MAINS'L HAUL

MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

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STAR OF INDIA, *ex*-EUTERPE, *celebrated her 127th birthday on November 14, 1990. That's a lot of water under the keel, shipmate! This unusual view of the bark was taken by a photographer who crawled out on her jibboom. The photo dates from her first Museum sailing, July 4, 1976.*

Maritime Museum file photo

IN EASTERN SEAS: *EUTERPE* IN THE INDIAN TRADE

PART 2

By Craig Arnold

On the last day of 1864, *EUTERPE* sailed from Liverpool on her second voyage to India. Captain William John Storry was again her master. Arthur J. Whiteside was first mate, Joseph Byrne second. This voyage, which would not end back in England until November 1866, was fated to be both her longest ever and her most troublesome. But at first all went well.

The passage out to Calcutta, via the Cape of Good Hope, went unmarred by incident. Something about the sweltering climate of Calcutta seemed to aggravate disciplinary problems, however, and mid-May 1865 found Captain Storry taking up his pen to record in the log:

May 15th 1865
Calcutta
James Mullinger A.B. [i.e., able-bodied seaman] came aft & asked me to allow him to go on Shore to see a Magistrate. I at once gave him permission & ordered him to be on Board by Sunset but he did not return before 11 P.M.

May 16th 1865
James Mullinger having left his work of his own accord the Mate ordered him to go to his Duty, [and] he said that he would not go to his Duty. At 11 A.M. I sent for him & told him myself to go to his Duty when he blankly refused to work but requested permission to go on Shore but assigned no proper [sic] reason for going.

I told him that I would not allow him to go on Shore as he thought proper, that I had given him permission the Day before when he had not returned at the time appointed. He still persisted in not Doing any more Duty.

The next day Storry took Mullinger before a Police Magistrate, who fined the recalcitrant sailor two days' pay and ordered him back on board. But the matter wasn't settled. The day after that, Storry had to write:

May 18th 1865
Calcutta
At 7 A.M. James Mullinger again refused to do any more work on board. Had him before the Police Magistrate on the 18th who committed him to hard labour for two weeks, in the common Jail.

Like a bad penny, Mullinger returned to *EUTERPE* when his jail time was up—and he again refused to do duty! Storry at last got rid of the miscreant by discharge on June 23. About the same time, two more sailors left the ship by discharge, John Ford and James McFee. Three new

FROM THE HELM

We note with sadness the untimely passing of the Museum's Development Director Carolyn Elliott on September 24. As mentioned elsewhere in this issue, it makes us all aware how fragile and finite life really is.

In past editions we have reported plans for building a replica of Cabrillo's *SAN SALVADOR*. The Unified Port District has recently met with naval architect Melbourne Smith and is pressing ahead with plans for construction. This is of significant interest to your Museum as, along with the *SAN SALVADOR* project, the Port Commission has voted unanimously to provide the Museum with a new home on Broadway Pier. This proposal has been approved by the Museum Board of Trustees, and will mark the first time in history that a shoreside facility will be part of the Museum complex. We hope to work closely with the Port staff so that when world attention is drawn to America's Cup events in 1992, the San Diego display will include a truly outstanding, world class Maritime Museum that reflects the pride of members, staff and crew.

Arthur DeFever, President
Kenneth Franke, Executive Director

IN MEMORIAM: CAROLYN ELLIOTT

Trustees, staff and volunteers were saddened to learn in late September of the sudden death of Carolyn Elliott, our Director of Development. Carolyn was taken ill quite suddenly at work, and went into a local hospital for surgery. She passed away on September 24.

Carolyn had been an employee of the Museum since December 1986. A native of Long Beach, she earned her Bachelor of Arts degree in art history at Cal State Sacramento. Prior to moving to San Diego, she worked as the development officer for the Los Angeles Theatre Center.

Carolyn brought great energy and enthusiasm to her work at the Maritime Museum. She planned many events that raised funds for the Museum, most notably the gala marking *STAR OF INDIA*'s birthday in November 1988.

A memorial ceremony was held on board the *BERKELEY* on October 16 to honor Carolyn's work for the Museum. A plaque was dedicated to commemorate her efforts.



EUTERPE *heels to starboard as her crew races to take in sail with a storm coming on. This painting suggests how the ship appeared while trying to outrun a Bay of Bengal cyclone in 1865. San Diego marine artist Ed Ries conceived the scene.*

Painting reproduced courtesy of Ed Ries

A.B.s were shipped on as replacements. On July 18, *EUTERPE* left the Sandheads, her anchorage in the Hooghly River, and sailed to Colombo on Ceylon, arriving there on August 31. Here one of the new hands signed on at Calcutta was discovered to have the consumption, so he had to be sent ashore to hospital. This man, William Wynne Roberts, recovered sufficiently to rejoin the ship a month later.

On October 10, *EUTERPE* sailed from Colombo for Madras, on the coast of Coromandel. She arrived on October 20.

The Bay of Bengal is notorious for cyclonic storms between October and December. These storms pack winds in excess of 100 knots. Such tempests power north from the Indian Ocean into the Bay of Bengal. Piling up force as it goes, overwhelming all obstacles, a Bengal cyclone may expend energy equivalent to nine million megatons of atomic power. As recently as 1985, a massive cyclone swept the Bay of Bengal, obliterating islands and killing thousands. These storms are the equal of Atlantic hurricanes and Pacific typhoons, and mariners are urged to heed them accordingly. The *Sailing Directions* are quite specific for this region: "During the prevalence of suspicious or threatening weather, the master of every vessel anchored within the limits of the roadstead is required not to be absent from his vessel between sunset and sunrise . . . and to maintain his vessel ready in every respect to proceed to sea on short notice."

On November 23, at Madras, Storry looked at a sullen sky and a falling glass, and knew the hour of peril was at hand. He lost no time in getting under way, slipping the cable of one of his two Trotman anchors—which may still lie on the bottom there. But, alas, it was too late.

Nov 23rd
Madras

This day slipped from Madras to avoid an approaching Cyclone which unfortunately overtook us on 26th & to save the Ship from foundering we was obliged to cut away the Masts after which the Sea broke over the Ship in terrible

fury Severely injuring a great portion of the crew. With the remainder of the Crew we erected Jury Masts & Made the best of our way towards the land.

December 4th
Trincomalie
This day we arrived in back Bay Trincomalie.

December 8th
Trincomalie
This day sent McNeill steward, Sweet cook, & J. Wilson AB to the Military Hospital they still suffering from injuries received during the Cyclone. The rest of the crew all being well & at work.

On December 9, an exhausted Storry had to make out a separate list of the crew, in consequence of the ship's papers being left behind at Madras. The crew including the captain numbered 30, now reduced to 29 as Boatswain Charles Kata was discharged the same day. Kata must have been relieved to leave the badly battered, dismasted ship. It was a minor miracle that no one had been lost overboard in the cyclone, although Storry did record the tempest "swept away the whole contents of the Cabin"—by which he meant the saloon.

Now Storry shouldered the onerous task of getting his ship repaired at Trincomalee. At this date Trincomalee was a relatively small port on the northeast coast of Ceylon, without a well-equipped dockyard. To add to the difficulties of the work, a new problem cropped up with the crew, which Storry dubbed the "Affair of the Cotton." *EUTERPE*'s cargo at this time was Indian cotton, much in demand in English mills.

December 27th 1865
Trincomalie
In commencing to break out the Cargo, from the fore compartment it was found by the chief officer (Mr. Whiteside) that one of the Bales had been cut open and about one third of the Cotton taken away, completely destroying it and rendering it unsalable as a Bale of Cotton. On this being reported to me, I (the Master) went forward and saw it myself. I instantly summoned all hands into the forecastle & commenced to search for the same, and found Cotton, comprising the Beds of George Walker, Gervano Grandamarino and Henry Breaun. They all and individually owned these Beds as theirs. I took possession of them & placed them in the Cabin in order to consider what would be the best mode of proceeding. The aforesaid George Waiker having on two or three occasions committed himself by getting drunk, making a disturbance in the ship I had sanctioned his discharge providing he could ship in the "Anne Langer." On informing him (now that the Cotton was found in his bed) that he could not leave until the Affair of the Cotton was settled he at once consented to pay his proportion of the damage done to the Bale namely £3. 6. 8. [3 pounds, 6 shillings, 8 pence]



This is the original captain's cabin in EUTERPE, *where Captain William John Storry, her first master, probably died in 1866.*

Photo by Robert Sharp

December 29th
Trincomalie
It was reported to me (the Master) by the chief officer that George Walker would not work. I had him before me in the Cabin and on questioning him why he did not go to his work, he replied "that things had gone as far as they could go," and "he should do no more good in the ship." And when I ordered him to return to his work, he positively refused to do any more work on board of the ship.

Storry read the above entry to Walker the next day, clearly indicating that he intended to take the matter to the authorities. Walker backed down and resumed duty. John Craine and William Roberts went into the hospital ashore with ailments about this time, and another A.B., Patrick Shields, was discharged. Gervano Grandamarino, the Maltese sailor who was involved in the Affair of the Cotton, unwisely announced that he would rather go to prison than do any more work. Storry took him at his word, and Grandamarino was committed to the Common Jail for four weeks. He came back aboard on February 5, 1866, but still refused to work. Two days later he went back to jail with a one-month sentence, plus the forfeiture of one

day's pay for every day he spent off duty. The following month Storry secured his discharge, and also accepted the discharges of four other hands. The three men sent to hospital with injuries from the cyclone recovered and rejoined the ship.

In March the ship was fit enough to sail up to Calcutta, where more extensive repairs could be done. Here no less than 12 men were discharged, and two men sent to hospital. One of the latter was the cook, Samuel Sweat (or Sweet), who fell and hurt himself. He rejoined the ship on May 4. On June 15, Boatswain James McGraw was promoted to second mate, in place of the discharged Joseph Byrne.

