. Arguello abeam distant 5 miles.  
11.40 P.M. Conception abeam distant 6 miles.

Thursday, July 7, 1927

REMARKS In tow of Wapama as before.  
9.30 A.M. Ana Capa abeam distant 2½ miles.  
4.10 P.M. Pt. Firmin abeam distant 1 mile.  
5.30 P.M. Entering San Pedro Breakwater.  
6—Stopped. Anchored with 30 fath. Chain in 8 fath. water. Unshackled from tow.  
Anchored in San Pedro Harbor.

Friday, July 8, 1927

REMARKS Anchored as before.  
4.30 P.M. U.S.S. Tern anchored 100 yds. ahead and passed wire hawser. Shackled hawser to stbd. anchor chain.  
5.30 P.M. Underway in tow U.S.S. Tern to



Photographed from the mainmast, two men work on the INDIA's rigging at her fore crosstrees. The fellow on the left is identified as "MacDonald," the one on the right as "Lebesque." The date is 1928, the place San Diego.  
Maritime Museum file photo

San Diego.

7 P.M. Light N.W. breeze sky clear sea smooth.

9 P.M. Wind shifting to S.W.—sky clear sea smooth.

W. A. Brunnick Master

G. F. MacMullen Mate

[Ed. Note: MacMullen's appearance as mate in San Pedro was the result of Capt. Brunnick's call to San Diego the night before. Two sailors of the skeleton towing crew left the ship at San Pedro, so four volunteers from San Diego answered the call for assistance. A Navy flying boat took them north. There, a friendly admiral had arranged for the TERN to take up the tow. This, of course, was in violation of Navy Regulations—but STAR OF INDIA seemed a noble cause. The TERN at this time formed part of Train Squadron 2, Fleet Base Force, which in this month shifted base to San Diego. On December 7, 1941, she performed valiant service in fighting fires on the battleships WEST VIRGINIA and ARIZONA during the Pearl Harbor action. Her Lewis gunners claimed one Japanese aircraft shot down. After serving in numerous campaigns in the Pacific, she was struck from the Navy list in 1945.]

Saturday, July 9, 1927

REMARKS In tow U.S.S. Tern as before—clear, smooth, light S. wind.  
2.30 A.M. Sighted Point Loma light 3 pts. on Port bow. Weather same.  
4.20 A.M. Pt. Loma light abeam distant 2.  
4.30 A.M. S.D. whistling buoy abeam.

Partly cloudy—smooth. Fog increasing as harbor entered.

5.55 A.M. Anchored in 6 fath. off Bn. 6 and unshackled tow. Bell carefully attended to. U.S.S. Tern made fast to port quarter—hove short.

6.50 A.M. Fog clearing—underway.

7.45 A.M. Docked N. side Broadway pier—U.S.S. Tern cast off and returned to San Pedro.

8.30 A.M. Moved to berth N. of Pier 1 by gas boats Estrella and Fortuna.

9.45 Secured and so ends. Watchman in chge.

## CURATOR'S CORNER

The San Diego Maritime Museum is continuing to grow and mature by adding new and necessary staff to meet the objectives of our Museum. In addition to the recent arrival of our new Development Director, Carolyn Elliott, I am pleased to announce that Anne Pierce Cooper has joined the Museum as the Curatorial Assistant. Her work will entail artifact record-keeping, exhibit maintenance, and artifact care. I look forward to her assistance on these and other Museum projects and I am very pleased that our Board of Trustees agreed to this productive growth of the Maritime Museum. (Ed. Note: Anne's impressive record of achievements is detailed elsewhere in this issue.)

A major exhibit opened on May 9, 1987, aboard the ferryboat *BERKELEY*. Museum members and general public will have the opportunity to view 50 intriguing toy boats from the Forbes Publishing Company collection. The boats date from c. 1870 to 1955 and have a variety of means of propulsion such as steam, wind-up, electric, etc. I am very excited about this special exhibit and hope that you, our members, will enjoy seeing the models and perhaps will relive a memory or two by seeing them. The exhibit will last through September 7.

The Membership Programs have been very well received this year. The programs and your comments about them are an important form of communication with our nearly 2,000 members. The January program about the 1986 exploration of the *TITANIC* greatly increased our knowledge of the ship's sinking, her current condition, and the amazing technology that enabled the research dive to a depth of more than two miles.

The March meeting about the America's Cup was both timely and very interesting. Members in attendance were treated to a surprise viewing of the Cup. *STARS & STRIPES'* trial horse skipper, Jack Sutphen, presented an interesting selection of slides which gave a behind-the-scenes view of the San Diego-based Sail America campaign. The *STARS & STRIPES* presentation was prefaced with interesting comments by Briggs Cunningham, who was the skipper of *COLUMBIA* in 1958 when the America's Cup series was resumed after World War II.

With the imminent resumption of ferryboat service (albeit for pedestrians and bicyclists only) on San Diego Bay, I would like to reemphasize the ship models of the San

\* \* \* \* \*

So began the ship's vigil of 30 years, awaiting restoration. After Capt. Alan Villiers visited San Diego in 1957, that restoration began in earnest. On July 4, 1976, the *STAR OF INDIA* once more put to sea—almost 49 years to the day from her arrival. On her decks was a proud, beaming Jerry MacMullen. The young mate of '27 had seen his favorite ship brought back to life; brought back from the brink of ruin to become the world's oldest operational sailing ship, and a beautiful example of what can be achieved by perseverance. For Jerry MacMullen—the man with the fifty-year dream—it must have been a sweet moment.

Diego-Coronado ferryboats made by the late Cmdr. Bill Benson on exhibit aboard the 1898 ferryboat *BERKELEY*. These excellent models serve as a reminder of a leading form of maritime transportation.

Two of the actual ferryboats still exist. The *CROWN CITY* is alive and well in New York Harbor serving the U.S. Coast Guard as the *GOVERNOR* between the mainland and Governor's Island. She had been active on Puget Sound beforehand as the *KULSHAN*. The only other known survivor is the *SAN DIEGO*. She is for sale in Vancouver and an entrepreneur is trying to raise funds to purchase her for use as a restaurant and specialty shops enterprise in Antioch, California.

Dave Brierley, Curator

## FIRE IN THE BOILERS, STEAM IN THE STACK

Don't be surprised if, on your next visit to the *BERKELEY*, it appears that she is about to get under way. Your eyes are not deceiving you—well, maybe a little bit. You'll notice steam coming from her stack for the first time since she ceased operation in 1958. And when you descend to the boiler room, you'll see "fire" blazing in the boilers.

These marvelous special effects were created with the design assistance of Sequoia Creative Inc. The project was funded by the J.W. Sefton Foundation. The concept was the brainchild of C. Edward Paxton, Museum Trustee and engineer.

Ed's idea was to achieve a close simulation of the actual sights and sounds of raising steam. A trip to Disneyland and the observation of special-effects techniques there convinced Ed that his concept was feasible. Now it is a reality, and further refinements are planned, such as loud operating sounds and floor-plate vibration. The experience will be somewhat like being an engineer on board *BERKELEY* as she crossed San Francisco Bay.

Testimony to the simulation's realism came recently when a visitor wandered from the boiler room to the engine room and asked watchman Winn Bagley, "Why have you got the boilers all fired up?" (We won't say exactly how it's done. Try to figure it out on your next visit.)

All in all, a unique exhibit. Don't miss it.

## FROM THE HELM

Three exciting events are at hand for the Maritime Museum. These events represent a reinvigorated push on the part of the Museum to attract top-quality exhibits and to stage social events in keeping with the Museum's stature. Another goal, of course, is the ever-present one of fund-raising.

We would remind all members that our Maritime Museum—unlike most such museums—neither requests nor receives government support. When the *STAR OF INDIA* sails, when a fine new exhibit opens, when various educational projects are fulfilled—that is *not* "your tax dollars at work." None of the Museum's achievements would be possible without the wise generosity of our friends.

The Maritime Museum is an enterprise which benefits all who join or visit it. We are a non-profit, educational corporation—and we take our educational function seriously. Our fundamental purpose is to preserve, present and interpret the history of the sea—that 70% of the globe which man has struggled to know since the Bronze Age.

To carry out this educational mission, we need *you*. In membership lies our strength. Membership is the sturdy keel upon which a sound vessel is built. So please be prompt in renewing your membership each year. We encourage you to become more active in the Museum, to discover the joys of docenting, of historical research, and of good fellowship with other maritime enthusiasts. And remember—*your* Maritime Museum is an independent one. Help us keep it that way.

Returning now to the three events we mentioned at the start of this column:

The Forbes Toy Boat Exhibit has opened in the pleasure-boat exhibit area of the *BERKELEY*. This exceptional exhibit consists of classic toy boats from the golden age of that type of toy. The boats range from the Victorian era up to the 1950s. Receptions were held May 7 and 8 to open the exhibit, and were well-attended. The Forbes Toy Boat Exhibit will continue through Labor Day. Don't miss it.

The second event will transpire on June 12. This will be a spectacular fund-raising Gala at the Hotel Inter-Continental, held in cooperation with the San Diego Oceans Foundation. There will be an excellent dinner, top-flight entertainment, a chance to win a fun-filled Baja vacation, and a celebrity silent auction of selected prizes valued at hundreds of dollars. Our 1904 steam yacht *MEDEA* will be there, along with luxury yachts and sportfishers to view and bid on for cruises and fishing. Tickets to this superb event are still available at \$100.00 each. Please call the Museum for further details.

The third major event at hand is the San Diego Waterfront Festival on June 21. The Maritime Museum, the U.S. Navy, the San Diego Yacht Club, Sail America, various city departments and a large number of local businesses and institutions are participating. The event will last from 10 a.m. to about 9:15 p.m. in the area of the "B" St. and Broadway piers. A Navy band parade, display of the America's Cup, and a 100-vessel parade on the Bay will be the open-



*The BERKELEY was the setting for a visit by the America's Cup, during the members' program of March 25.*

*Photo by Geoffrey L. Pfister*

ing highlights. During the afternoon, the festival will be entertained by a number of musical acts. Between 5 and 6:30 p.m., there will be a "major celebrity event based on the America's Cup theme." This will be followed by the San Diego Chamber Orchestra, a patriotic finale and fireworks.

These events promise a great way to start the summer. Hope we see many of you at them.

James R. Mills, President

Peter S. Branson, Executive Director

## STAR OF INDIA AUXILIARY

Our Spring Luncheon and Fashion Show was a great success. Some of our own members modeled clothing that we had collected for our Rummage Sale. It's marvelous to have fun while raising money for the Museum! Our thanks to all of the Museum members who donated items for the Sale. Once again our receipts were over \$10,000. We'll soon begin collecting merchandise for our next year's sale!

