



MAINS'L HAUL



Vol. II

SEPTEMBER, 1965

No. 1

MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

A non-profit, educational corporation

Member:

Western Museums League

Conference of California Historical Societies

Mains'l Haul is published quarterly (wind and weather permitting) at headquarters of the Maritime Museum Association aboard the bark *Star of India*, 1306 North Harbor Drive, San Diego, California 92101.

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

— John Masefield

A SAILING TANKER

With the Coast Guard — and the underwriters — what they are today, it is both difficult and a trifle horrifying to know that once upon a time there was a tanker which carried her cargo of black oil in wooden tanks.

As a matter of fact, there were two of them, the four-masted barkentine *Fullerton* and the schooner *Santa Paula*, both built for the Union Oil Company of California shortly after the turn of the century, for the coastal and Hawaiian trade. The first visit of *Fullerton* to San Diego was in 1907, when she brought in a near-capacity load of just under 16,000 barrels of oil.

There never were too many four-masted barkentines; sailing tankers were indeed unusual, and when you add to that the fact that she had a wooden hull and wooden tanks, *Fullerton* assumed once-in-a-lifetime stature. A model of her would be a museum-piece indeed.

Assemblyman James Mills of San Diego, who can quote sailing-ships' names and tonnages and dates of building like a walking *Lloyd's Register*, was talking one day with Derek S. Povah, a Union Oil official, when the conversation happened to turn to old ships, Mills mentioned *Star of India*, and the fact that models were needed for her maritime museum. Povah nodded politely but said nothing — until he got back to headquarters. This was in 1963.

Some months later, word got back that Union Oil was having a scale model of the *Fullerton* built, for presentation to the Maritime Museum Association of San Diego as a permanent exhibit. The model arrived, and on June 26, 1965, it was presented by what might be termed "the afterguard" of Union Oil, at a ceremony in our 'tween-deck. The presentation was made by Vice President N. T. Ugrin of Union Oil, to our president, C. C. (Jim) Woodworth. It has since attracted wide interest.

GALS IN THE GALLEY

Have you looked into our galley recently? If not, you'd be pleasantly surprised, for once again there is a galley range.



UNUSUAL BARKENTINE

Union Oil Co. of California has presented this fine model of their old sailing tanker, the barkentine *Fullerton*, for permanent display in our growing maritime museum.

— UNION OIL PHOTO

As might have been expected, it was the gals of The *Star of India* auxiliary who bought it in Portland, Ore., and had it shipped here; the freight bill, incidentally, was more than the cost of the range itself. And Charlie Hansen, one of the ship's most steadfast friends, has big plans for cooking a big meal — bigger than any he ever cooked in his long career at sea.

If one were to compile a list of the things which the ship now has, but wouldn't have if it hadn't been for the auxiliary, the list would be impressive. It would include the hardwood scuttle over the mizzen-hatch, the cabin upholstery, the gratings which are forming a part of the wheel-box assembly, a suitable chair for the ticket-takers, and many other items.

OOPS! NOT SORRY!

There was a gasp, a sound of stumbling — and one of our visitors came head-over-heels down the poop ladder, to land in a heap on the deck. The horrified ticket-taker rushed to help him up, but the help was not needed; the man scrambled to his feet and fled over the side and ashore, and the ticket-taker saw why.

On the deck lay one of our belaying-pins, which had slid out of the tumbler's trouser-leg. Because the concealed belaying-pin, which he was slyly taking ashore as a souvenir, had prevented proper hip-action as he started down the ladder, he had lost his balance, and gravity did the rest. How he had pried out the belaying-pin, which supposedly was tourist-proof, is unknown.

WELCOME ABOARD

New members of the Maritime Museum Association of San Diego, since the last issue of *Mains'l Haul*, are the following:

Mr. and Mrs. Henry Bernahl (life)	Mr. Charles R. La Dow
Mr. E. Scofield Bonnet	Mr. Richard Hage Lynch
Dr. J. F. Conrad	Mr. Edward J. Matlin
Mr. W. B. Hage, Jr.	Mr. Norman B. Neely (life)
Mr. James William Karstens	Mr. T. D. Perkins

HELPING THE HELPERS

One of the most popular and valuable features in connection with taking care of our thousands of visitors, is

the volunteer hostess program worked out by the Star of India Auxiliary.