Her repairs completed after nearly eight months, *EUTERPE* sailed out of the Hooghly River for home on July 27, 1866. But she took with her a fatal souvenir: a tropical fever of unknown origin had invaded the ranks of her crew. Virulent and unstoppable, it struck first at A.B. John Wellerwick, a man shipped at Calcutta.

Wellerwick went downhill fast. Storry gave him chalk powder, Dovers Powders (on the advice of a ship's surgeon at Calcutta, whom Storry consulted before sailing), castor oil, laudanum (opium), Goulards Extract, arrowroot, and chicken broth. Only a very slight improvement was registered as July slipped into August and *EUTERPE* plowed south through the Bay of Bengal. Dysentery steadily weakened Wellerwick. Storry brought him aft from the fo'c's'le and put him in the mate's cabin, but the man was slipping away. As Story wrote in the log on August 2, "It appears on enquiries that the Man Witterwick [sic] was ill in the Hospital suffering under the same disease, this I was not aware of when I shipped him. The disease must have been deeply seated in his system else he never could have wasted so suddenly."

August 3rd
Lat 14°45′N Lon 84°28′E

Patient much worse unable to take Medicine in fact stubbornly Refusing to take it. Apparently in the last stage. Gave him thin Arrowroot & Port Wine at his request with weak Tea to Drink. Read prayers for the sick & dying from Established Church Prayer Book he being a Protestant & exhorted him to consider his [illegible word]. In the night he was convulsed. One hand constantly with him.

August 4th
Lat 14°45′N Lon 86°3′E

Patient at 6 A.M. appeared to be dying . . . he had three convolsions [sic] when he died at 8 A.M. . . . At Noon hove the Ship to and buried him with the Church of England Funeral Rights, his body at that time being of a Purple Colour. Afterwards threw his effects overboard being all contaminated with the disease, and it would not be prudent to Left them on board the Ship [sic]. Had his room Thoroughly cleansed and applied "Barnets' Disinfecting Fluid."

Alas, prudent action or not, it was too late to stop the disease from spreading to others—and the next victim was Storry himself. In a matter of a few more hours, *EUTERPE*'s log began to record in meticulous detail the affliction that struck down her captain:

[Continuation of August 4th entry]

Captain Storry had for the last few days complained of feeling unwell, also of having a very offensive breath, which he partly blamed on exposure to the weather, as he has for some time been keeping his watch owing to the Chief Officer being laid up. This evening at 4 P.M. he got saturated with rain in a squall and remained in his wet clothes for a considerable time. On coming below he was stripped, rubbed all over with a rough towel and Dry Clothes put on. Complaining of being very cold and Chilly he then took a shake accompanied with fever. Immediately sent him to bed and covered him well up. . .

8 P.M. William McNeill [the steward], considering that he saw every symptom of a Violent Fever setting in, The Captain being Very Fleshy and of Full Habit offered to bleed him to which Captain Storry Strongly objected to. Gave 5 Grains Calomel 15 do. Jalap worked off with Salts. . .

August 5th

This day, Patient felt better. . . Diet—Arrowroot, Essence of Beef Broth. . .

August 6th

Patient appeared and said that he felt Better. Became "Feverish with Confused Head," and complaining of "Pains in the Small of the Back." Tongue, "White Furr." Pulse, "High, Quick."

12 Noon. Patient in a Violent Fever. . . All this time the Patient was carefully attended to by Steward and Apprentices Never left for a Minute by himself.

7 P.M. Patient's pulse so low could Scarcely perceive it. Hands and Feet cold and clamy [sic]—Patient very restless, constantly moving about from Place to Place, lying about in every possible position not more than five minutes at a time, Got him to Bed. . . And mind wandering on Business Matters, Skin cool, Pulse very low. Gave 2 Table Spoonsful Brandy in a Little Water. Diet Arrowroot & Chicken Broth of which he Partook rather Greedily.

August 7th

7 A.M. He asked for a Spoonful of Brandy which was given to him and as he again became thirsty gave him "Imperial Drink" and "Soda Water." Did continue throughout the whole of this day to administer 5 Gra. Doses of Quinine in weak Port Wine.

12 Noon. He made several attempts to work out the Observations which had been taken by Mr. Whiteside.

2 P.M. Became Exhausted and very weak. Tongue—White Furred. Pulse—So low that it could not be felt. Body—covered with a cold, Clammy Sweat. . .

4 P.M. Gave him a plate of Chicken Broth which he partook Heartily, and very restless and talkative and walked

as far as the Fore Cabin Door, wishing to go up onto the Poop but he was persuaded to return to his Cabin, on looking at him, he had a wild appearance but spoke calmly, & sensibly, and on being asked if he felt any pain, replied "that he felt no pain" and hoped to get "a little sleep" which he thought would completely restore him.

7 P.M. He fell off to sleep, it was a nervous sleep, his fingers was constantly twitching and [he was] Muttering incoherent sentences.

9 P.M. The steward held the light towards his face, & perceived a quantity of white Froth oozing out of his mouth felt his pulse also placed his hand over his heart and found there was no pulsation whatever. He was dead. The Steward called Mr. Whiteside C. Off., Mr. McGraw 2nd Off. who also pronounced him dead. The Greater Portion of the Crew came and looked upon him, sponged his body and dressed the Corpse in clean Linen.

August 8th
Lat 8°30′N, Long 90°39′E

8.15 A.M. Committed his body to the deep with all due ceremony and respect. The Church of England Burial Service read by the Steward. The Chief Officer being too ill to perform the last sad duty. Disease—Remittant Fever.

Storry's burial took place not far west of the Nicobar Islands south of Burma. Chief Officer Whiteside now became the captain, but the disease had attacked him also on July 31. "Disease came rapidly upon him," says the log, "and he in a very few days became weak and helpless, complaining of great pain in pit of Stomach on the left side, and the back and Kidneys." The steward doctored Whiteside according to the *Seaman's Medical Guide,* and in his case it must have done some good, because Whiteside resumed duty on August 18.

The fever hadn't run its course yet. Seaman Antonio Lopez fell ill with it. The log records:

September 6th
Lat. 20°43′S Long. 67°51′E

A. Lopez has continued ill up to this date with no improvement. Our Medicines being run out boarded the Dutch Ship "Dodrecht," to try and procure some and finding that there was a Medical Man on board he was asked to come and see our sick and prescribe for them to which he at once consented. Saw this Man and prescribed for him. . .

Coming around the Cape of Good Hope, *EUTERPE* tried to call at St Helena Island for medicines but missed it due to "thick, hazy weather and having no observation." She then bore away to Ascension Island. Here help was obtained from HMS *FLORAL*. A naval surgeon came on board and said he did not expect Lopez to live. By this time, seamen Thomas Nolan, H.H. Ellison, John Smith, M. Neilson and James Woods had fallen ill. By November, as *EUTERPE* reached English waters, these men were mostly doing better, although Seaman Samuel McNeill was added to the sick list. All the afflicted men apparently survived the voyage, with one exception:

November 27th
Mouth of the Thames off Margate

This Morning at 9.30 H.H. Ellison Breathed his last. Had the body put upon the After Hatch and covered with his bed Clothes. Purified the Forecastle with Burnetts Disinfecting Fluid. Removed his chest to the Cabin.

EUTERPE officially wrapped up the voyage at London on November 29, 1866. Some 23 months, less two days, had elapsed since her departure from Liverpool. It had been a long, painful voyage for all hands—and the last for three.

CURATOR'S CORNER

Visitors to the Embarcadero on Sunday, September 30, had a special treat. The first coastal Awareness Day was staged to inform viewers about mankind's impact on the coastline waters and the intelligent use of the oceans. The event encompassed our Museum, 21 exhibit booths, and nine vessels. The exhibitors included the San Diego Maritime Museum, Audubon Society, California Department of Conservation, Emerson Elementary School, and the Coast Guard Auxiliary. Seven of our Museum docents helped either to set up the booth, staff it, or add their welcome presence to the *STAR*. It is anticipated that next year's event, as co-sponsored by the San Diego Oceans Foundation and Nautical Heritage Society of Dana Point, will provide an increased participation of exhibitors and spectators.

Phase One of the *STAR OF INDIA* 'tween deck orientation exhibit has its first component in place. The second one is to be hung shortly. A third component is being developed as a trial maritime history timeline.

Our 'tween exhibit design consultant, Edward Moore, has been helpful in developing and producing the new orientation exhibit case now on view in the 'tween deck. He and I have tried to give a color-coded insight into the present and future plans for the 'tween deck as we work toward the goal of returning the *STAR* to exhibits that relate just to her. When possible, proper historical locations are being used to present information, so the exhibit will diverge from a straight chronological approach.

The Maritime Museum is indebted to the generous contribution by the J.W. Sefton Foundation of San Diego for their support of Phase One and the future Phase Two that will feature a revised orientation exhibit case, a participation timeline, and a mini-classroom and theater. This contribution and all others to the 'tween deck project are recognized on the exhibit case.

This issue of *Mains'l Haul* will now relate to the reader

more of the content of Issue Number Two of *The Euterpe Times* to let you know about everyday emigrant life on this historic vessel in 1879.

Issue Number Two was posted on Saturday, September 20. This day found the ship at longitude 11° 42′ and latitude 28° 22′. The *EUTERPE* would cover a distance of 60 nautical miles as compared to 151 the day before and 142 the day after.

Captain Phillips gave his usual Sunday morning Christian fellowship service on the poop deck, but it was poorly attended. An evening service was conducted by three emigrants (Thompson, Martin, and Tichbon), who each presented a section of the Book of Romans, Fifth Chapter. *The Euterpe Times* reported a "small but attentive audience."