Auxiliary Officers for the coming year who will be installed on May 20, 1987, by our Charter President, Mrs. Chauncey Woodworth, are:

|                         |                      |
|-------------------------|----------------------|
| President               | Mrs. Lee Tracy       |
| First Vice President    | Mrs. Russell Downer  |
| Second Vice President   | Mrs. Walter Pittman  |
| Third Vice President    | Mrs. Lawrence Oliver |
| Recording Secretary     | Mrs. Schuyler Miles  |
| Corresponding Secretary | Mrs. Robert Powell   |
| Treasurer               | Mrs. Arthur O'Keefe  |

My thanks to all of the Museum staff and crew who have been very helpful to me this past year. Each request has been cheerfully fulfilled.

Mary Quartly, Auxiliary President

## MAJOR "DONALD" & CAPT. "PODLEY": ABOARD THE MEDEA, 1906 PART 4

(*Ed. Note:* We present Part 4 of the humorous log kept by a British army captain on board the steam yacht *MEDEA* in 1906. For this log, he adopted the pseudonym "Podley," christening his host, MacAllister Hall, as Major "Donald." This time we join the pair as they steam from Falmouth towards Plymouth.)

Plymouth, June 8th:

In spite of any amount of persuasion as well as threats of Friday and small-pox, the Major has again gone down to the sea in his yacht and we are now heading towards Plymouth passing through an ideal summer sea.

We arrived at England's greatest naval port at 3.30 p.m. after a splendid passage. Anchored in the Catwater but were shortly removed to the Sound by order of the King's Harbour Master.

This is quite a good idea, as the Major would have had a most severe attack of nausea before breakfast tomorrow as those who have had the misfortune to lay in the Catwater before could tell him.

The Captain constituted himself as a Cook's guide and safely conducted the Highland chieftain through the principal streets and showed the man of Torrisdale one or two sights worthy of note; among them "The Swiss Cafe" which

the Captain seems to consider of more interest than the statue of Drake on the Hoe or the small edition of the Eddystone Lighthouse on the same spot or yet its younger brother in the waste of waters to the S.W.

The Captain attempted to quote Spenser in the "Faerie Queen." The Major did not seem much impressed by these noble lines and replied that the words of the great Sir Walter were more to his mind:

"Mongst desert hills, where leagues around,  
Dwelt but the gorcock and the deer."

The Captain imagined that these lines might equally apply to the heights of Dartmoor which were then in full view, but the Major would have none of it. There is a very strong smell of Orderly Room fever on the Major's part tonight, thanks to some of his crew not staying with the gig when the poetical ones wished to return to the yacht.

However, Major Donald, as an old Pembroke "toggler" man, took the stroke oar while one Podley officiated as coxswain with the result that he (the Captain) came alongside "Medea" in a most unseamanlike fashion, crashing into her counter with considerable force.

The Major, after a short but very explicit threat of murder, refrained from strong language and was more than polite in his explanations of the proper way the trick ought to have



*The dining saloon of MEDEA, looking much as it did when "Major Donald" and "Captain Podley" took their meals here.*

*Maritime Museum file photo*



*The after smoking cabin,  
restored to a subdued  
Edwardian elegance.*

*Maritime Museum file photo*

been carried out.

Plymouth, June 9th:

My lords proceeded ashore this morning, when Major Donald stood a lunch at the "Duke of Cornwall Hotel", at which he used certain unparliamentary language. Captain Podley came to the rescue in the evening by supplying a report at the alien eating house afore mentioned. [Ed. Note: Podley apparently refers to "The Swiss Cafe."] Here the Major recovered his spirits to some extent and honoured the Captain by remarking that "the dinner was quite sound." However the man from Argyllshire had a very dangerous look in his eye and after a glass of port at the "Posada" the Palace was visited where the Major's on-coming rage broke all bounds concerning a lady who, he declared, sang out of tune.

After a slight interchange of remarks to each other in Union Street, the Twain proceeded to embark for "Medea", the only uncalled-for event that took place on the way being the Captain placing his left foot in the sea while boarding the gig at the Barbicon.

We trust to motor to Tavistock in the morning.

Plymouth and Tavistock, June 10th:

Of all the many sights I have been privileged to view, either in this country or over-seas, none will remain more firmly impressed upon my memory than this lovely Sunday morning in Plymouth Sound. Upon the snow-white decks of "Medea", under an awning of gay colours was laid out a sumptuous breakfast as only the heart of a Britisher could desire. To our right towered up the walls of the noble Citadel adorned with its statue of George II, while to our left shimmered St. Nicholas Island, or as it is more modernly known, Drake's Island, with its heavy fortifications.

Beyond again, Mount Edgcumbe, so well described by the Countess of Ossory as "Edgecumbe with the beauties of all other places added to peculiar beauties of its own."

Enough. No words can express that Sunday memory so I must get me back to the events of the day.

We *did* motor to Tavistock. A fearful and wonderful ride. We sampled a lunch at the Bedford Hotel which proved to be of the best order. The hotel was clean and the charges were of a moderate order. We walked round the principal streets, viewed the church where we hear it is recorded that the Bishop of Exeter severely reprov'd one John de Courtenay for having "... loved the deer to track; More than lines and letters black."

Returning to the hotel we found that our motor driver had punctured a tyre of our car. We therefore started to remedy the same. This consisted of packing the tyre full of straw from the stables.

Directly we started on the return journey we automatically founded a new and patent kind of chaff-cutter, which was the cause of much interest to all whom we passed on the road. The jolting was fearful, but no doubt this will save us in liver pills for some time to come. Spent the evening quietly on "Medea."

Dartmouth, June 11th:

Arrived here in ideal yachting weather at 2.30 p.m. When off the Start Point the Major became anxious regarding the weather and cleared ship for action. This consisted of bottling up Captain Podley in the breakfast saloon and exhorting that worthy to finish his lunch quickly in case the viands got shed upon the floor. However the passage passed off without any trouble and during the afternoon the two gentlemen visited Kingswear and Dartmouth. At the latter an inspection was made of the Castle and Church. They then returned to "Medea" and after tea proceeded to Torquay where the Captain paid back the Major for having hurried him through his lunch, for Captain Podley simply bucketed the Field Officer up hill and down dale until the Major's tongue lolled out and his eyes began to roll. At these unmistakable signs of fast-rising wrath the Captain thought it best to make tracks for Cumber's Hotel, where they obtained an excellent little dinner. Billiards of a somewhat protracted nature followed, the Captain com-

ing off victorious. Then train back to Dartmouth and on board by 10.45 p.m.

Perhaps someone will warn the directors of the Great Western Railway that the Major is likely to make some caustic remarks to them concerning delays at Chesston Junction in spite of the fact that there is only a single line on this branch.

*Note.* We, the undersigned, hereby certify that the Major now owes Capt. Podley sixty-five wax vestas.

Signed        "Daniels"  
                 "One Breath"       Witnesses

Torquay, June 12th:

At a little after 5.30 a.m. the Captain observed the Major heading for the shore in the boat. The Captain, in night attire, rushed on deck and yelled in dulcet tones to his chum not to take his life all at once, or in such a rash fashion, but to leave something of himself behind for the crew to salt down for their return journey to Scotland. The Captain at last became aware that the Major was not really in danger of his life, so when that hardy and quick-tempered young man came alongside the yacht again, the Captain received him with open arms as he observed "The Western Morning News" and other papers in the boat.

We arrived at Torquay at 11.50 a.m. Came to anchor outside the harbour in the midst of the deepest blue water and a summer sky, with haze covering sea and land.

The Major, with his faithful attendant, Captain Podley, proceeded to the shore at noon, and then began to buy up the entire town for the deck cabin provisions. (The Steward, according to the Major, is not considered a fit person to do so.) During the afternoon the Captain paid a visit to his relations, and then met the Major, who was returning from badgering the postal authorities for about the fiftieth time since we landed here. We then fell into the arms of one Webb—the best of good fellows—who took us to the yacht club. In the evening a return billiard match was played at the club, the Captain this time having to take a back seat.

10.35 p.m. Decided roll coming on. The Major reports we are likely to run for shelter inside the harbour.

10.45 p.m. The Major has just burst forth into such an attack upon the charges for landing at this port that we

feel quite unsafe to remain at anchor any longer. In fact, owing to the Major's temper, we feel it would be better for all concerned to enter the harbour at once. It should be added that the Captain has put on all the life belts he could find in his cabin, as well as his late college cap, and has exhorted the crew to keep calm even if "Medea" rolls her masts and funnel out.

Torquay, June 13th:

The two worthies were about to row ashore this morning when a person on some strange craft that was passing at the moment was seen to be violently gesticulating to "Medea." Captain Podley, who was on deck at the time, took not the slightest notice of these gymnastic exercises, but gazed solidly out to sea after the manner of all well-trained mariners.

The individual proved to be none other than an up-to-date prophet Jonah, or in other words, the Rev. Toby Carew of Bickleigh, who had been cast up on some rock or other from a common tripper steamer while returning from a voyage to Weymouth. Ashore, these three old college chums talked over former times until one Podley announced in emphatic terms that it was quite time for him to go to the Queen's Hotel to see about a dog, when the Rev. Tobias rose like a May fly to the occasion, and not only paid for the Captain's canine desires, but also himself and the Major in like manner.

After sending the clerk in holy orders to get shaved, the Mariners once more consorted with one Webb. At last the couple proceeded to "Medea", and thence to sea, only to be turned back by a thick and terrible fog. In fact, all lives might have been lost, had it not been for the Major suddenly discovering that his starboard whisker was flirting with an adjacent scraggy rock. Therefore back to harbour as fast as the fog would permit.

Once again we fell into the company of the future Mayor of Torquay, and dined with that gentleman at his house, the "Elms", out Torre way, where Major Donald gave a somewhat exaggerated exhibition of drawing-room deportment. We arrived safely at "Medea" after an exciting motor drive in Mr. Webb's car, and a still more thrilling boat journey to the yacht. Thus ended a very pleasant day of many surprises.

## MODEL SHOP

By Bob Crawford

As of the first week in April we now have a first-rate Museum model workshop thanks to the many hours of effort of Roy Nilson. His new book shelves for a small reference library on ship model building force me to ask our members for book contributions. If you have any books you feel could benefit a ship modeler, let me know.

The new shop was inaugurated with the start of the Museum's first Biannual Ship Model Exhibition on April 17. This was co-sponsored by the San Diego Ship Modelers

Guild. Twenty-five examples of local builders' works were on display for the four weeks ending May 15.

John McDermott's USS *FRANKLIN*, Royce Privett's USS *CONSTITUTION* and C.A. Stern's USS *PERRY* all are magnificent examples of the U.S. Navy's golden age of sail. The USS *PERRY* model was donated to the Museum by her builder. The Royal Navy was represented by Chuck Hill's *SERAPIS*, which battled John Paul Jones' *BON HOMME RICHARD* during the Revolutionary War. Chuck

has been working three or four hours a week for four years on her, all in our own model shop.

Pleasure craft were well represented, from C.A. Stern's *MARY* (also now a part of the Museum collection) through the 1943 Herreshoft-designed *FRANCIS H-28* by Herman Boehme to George Oliver's radio-controlled 1962 Owens Cabin Cruiser *DE NADA*.