Augmenting the plan this summer has been a group of girls belonging to the Girl Mariners—who fill in on week-ends, when they are the most needed. A brief "training course" by the Auxiliary preceded their tours of duty as tourist guides, and they took to it like a bunch of old salts.

ANNUAL MEETING

Monday evening, Nov. 8, has been set as the date for our annual meeting and election of officers for the coming year.

The meeting will be held aboard ship, and additional information will be forthcoming.

MARITIME MUSEUM ASS'N OF SAN DIEGO

Bark *Star of India*

1306 N Harbor Dr., San Diego, Calif. 92101



U.S. COAST GUARD
1790 - 1965
ALWAYS READY





MAINS'L HAUL



Vol. II

DECEMBER, 1965

No. 2

MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

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— John Masefield

FROM FOC'SL TO STUDIO

Color prints of our little old Iron Lady — five thousand of them — have been turned over to the Maritime Museum Association of San Diego by James S. Copley, publisher of The San Diego Union and The Evening Tribune; copies are available aboard the vessel.

Reproduced by lithography from a water-color by the well-known marine artist, Charles Rosner, the picture shows *Star of India* as she was some sixty years ago, in the colors of the Alaska Packers Association of San Francisco, and with the long poop extension (removed during the restoration) which the Packers added to provide space for 45 fishermen. She is flying the Packers' house-flag and the signal-letters — K P W J — which she carried at that time. Mr. Rosner worked from photographs, especially one taken many years ago in Unimak Pass by Lt. Comdr M. A. Ransom, USCG (ret.).

Mr. Rosner, whose work in *Yachting* magazine is quite familiar, is one of the last marine artists who learned about ships and sailors while battling around Cape Horn in a big square-rigger. Born in 1894 in what then was Langendorf, far inland in eastern Germany, he had no idea of ever going to sea — nor did his father, who was a physician. Then, one summer, the family vacationed at the picturesque Baltic port of Kolberg. Young Charles saw sailing-vessels for the first time — and that was it.

Before someone — fortunately for all — discovered the lad's native talent for art, he had been five times around Cape Horn and was well on his way to becoming a Merchant Marine officer. His voyages under sail included service in the full-rigged ships *Prinz Eitel Friedrich* (a German school-ship) and *Nereus*, and the four-masted barks *Walkure* and *Herbert*. One of them, *Walkure*, taken as World War I reparations, ended her days under the Stars and Stripes, as the big *William Dollar* of San Francisco. Mr. Rosner lives at Bellport, Long Island.

One of the prints, returned to the artist for his signature and then framed, has been presented by the association to Mr. Copley.

WE HAD OUR CLIPPER, TOO!

Generally, it has been held that none of the famous California Clippers, of the Gold Rush and the years im-



PORTRAIT OF A FAMOUS SHIP

Marine artist Chas. Rosner (far left), whose portrait of *Star of India* as she was many years ago has won wide praise, James S. Copley (far right) receives an artist's signed proof from Gordon T. Frost, Maritime Museum Assn. vice-president.

mediately following, ever called at San Diego. And this made good sense; why would anyone hastening to "the diggings" east of San Francisco want to delay himself by stopping here?

It now develops that there was a California clipper — a real one — which called at San Diego. In the summer of 1854 the speedy little clipper ship *Stillwell S. Bishop* (she was only 595 tons) arrived here, 112 days out from Baltimore, and carrying Army supplies. After discharging her local cargo she cleared for Benicia to finish up — and she made the run from Point Loma to the Golden Gate in three days, which was as good time as some steamers made.

It was for this ship that Bishop Rock, some 90 miles west of San Diego and the furthest offshore hazard on the West Coast, is named; she hit the then uncharted rock in 1855, but was not badly damaged. Later she was re-named *Grey Eagle*, was rebuilt at Noank, Conn., in 1870, and lasted until about 1888.