Births, as well as deaths, occurred on the emigrant ships. A happy event for the previous Sunday was reported thus: "We are pleased to record the fact that the number of ship's passengers was increased by an interesting event, which came off in the Intermediate Cabin at 11:15 p.m. [note the use of land-oriented time for the land-origin emigrants] on Sunday last the 14th inst. Pleased also to hear that Mrs. Fairhurst and her daughter are doing well."

The next installment of Issue Number Two of *The Euterpe Times* will begin with the sighting of two other sailing ships and a cause for alarm among some of the emigrants.

Dave Brierley, Curator

REPORT FROM THE NETHERLANDS

By Walt Jacobsen

If you were traveling in Holland in June you could have found two unusual ships under construction. They are both replicas of seventeenth century East India traders, armed merchant ships typical of the period. The ship nearest completion was christened *AMSTERDAM* by Queen Beatrice on October 7, 1989, and is now docked at a shipyard near downtown Amsterdam not far from the Maritime Museum.

When I saw her, there was only six weeks left to her completion date and the extraordinary rush of activity was obvious. Nothing was permitted which might prevent her completion on time; no on-board inspection, and no interviews with workers or supervisors was permitted. This "rush to complete" was necessary if she was to join in the exciting tall ship event SAIL 90—AMSTERDAM, to take place August 9 to 14. If you followed the news and TV coverage of this event you already know if she made it.

The new *AMSTERDAM* is an accurate copy of the original built in 1749 by the East India Company. Her sailing history was short and without glory because she was blown ashore in a storm very near home on the southeast coast of England at Hastings, on her maiden voyage in 1750.

The new *AMSTERDAM* was built with private funds and future plans provide for public viewing and chartering for special events, both public and private.

The *BATAVIA* is a very impressive ship under construction in a shipyard facing deep water in the town of



The replica of the 1749 Dutch East Indiaman AMSTERDAM *as she neared completion in Holland in June.*
Photo by the author



Lion figurehead for the replica of the East Indiaman BATAVIA, *now under construction in Holland. The lion has been a symbol of Holland for centuries. Some of the vessel's masts and tops can be seen in the background.*
Photo by the author

Lelystad, about 20 miles northeast of Amsterdam. Heavily built, entirely of oak, with a length over 180 feet, she appears huge and so strong that one senses that the original builders might have thought that they had won the ceaseless battle of survival against Mother Nature and the storms and reefs that lie in the path of all voyagers.

The original ship was built in 1628 by the United East India Company, classified as a "returnship" and an armed merchantman, and her purpose was to make round trips to distant ports. Although the *BATAVIA* did better than the later *AMSTERDAM*, she failed to return from her maiden voyage in 1629, meeting her watery grave on the west coast of Australia.

This new *BATAVIA*, with almost two years ahead to her completion, shows every sign of becoming a masterpiece; it appears that her builders are taking whatever time is needed to do the work right. She will be adorned with the finest woodcarvings I have ever seen on a reconstruction, carefully copied in the style of seventeenth century carvings. A particularly curious set of carved oak heads installed across the stern have their mouths wide open with tongues fully extended as if they are suffering from serious mal-de-mer.

After five years of study and research of seventeenth century Dutch shipbuilding, a privately funded organization ordered the construction which began in September 1985 with the laying of the keel.

The importance of the *BATAVIA* as a reminder of Holland's illustrious past as a seafaring nation prompted the government to help the project. They set up a program to subsidize the salaries of young unemployed people, providing them with "sound artisan training in the field of wood construction" and advancing their prospects for future employment.

The *BATAVIA*, carrying good will and hopes for expanded trade, will sail to the same distant ports as the ships of the old East India Company. The prospects for her safe passage are excellent considering the advantages provided by excellent charts, world-wide weather forecasts, and satellite navigation.



Grotesque gargoyles leer at viewers from BATAVIA's *stern, still under construction. The original ship was built in 1628, the same year as the* WASA, *preserved at Stockholm. Such decorations are common on* WASA, *and indeed were widespread on seventeenth-century vessels. In the eighteenth century, ship ornamentation became more restrained.*
Photo by the author

THESE PACKER SHIPS WERE MOVIE "STARS," TOO

By Chuck Bencik

Stout hulls breasting the waves, powered by billowing mountains of sail, straining and creaking in a webwork of rigging, the shouts and curses of men sweating them into position, sea birds squawking and wheeling above the masts . . . our imaginations burn with such images. If only we could *really* live these sagas of sea adventure, we think, as we admire our fine bark, the *STAR OF INDIA*, fortuitously preserved for this and future generations. And perhaps we can, in a way. For many of those storied wind ships cast their shadows for a fragile immortality in the films of the 1920s and 1930s.

The '20s and '30s were fantasy times, and tragic ones, for Americans. In a world that had promised so much, where so many hopes had been dashed by the hard times of the Great Depression, people turned to the movies and fed their dreams of happier days. Movie companies soon caught on, and took advantage of the opportunity-of-a-lifetime—a chance to film exciting, romantic sea adventures with the last great fleet of windships, the Alaska Packers Association fleet.

In 1922, the sailing ship fleet of the Alaska Packers Association reached a peak of 25, but the outlook for its future was grim. Windjammers had long ago become obsolescent. Britain had stopped building them by 1900, and America's last full rigged ship, *ATLAS* (*STAR OF LAPLAND*) would slide down the ways in 1902. Passenger routes were the exclusive province of steamships. The Great War had been won, and steamers, produced in large numbers, crowded postwar dockyards with an excess of bottoms. Trained steamer engineers and shiphandlers were easily obtained. The Alaska Packer sailing fleet had done its share of wartime service, too, performing charter work in the Pacific, filling in for steamers needed elsewhere. But new sailing ship masters and crews were not coming up the ranks; foreign sailors were not clamoring for work in America, as before; the labor movements, modern technologies and the demand for speed were displacing old ways and traditional skills, making upkeep and operation of these venerable vessels prohibitive. Thus the Packers were obliged to sell them.

Among the prospective buyers were the movie makers. Interest in Alaska Packer ships as floating sets, backdrops and filming sites began as early as 1918, when the APA instructed the master of the *INDIANA* to take aboard 14 members of William S. Hart Productions, Inc., and sail them from San Francisco to the waters near Puget Sound, where they disembarked, transferred to a company steamer, and were taken back to the nearest train depot. Possibly as a result, there exist today motion pictures of the Packer fleet ships *STAR OF FRANCE, STAR OF CHILE, STAR OF ICELAND, STAR OF ALASKA* (*BALCLUTHA* of the San Francisco Maritime Museum), *STAR OF SCOTLAND, STAR OF ZEALAND,* the steamer *NUSHAGAK,* our own *STAR OF INDIA* (in one brief shot), and the *TACOMA,* which, ironically, was lost shortly after her filming, crushed in the ice of a harsh Bristol Bay spring.

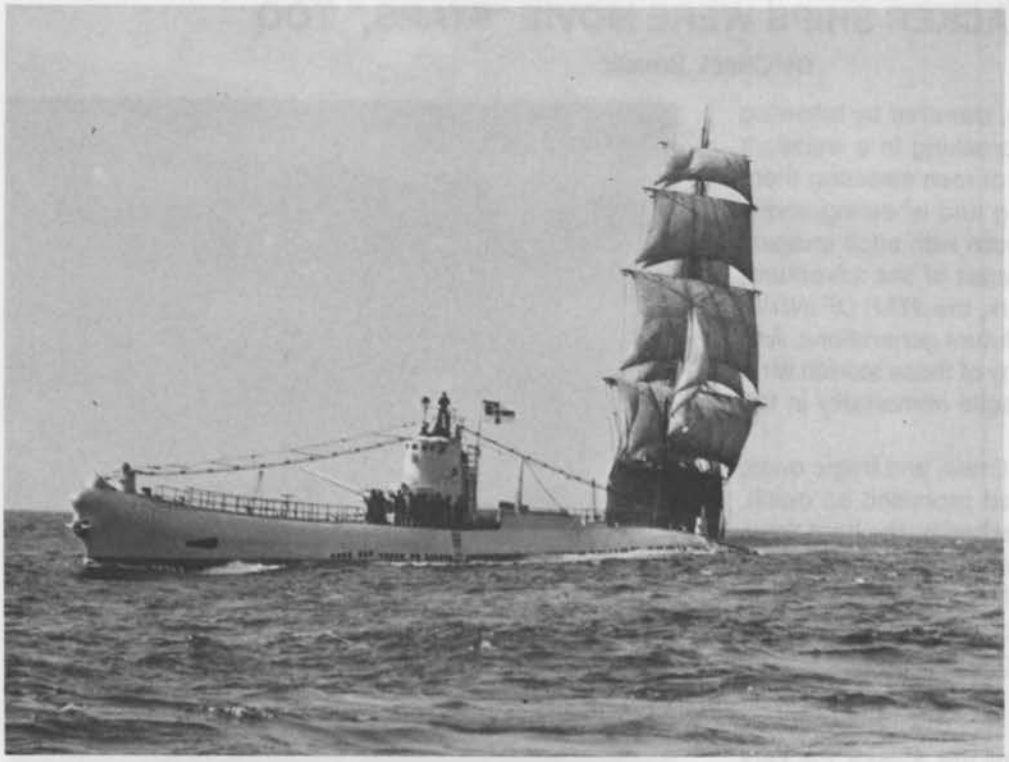


"The Hollywood Navy"—Scene 1, Take 1. This is the old wooden downeaster BOHEMIA, *built at Bath, Maine, in 1875. Here she is in her twilight years, in the 1920s, working for DeMille Pictures. She is starring as the* HESPERUS *in "The Wreck of the Hesperus."*

Maritime Museum file photo

The greatest interest in acquiring Packer ships was shown by Paramount studios, and by Vitagraph and First National, which later amalgamated into Warner Brothers. First National filmed "The Sea Hawk" in 1924, and Vitagraph made an early version of "Captain Blood," in which the three-masted salmon fleet schooner *PROSPER*, 229 tons and an APA ship since 1896, was blown up. In 1935, shots from these two films were lifted and spliced into a new "Captain Blood," the star-making Warner Brothers vehicle for Errol Flynn. Certain other shots were made in the studio model basin, as the script called for bombardments, naval encounters, and two ship sinkings; however, but for the location shots in Laguna Beach, all else was done with models and process shots, or on regular sets and backlots, as there still were no crews to sail the real thing, and the ships were in a somewhat dilapidated and doubtful state.