Modern naval vessels included a very clean and sharply detailed 1/16" = 1' model of the Royal Navy's battlecruiser *HMS LION* by John McDermott and my own *USS ARIZONA* (BB-39) on the same scale. Two large radio-controlled entrants were Dan Le Page's *USS GARCIA* (FF 1040) and Doug Smay's *LCU-1488* with many operating features such as lights, diesel sound and operating bow ramp.

In the commercial field we had an exquisite example of an 1877 Gloucester fishing schooner, the *SMUGGLER*, by Royce Privett. Another fine example of a fishing schooner is the *GERTRUDE L. THEBAUD*, which was entered by Phil Mattson. Phil's whaleback lake freighter *JOHN ERICSSON* is the prettiest smallscale freighter I have ever seen—just beautiful! Tom Wells, who is a docent for the Museum, did a very nice job on *SWIFT*, an early 19th century Virginia pilot boat. Alongside of her was Antony Bruck's whaling brig *VIOLA*. Doug McFarland's *SANTA MARIA* was our earliest period model and quite well done. Three radio-controlled models round out the commercial vessels: Joe Bompensiero's beautifully furnished *SEGUIN*, a steam-powered tug; Mike Rivera's *AMAZON RIVER BOAT*; and Pete Glor's plank-on-frame East Coast Trawler *PAMELA ANNE*.

Three more vessels complete the entries. Larry

## THE CABIN BOOKRACK

By Craig Arnold

*Raiders and Rebels: The Golden Age of Piracy*

by Frank Sherry.

New York: Hearst Marine Books.

Illustrated. Hardbound.

399 pages. \$19.95.

Pirates. The word conjures immediate images—of cutlass-waving ruffians swarming over a merchant ship's bulwarks; of burning towns on the Spanish Main; of gold doubloons and pieces of eight and pearls big as peacock's eggs. Pirates, corsairs, rogues and rovers—still they haunt the Western imagination, 260 years after their great age ended.

What were the pirates really like? Did the realities of their hazardous calling jibe with modern daydreams?

Well, some of them were highly intelligent and, for their time, quite sophisticated. The civilized world branded them as traitors and outlaws, worse than savage animals. They considered themselves the freest of free men. In an age

Danielson's first effort, *AMESBURY SKIFF*; Norm Hiatt's modified *ROBERT E. LEE*; and a ship-in-bottle *PREUSSEN* by our much-loved but under-appreciated Vic Crosby. This 20th century windjammer is probably Vic's finest work—truly beautiful.

I would like to thank all those who participated and have made this event a success. I hope that few if any of our members missed this fine example of local craftsmanship.

In conjunction with the model exhibit we also sponsored a symposium for beginning ship model builders. I was very pleased when 21 people attended, some coming from as far away as Arizona and north Los Angeles. We had a very enjoyable three hours of discussion of various topics from tool selection to what to do for a case for your finished model.

Bill Kelly-Fleming, our resident chaplain, helped immensely with promotion, paperwork, and introducing those present to the Museum and the San Diego Ship Modelers Guild. Doug McFarland's help was invaluable and without him the day would have had half the value to those present.

Our response from our participants was so great that beginning Tuesday, June 2, 1987 and continuing every other Tuesday for as long as there is interest, there will be a class on model techniques from 7:00 p.m. to 9:00 p.m. in the model shop on board the *BERKELEY*. We will cover topics from reading plans to the fine points of rigging. If any of you have harbored a secret desire to build a ship model, come join us. The class will be free to any member of the Museum. See you in June.



A rogue who met his fate at rope's end—*Calico Jack Rackam*. A woodcut from Daniel Defoe's *A General History of the Robberies and Murders of the Most Notorious Pyrates*, published in London in 1724.

when absolute monarchy and corrupt officialdom were the norms, the pirates had true democracy—each man had a vote, captains were subject to dismissal by their crews (the elected captain's word was only law in time of battle), and all loot was divided according to strict shares. The pirates—or pyrates, as they often spelt it then—even drew up articles governing a man's compensation for various wounds—so much for the loss of an eye, so much for the loss of a limb, and so on. When a man went to sea "on the account," he was expected to abide by the outlaw brotherhood's rules—or find himself marooned. "Controlled anarchy" is perhaps the best definition of pirate society.

But pirates were nothing if not fiercely individualistic. The same pressures, internal and external, which drove them on the account often caused flamboyant action. There was Edward Teach, or Thatch, commonly known as Blackbeard. Teach liked to create a distinct impression as he boarded an enemy vessel: hemp gunner's matches stuck under his cap burned, wreathing his head in smoke; his massive body gave the appearance of a walking arsenal, decked in ribbons of pistols and edged weapons. As he rushed on board at the head of his men, bellowing oaths and swinging a gigantic scimitar, it was enough to make the stoutest Royal Navy tar quail. (Teach seemed insane to many, but he knew the value of psychological warfare.)

There was Henry Every, alias Long Ben Avery, a pyrate who made a vast haul by plundering the Great Mogul's ships in the Gulf of Aden. There was John Plantain, who set himself up in royal luxury as "King of Madagascar." There was Bartholomew Roberts, who carried on a personal feud with the islands of Barbados and Martinique in the West Indies. Roberts scored his most satisfying coup by capturing and lynching the governor of Martinique (a

method of political removal not open to the average citizen of today).

Of course all this couldn't last. The economic, social, and political conditions which had created the pirates eventually changed and brought about their demise. Their time of greatest influence lasted but 30 years, from c. 1695 to c. 1725. Many had taken to the sea to escape crushing poverty; others were deserters or refugees from the wars of the Palatinate and the Spanish Succession. Once these wars had ended, economic conditions in Europe and the American colonies improved. Also, the pyrates could no longer shift back and forth between the contending powers; now those powers could (and did) allocate forces to hunt the rovers down.

Thomas Tew, Bartholomew Roberts, Edward Teach and others were killed in battle. Stede Bonnet and William Kidd swung at the gibbet. Henry Every and Edward England died in penniless beggary. Most of their men were scattered to the four winds, some mounting the scaffold at Execution Dock, some turning to slaving on the Guinea coast, some fleeing deep into the forest fastnesses of Madagascar.

Today, thanks to books like this one and to such historic finds as the wreck of the *WHYDAH GALLEY*, we are learning to take a more balanced view of the pirates. (The *WHYDAH GALLEY*, the only authenticated pirate wreck to date, sank in a storm off Cape Cod in 1717. A number of artifacts and skeletal remains are currently being raised. Modern archaeology may thus provide new facts concerning life on board a pirate vessel.)

The author of this work has done an excellent job of outlining the pirates' societies, mentalities, and swaggering—if usually brief—careers. His book is worth careful study.

## LIBRARY LOG

Your Jerry MacMullen Library continues to progress in a number of areas. On Valentine's Day we held a reception to open our new Research and Collections Room. More than 50 West Coast maritime authors, historians, archivists, marine artists, and friends of the Museum were present. Among the museums and organizations represented were the Los Angeles Maritime Museum, the Portland (Oregon) Maritime Museum, the San Diego Historical Society, the San Diego Aerospace Museum, the American Society of Marine Artists, the San Diego Maritime Research Society, the San Diego Corral of the Westerners, the California Wreck Divers, and the Santa Fe Railway Historical Society. A very pleasant afternoon was had by all.

A new group has recently been founded to share library and archival information in San Diego County. Some of the San Diego Archivists are historians as well. Charter members of the group, besides our Library, are the James

S. Copley Library, the San Diego Historical Society, the Scripps Institution of Oceanography Library, the San Diego State University Library, and the National City Public Library. The purpose of the group is to provide a networking base for local archivists to share ideas and information about document organization and preservation, disaster prevention and recovery, and other topics related to archival themes. The group's second meeting was held in late February at the Copley Library. The next scheduled meeting will be in early July at the Maritime Museum.

Turning to various projects, we are exploring the feasibility of microfiche preservation of the *STAR OF INDIA*'s logs and other ships' logs in our possession. A professor of history at San Diego State has volunteered to look into the mechanics of obtaining a grant to cover this.

We are also working on a plan to protect the Library from fire with the Halon System. Halon is an advanced chemical system which does no damage to books or documents.

We have been concerned for some time with the present sprinkler system in the Library. Many of the books and documents we have are simply irreplaceable. They are the accumulated treasure of decades of assiduous collecting by persons within and without the Museum. We feel these collections deserve the best protection obtainable.

Speaking of the collections, various cataloging projects are being carried out to organize them better. In these projects, we depend on assistance from Library volunteers. Currently we have extensive cataloging projects under way for the Brown Collection, ship plans, and three journals. Our chart collection will shortly be reorganized, and then the marine art section will be given more attention. The latest addition to our collections comes from Capt. Gregg Chandler, who's transferring his vast maritime postcard collection to the Library. Many of Capt. Chandler's cards are extremely rare views of West Coast shipping, especially passenger liners. A large number of the cards date from the Edwardian era.

A final word of thanks is due our corps of Library volunteers. Capt. Gregg Chandler, Cmdr. Alan Thewlis, Norm Clifford, Bob Sherwood, Col. Merrill Day, Karl Rosenquist, Frank Soukup, Capt. Larry Davis, Cmdr. Ray Watson and Bob Eberhardt have all helped enormously. Each one deserves credit for contributing towards the Library's progress.

Craig Arnold, Librarian

## CURATORIAL ASSISTANT COMES ABOARD

Anne Pierce Cooper joined the ranks of the Museum staff on March 16, 1987, as Curatorial Assistant. Anne's interest in the Maritime Museum dates back to the summer of 1985, when as a graduate student in historic preservation at the University of San Diego, she came aboard the *STAR OF INDIA* during one of the first sessions of the sail training program. She decided to join the training group, and was eventually chosen as a member of the crew that sailed *STAR OF INDIA* in May, 1986.

Anne has a background in Anthropology and History, both as academic pursuits and professions. She attended Stanford University for undergraduate and graduate degrees in Anthropology from 1974 to 1979. Anne went on to participate in and conduct archaeological excavations, surveys and research in New Mexico, Colorado, Massachusetts and California. A resident of San Diego since 1981, her decision to return to graduate school for a second master's degree, one in Historic Preservation, stemmed from an interest in diverse aspects of life in 19th century America. Transportation and the importance of the maritime industries is one aspect of her interest.

She hopes to learn much maritime history while on board the *STAR*, *BERKELEY*, and *MEDEA* and looks forward to working with the Museum's many exhibits, its staff and volunteers.

## WANT ADS

Urgently need copy of "Booklet of General Plans" for any angled-deck *ESSEX*-class aircraft carrier. This is to be used for the Captain Ed Fredericks Memorial Model of the USS *WASP* (CVS-18). Contact Bob Crawford at the Museum.

\* \* \* \* \*

The painters on our maintenance crew could use either a 4' or a 6' stepladder. Contact Chuck Thomas at the Museum.