OUR "AFTER-GUARD" FOR 1966

At the recent annual meeting of the Maritime Research Society of San Diego, Lt. Comdr. Edward J. Matlin, USN (ret.), was elected president for the coming year, and already is at work on a program of expanded activity.

Assisting the president will be Gordon T. Frost as first vice-president, William T. Wilmurt as second vice president, Berndt Olson as secretary, and James T. Colwell as treasurer

WELCOME ABOARD!

Since the last issue of *Mains'l Haul*, the following have "signed on":

David H. Carsten
Carl Clive
Virginia T. Fowler
Al Holle

Lou Kornik
Mrs. John R. Schmitz
R. G. Wright

THE WHEEL IS BACK

Once more, we have a steering-wheel.

Putting that venerable bit of equipment back in shape was no small task, as Capt. Ken Reynard will tell you if you give him half a chance. Some of the rim was rotted away quite badly, and many of the spokes had been re-

placed, being strengthened with metal rods running down the center. The trouble was that some "economist" had used iron instead of bronze—and the rods had rusted and swelled, splitting the spokes. Now, however, you would never know it.

It is, of course, not the original wheel; in her at times wild past, *Star of India* lost at least two wheels. Once, in a gale in the Roaring Forties, the spanker-sheet carried away, the spanker-boom then swung forward, hit the mizzen backstays and broke in two, and one end carried away the wheel, barely missing the helmsman.

Steering-wheels date back to the middle of the Eighteenth Century, but there is disagreement as to their origin. Some say that the steering-wheel was invented in the New England colonies, while others insist that it is of Venetian origin. Do any of our readers know the answer?

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MAINS'L HAUL



Vol. II

MARCH, 1966

No. 3

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— John Masefield

A CENTURY OF STEAM

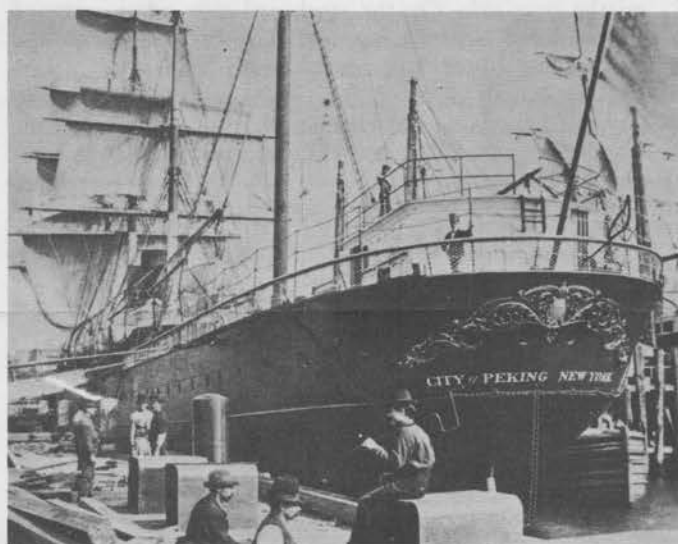
Lumbering, wooden side-wheelers out of San Francisco for Hong Kong; steamers which carried sail "just in case" — and, on occasion, were glad that they did — and finally the modern liners, were the topic at a dinner meeting in the *Star of India's* 'tween-decks on the night of February 26.

Guest speaker was Dr. John Haskell Kemble, noted maritime historian, who is Professor of History at Pomona College during the school year, and does a "busman's holiday" bit by teaching maritime history during the summer months, at Mystic Seaport, Mystic, Conn.

The affair was a joint meeting of the Maritime Museum Association of San Diego, the Cabrillo Historical Association, and the Maritime Research Society of San Diego. An outstanding selection of slides, covering the whole story of transpacific steam navigation, was shown by Dr. Kemble whose writings, in addition to *The Panama Route*, include his superb *Pictorial History of San Francisco Bay*.

There was a living link between the present and the speaker's subject that evening, for Don M. Stewart, who at 92 is the author of the recently published *Frontier Port*, was seated at the head table. Mr. Stewart's father first came to San Diego in 1864 as Commissary Officer in the side-wheel steamer *Constitution*. The venerable author clearly recalls the old Pacific Mail steamers, of which the *Constitution* was one, and others which the speaker described. His father emigrated to California from the west instead of the east, first coming to the West Coast from China in the British steamer *Robert Lowe*, after having served in the Crimean War.