In Richard Griffith's and Arthur Meyer's book, *The*



"The Hollywood Navy"—Scene 2, Take 1. Here poor old INDIANA *is rerigged with single tops'ls and performing in a forgettable film, "Suicide Fleet," off Coronado in 1931. (Her APA fleetmate* BOHEMIA *was nearby, and indeed got blown up for the movie.) The Navy V-class sub in the foreground is hoping to convince you that it is a U-boat—complete with old German Navy ensign.*

Maritime Museum file photo

Movies (New York: Simon & Schuster, 1957, 1970) is a still photo of a filmed "sea battle" between *USS CONSTITUTION* and an adversary vessel in the Paramount epic, "Old Ironsides," made in 1926. Real sailing vessels were used, their rigs cut down, and bows disguised. The photo plainly shows that while the ships have sails set, they are being shoved into place by tugboats made up to their off-camera sides. In actuality, one of the ships is the *LLEWELLYN J. MORSE,* a wooden downeaster of 1395 tons, purchased by the APA in 1895 and a frequent visitor to the Blaine, Washington, cannery. And while the stars of the film, Richard Arlen, Wallace Beery and Boris Karloff, would achieve later and greater fame and prosperity, the *LLEWELLYN J. MORSE* was destined to become a fishing barge, before meeting an obscure end.

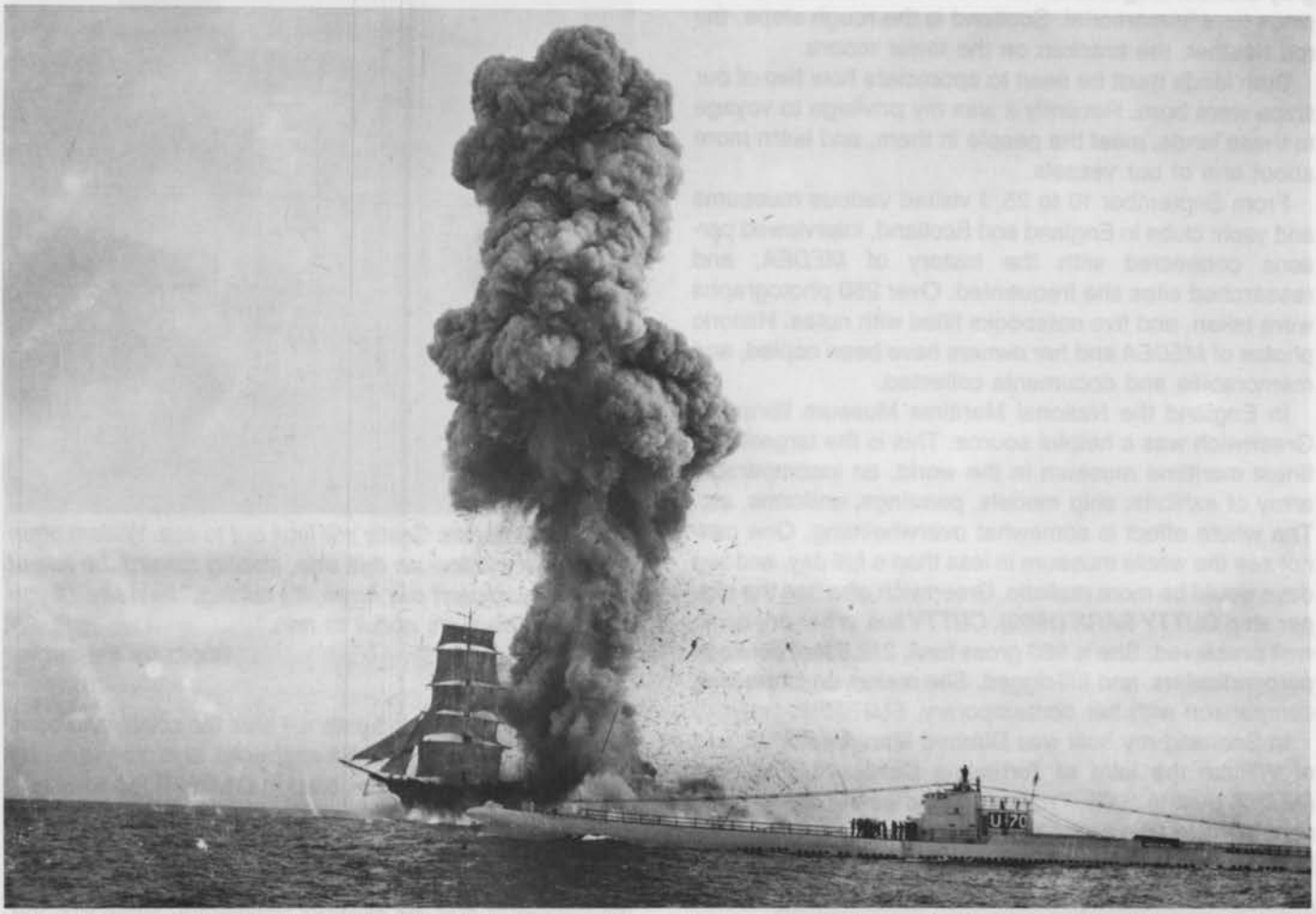
One of Harold Lloyd's best films, "The Kid Brother," produced in 1926 by Paramount partly on Catalina Island, and near Alacentia, California, used a wooden ship as the site of a climactic battle between Lloyd and an ex-wrestler named Constantine Romanoff. The vessel, which might have been any of at least four old APA windships (*BOHEMIA, LLEWELLYN J. MORSE, INDIANA,* and *SANTA CLARA* were all sold to movie interests not long before this filming), is seen aground on a beach in an early scene. Later, the interior of the ship is clearly the setting for an epic fistfight filled with violence and well-orchestrated humor. The fight ends when the villain succumbs in the flooded hold of the ship, amid her heavy, battered timbers. Lloyd took advantage of her construction and rig to demonstrate his athletic prowess, clambering over her sides and about her.

In the waters off Coronado lie the remains of the wooden downeaster *BOHEMIA,* 1693 tons, one of the first of the APA's fleet of sailing ships. Built in Maine in 1875, she'd been kept by the builders until the APA bought her in 1896 for $22,500, although she was reportedly worth $55,000 in 1900. In August 1925, Cecil B. DeMille bought her at a fraction of her original cost. She was blown up on August 18, 1931, a fate "immortalized" in the film "Suicide Fleet," starring Ginger Rogers and William Boyd, who later achieved his greatest fame and popularity as Hopalong Cassidy, the cowboy hero.

Not every film "Star" got the coup de grace in the movies. *STAR OF FINLAND*, a steel bark, 1571 tons, had a fabulous, storied career, long after being immortalized in celluloid. She had joined the APA in 1909, when only ten years old. Her cycle of yearly treks to Alaska was interrupted only in 1917, when she was chartered out to carry a cargo of sugar from Hawaii. After her retirement from the salmon trade, she remained at the APA Alameda piers long after the others had gone to scrappers, lesser careers, or movie immortality. In 1936 Paramount needed a ship to play the *WILLIAM BROWN*, for the movie "Souls at Sea," with Gary Cooper, MacDonald Carey, Robert Cummings, George Raft and Joseph Schildkraut. The studio chartered *STAR OF FINLAND*, and towed her back and forth across San Francisco Bay. The arrangement was temporary, and 1940 saw her loaded with a cargo for Africa as another world war loomed. Reportedly sunk off Guadalcanal as the *KAIULANI*, she was preserved sufficiently to be brought back stateside in the 1960s, where at considerable expense she was restored to full sailing condition. But for a typhoon in the Philippines in 1985, she would be with us today.

Aboard *STAR OF INDIA* visitors can see a filmed epic about the great Iron Lady. Regrettably, little actual motion picture footage of her survives. But we may be grateful today that, before the Alaska Packer fleet disappeared,

APA's headquarters were in San Francisco, a downhill run to Tinseltown. Unfortunately, what survives is a chimera, a hackneyed parody of their storied careers, barely sufficing to disguise the tragedy of their passing. As Griffith and Mayer state, "The last of the sailing ships found their final haven in Hollywood, where they were used for sea fights of astounding realism." Wilson Mizner commented, "The public doesn't want to know what goes on behind the scenes. It prefers to believe that a cameraman hung in the clouds, mid-Pacific, the day Barrymore fought the whale."