## DEVELOPMENT REPORT

On June 12, the Maritime Museum joins with Oceans Foundation for the first time to present "Oceans '87," a stellar fund-raising Gala. On this night we'll celebrate our maritime heritage at the Hotel Inter-Continental with a variety of seafaring experiences for everyone. The festivities begin at 5:30 p.m. at the hotel's marina, viewing luxury yachts, including the *MEDEA*, and private sport-fishing boats, with cocktails dockside. Shuttle service between the hotel and marina will be available. The seafood industry will provide a tremendous seafood buffet during cocktails in the hotel, while a celebrity silent auction with Dan Fouts and Wally Schirra will offer unique prizes. After dinner, Frankie Laine will entertain, backed by a group of jazz greats. Fantastic door prizes will be drawn during the evening.

Tickets for this fun- and prize-filled night are \$100.00 each and the proceeds go toward ongoing ocean research and the preservation of maritime history. Buying tickets to this event is a special way to have an exciting evening and contribute to the Maritime Museum.

We hope you were able to attend the Members' Preview of the "Forbes Magazine Collection of Toy Boats" on Friday evening, May 8. This was the first of many new special events the Museum will offer to you, our valued members. Your membership contribution helps the Museum keep the three ships afloat and provides special community services, such as our popular education programs, which provide knowledge and the history of San Diego's most important resource, the sea.

New membership categories have been designed to give you unique and exciting benefits for your contributions. If you have questions about the Gala or the new membership categories, please call me at the Museum, 234-9153.

Carolyn Elliott  
Director of Development

## MARITIME MUSEUM CALENDAR OF EVENTS

### JUNE

- 2: Ship Model Class, 7-9 p.m.,  
*BERKELEY*, model shop. Class to be  
continued every other Tuesday night.  
Call Bob Crawford at the Museum for  
details.
- 7: Sail-handling instruction on board  
*STAR OF INDIA*. Call the Museum for  
details.
- 12: Gala at the Hotel Inter-Continental.  
Call the Museum for details.
- 14: Flag Day
- 21: San Diego Waterfront Festival, all day  
and early evening along the  
Embarcadero.

### JULY

- 4: Independence Day
- 5: Sail-handling instruction on board  
*STAR OF INDIA*.
- 9: 60th anniversary of *STAR OF INDIA*'s  
arrival in San Diego.

### AUGUST

- 2: Ferryboatmen's reunion, *BERKELEY*.  
Sail-handling instruction on board  
*STAR OF INDIA*.

## MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

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Council of American Maritime Museums  
Conference of California Historical Societies  
American Association of Museums  
International Congress of Maritime Museums

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"Mainsail Haul—An order in tacking ship bidding  
'Swing the main yards.' To loot, steal, or 'acquire.'"  
—John Masefield

*Craig Arnold*, Editor  
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*The heavy cruiser USS CANBERRA is struck by an aerial torpedo off Formosa at twilight, Friday the 13th of October, 1944. A heroic battle to save the ship began at that moment.*

*Painting by Richard W. DeRosset*

### CANBERRA'S DATE WITH DESTINY

By John L. Whitmeyer

(Ed. Note: One of the gallant but little-told actions of the Pacific war was the torpedoing and struggle for survival of the USS CANBERRA (CA-70) off Formosa. This heavy cruiser was named for an Australian ship sunk in the Battle of Savo Island. Her story is told here by former Quartermaster's Mate Jack Whitmeyer, who was on her bridge during the engagement. Jack is now associated with the Los Angeles Maritime Museum.)

Once the USS CANBERRA had joined the Pacific Fleet in early 1944, this new BALTIMORE-class heavy cruiser and its crew were eager to get at the heart of the matter and win the war with Japan. The admirals had their own ideas and so CANBERRA and her crew went along with the carrier task forces with seemingly little to do. The days ran

into weeks and months as we continued to tag along—watching countless launchings and recoveries of aircraft on the decks of those great ships. True, we were approaching Japan as we “island-hopped” across the Pacific—but each Plan of the Day varied but little. And here it was Friday the 13th of October—hardly noticed!

Just a few days earlier we had taken on fuel under way from the tanker PAMANSET, in seas that were running high from a recent typhoon. As Quartermaster, I was on the wheel attempting to keep CANBERRA's heading on course with the tanker. At 12 knots in a tricky sea, the ship's heading would swing unexpectedly—the adrenalin surged as I fought to regain the course, under a reproving look from the skipper. Now this was a change of pace! The crews welcomed the opportunity to look each other over



*The tug MUNSEE takes over the towing of the USS CANBERRA from the USS WICHITA. A line can be seen leading to the WICHITA. This was on October 15, two days after the hit.*

*U.S. Navy photo*

while alongside. We noted there were two fleet tugs with the refueling group. "Man, I wouldn't want duty on that floating bomb!" was the thought of many aboard *CANBERRA*. Doubtless, the tankermen had thoughts too, thinking perhaps of our strict uniform code and big-ship life—"Who'd want to be a gee-dunk sailor anyway?"

At last we had topped off, the fuel hoses were parted and we rejoined our Task Group. The carrier pilots continued to launch their strikes—others Combat Air Patrol. Routine set in again.

This October, *CANBERRA* was a part of Admiral McCain's Task Group 38.1 sailing in company with the new *ESSEX*-class carriers, and two of the light carriers built on cruiser hulls. These carriers together with both light and heavy cruisers were surrounded by a screen of destroyers—all designed to protect the vital carriers in their mission of bombing airfields and shipping. *CANBERRA*'s eight-inch main battery seemed almost useless, having been used only twice since our arrival with the fleet—bombarding Satawan on April 30 and Iwo Jima on July 4. We had encountered no ships to engage, provoking Commander Tibbetts, our "Exec" to say, "We might as well have left the big guns in the States." Captain Early nodded agreement. We all wanted to show what we could do.

All day Thursday the 12th, from dawn to dusk, the group had turned into the wind to launch and recover aircraft. The Plan of the Day came alive with: ALL HANDS—TODAY WE OPERATE CLOSE TO FORMOSA AND WITHIN EASY RANGE FOR ENEMY AIRCRAFT AND REMEMBER THAT THE ENEMY HAS BEEN ALERTED. TAKE ALL PRECAUTIONS FOR SAFEGUARDING YOURSELF AND THE SHIP.

And so we steamed on into Friday the 13th of October, 1944. Surely that date was hardly worth a passing thought! Our aircraft continued to make strikes against Okinawa and Formosa. Things were going along as usual—the previous day we had even received mail from a destroyer and a brand-new ensign had been high-lined over to us, having finally caught up with his new assignment. Surely it was a lucky day for him—a safe delivery to a new heavy cruiser. His classmates must have thought he had drawn "tender duty."

As was the custom approaching sunset, evening air defense was set throughout the ship—CONDITION ONE EASY was a modified material CONDITION ZEBRA, in that some air passages were open. Carrier flight operations began at 1815 hours and speed was reduced to 12 knots as we took a new heading of 030° True into the wind.

Sunset at 1824 found us with a moderate sea and light swells. Scattered clouds filled the better part of the sky. Nine minutes later, eight enemy torpedo bombers appeared from behind the clouds on our starboard quarter some 8,000 yards distant. Condition ZEBRA was set and ships on the outer fringe commenced firing. At 1834, the TBS (Traffic Between Ships radio) squawked: "Execute emergency course turn left 90° and increase speed to 22 knots." *CANBERRA* was steaming at the rear of the group with only a destroyer between her and the approaching aircraft.

In quick order, four aircraft were "splashed" by ships of our task group—yet four others continued in, skimming low over the waves between the ships. Our AA batteries opened fire with deadly accuracy, knocking down in quick succession one, two, three and at last the fourth aircraft—

but not before number four's aerial torpedo dropped free and headed straight for the *CANBERRA*!

Quartermaster Bill Sawyer was on the starboard bridge wing and later had this to say: "It was flying probably no more than 50 to 75 feet above the water and appeared to be aiming right for the bridge. One 20mm got right on him and put the biggest part of a full magazine right into the middle of the fuselage nose. I couldn't understand why there didn't seem to be any real effect. When the plane was about 300 yards away, it appeared to be hit by a 5-incher or blew up internally. The torpedo dropped out at a sharp nose-down angle. The plane's left wheel dropped off at the same time and in blowing up, the plane seemed to stop and drop to the water—sinking like a rock."

In the pilothouse I had put the wheel over to port in execution of the course turn—the ship heeling as she responded to the rudder. The AA fire became a din and the telephone talkers were busy transmitting and receiving information over the circuits. In less time than it takes to tell it, we felt the heavy jolt and heard the muffled explosion aft—the torpedo had done its work! The instrument lights flickered and went out. In the dwindling twilight I could see the rudder angle indicator was not moving as I continued to turn the helm. "Captain, I've lost steering control." He turned and said, "I guess you have." Communication with steering aft was dead as were other locations aft. The engine rooms reported water entering through the packing glands in the fireroom bulkheads of the starboard outboard shaft. No word from after firerooms 3 and 4. The ship's rudder had stopped at 17° left and as the ship continued her swing to port, she lost way and coasted to a stop. Rolling slightly in the light swells, it was very quiet in the pilothouse except for communication by the skipper and Executive Officer sounding out damage reports. We were alone as the Task Group continued on into the darkness of the night.



Torpedo damage to *CANBERRA*, as seen in the floating drydock at Manus, British Admiralties, late 1944.

Collection of John L. Whitmeyer

As information on damage was received, we learned that the torpedo had entered the hull just below the 6-inch armor belt between the two after firerooms. Destruction seemed complete and as we were later to learn, 22 men and one officer were lost. As the torpedo struck and exploded, water rose 50 feet into the air, spreading fuel oil over that portion of the ship and the gun crews. Flame had shot out of number two stack in a ball of fire as the boilers let go! The outboard shaft had been bent some six feet out of line, rupturing the adjacent fireroom bulkheads. Both the forward and after engine rooms then took on seawater and were evacuated after five minutes of flooding. Some 4,500 tons of water were now in the ship and with quick efficient work by the damage control parties, the flooding was generally restricted to these four main compartments. Watertight compartmentation kept *CANBERRA* afloat and her initial list was quickly compensated. The fleet had moved on . . . we were dead in the water. . . it was dark. Would more planes come to finish us off? And when? The ship was not about to sink at this juncture but some of us wondered. Would *CANBERRA* follow her namesake HMAS *CANBERRA* to a watery grave? So many ships had died in the Pacific earlier!

★ ★ ★ ★

Admiral Halsey was sore pressed. Should he save the ship? Or take the least risky alternative by sinking her with his own ships and moving on to the Philippine campaign to assist MacArthur?

Within 10 minutes of the torpedoing, he ordered the *WICHITA* (CA-45) to take the *CANBERRA* in tow. MacArthur could wait one more day for full support of his Philippine landing. Several vessels were detached from the task force to provide protection as the crippled ship was towed from her position only 80 miles off Formosa, within easy range of Japanese airfields. Carriers and cruisers, light and heavy, along with the "small boys" (destroyers) were involved. And protection is what *CANBERRA* did receive—complete with Combat Air Cover!