The hard-working *Star of India* Auxiliary handled all of the dinner, in their usual, effective manner. In addition to the guest of honor, those at the head table included County Supervisor Frank Gibson, president of the Cabrillo Historical Assn.; Mr. Stewart; William S. Mills, president of the Maritime Research Society; Mrs. C. C. Woodworth, founder of the Auxiliary; Mrs. Clarke Bennett,



A "TRANSITION PERIOD" VIEW

Sails not only were useful in saving coal when you had a fair wind; there were times when they got you home in case of a machinery-failure. This rare photo of Pacific Mail's transpacific liner *City of Peking* shows one of the types described in Dr. Kemble's talk on Feb. 26.

Auxiliary president; Mrs. O. J. Hall Jr., committee chairman; our own president, Lt. Comdr. Edward J. Matlin, U.S.N. (ret), and Past Presidents C. C. Woodworth and Jerry MacMullen.

A SPECIAL OFFER

Just to remind all of you, the old slogan "Every Member Get a Member" is still in effect — and a membership application is enclosed herewith. Remember, this is not to be used for sending in your own year's dues; it is for you to use, in getting a new member.

Each new member, joining the Maritime Museum Association of San Diego before June 1, 1966, will receive, free, a print of the Charles Rosner painting of the *Star of India*, suitable for framing. These prints retail aboard ship for \$1.25, and are proving highly popular with the visitors.

Additional application blanks are available aboard ship.

OLD BOOKS WANTED

Anyone having old copies of *Lloyd's Register*, *List of Merchant Vessels of the U. S.*, or *Record of the American Bureau of Shipping* — and is in a "donational" mood — can be assured that they will find a good home in our growing reference library. The Public Library's holdings in this field are modest, and a collection of these books, formerly kept by the Port of San Diego, appears to have succumbed to "streamlining."

SPACE FOR TWO MORE BOATS

Current restoration project aboard the *Star of India* is the construction of boat-skids, just forward of the break of the poop.

When the skids are finished, they will carry two boats in addition to the two now carried on the forward deck-house; the after ones, however, will be definite "museum pieces" instead of mere lifeboats. Capt. Ken Reynard plans to place the *Venetia* race-boat — a unique model with diagonal planking sewed to the ribs with copper wire — on the port side. On the starboard side, after some of her poor, tired old ribs have been replaced, will go the famous racing-cutter from the U.S.S. *Hartford*.

The skids will solve another problem. They will carry a platform on which will be mounted the binnacle of the standard compass. Bitter experience with clamoring (and clambering) children, has proven that the thin brass hood and lamps cannot be safely exposed on the poop.

WELCOME ABOARD!

Since the last issue of *Mains'l Haul*, the following have signed on for the 1966 voyage:

Mrs. Harry Azus (Life)
Mr. Frank W. Baker (Sustaining)
Mr. William C. Barker, Jr.
Mr. Clarke J. Bennett
Mrs. Clarke J. Bennett
Mr. Fred P. Boynton
Mr. Roy M. Cleator (Sustaining)
Hon. James R. Mills
Mr. Don M. Stewart
Mr. John B. Tanner (Sustaining)

MARITIME MUSEUM ASS'N OF SAN DIEGO

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MAINS'L HAUL



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JUNE, 1966

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— John Masefield

THE STORY OF THE ANCHOR

Every so often, some helpful soul shows up with an anchor which must have been lost here by Cabrillo in 1542, because it is all covered with shells and other marine growth. Invariably it is a galvanized iron, movable-stock anchor obviously from a small yacht or fishing-boat — an item which all museums decline as tactfully as is possible. Such an artifact, however, immediately raises the question: When were the ancient wooden stocks replaced by metal ones?

This question and many others are answered in an important paper on maritime archeology, *The History and Evolution of Anchors* by James R. Moriarty and Neil F. Marshall, just published by the San Diego Science Foundation. The authors trace the anchor from a mere cobblestone with a piece of line around it, to the most modern "patent" anchors. In so doing, they reveal the startling fact that Caligula's barge had movable-stock, iron anchors, although they were sheathed in wood.