"The Hollywood Navy"—Scene 3, Take 1. Take one old windjammer. (In this case, BOHEMIA.*) Add 1,200 pounds of blasting gelatine around her mizzenmast, and for good measure, put 600 pounds of dynamite around the foremast. Bring in, for your big bang-up scene, one Navy sub, thinly disguised as a U-boat. Roll the cameras. Watch the sub's first cannon shot accidentally sever the control wire to the tug astern, so the explosives cannot be triggered electrically. Watch the sub's second shot plow right into those 1,200 pounds of blasting gelatine. Watch the old windjammer vanish before your eyes. Cut. Print it. That's a wrap, folks.*

Maritime Museum file photo

NEW HOME PLANNED FOR MARITIME MUSEUM

The three Maritime Museum ships are scheduled to move to the south side of Broadway Pier early next year. Plans are being made to convert two existing structures on the pier for Museum offices and the Jerry MacMullen Library. We also hope to have space ashore for display of many of our artifacts, in particular our small craft collection, currently housed in "B" Street Pier (or, if you prefer, the "Cruise Ship Terminal").

The Museum Store is also projected to move ashore. An expansion of the Library will be possible if our plans work out. Greater patronage of the Museum is expected from the large crowds who use the harbor cruise boats, and Navy personnel in that area. More people off the cruise ships may come on board, too.

The Port District's concept for this stretch of waterfront foresees making *STAR OF INDIA* and her fellow Museum vessels the center of visual attention. A maritime-oriented park is scheduled to be constructed across North Harbor Drive from our new location, and America's Cup activities will add a blaze of color up and down the Embarcadero.

We feel confident that this move is one for the better. Watch your Maritime Museum grow and take on new challenges in 1991 and beyond!

MEDEA RESEARCH TRIP

By Craig Arnold

England is a land of red bricks. Scotland is a land of gray stones. England is neat blocks of level land, tilled since time immemorial. Scotland is the rough slope, the red heather, the bracken on the lower moors.

Both lands must be seen to appreciate how two of our ships were born. Recently it was my privilege to voyage to these lands, meet the people in them, and learn more about one of our vessels.

From September 10 to 25, I visited various museums and yacht clubs in England and Scotland, interviewed persons connected with the history of *MEDEA*, and researched sites she frequented. Over 250 photographs were taken, and five notebooks filled with notes. Historic photos of *MEDEA* and her owners have been copied, and memorabilia and documents collected.

In England the National Maritime Museum library at Greenwich was a helpful source. This is the largest and finest maritime museum in the world, an incomparable array of exhibits, ship models, paintings, uniforms, etc. The whole effect is somewhat overwhelming. One cannot see the whole museum in less than a full day, and two days would be more realistic. Greenwich also has the clipper ship *CUTTY SARK* (1869). *CUTTY* lies in her dry dock, well-preserved. She is 963 gross tons, 212.5 feet between perpendiculars, and full-rigged. She makes an interesting comparison with her contemporary, *EUTERPE*.

In Scotland my host was Diarmid Macalister Hall, son of William the laird of Torrisdale Castle who ordered *MEDEA* built in 1904. The castle and estate are in good condition, and the entire family could not have done more to make my stay pleasant and productive. Besides photographing the castle and estate, I shot the beach and cove at Torrisdale where *MEDEA* anchored, and the piers and waterfronts where she moored in Oban, Tighnabruaich, Inveraray, Tarbert, Carradale and Campbeltown. The last-named port was her usual home during the Macalister Hall period (1904-11). In William's day, it had a population of six thousand and 23 whiskey distilleries. Naturally, our research had to include a dram or two of "Argyll's finest." It went down well on a windy day.



Donald (left) and Diarmid Macalister Hall, my gracious hosts at Torrisdale Castle and all over Argyll.

Photo by the author



Walls of Torrisdale Castle still look out to sea. William often stood at a window on this side, gazing toward the Isle of Arran. "If you can't see Arran, it's raining," he'd say. "If you can see Arran, it's about to rain."

Photo by the author

Much information was gained at Torrisdale on the life of William Macalister Hall and his use of *MEDEA*. Donald Macalister Hall (grandson of William) and his family were charming hosts. Never to be forgotten was the rack of lamb served in the dining room, nor the rows of stags' heads shot by William while steaming around Scotland in *MEDEA*, nor the many beautiful rooms of the castle. A half model of *MEDEA* holds the place of honor in the drawing room. The billiards room has an old photo of the yacht gracing its oaken walls.

The estates of Torrisdale and Crossaig are still as active as in William's time. Crofters' cottages line the shady country lanes, and bracken spills down the steep slopes of the glens. Across the sound the Isle of Arran beckons, although often obscured by rain. As William used to say, standing at the dining room window: "If you can't see Arran, it's raining. If you can see Arran, it's about to rain."

Personally, I hated to leave. But leave we did, and we took a distinct impression of the personality of *MEDEA*'s first owner. Copies of William's account books (including



A half-model of MEDEA *from the time of William Macalister Hall, which now occupies the place of honor in Torrisdale's drawing room. This was one of the many treasures found there.*

Photo by the author

accounts of *MEDEA* and her crew) and other documents were obtained. William's uniforms, medals, swords and trophies were unpacked during a pleasant evening in the library, and we photographed the items in the drawing room next morning.

At Inveraray, the Duke of Argyll welcomed us to Inveraray Castle. He recalled Diarmid's service in their famous regiment, the Argyll and Sutherland Highlanders. The duke kindly took an interest in our project, and then we prowled through this stronghold of Clan Campbell. The history of Scotland was often a violent story of clashes between the clans, and nowhere is this better seen than in Inveraray Castle's enormous armoury, with its hundreds of muskets and swords from the bloody field of Culloden.

At Stirling Castle we were welcomed by Lieutenant Colonel A.W. Scott-Elliott, regimental secretary of the Argylls. William served with them in both the Boer War and First World War. Stirling is still the regimental headquarters of the Argylls, a magnificent fortress on a pinnacle of rock, occupied by the kings of Scotland from medieval days to the seventeenth century.

The Royal Northern and Clyde Yacht Club at Rhu made us feel most welcome. General Manager Barry Staig ushered us into the "Medea Room"—named in honor of the yacht's presence here as Commodore's Vessel in 1930-33. Records of *MEDEA*'s ownership over several decades were obtained, along with a copy of the burgee she flew at Royal Northern.

At Campbeltown, we found the granddaughter of Captain Duncan Martin running her bookshop. Duncan Martin was William's skipper in *MEDEA*. While serving as her captain, Martin earned a lifesaving medal for going to the rescue of a crew on a sinking boat off Campbeltown. During the First World War he served in the mercantile marine, and died on active duty in 1915. His name is on the war monument at the seawall.

Martin's granddaughter was kind enough to share old news clippings and photos with us. These are now being copied for our collections.

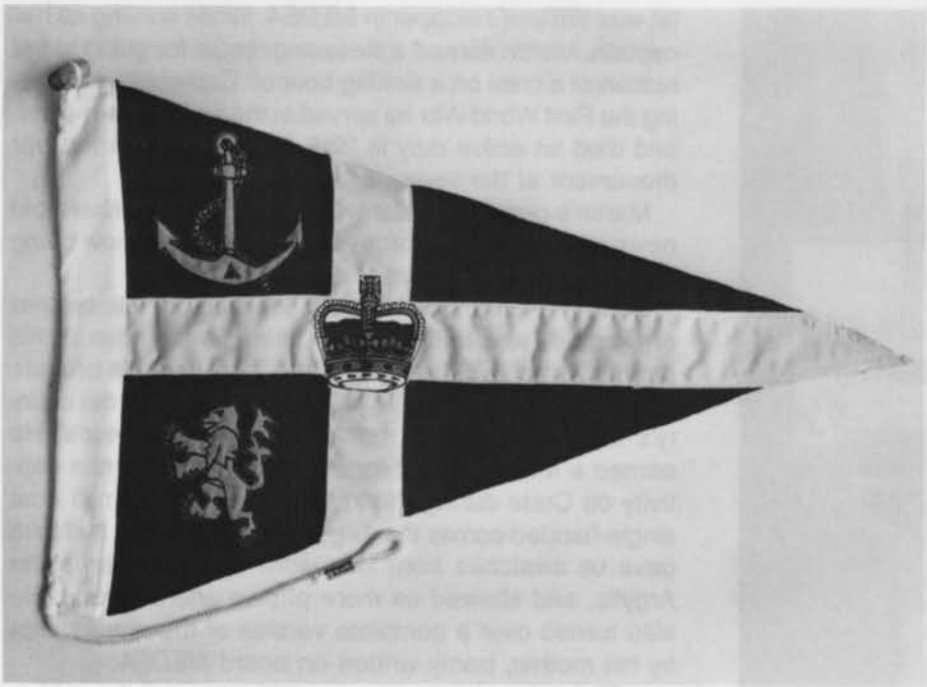
Near Inveraray lives Malcolm Macalister Hall, brother of Diarmid, who told us many interesting stories of his parents' lives and their use of *MEDEA*. Like his brother, father, and the Duke of Argyll, Malcolm served in the county's favorite regiment, the Argyll and Sutherlands. He earned a Military Cross for escaping from German captivity on Crete during World War II, sailing a small boat single-handed across the Aegean Sea to Turkey. Malcolm gave us swatches from kilts worn by his father in the Argylls, and showed us more photos and uniforms. He also turned over a complete version of the diaries kept by his mother, partly written on board *MEDEA*.

At Tighnabruaich (pronounced "tiny brook"), I met Mrs. Wilhelmina Beaton, daughter of the late Captain John Turner, who skippered *MEDEA* for two owners in the 1930s. Mrs. Beaton recalled much information about her colorful father, who worked his way up from a fo'c's'le berth in a windjammer to become the premier yacht skipper of



One of William Macalister Hall's uniforms displayed in the drawing room, Torrisdale Castle. Meticulously packed by some long-ago maid, the uniform came out without a wrinkle. The chapeau sports a white ostrich feather, and William's Highland broadsword rests to one side. His medals include the South African Medal with three clasps (for Boer War service), the Mons Star for 1914-15, the King George V service medal for 1916-18, and the First World War Victory Medal.