The night was black as the *WICHITA* came alongside—now marlinspike seamanship came into play. They rigged a towing wire and together with manila lines, shackles and stoppers, a messenger line was passed to the *CANBERRA* with some difficulty as the ships rolled in the swells amidst a 22-knot wind. An hour's time found the towing wire secured to *CANBERRA*'s anchor chain.

By 2200, the *WICHITA* was again on the move—albeit only at 3.4 knots. Some 70 fathoms of chain were later veered to improve the catenary of the wire. This struggle in the dark was a great feat of seamanship under most difficult conditions!

During the night, course was set for Ulithi—the trip would take two weeks. In addition to the *WICHITA*, we now had the cruisers *SANTA FE* and *BIRMINGHAM* and eight destroyers: *BOYD*, *CAPERTON*, *COGSWELL*, *COWELL*, *INGERSOLL*, *GRAYSON*, *STEPHEN POTTER*, and *THE SULLIVANS*—all set up as Task Force 30.3.1, aptly named "Cripple Division 1."

The next day was indeed a somber one. The damage control parties were busy with shoring and stuffing holes in bulkheads. Below decks was not where one wanted to get some "shut-eye" and besides the ventilation was not operating. What little electrical energy the diesel generators were producing was used to provide for operation of pumps, lighting, etc. We tried sleeping topside but were still nervous about our immediate future. We were fed as the galley crew hardly missed a beat. Potable water became critical from the start and wonder of wonders—for two days each man was rationed one can of BEER instead of coffee. Now that was not especially hard to take and did soothe our nerves.

But we were cautioned later not to mention the beer episode in letters home—much less the torpedoing! Of course there were no showers those first couple of days until such time as the saltwater flushing system could be put back in service. By the 15th, the order went out for all hands to get their self-respect back: shaves, showers and general clean-ups were in order—all to the tune of salt water and saltwater soap. The water is hard and lather is difficult to come by and once attained is equally difficult to wash away. Until the flushing system was back in service, many simply dropped a bucket over the side and hauled up sea water by a line. Elementary but practical!

At the time, few were aware that the ship's bell had also suffered an extreme indignity. Located abaft the main director one deck above the pilothouse level, the shock of the explosion snapped the 300-pound bell's support and down it fell, landing on the after platform leading to the main battery fire control station. Needless to say, an im-

print of the bell's rim indented some two inches into the steel platform. Fortunately, no one was under it!

In the meantime, Admiral Halsey transferred the new light cruiser *HOUSTON* (CL-81) to Vice Admiral McCain's task group—to the very position we had vacated! He added one more day of air strikes against Formosa on the 14th as the fleet lingered in the area during *CANBERRA*'s painfully slow withdrawal. But he did not get off scot-free, for that very evening at dusk, more than a dozen Japanese "Fran" aircraft attacked McCain's group again—this time striking the *HOUSTON* with an aerial torpedo. With the ship gravely damaged and in danger of sinking, many of her crew were transferred to destroyers. Although she had over 8,000 tons of water aboard, it was decided to save the *HOUSTON* and so another tow was prescribed—this time by the heavy cruiser *BOSTON*, *CANBERRA*'s sister ship. Now it was a matter of bringing the two cripples together to form the nucleus of Cripple Division 1.

Halsey's plan involved something more. Could he lure the Japanese fleet out to finish off "the remnants of the defeated U.S. fleet"—as the Japanese homeland had been told? He positioned his main body of ships over the horizon waiting to spring the trap. It almost worked until Vice Admiral Shima turned his ships back after observing many American aircraft.

Providentially, there were fleet tugs in the area operating with the tankers. At the time I first saw them I had wondered why such craft were tagging along but now I had my answer. On the 15th, the *MUNSEE* (ATF-107) took over the tow from *WICHITA* and on the following day, the *PAWNEE* (ATF-74) was assigned to tow the *HOUSTON*.



*CANBERRA*'s "N" Division at Quarters, Boston Navy Yard, June 1945. John Whitmeyer is in the second row, the first man to the left of the officer.

Collection of John L. Whitmeyer

The long way home at less than four knots might as well have been to the moon, for it seemed our progress was infinitesimal. To measure our movement, our quartermasters reverted to the old chip log method. Chief Bean would have a "log" tossed far out ahead of the bow and with a stop watch and the assistance of another Quartermaster at the stern, the time was measured for the log to pass the length of the ship. A simple calculation produced our speed in knots through the water.

The tugs with their two cripples moved abreast of each other about a mile apart—with destroyers and cruisers playing "ring-around-rosie" as they circled us maintaining good maneuvering speed against possible attack. In addition, Halsey assigned the light carriers *COWPENS* (CVL-25) and *CABOT* (CVL-28) to furnish air cover, along with cruisers *WICHITA* and *MOBILE* and five destroyers. This group remained several miles to the east—their aircraft on continuous patrol watching for "Bogies." Some called us "Bait Div 1."

Hardly had *PAWNEE* settled down to her task on the 16th, than a bit of hell broke loose in the form of Japanese torpedo aircraft—107 from Formosa! Our Combat Air Patrol claimed 41 were shot down with the balance running for home except for two which slipped through—pressing their attack. The *HOUSTON*, already low in the water, was west of us. A twin-engine "Fran" dumped its torpedo into her stern, wreaking more havoc on the unfortunate ship. Relieved of his burden, the pilot decided to look us over since we must have appeared lifeless. As the aircraft approached, the word rang out: "Shift all electrical energy to the AA batteries." *CANBERRA* was ready and waiting.

The plane flew along to starboard some 200 yards away—its two occupants clearly visible. As I stood there by the foremast, the scene unfolded before my eyes. Once our line of fire was clear of the *PAWNEE* and *HOUSTON*, 5-inch mounts, quad 40s and 20s opened up on the hapless craft and in a ball of fire, it plunged into the sea near the *MUNSEE*. The second aircraft—a "Zeke"—zeroed in on the cruiser *SANTA FE* which took an evasive turn, avoiding another torpedo which exploded in her wake, her gunners knocking down the plane in the interim.

Well, the boring days were behind us—although the tow from then on was peaceful, for which we were grateful. Of the 23 lost in our firerooms, it was sobering to learn that Ensign Howard E. Goodman, the new arrival high-lined to us on the 12th, was among them. How strange!

The Grim Reaper was not finished with *CANBERRA*. During the long tow, a salvage expert came aboard to inspect the flooded compartments preparatory to anticipated repairs. He drowned while diving. On Saturday, October 21, Cripple Division 1 hove to while Ensign Philip S. Cribet's body was committed to the deep. The ceremony was brief as ship's company stood by for prayer and listened to the names of our shipmates who had perished earlier. Taps was sounded and "Crip Div 1" moved on.

Apart from our loss of personnel, the torpedo which put our ship out of action may well have been a good omen—for within a few weeks, the full fury of the Kamikazes was

unleashed upon the fleet—taking a terrible toll in ships and men. We had been spared.

After some days at Ulithi undergoing very preliminary repairs from the *AJAX* (AR-6), we were again in tow—this time to Seeadler Harbor at Manus in the British Admiralties where we entered the large floating drydock ABSD-2. There we remained through Christmas and New Year's undergoing sufficient repair to enable *CANBERRA* to return home. With a "king-size" patch on our bottom, we departed Manus on January 13, 1945, steaming on our remaining two forward boilers, operating on shafts 2, 3 and 4.

During that stay, *CANBERRA* was spruced up—looking quite sharp. And so it was, while passing eastward through the Panama Canal, some destroyer men hailed us as they headed for the far Western Pacific. "Hey—the war's that way!" they shouted as they pointed westward. Topside we did look good—but they would learn about us at a later time and understand.

We arrived in Boston on February 16, 1945—not far from Quincy where *CANBERRA* was built. It would take eight months to complete the repair of our ship. By then the war would be over, and we hoped she would enjoy more peaceful pursuits.

#### Acknowledgments

Much appreciated is the assistance given by my former friends and shipmates in giving firsthand detailed accounts of this event—both in letters and meetings. In particular I am indebted to Walter Raczynski, our *CANBERRA* Reunion Historian; William Sawyer, a Quartermaster observer who saw the initial attack from the pilothouse bridge; and to Theodore C. Mason, Radioman on the tug *PAWNEE*. Thanks, fellows. I also thank Norma Munger for proofreading and offering constructive comments.

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*This early 1900s postcard depicts the "Torpedo Fleet, San Diego, California." The first USS FARRAGUT is the vessel on the right.*

*Chandler Postcard Collection*

## **YESTERDAY ON THE BAY: THE FARRAGUTS IN SAN DIEGO**

By Captain Gregg Chandler

"Damn the torpedoes! Four bells! Captain Drayton, go ahead! Jouett, full speed!"

These words uttered by Admiral David G. Farragut, in August 1864, during the battle of Mobile Bay, have become legendary down through the years. Thus, it seems appropriate that one of the early torpedo boats of the United States Navy was named after the famous admiral. Actually, as time wore on, there were four Navy ships that bore the name *FARRAGUT*, and three of them spent considerable time in and around San Diego Bay.

The first *FARRAGUT* (Torpedo Boat No. 11) was launched July 16, 1898, by Union Iron Works, San Francisco. She was sponsored by Miss Elizabeth Ashe, Admiral Farragut's niece, and commissioned June 5, 1899, Lieutenant Commander R.F. Nicholson in command. If the date 1898 and the name Union Iron Works sound familiar, they should! It was in October of that year that our Museum's ferryboat *BERKELEY* came down the ways in the same shipyard.

*FARRAGUT*'s early operations were between Mare Island and Sausalito in San Francisco Bay, with occasional trips south to San Diego for target and torpedo practice. She was decommissioned in 1902 and placed in reserve, but was restored to full commission March 28, 1908, for duty with the Pacific Torpedo Fleet. Placed in ordinary between 1914 and 1917, the *FARRAGUT* was assigned to the San Pedro Division of the California Naval Militia as a training ship.

Placed back in full commission in July, 1917, she sailed for the Canal Zone, and for the remainder of World War I patrolled both the Atlantic and Pacific entrances to the Panama Canal. Renamed *COAST TORPEDO BOAT NO. 5* on August 1, 1918, she completed her service in the Canal Zone and went back to Mare Island Navy Yard, there to be decommissioned on March 13, 1919.

The second *FARRAGUT* (DD-300) was launched November 21, 1919, by the Bethlehem Shipbuilding Corporation at San Francisco. She arrived in San Diego July 3, 1920, and was at once placed in reserve until March 31, 1922. The destroyer then took on a regular training schedule along the West Coast, from the Panama Canal to Oregon. On July 27, 1923, at Seattle, she took part in a review taken by President Harding.

Returning to San Diego, she, with seven other destroyers, grounded at Point Honda, California, on a foggy night. The *FARRAGUT* alone was able to get clear with only minor damage, while the others remained pinned on the rocky shore.