Then came the Dark Ages, and mariners just about went back to the cobblestone. It wasn't until around 1830 that a Lt. Rodgers, R.N., brought up the matter of an anchor with a movable, iron stock — and not until 1846 that the Royal Navy finally approved of the idea.

You may have noticed that *Star of India* does not have a "matched pair" of bower anchors. The port one is the standard kedge or "Admiralty" type, while the starboard one is of unusual design, having a movable stock and a pivoted head. The idea is to give better holding, and also to let the upper fluke collapse against the shank of the anchor, instead of sticking up straight, out of the mud. There had been cases where a ship, anchored in very shallow water, drifted back over her own anchor, sat down on it as the tide ebbed — and punched a hole in her bottom. Such an anchor first was suggested by Lt. Belcher, R.N., in 1818, but no one seemed interested. Later it was taken up by a Merchant Marine captain named Porter and finally by a rather wraith-like "Mr. Trotman" about whom we know too little. He put the idea across, and to this day it is known as a Trotman anchor.

It is possible that *Star of India* (as *Euterpe*) had a pair of Trotmans; it will be recalled that she lost an



IS ITS MATE IN MADRAS?

Our starboard anchor is a Trotman, a rather unusual type, while the port one is the standard "Admiralty" anchor. She may have had two Trotmans originally; if so, the other must still be at Madras, where she had to "slip and run" because of a hurricane in 1865.

anchor at Madras when she had to slip and run because of an approaching storm, in 1865. On the other hand, she may have acquired a Trotman at some later date; she was a bit careless with her anchors, at times, and Trotmans were not uncommon even in recent years. Jack Dickerhoff, who took out our masts and did the original re-rigging, recalls that they had one when he was second mate in the barkentine *Centennial*, in 1927.

SHE HAD AN UNUSUAL NAME

One of the most handsome vessels ever to call here was the big *Marion Josiah*, which came in from England just sixty years ago. From Dundee, Scotland, Capt. R. Storrar Boyd writes this about her

"The *Marion Josiah*, in which I was serving as senior apprentice, arrived at San Diego in the autumn of 1906 on a passage from the Tyne with general cargo; all our sailors deserted, the rough weather around Cape Horn being too much for them.

"She was a large 4-mast barque, built by Charles Connell of Whiteinch, Glasgow, and owned by Rodgers & Co., 204 Bath St., Glasgow (The Marion Line). Her registered tonnage was 2257 and she carried over 4,000 tons deadweight . . . She was named after the owner and his wife, Josiah and Marion Rodgers, her figurehead being a fine figure of Josiah Rodgers. She had painted ports, and an ornamental shield on her counter depicted a knight's upraised arm with the words *Nihil Timeat Probitas*."

Later re-named *Tijuca*, this fine vessel was sunk by a German submarine, in the Atlantic, Nov. 22, 1917.

THEY REMEMBER US

The Maritime Museum Association of San Diego was represented at the annual meeting of the Conference of California Historical Societies, at Santa Barbara June 17-18—and your delegate was gratified by the number of times he was hailed with “How’s the good old *Star of India* doing?” They had not forgotten June of 1964, when the convention’s annual banquet was held in our ’tween-decks.

Theme of the convention this year was the preservation of historical buildings and areas, and there were top-flight speakers on hand from St. Augustine, Fla., and New Orleans, La. Increasing emphasis is being laid upon historical integrity in restoration work, and the need for hard-boiled zoning authority such as they have in St. Augustine.

WELCOME ABOARD!

Since the last issue of *Mains'l Haul*, our afterguard has been increased by the following:

Mr. Val Adams

Mr. Leland Barrett, Jr.

Mr. Jack C. Bone

Mr. Ed Greene

Mr. George R. Hamilton

Mr. J. W. Hardcastle (Nanaimo, B.C.)

Mr. Christian A. Larsen (Westlake, Ohio)

Mr. Richard R. Wilford (Avon, Ohio)

Hon. Bob Wilson, Member of Congress.

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