Photo by the author



Copy of the burgee flown by MEDEA *while she was the Commodore's Vessel at the Royal Northern Yacht Club, Rhu. The club, whose patron is HM the Queen, generously gave this item and various documents to the author for the Maritime Museum.* MEDEA *served as the Commodore's Vessel under Commodore Frederick Stephen, son of her builder, from 1930 to 1933.*

Photo by Dave Brierley

Argyll. Mrs. Beaton kindly lent us photos of her father for copying and these show the type of uniforms worn by yacht skippers and crews in the old days.

Later Diarmid took me over a bumpy mountain track, barely navigable by two-wheel-drive, to a hidden cove where his father brought *MEDEA* for picnics. We nearly foundered more than once on the track's sharp stones, but got our reward when we reached a splendid viewpoint. One could see the immense natural beauty of the land and sea throughout the Highlands. In pre-World War I days, the easiest way to get about was by boat, and in certain places this is still true.

Near Rhu we visited McGruer and Co., Ltd., a boatyard building racing yachts. From the time of Frederick Stephen up to the 1960s, McGruer's was where *MEDEA* was repaired. Frequently they laid her up for the winter in a "mud berth." She steamed on extreme high tide into one of the lochs north of the Clyde, beached on a firm stretch of mud, and sat there until the next extreme high tide, months later. Summers after World War II meant charter work for *MEDEA*. She was managed by McGruer's, and voyaged as far as the Mediterranean and the Canary Islands, also into the Baltic. Her principal stamping grounds were Scotland and the Isle of Wight, however. McGruer's kindly produced a number of records, one of special value giving her charter arrangements.

In Colintraive we ran oldtimer Archie Clark to earth in "the local" (the village pub), and over a dram of Argyll's finest, he recalled *MEDEA* steaming in the Kyles of Bute prior to World War II. He also remembered how she was taken over for service by the Royal Navy at war's outbreak, and steamed to the Orkneys, along with many other yachts. The Orkney Islands north of the Scottish mainland were the site of Britain's great naval base in two wars, at Scapa Flow. There *MEDEA* served out the war as a barrage balloon tether and accommodation vessel. This explains why we found no record of her being present at the Dunkirk operation; it seems she was in the Orkneys from September 1939 on.

All in all, this was a most productive trip. We now have a much better picture of *MEDEA*'s life and the lives she touched in Britain. All notes, photos, documents and artifacts will be turned over to the Maritime Museum after my book is written.

IN MEMORIAM: RICHARD PATTON

Richard E. Patton, longtime member and active Museum volunteer, passed away in September. Mr. Patton was a native of Chicago. He was a graduate of the U.S. Merchant Marine Academy at Kings Point, New York, and he sailed with U.S. Lines for seven years. He later worked for Solar.

A resident of La Jolla since 1956, Mr. Patton gave many volunteer hours to the Maritime Museum, where he was especially interested in our steam yacht, *MEDEA*. He renewed his first engineer's license in order to help steam the vessel for the Museum. Not exclusively a "steam man," he also sailed his own sailboat.

Besides his love of ships, he was an enthusiastic railroad buff and an expert flower gardener. Mr. Patton was also active in the Academy Club of St. Mary Star of the Sea School.

Memorial contributions may be sent in Mr. Patton's name to the San Diego Maritime Museum, 1306 North Harbor Drive, San Diego, CA 92101.

All of his shipmates on board the Museum will miss him.

MEDEA PRESERVATION DONORS

Special thanks go this issue to the fine people below, who donated generously to our *MEDEA* ship preservation program. Their unselfish support enabled us to effect the yacht's hull restructuring. Truly, friends like these are friends indeed!

Acosta, Mrs. Fausto
Aldous, Joseph
Allen, Charles R.
Allen, John and Mary
Allen, Richard
Antiem, Joseph
Arion, Gilbert
Barbey, John
Bennett, Sara Jane
Bonnet, E. Scofield
Boyd, Kingsley
Bradfield, Robert
Branch, L.F. and Kay
Brooks, Irma
Brown, Richard
Brown, William F.
Burgess, Mr. and Mrs. Glen L.
Burk, Raymond
Burns, Richard and Ellen
Byrne, Jr., John A.
Callahan, Robert
Chapin, Charles
Coleman, Maud
Craig, Edgar
Cunningham, Briggs
Dickson, Earl
Dobson Welding Company
Dow Chemical Corporation
Dowdy, James
Downer, Russ and Marilyn
DeFever, Arthur
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Eskew, Neal
Faulconer, Philip
Fisher, Eleanor
Foster, Dorothy M.
Foster, Eugene
Fox, Mrs. John (Leslie)
Fredericks, Maudie
Frost, Gordon
Fulton, Mr. and Mrs. Wm. Duncan
George, Margaret
Gerstein, Joseph
Gildred, George
Gillman, Donald and Jacqueline
Glazebrook, Ken
Golden, Mr. and Mrs. Morley
Goodell, Dr. and Mrs. Fred
Gruber, Herbert and Margaret
Guinther, John
Haddon, Edward and Genevieve
Harrower, Eugene
Hashman, Russell
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Hindes, Whitney
Hopkins, Stephen
Howe, Charles and Barbara
Imhoff, Robert
Jackson, Elizabeth
Jay, Dr. Burton
Jessop, Joseph
Jeter, Josephine
Jones, Ralph E.
Judson, Charles S.
Kelley, Wilbur
Kettenburg, Paul
Kettenburg, Tom and Kristine
Kiralfy, A.E.
Klann, Bertha
Klauber, P.M.
Krimmel, John A.
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Loomis, Richard
Luckow, William T.
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Marine Structures, Inc.
Marshall, Elizabeth
Marshall, Patricia Beckwith
Mathews, John
Mawhinney, Donald
Morrison, Radm. G.S.
Murphy, John and Isabel
Myers, Rosalie
MacAlister-Hall, Colin (Family)
McCormack, Melba
McKinney, Dan
Nelson, Lawrence
Newbern, William
Noon, Denes
O'Donnell, Maureen
Ogden, John
Osborn, Maurice
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Theodore, Joaquin
Torin, Inc.
Tracy, Lee and Nan
Walker, Samuel B.
Watt, Howard and Gladys
Western Graphics, Jim Elliott
White, Edmund F.
Wilkens, George and Vi
Williams, Robert
Zeluff, Frances

MUSEUM TOUR RETURNS FROM BRITISH ISLES

Docent and *STAR OF INDIA* crew member Milt Austin, together with his wife Gloria, have returned from the Maritime Museum tour to Great Britain. The group was smaller than expected, they report, so it seemed like they were on a private tour. For Milt, the visit to the Isle of Man and the Ramsey shipyard where *EUTERPE* was built was especially meaningful. Andrea Naylor, daughter of shipyard owner Billy Kneale, was a gracious hostess. Excellent early autumn weather, a competent driver, and knowledgeable tour guides helped the tour members enjoy museums in Greenwich, the Isle of Man, Bristol, Exeter and Portsmouth, plus numerous side trips. Milt would recommend this trip to anyone who loves the sea.

SAN SALVADOR SCHEDULED TO JOIN MARITIME MUSEUM

The Maritime Museum expects to add a fourth ship to our fleet by 1992. This will be a replica, yet to be constructed, of Juan Rodriguez Cabrillo's galleon *SAN SALVADOR*, in which he discovered San Diego Bay in 1542.

The replica will be a fully operable vessel, some 90 feet long, combining sail power topside with an engine out of sight below. She will be a three-masted ship, lateen-rigged on her mizzen, if current plans are carried out by her builder. Our plans call for sailing *SAN SALVADOR* around the bay with our sailing crew. A close cooperation is expected with San Diego's Portuguese and Hispanic communities in the interpretation of *SAN SALVADOR*'s importance to local history.

Cabrillo sailed *SAN SALVADOR* into our bay on September 28, 1542, and duly reported: "Found a very good enclosed port, to which gave the name San Miguel." Later it became San Diego. A Portuguese sailor in the employ of Spain, Cabrillo went on to discover the California Channel Islands, died, and was buried on one of them—although which one remains unknown. His grave has never been found.

The builder of the new *SAN SALVADOR* is Melbourne Smith of Baltimore, well-known internationally as a painstaking maritime reconstructionist. He built the *CALIFORNIAN* (based on the 1842 revenue cutter *LAWRENCE*) here in 1984. Other Smith re-creations include the schooner *PRIDE OF BALTIMORE* and brig *NIAGARA*, the latter now sailing on Lake Erie.

Mr. Smith has done a great deal of research in Spain on this type of vessel, and a highly realistic replica may be expected. The ship will be built with backing from the San Diego Unified Port District, which will then turn ownership of the vessel over to the Maritime Museum. The Port is expected to help the Museum defray maintenance and insurance costs for the ship.

We look forward to receiving, exhibiting, and sailing this addition. This will be the first ship in our collection to have a direct historical connection to San Diego. A skillfully crafted replica helps the public visualize what a historic vessel looked like. A fully operational vessel enhances this perception. It's the next-best thing to having a real sixteenth century ship.

LIBRARY LOG

The National Maritime Museum of Great Britain at Greenwich is the finest and largest maritime collection in the world. In every sphere, this museum excels.

The Greenwich collection of maritime paintings is unsurpassed. Beginning in the sixteenth century and moving forward to the present, room after room unfolds tableaux of ships and the men who sailed them. Here are the original works by the great maritime masters—the Van de Veldes and the whole "Dutch School" of the 1600s, who painted "in celebration of the waters round them." The original copy of "The Portrait of Peter Pett and the Sovereign of the Seas" is available for close inspection, as are hundreds of others. One is continually amazed that so many works survived centuries of war and plundering,



Admiral Duncan receives the Dutch surrender at Camperdown, October 11, 1797, in this picture at the National Maritime Museum. The painting is typical of the lavish naval art collection at Greenwich. The artist was S. Drummond (1765-1844).