She visited the Hawaiian Islands in the summer of 1925, when she acted as station ship during a historic flight of seaplanes from the West Coast to Hawaii. The second *FARRAGUT* was decommissioned at San Diego on April 1, 1930. After scrapping, her materials were sold in accordance with the recent London Treaty for the limitation of naval armaments.

The third *FARRAGUT* (DD-348) was launched March 15, 1934, by Bethlehem Shipbuilding Corporation at Quincy, Massachusetts. She was sponsored by Mrs. James Roosevelt, daughter-in-law of the President. On March 26, 1935, she embarked President Roosevelt at Jacksonville, Florida, for a rendezvous with a private yacht, and returned him to Jacksonville on April 8. The *FARRAGUT* then sailed for San Diego, arriving April 19 to join Destroyer Squadron 20 as flagship. Fleet maneuvers on the West Coast, training operations in the Hawaiian Islands and summer cruises to train men of the Naval Reserve in Alaskan waters continued until January 3, 1939.

The *FARRAGUT* was in a nest of destroyers in East Loch, Pearl Harbor, on December 7, 1941. Her engineering officer, senior on board at the time, got her under way, and she steamed down the channel, keeping up a steady fire until she got into the open sea. After a long series of war operations in the Pacific area, during which she returned to San Diego several times, the third *FARRAGUT* arrived at the Brooklyn Navy Yard on September 27, 1945. There she was decommissioned on October 23, and sold on August 14, 1947. During her distinguished career she earned 14 battle stars.



*This postcard from the Teddy Roosevelt era shows the torpedo boats leaving our fair harbor. Note the billowing clouds of coal smoke.*

*Chandler Postcard Collection*

The fourth *FARRAGUT* (DLG-6) was launched July 18, 1958, by the Bethlehem Steel Company at Quincy, Massachusetts. She was later reclassified as DDG-37.

In addition to the four Navy *FARRAGUT*s, the little *ADMIRAL FARRAGUT* was a familiar sight along the Pacific Coast in the early years of the twentieth century. H.F. Alexander had organized Pacific Alaska Navigation as a holding company, and in the fall of 1912 bought the *ADMIRAL FARRAGUT* from the American Mail S.S. Co. The ship had been chartered to the United Fruit Company, and still in her white livery, left New York in September, 1912. Passing through the Strait of Magellan, she stopped at San Diego for coaling and proceeded up the coast, arriv-

ing in Seattle on November 26, 1912. She was converted to an oil-burner and refitted to hold 108 First Class passengers and 60 Second Class. Her maiden voyage from Seattle to California was in March of 1913, and she continued in coastwise operations until 1934 when she was sold to Japan for scrapping.

Before ending our story on the *FARRAGUT*s it would seem appropriate to include portions of an article by Jerry MacMullen involving one of the engines of the old torpedo boat *FARRAGUT*—otherwise known as “Old Gut”—around San Diego Bay. The article was published in *The San Diego Union* on February 4, 1968, and concerned an argument as to which torpedo boat’s engine went into a ferryboat under construction at Alameda in 1919. In later years, stories were circulated that it was the torpedo boat *GOLDSBOROUGH*’s that was installed in the ferry. The incident is described in Jerry’s own words as follows:

“The two tiny torpedoboats of turn-of-the-century vintage—anything under 400 tons was a torpedoboat and anything over 400 was a torpedoboat-destroyer—based here, off and on for a number of years, right up to the end of the First World War—during which, incidentally, the *FARRAGUT* was commanded for a while by the late Lt. Ernie Dort, USNR, who later served San Diego both as postmaster and as sheriff.

“However, to return to her engines—a lovely little pair of four-cylinder triple expansions built in Germany and which, Smith says, Chief Machinist’s Mate ‘Doc’ Cronin kept running ‘as quiet as a Singer sewing-machine.’ With them, according to Jane’s Fighting Ships, she turned up 31.7 knots on her trial run. The question of where they wound up was referred to Roy D. Graves of San Francisco, veteran marine engineer and historian, who settled the question about the engine. And he should know—he was the one who took out that engine for the new ferryboat Aven J. Hanford, under construction at Alameda.

“That was shortly after the *Farragut* was sold for scrapping, in 1919. At Mare Island a hole was cut in her deck



*The Navy’s most recent FARRAGUT (DDG-37, ex-DLG-6), built by Bethlehem Steel at Quincy, Mass., and commissioned in 1960.*

*Maritime Museum file photo*

and one of the engines, sold to the Los Angeles Shipbuilding Co., was removed for use in a yacht. Then the Farragut was towed up to Petaluma where Graves, then chief engineer on the Rodeo-Vallejo Ferry steamer Issaquah, saw to getting the other one out and sending it to Alameda.

"A new crankshaft, capable of handling a propeller at each end, had to be forged, unsympathetic steamboat-inspectors having ruled out a welded joint. All in all the conversion was not one of the engineering triumphs of the 20th Century. A torpedoboat spends most of her time going ahead, and little in backing; a ferry runs first in one direction and then in the other—and when Wolff & Zwicker built those engines, nothing was farther from their minds

than the ferryboat Aven J. Hanford. They had to rig up hoses and run water on the "back-up" slides to keep them cool, and noises began to develop in the valve-gear which would have mortified Doc Cronin had he heard them. They finally gave up, and put in a Diesel."

Thus, David Glasgow Farragut has indeed gone ahead "full speed" down through the years, and is remembered in San Diego, as well as along the entire Pacific Coast, by the ships that have borne his name: one of the early torpedo boats of the U.S. Navy; a "four-piper" that escaped the Honda Disaster; a sturdy little passenger vessel; a fighting combat ship of World War II; and finally a modern guided-missile destroyer.

## VISITORS FROM RAMSEY



*The shipyard where EUTERPE was built, Ramsey, Isle of Man. The EUTERPE went down the ways where the large vessel at left is resting. The stone house in the center background was there when the ship was launched.*

*Photo courtesy of Billy Kneale*

The Maritime Museum was honored in June with a visit by Mr. Billy Kneale, current owner of the shipyard at Ramsey, Isle of Man, where the *EUTERPE* was built.

Mr. Kneale and his family toured our ships and took an excursion in *MEDEA*. Billy, as he prefers to be called, was greatly impressed with the condition of the *STAR OF INDIA*. Down in her orlop, he examined her riveted plates and told us that the plates were probably rolled by a hand process, there having been no rolling mills in the I.O.M. in 1863. He also confirmed that entire families would turn out to labor on such ships. Working without power riveters, it took two men—or a man and a boy—to drive each rivet.

Mr. Kneale was born in the I.O.M. in 1912. He has lived

in the quaint seaport town of Ramsey most of his life, working in and around ships and boats. He explained that many people in Man are of Norse or Viking descent—which, along with their island's strategic position, perhaps accounts for their ancient affinity for the sea. Even today, seaweed is strewn on pavements to honor the Norse sea god on certain days, and the good bishop himself has been seen sporting a sprig.

Billy's family accompanied him in the visit, and gifts were exchanged between the Museum and the Kneales. We gained some interesting insights into Manx life and old shipbuilding techniques, and we hope the Kneales return some day.

## FROM THE HELM



*The STAR OF INDIA off Point Loma on May 25, 1986. The Maritime Museum hopes to continue sailing the ship periodically.*  
Maritime Museum file photo

As your Maritime Museum sails into summer, we can look back on our accomplishments in the first half of this year with a certain pride. Our festive Gala in June at the Hotel Inter-Continental raised approximately \$15,000 for the Museum. The Forbes Toy Boat exhibit has met with an enthusiastic response, and will continue through Labor Day weekend.

Looking ahead to the future, we are considering a possible sailing of the *STAR OF INDIA* in 1989. Quite a few details remain to be worked out, however, before a definite sailing date can be fixed.

November 14 will mark the 124th anniversary of the *STAR OF INDIA*'s launching in the Isle of Man. We're planning a Birthday Party for that date to commemorate our most important ship's remarkable longevity. The event will be one of our new Membership benefits for everyone who donates \$100 or more per year. For more information, call Carolyn Elliott at 234-9153.

The Maritime Museum is participating in a "Voyage to Canada's Maritime Provinces" aboard the privately

chartered cruise ship *ILLIRIA* on September 18-26, 1987. This cruise will be an enjoyable way to discover the rich maritime heritage of Canada, as the ship makes her way from St. Andrews, New Brunswick, around Nova Scotia and Cape Breton Island to the scenic Gaspé Peninsula, and thence up the St. Lawrence to Quebec and Montreal. Those members who take the trip will no doubt enjoy visiting the maritime museum at Lunenburg, the Fortress Louisbourg National Historic Park on Cape Breton Island, and the historic waterfronts of Quebec and Montreal. A brochure detailing aspects of this cruise has been mailed to all members.

Our September 30 Members' Program is entitled "Ghosts of Cape Horn." It's a look at a fabled part of the world where many ships have met disaster, but also where some of the most important remains of historic vessels still exist. We hope all members who attend will enjoy the program.

James R. Mills, President  
Peter S. Branson, Executive Director

## CURATOR'S CORNER

Research is an ongoing goal of our Maritime Museum and one that our membership can participate in. A recent and very productive visit by Mrs. John Allen to the University of Glasgow in Glasgow, Scotland, resulted in new information about the 1904 steam yacht *MEDEA*.

Mary Allen has maintained a strong interest in *MEDEA* as a Museum member, Star of India Auxiliary member and docent. She kindly offered to explore the archives at the University of Glasgow for letters and records. Her efforts are greatly appreciated.

One of the most frequently asked questions we hear is, "How much did it cost to build the ships of the Maritime Museum?" Correspondence dating from 1904 between *MEDEA*'s builder, Alexander Stephen & Sons, Ltd., of Linthouse, Scotland, and her expectant owner, Captain MacAllister Hall, give a construction cost of £6,750, to be paid in two installments. These payments were duly made and *MEDEA* was launched at 2:55 P.M. on Monday, August 29, 1904. The purchase price did not include extras like her electric lighting or cabin furnishings. Uniforms were also being made for the crew and for *MEDEA*'s paid captain, Captain Martin.

Her sea trials followed next day. She acquitted herself admirably with only a slight alteration needed on a suction pipe and the correction of several brazings on pipe joints.

The representative of the shipbuilding firm in 1904 was Fred J. Stephen. In 1930-32 he was the owner of *MEDEA* and between those dates penned some enlightening correspondence about her. He had purchased the yacht in 1926 when he could no longer race sailboats. *MEDEA* was used as the Commodore's vessel of the Royal Northern

Yacht Club under his ownership, which ended in 1933.

Mr. Stephen's correspondence pertains mainly to matters of the crew. He dealt through his captain, John Turner, with crew pay and uniforms. In 1932, yacht owners in Scotland were forming an organization named "The Clyde Yacht Club Conference" to review wages and uniforms. A reduction of wages by 10% was made, and the uniform allotment was to be reduced from two to one per year.

Captain Turner had a mate, deckhand, engineer, fireman, cook and steward under his direction. His pay is unknown, but the engineer made £4 per week and the cook a little more than £2.

Other information discovered by Mrs. Allen includes shipyard records about her launching and figures for her machinery. The actual launch took 45 seconds. *MEDEA*'s hull number was 409, and she was surveyed by Lloyd's of London. The sources and prices for items such as anchors, windlass, blocks, sails, flags and tile are also now known.

Research often leads from one source to another and this has been the case with Mrs. Allen's efforts. Subsequent letters have been mailed and received, giving us further leads in Newfoundland and England about *MEDEA*'s crew lists and World War II service.

*MEDEA* is out of sight most of the time now, but is not out of mind. Research into her past continues as do her monthly excursions on San Diego Bay. Discussions continue as to the best way to repair her aging steel hull, so that she can continue to serve as an operational ship, one of only two of her type still functional in the world.

Dave Brierley, Curator

## DEVELOPMENT REPORT

All of us at the Museum want to thank all of you who helped make the events celebrating the FORBES Toy Boat Exhibit so successful with your many volunteer efforts and your attendance at the receptions. We hope you got the chance to meet Christopher Forbes who honored us with a two-day visit to open the Exhibit. We deeply appreciate the help of the Forbes Reception Committee: Norma Day, Marilyn Downer, Nancy Gordon, Jean Hashman, Harlette Newell, Mary Quartly and Nan Tracy. Some husbands gave valued help too: Russell Downer, Don Gordon, Russell Hashman, Fred Newell and Alex Quartly.

The Opening Night reception was catered by At Your Service, Inc. We are grateful for the many contributions of items, too. Special thanks go to Cook's Champagne, distributed locally by Mesa Distributing Co., Inc.; Seaport Village; Andersen's Nursery; Bumble Bee Foods; Jim Lepirino; Ellie DeVos; Kay Black; and Jerry Tepper. Without the tremendous volunteer hours and contributions the Museum could not have given these events.

The Forbes Receptions, and many other unique and exciting benefits, are all part of our new Membership Campaign. As your annual Membership expires you'll be receiv-

ing our revised Membership envelope which lists new donor categories and special benefits for you at each level. It is your financial help that keeps these wonderful old ships afloat and enables the Museum to provide special programs for the community, like our popular education program.

When you receive your new envelope, please look over the categories and decide which benefits you don't want to miss. The October 10th picnic, as announced elsewhere in this issue, is one of the new benefits we're offering to our entire Membership.

Your Membership entitles you to sail with us into a dynamic future. In 1988 we celebrate a landmark year—the 40th Birthday of the Museum and the 125th Birthday of the *STAR OF INDIA*! We hope you'll be on board with us during this momentous year. If you have any questions or suggestions, or would like to get involved in planning events, please call me at 234-9153.

Carolyn Elliott  
Director of Development

## MODEL SHOP

By Bob Crawford

In the early 1970s, before he moved the Grey Whale shipmodel workshop aboard our *BERKELEY*, Bill Benson began a model project which literally became the centerpiece of our model collection—"A History of the San Diego Ferries."

Most of the models have figures hand-carved by Bill of various Museum personnel aboard the ferries. They are carved to the 3/16" = 1' scale of the collection. Chronologically, the collection begins with the *CORONADO*, built in 1886 in San Francisco and retired in 1922. On board the model is a figure of Captain Carl Bowman (former Museum Director and President; current Trustee) in his double-ended duck-billed cap.

Continuing with the other models, the *SILVER GATE* was built in 1888 by Coronado Iron Works but was in service only a short time. She eventually became the clubhouse of the San Diego Yacht Club.

The *BENICIA* was built at Martinez, California, in 1881 and acquired for San Diego in 1888. She was dismantled in 1903. The model carries a pair of Victorian ladies in a horse-drawn carriage.

The *ROSEVILLE* was a passenger ferry of 1888 and the model carries a figurine of the late Jerry MacMullen, former Museum president and prominent historian.

*DELLA*, a small steam launch, was also of this period, and carries two unidentified gentlemen in what appear to be working clothes.

*RAMONA*, built in 1903 in Oakland, has a figurine of Museum Curator Dave Brierley and his bicycle. The vessel was scrapped in 1932.

Ticketman and former ferryboat skipper Lester Miller is about to enter the pilothouse of the *SAN DIEGO*, built in 1931 by Moore Drydock Company of Oakland. She is still in existence in Vancouver, Canada.

And finally, Bill Benson himself is represented in his favorite vehicle, a 1956 MG Roadster, along with a deckhand, our own maintenance chief Fred Krone, aboard the *CROWN CITY*. Built at Moore Drydock of Oakland in 1954, she's now in New York operating for the Coast Guard.

The next time you're aboard, take a good look at Bill's collection and, in a sense, "get to know your Museum personnel."

After a very busy first half of 1987, things have settled considerably in the Model Shop. Our model classes on alternate Tuesdays are going well with two separate sessions planned for January, 1988. The Museum has begun a model loan project. This involves loaning models to various banks and restaurants—which may help promote the Museum to more San Diego visitors. If your bank or restaurant could use a ship model display, please contact me, Curator Dave Brierley, or Librarian Craig Arnold at 234-9153.

## PACTOW CALENDAR CONTEST

PacTow/Foss Maritime Company, which has been of major assistance to the Maritime Museum in providing towing services for the *STAR OF INDIA*, is sponsoring a calendar art contest. Submissions to the contest should be paintings—either watercolor, oil or acrylic—with the base dimension approximately 1½ times the height (in horizontal format), framed and ready for hanging. Due to space limitation, no more than two works of a single artist can be shown. If your paintings are for sale, kindly denote price.

Entries should depict currently active tug and barge services, and will be separated into the following categories and judged against all other paintings in that category:

- |                          |                                                  |
|--------------------------|--------------------------------------------------|
| 1. Ship Assist           | 4. Tanker Escort Service                         |
| 2. Bunkering Service     | 5. Ocean Towing                                  |
| 3. Salvage and/or Rescue | 6. PacTow (Los Angeles/Long Beach and San Diego) |

Winning artists will be notified by mail. Winners will receive a check from PacTow/Foss Maritime Co. in the amount of \$300 for reproduction rights to their work for the 1988 Foss/PacTow calendar. Entries should be delivered or mailed to "PacTow Calendar Contest," P.O. Box 1940, Long Beach CA 90801 not later than September 25, 1987.

For further details and entry forms, contact the company at the above address or call (213) 435-0171.

## VOLUNTEER OF THE QUARTER

In this issue we institute a feature thanking an outstanding volunteer for his or her efforts on behalf of the Maritime Museum. The selection will be made each quarter based on recommendations we receive and our observation of various volunteers at work. The purpose is to give some recognition to these dedicated people, who work mostly behind the scenes to make our Maritime Museum "the finest afloat."

Our first Volunteer of the Quarter is Mr. Ross Parmer, of Coronado Cays. Ross helps the Museum as our Volunteer Coordinator. His many years of experience as an executive in the insurance industry aid him in interviewing prospective volunteers, finding out where their skills, talents, and interests lie, and assigning them accordingly.

Mr. Parmer and his wife Lorraine live in a lovely home by San Diego Bay in Coronado Cays, and they both enjoy sailing their sloop on the Bay. Mr. Parmer has had a keen interest in ships and boats for quite a few years. He's made it clear that he enjoys working in this historic setting.

Ross, thanks for your good sense of humor, your steady application of effort toward finding good volunteers for us, and all your work on behalf of the Museum.



*To conclude this series, we show S.Y. MEDEA as she looks today — still very close to her original appearance. She is seen here steaming the waters of San Diego Bay, her habitat since she was "adopted" by the Maritime Museum in 1973.*

*Maritime Museum file photo*

## MAJOR "DONALD" & CAPT. "PODLEY": ABOARD THE MEDEA, 1906 PART 5

(*Ed. Note:* With this installment, we conclude the humorous log kept by a British army captain on board our steam yacht *MEDEA* in 1906. For this log, he used the pseudonym "Podley," christening his host, MacAllister Hall, as "Donald." On this final leg of their journey, we join the pair at Weymouth on the English Channel.)

Weymouth, June 14th:

At eleven o'clock this morning the young men were honoured by the company of Mr. and Mrs. Webb, who came with them on "*Medea*" to Weymouth. There was a nasty long loup on the sea, and the lunch, which was of a more elaborate character in honour of the occasion, did not perhaps receive quite as much attention as it deserved. Mr. Webb, for the first part of the journey, preferred to stand on his hind legs—a somewhat trying performance. Captain Podley made himself into a kind of King's Jester, while Major Donald did several monkey tricks on the bridge by way of showing the power of his nautical limbs.

5.15 p.m. All safe in harbour, and a farewell tea party on board before the Webbs motored back to Torquay.

The Major and Captain, after the usual attack on the post office, and the capture of letters, dined at the Burdon, after which they visited the public gardens and witnessed an outdoor entertainment of fair quality.

Then back to "*Medea*" when the ward room became a scene of much music, followed by prolonged speeches,

which, through the yells of the company, could not be delivered to the shore for press purposes.

Cowes, June 15th:

11.30 a.m. It will never be recorded in history why "*Medea*" left Weymouth at this hour of the day. We can only venture the following suggestions:

First, the hilarity in the ward room over night.

Second, the rain and the rather unpleasant condition of the harbour.

Third, the Major's unprecedented attack on the country club, where he obtained light refreshments by false pretences.

Anyhow, at Cowes we arrived in record time, getting into the roads at 3.15 p.m. instead of about 5.45 as expected.

The soldier-like mariners as usual shored it, and at the Royal Yacht Squadron steps to boot, thereby causing vast excitement and perturbation to the officials of that institution.

Portsmouth, June 16th:

This is rather a day of sadness, as the two sea-going sportsmen are to part company on Monday. However, seeing they never allow themselves to get down-hearted under any circumstances, they carried out the programme of visiting Portsmouth as arranged over night. The lunch was the cause of some vexation to these two epicures, and the

only form of entertainment the couple really enjoyed was listening to the Royal Marine band.

The evening has passed quietly, both gentlemen having much on their minds at so shortly separating. Nevertheless full play was given to all the records on the gramophone, after which the following toast, composed by a certain distinguished member of the ward room who, for once, will not publish his name, was proposed amid hearty cheers and musical honours:

"So here's to the yachtsmen—galore!  
For our voyage is very near ended,  
May we at sea, or onshore  
By Providence be always defended."

Southampton, June 17th:

Arrived here after a lovely crossing from Cowes and took up our moorings at about 12.30 p.m. After our last lunch and tea on "Medea," we landed to find the railway station, which was at last discovered after many wanderings, and found that Captain Podley's deductions from Bradshawe were quite correct. The Major hopes to arrive in London a little after 2 p.m. to-morrow, while one Podley will enter upon a cross-country trip for his western home, hampering Salisbury for one, and Yeovil for two hours on the way.