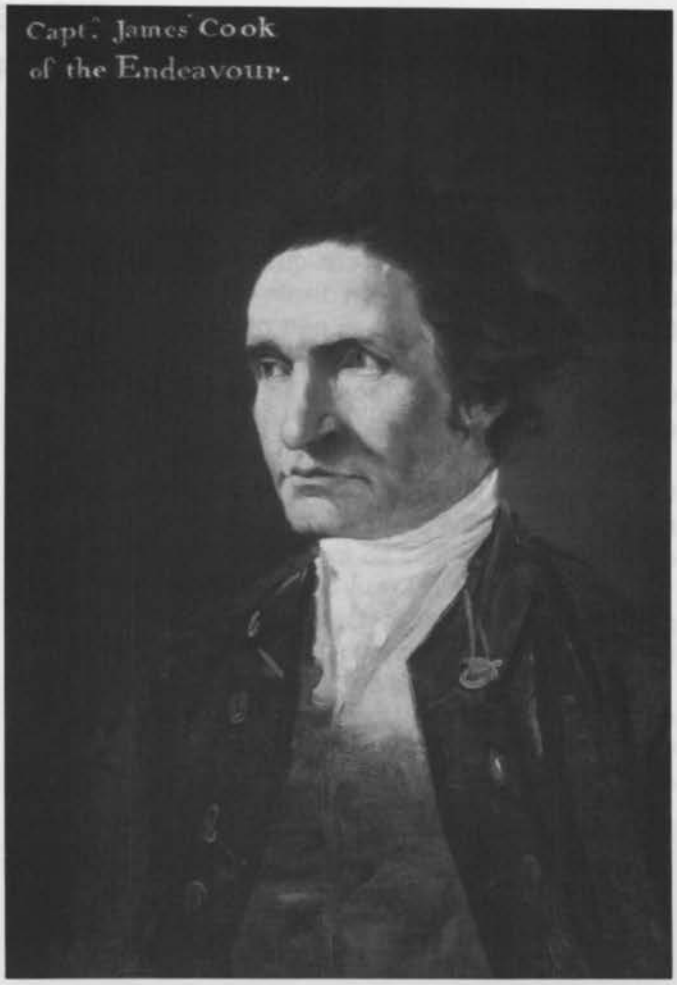
Courtesy of the National Maritime Museum

and that they should come to rest here, where millions can view and enjoy them. God must have a certain liking for seafaring folk, after all.

It is impossible to convey in mere words the magnificence of the Greenwich museum. Besides the paintings, each chamber is studded with artifacts appropriate to that room's period. The first thing one sees on entering the sixteenth century room is a massive bronze cannon cast in the reign of Henry VIII—its royal coat of arms and other castings in mint condition. In the Arctic exploration room, one gazes upon the silverware, buttons, and other personal possessions cast away by the Franklin expedition as they struggled to their doom. Several rooms are largely devoted to Lord Nelson's life, with his furniture, dinnerware, uniforms, swords, etc.—even cartoons of the period lampooning his exploits. The climax of the exhibit is Nelson's coat worn when he was shot at Trafalgar; one can see the entry hole of the French bullet in the upper left shoulder. Below the coat are his blood-soaked waistcoat and breeches, the latter hastily cut open by the surgeon. Such an exhibit brings the whole of Nelson's career vividly to life in a way no book could. It occurred to me that *this* is the way to interest young people in history—take them to a real, world-class museum, and let them soak up the atmosphere. They'll get more in a day here than they would in a hundred lessons.

The ship models at Greenwich are numerous and superb. The history of ship modeling really begins with the so-called "Admiralty Board Models" of the seventeenth century. These were built to show that august body what a proposed ship of war would look like. The model's advantage of three dimensions gave the planners a better picture than mere drawings would. Generally speaking, Admiralty Board Models are unrigged, and most are minus planking under the waterline to show the frames. The most impressive by far are the first rate ships of the line, vessels mounting one hundred or more guns on three decks. Below them come the second rates (90-98 guns), the third (64-80), and so on down through frigates to brigs, cutters and small craft. One entire large room at Greenwich is filled with these models, and one can easily lose track of time gazing at their incredible detail, in case after case.

Captain James Cook is the subject of one entire wing of the museum. A magnificent exhibit includes Cook's navigation instruments, a replica of his ship's launch, and many Polynesian costumes and relics brought back by the explorer. The centerpiece of the exhibit is a colorful cape worn by a Polynesian king, which is made entirely of Hawaiian bird feathers.



"Captn. James Cook of the Endeavour." This recently found painting of Cook is one of the very few done from life. The artist was William Hodges, who went on Cook's second voyage to the Pacific, returning in 1775.
Courtesy of the National Maritime Museum

The library at Greenwich is worth a visit for its own sake. One gains admittance only upon making application. Once in, one is bedazzled by the enormous collection of books and manuscripts. It's a feast for the serious maritime researcher, and the staffers are most helpful. Miss Susan Chamley, in particular, was extremely helpful in looking up information on *EUTERPE* and *MEDEA*.

If you go to England, by all means see the National Maritime Museum at Greenwich. You'll be glad you did.

Craig Arnold, Librarian

MODEL SHOP

By Bob Wright

Why build a ship model?

A pleasant experience is to admire a quality model of a ship. The finely detailed workmanship can be appreciated with each viewing. This workmanship is the result of research and building techniques. A quality model, in a case, is an asset when on display in a home or office. It can also be passed on as part of an estate.

If a person wishes to own a good model, there are three ways to get one: buy it, receive it as a gift, or build your own.

There are two types of models commonly built. One is the static model for display, the other the radio-controlled model for fun in the pond. The r/c model can be highly detailed or maybe less so for rough handling.

It is not always easy to buy a model already built. A couple of ways are to look in the want ads or the stores that handle models. There are not too many stores doing this.

Another way is to build your own. This can be a formidable task to persons not technically inclined. There are kits on the market that can be built with a reasonable amount of ability.

Building a model can be totally absorbing. It can be a challenge of problem-solving. A quiet time in the daily routine can be used to visualize a way to construct a part or run the rigging. I find that when I scale my mind down to working on a model, other cares and worries fade away. The end result can be a work of art to be proud of.

The usual procedure is to start with a simple model and develop construction techniques. There are many sources for help. A large number of books have been written on model-building. Another source is the San Diego Ship Modelers' Guild. They meet on board *STAR OF INDIA* on the third Friday of each month, at 8 p.m. In addition, there is a Maritime Museum workshop that meets on board *BERKELEY* the first and third Tuesdays of each month, at 7 p.m.

The satisfaction of building and owning a model can bring you pleasure for years to come.

(*Ed. Note:* Besides his ship-modeling talents, member Bob Wright's experience includes crewing in *STAR OF INDIA* when she sails, and assisting the late Captain Ken Reynard in the bark's restoration.)



This is Bob Wright's model of the West Coast lumber schooner IRENE. *The model took Bob several years to complete.*
Photo by Bob Wright

LIBRARY BOOK SALE

The Annual Jerry MacMullen Library Book Sale will be held on board the *BERKELEY* on Saturday, November 17, from 9 a.m. to noon. Many excellent books will be available for sale at bargain prices. These volumes cover a wide range of subjects, nautical and non-nautical, and all are in good-to-excellent condition.

Now is the time to take advantage of this opportunity to add to your home library, or do some holiday buying for friends or family. A good book is a gift you open again and again. Hope we see many of you there.

PARADE OF LIGHTS

This annual San Diego Bay tradition is again on our holiday calendars. For those of you new to this area, the Parade of Lights is a spectacular parade of boats lit in festive holiday style. The parade normally passes close by the *BERKELEY*, and our Star of India Auxiliary puts on a handsome feast and party to celebrate the advent of the yuletide. This year the parade and party will transpire on December 16. We urge all our members to attend. More details can be obtained by calling Mrs. Doris Chidgey at 566-8786.

MEDEA HULL PRESERVATION: REPORT NO. 3

By Ken Franke

Earlier reports indicated the need for and method of hull preservation for the *MEDEA*. On July 17, 1990, after four months of shoreside work, *MEDEA* was launched and returned to the Museum.

We have answered many outside inquiries as to the methods used on the hull as the marriage of vinyl ester resin and Airex closed cell foam material has not been accomplished on a full-sized vessel before. After three months afloat we have conducted close inspections of the coating-to-hull joints to ensure that the adhesion is sound. Indeed, no separation has been noted and the hull is "dusty" dry inside.

We anticipate, as 1990 draws to a close, that the *MEDEA*'s 86-year-old hull should endure many more years of not only display but of service.

Boiler retubing, poop deck renewal and a significant amount of topside and internal maintenance will keep the crew busy until year's end. The curatorial staff and volunteers are working on period decorations, carpeting and accommodation space appointments so that when next she sails, *MEDEA* will be the very best representation of a bygone era. Ed Paxton, our Chief Engineering Advisor and Trustee puts it this way: "Nothing beats having the *REAL* thing."

MEMBERSHIP DRIVE

The San Diego Maritime Museum is looking for a few good men. Also good women and children. Unlike the U.S. Marines, we won't put you in battle dress and ship you to the Persian Gulf. What we need you for is membership. The Maritime Museum is now mounting a sustained drive to get current members to renew their memberships, and to bring in new members. We hope our present members will lend a helping hand. Besides renewing your membership when you receive the reminder in the mail, you can be of immense help to the Museum by asking others to join. Please consider asking friends and family members to join up! They can easily do so by calling the Maritime Museum office at (619) 234-9153. Or—*you* can purchase a gift membership for them, by making the same call! Ask for Katy Wilkens or Marge Robison to help you when you call.