What happens to these two worthies after parting company, must be recorded in a small booklet entitled "The Mariners Ashore," and will be published at some future date.

After a welcome visit to the South Western Hotel where the Major again referred in feeling terms to the near approach of senile decay as regarded the colour of Captain Podley's hair, the explorers went aboard "Medea," and partook of a last and most delicious exhibition in the culinary art, which was served by the steward in a most reverential manner, as became such a solemn occasion. The Major stood Captain Podley a splendid cigar, and the twain discoursed upon the merits of one "Buster Brown" and "Buster Brown's" yacht, which was anchored close to "Medea." Their remarks were not of very complimentary natures.

And now, after a month of much health-giving pleasure for one yachtsman on "Medea," at least, this little trip has come to a close.

May the days yet to be spared us be of as happy a character, and if trouble and darkness should suddenly loom up, it will be a comfort to look back upon this summer month of serene happiness, spent on the white decks of "Medea" in the company of one of the best of hosts, Major Donald.

## LIBRARY LOG

"Primary sources are the means by which a nation repossesses its past." John F. Kennedy

If one considers the English-speaking peoples as a "nation," which in a sense they are, then sources about our ships' early days are indeed vital to this heritage.

Primary sources are the most important documents any museum can acquire. Often they are the only reliable source of information about a particular vessel, site, personage or whatever. The primary source may be a ship's log, a letter, a diary, a daguerreotype or stereopticon slide, a carte de visite or even a postcard. It may be a crew muster roll, a Board of Trade certificate, or a passenger list. It may be any of the many voluminous documents required by governments and Lloyd's of London—a kind of government unto itself.

Here at the Maritime Museum, we've been fortunate in recent months in obtaining more primary sources. Curator Dave Brierley tells you in his column of this issue how some vital papers relating to *MEDEA* were found in Scotland. Curator Brierley also deserves credit for locating the first logs of the *EUTERPE*, 1864-70, at a school in Newfoundland. We now have copies of those.

More recently, the Jerry MacMullen Library has acquired an "Agreement and Account of Crew" for the *EUTERPE*'s voyage of 1875. This document gives us sound demographic information about her crewmen—their names, ages, birthplaces, ratings of ability, and previous ships served in. Each man was graded individually for conduct by the captain, and this information was kept by the Board of Trade. (One wonders what Captain George Hoyle

had to say about her crew of 1884—half of whom deserted in New Zealand.)

We also have copies of her logs for 1870-72 on order from the National Maritime Museum at Greenwich, U.K. We were lucky to discover these still existed, for most ships' logs are routinely destroyed by the Public Record Office after a number of years. Others went up in flames during the German bombing of the East End in World War II.

From Lloyd's Register of Shipping, we've just received copies of the *STAR OF INDIA*'s registration for various years, *MEDEA*'s registrations of 1905-06 and 1919 (including—at last—a complete and accurate list of her owners and dates of ownership), and the *BERKELEYS* first registration for 1899-1900.

Other material that has come in includes copies of documents in the Alaska State Library at Juneau—a Lloyd's certificate for an anchor test on *EUTERPE* in 1901; Lloyd's certificates of survey for her, 1903 and 1911; and a copy of her bill of sale and attached correspondence, 1901, as she was transferred from the Pacific Colonial Ship Company to the Alaska Packers Association.

The Alaska State Library has also come up with a rare Thwaites photograph of *STAR OF INDIA* under sail off Nushagak, a photo we had not previously seen. Prints are on order.

All these things are crucial to understanding and appreciating our ships. These primary sources are the means by which we repossess their pasts.

Craig Arnold, Librarian

## THE CABIN BOOKRACK

By Craig Arnold



*The GANNET, of 10,800 tons, Liberian registry, is typical of the tramp freighter working the world's cargo routes.*

*Chandler Postcard Collection*

### *Tramp*

by Michael J. Krieger.

San Francisco: Chronicle Books.

Illustrated. Hardbound.

143 pages. \$35.00.

Here's a beautiful book that's as much fun to glance through as it is to read. The subject of *Tramp* is the fast-disappearing world of the itinerant freighter. The author, once the owner of tramps in the Far East, has ranged the world with notebook and camera, recording telling glimpses of a Conradesque way of life.

Many of these ships—mostly small, beat-up steamers chugging along backwater routes—seem more like museum pieces than working vessels. Yet working vessels all of them are, and many are cherished by their skippers and crews.

A tramp freighter, by tradition, is one that takes life as it comes. One week she may be hauling a load of firecrackers from Macau to Melbourne. The next month might find her ferrying tea from Indonesia to East Africa. A year later, she may be plying the chilly waters of the Baltic, her hold crammed with timber. Her economy is the economy of opportunity, her philosophy Jill-of-all-trades, mistress of none.

The rise of the modern container ship, to say nothing of air freight, has steadily reduced the role of the tramp. There are still a number of them knocking about, however.

Many are active in East Asia and the South Pacific, where crew labor is cheap and cargoes easy to come by.

Tramp crews tend to be of a polyglot nature. In Sumatra, the officers may be Scandinavians, the crews ethnic Chinese. In the *HENRY BONNEAUD* of Vila, Vanuatu, the owners are of Chinese descent, the skipper and crew natives of the island republic, and her chief engineer—the man who happened along and got her engines running—is a New Zealander.

The author covers 19 of these vessels. In eight months of travel, he visited ships in Greece, Turkey, the U.S.A., Norway, Denmark, Sweden, Italy, Australia and the Pacific island groups. He was afforded rare looks at life on board Soviet, Chinese, and Yugoslavian freighters.

The marvelous color photographs really make this book. The author has captured the rusty guts of these ships as well as their topsides, saloons where the woodwork and joinery are of a quality known but to a bygone age, steamy galleys, blazing fireboxes. The men are seen sweating through long hard days working cargo, raking clinkers, hauling on lines, off-loading coal, shoveling grain, cooking chow. (At least two of the cooks in these tramps are women, although commonly the ships are all-male environments.)

Pick up a copy of *Tramp* and read it. It will give you a true taste of life on board a working cargo vessel—truer than anything short of shipping out.

## STAR OF INDIA AUXILIARY

The month of May for the Auxiliary marked the end of our fiscal year, but it is truly the beginning of another year of planning all the activities that we undertake to foster community interest in the Maritime Museum, to raise funds for development, and to help keep our ships afloat. As a result of our efforts last year we were able to present a check to the Maritime Museum in the amount of \$25,800.00 at our May meeting.

The first general membership meeting of this year will be held on board the *BERKELEY* on Wednesday, September 9.

This year of 1987-88 is our Silver Anniversary! We now mark 25 years of service to the Maritime Museum Association of San Diego. I am very proud to be the Auxiliary's 25th president.

Nan Tracy, Auxiliary President

### FIRST ANNUAL MEMBERS' PICNIC

Saturday, October 10, 1987  
Model Yacht Basin — Mission Bay Park

With Special Displays & Demonstrations  
by  
The San Diego Ship Modelers' Guild

Bring Your Family! Bring A Friend!  
Watch the Mail for Your Invitation  
to this Exciting Event!

## BERKELEY GETS A NEW COAT

We're pleased to announce that our Maritime Museum painters recently finished completely painting the outside of the *BERKELEY*. This represents the first complete painting of the ship in about 10 years. Painters Chuck Thomas, James Mahl and Leonard Ingrande worked very hard over a period of months to give the old Victorian lady a new white coat, and she looks much the better for it. This job is typical of the high degree of craftsmanship our maintenance crewmen bring to their work.

## BUENAS DIAS, CUAUHEMOC

In the middle of June, the beautiful three-masted barque *CUAUHEMOC* visited San Diego, mooring at the Broadway Pier within sight of the *STAR OF INDIA*.

The *CUAUHEMOC* is named for the last king of the Aztecs. She is a cadet training ship for the Mexican navy, *la Armada de Mexico*. Built in Bilbao, Spain, in 1981, commissioned in 1982, her length overall is 90.5 meters and she musters a crew of 270 men, 90 of whom are cadets. Her displacement is 1,800 tons and she carries an auxiliary engine.

*CUAUHEMOC*'s home port is Acapulco and her cadets come from La Heroica Escuela Naval Militar, the naval academy at Veracruz. On this voyage, after leaving San Diego, she will call at San Francisco, Seattle, Vancouver, Honolulu, Papeete, Guayaquil in Ecuador, and a Peruvian port.

She is truly a well-kept vessel. Brass and highly polished wood gleam everywhere, and her officers and men are most courteous and curious about the *STAR OF INDIA*. Her skipper is Capitan de Navio Geronimo Bringas Murieta, a 45-year-old native of Puebla who has been in the service since age 18.

We distributed Maritime Museum literature to the crew and this was well received.

On *CUAUHEMOC*'s stack is a golden image of Mexico's eagle-and-serpent emblem, and the words, "POR LA EXALTACION DEL ESPIRITU MARINERO." Indeed we hope they will continue to exalt the mariner spirit, and to sail this handsome ship in a manner befitting her splendid appearance.

## WANT ADS

FOR SALE: Lifeboat engines from the Cunard-White Star liner *QUEEN MARY*, berthed in Long Beach, California. These are Diesel 2-cylinder engines made by Thornycroft & Co. Ltd. of Southampton and London. Full power is developed at 1200 RPM. The self-contained reduction and reverse gear gives a propeller speed both ahead and astern of 780 RPM. The weight is 1600 lbs. For further information, contact Ed Paxton at (619) 264-9408 or (619) 234-9153.

The Jerry MacMullen Library is looking for copies of volumes 13, 24, 26, 28, 29, 33-38 and 41 of *The American Neptune*. Contact Craig Arnold at (619) 234-9153.

## MARITIME MUSEUM CALENDAR OF EVENTS

### SEPTEMBER

- 2: Auxiliary Board Meeting, *BERKELEY*  
 7: Labor Day  
 16: Auxiliary General Meeting, *BERKELEY*  
 30: Members' Program: "Ghosts of Cape Horn," social gathering 7:00 p.m., program 7:30 p.m., *BERKELEY*

### OCTOBER

- 10: Annual Members' Picnic, Model Yacht Basin, Mission Bay Park  
 23: Maritime Research Society, 6:30 p.m., *STAR OF INDIA* orlop

### NOVEMBER

- 4: Auxiliary Board Meeting, *BERKELEY*  
 11: Annual Members' Meeting, 7:30 p.m., *BERKELEY*  
 14: Library Book Sale, 9 a.m. to 3 p.m., *BERKELEY*  
 18: Auxiliary General Meeting  
 26: Thanksgiving Day

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 Conference of California Historical Societies  
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"Mainsail Haul—An order in tacking ship bidding 'Swing the main yards.' To loot, steal, or 'acquire.'"  
 —John Masfield

Craig Arnold, Editor  
 Gregg Chandler, Associate Editor

### MARITIME MUSEUM ASS'N. OF SAN DIEGO

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