The year 1991 looks like a very exciting one for the Maritime Museum. As you may have read elsewhere in this issue, we'll be moving to a new location at the Broadway Pier next year, acquiring new shore buildings (a first for us!), and soon after that, acquiring a new ship, the Spanish galleon replica *SAN SALVADOR*! Things are really moving fast for the Maritime Museum—and we want you, your family and friends to be a part of it.

Give us a call. We'll be glad to explain our membership categories and benefits for each. Besides the fun of belonging, you'll share the satisfaction that *your* membership is helping to preserve great ships.

See you on board, shipmate!

STAR OF INDIA AUXILIARY

The grande dame of the harbor, *STAR OF INDIA*, celebrates her 127th birthday this year. She was launched at Ramsey, Isle of Man in 1863. For this year's party the Star of India Auxiliary was pleased to play a party open to all who graced her decks Wednesday, November 14.

Mrs. Duncan (Marilyn) Fulton, party chairman, not only planned refreshments to tempt the palate, but entertainment for all ages—scrimshaw carving, macramé knotting, model ship building and chantey singing.

Our annual holiday bazaar and pantry sale is set for Wednesday, November 28, following our regularly scheduled meeting. Many homemade goodies and holiday crafts will be on sale.

The Parade of Lights, a holiday favorite, will be held Sunday, December 16, aboard the *BERKELEY*. For those interested in attending or for more information contact Mrs. Jack (Doris) Chidgey at 566-8786.

Mah Jong lessons will begin Monday, January 7 at noon aboard the *BERKELEY* and are open to all interested parties. Please contact Margaret Cooper (226-0398) to make reservations.

From the entire Auxiliary—Best Wishes for a Happy Holiday Season.

And remember when you clear out your closets and garage after the first of the year—the rummage sale is being planned as usual by the Auxiliary.

Margaret Cooper,
Auxiliary President

WE WISH ALL READERS A HAPPY HOLIDAY SEASON!

CALENDAR OF EVENTS

Note: Please call the Museum Office at 234-9153 for details of time and exact location, where not given.

NOVEMBER

17: Library Book Sale, *BERKELEY*, 9 a.m. to noon.
22: Thanksgiving Day
28: Auxiliary General Meeting and Bazaar

DECEMBER

16: Parade of Lights. Call Museum Office for details. Don't miss this great event!
25: Christmas Day

JANUARY

1: New Year's Day
2: Auxiliary Board Meeting, *BERKELEY.*
7: Mah Jong lessons, *BERKELEY.*
16: Auxiliary General Meeting, *BERKELEY.*
30: Membership Program, *BERKELEY*, 7 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 Masefield

Craig Arnold, Editor

MARITIME MUSEUM ASS'N. OF SAN DIEGO
Bark *Star of India*
1492 N. Harbor Dr., San Diego, Calif. 92101

MAINS'L HAUL

MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

VOL. XXVII WINTER 1991 NO. 2



The ferryboat BERKELEY *shines with holiday cheer at twilight. A Christmas tree festoons her stack, and her upper deck passenger cabin is brightly lit for a holiday party. The* BERKELEY *now is usually booked solid for weddings, receptions and other festive occasions. She remains as popular a vessel as ever.*
Photo by Dave Brierley

BERKELEY ACHIEVES NATIONAL LANDMARK STATUS

By Joseph Ditler

The ferryboat *BERKELEY*, part of the Maritime Museum's fleet of historic ships, and a figurehead along the Embarcadero, has received her long-awaited National Historical Landmark status from the U.S. Department of the Interior.

The news arrived in the fading hours of 1990, when the National Park Service telephoned Captain Ken Franke, Executive Director of the Maritime Museum. "What this does," said Franke, "is it gives the vessel recognition as a national asset of the people of the United States. The

Museum Board of Trustees, staff and crew are delighted to be honored with this recognition." The 1863 bark *STAR OF INDIA, BERKELEY*'s fellow Museum ship, received landmark status of her own in 1966.

The *BERKELEY* was launched in 1898 as an experiment in screw propulsion. She was the first propeller ferry to operate on the west coast, in a time when sidewheelers dominated, and the idea of a ferry with screw propellers was not considered to be practical by many.

But the *BERKELEY* showed them all. She served for 60 years on San Francisco Bay, and is now considered by maritime experts and historians to be in the best condition of any 19th-century ferryboat in existence today.

The 289-foot ferryboat was operated from 1960 to 1973 under the name "Trade Fair" as a water's-edge gift shop in Sausalito, at which time she was purchased by the San Diego Maritime Museum to serve as a floating home for their many artifacts, paintings and models. In addition, the *BERKELEY* houses the Museum offices and the Jerry MacMullen Library, a nautical research center. Her passenger deck is rented for wedding parties and other functions.

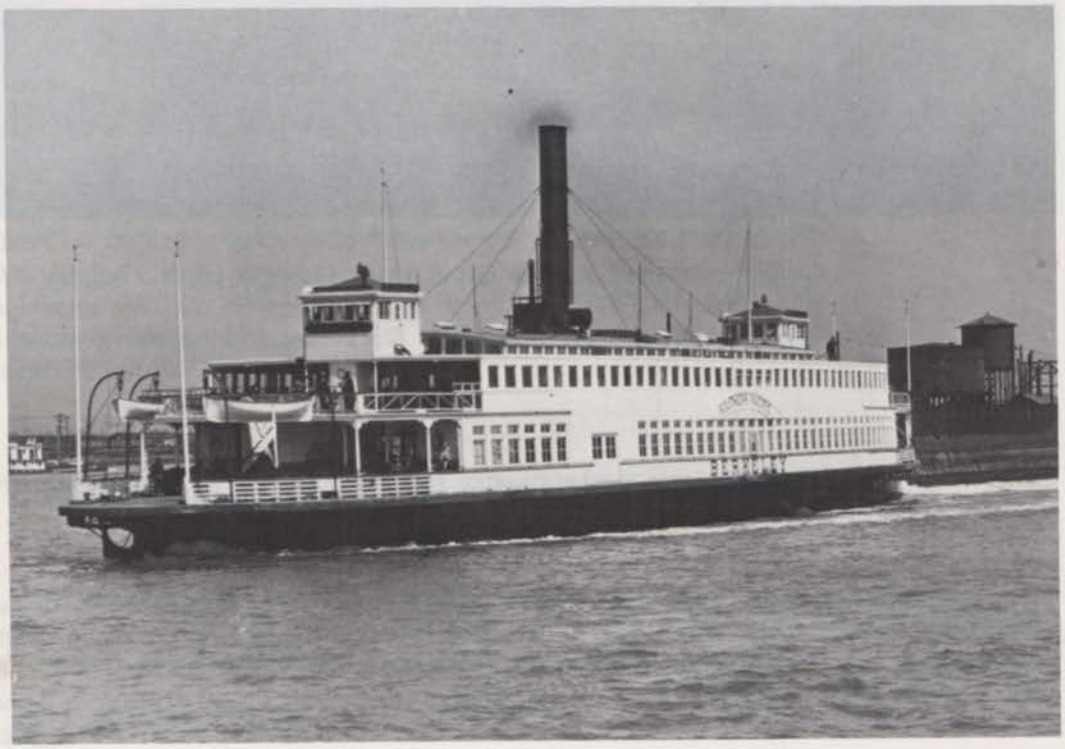
During the 1906 San Francisco earthquake, *BERKELEY* worked for three days and nights as a refugee boat between San Francisco and Oakland. Thousands of residents fled the burning city, and the ferryboat set records for carrying evacuees that will probably never be broken.

Today she lies along North Harbor Drive, splendidly restored above decks and below. Her engines operate electrically, although she has seen her last open-water passage.

On the passenger deck, one is immediately taken by the beauty of her stained-glass windows, perforated teak benches, carved wood panels, plate glass mirrors, polished brass and arched roof. Her detail is staggering.

***BERKELEY* STATS**

Year built: 1898
Builders: Union Iron Works, San Francisco
Original use: Ferry
Present use: Museum
Types of Engines: Steam, triple expansion, 1450 HP
Hull: Double-riveted, inner-and-outer strake steel
Decks: Wood laid over steel beams
Superstructure: Wood
Length (overall): 289 feet
Extreme breadth: 40.2 feet
Gross tonnage: 1883
Net tonnage: 1245
Original owners: Southern Pacific Railway
Present owners: Maritime Museum Association of San Diego
Present location: San Diego, California. Afloat
Condition: Restoration largely completed
Significance: First commercially successful screw-propelled ferry on the west coast. Best-preserved surviving 19th-century ferryboat
Recommended Reading: *San Francisco Bay Ferryboats,* by George H. Harlan. (Berkeley 1967)



BERKELEY *eases out of her slip and heads across San Francisco Bay in this early view. Always a handsome sight with her gleaming white superstructure, she was a familiar friend through six decades of Bay area history. Note her different stack at this time and other details. Her appearance today is still very close to that shown in this view.*
MacMullen Collection

THANKS TO ED PAXTON

In line with the *BERKELEY*'s attainment of National Historical Landmark status, it seems only fitting to thank the man who performed wonders in her restoration. Mr. C. Edward Paxton is an engineer by profession and a longtime member of our Board of Trustees. The *BERKELEY* never had a better friend than Ed. His particular passion is for steam engines, and he supervised the *BERKELEY*'s renaissance in this area. When the Maritime Museum acquired the ship in 1973, her engine and boiler spaces resembled the Black Hole of Calcutta. Neglected for 15 years, they needed a master's hand to bring them back to life.

With help from several sources, especially the Sefton Foundation and Maritime Structures Inc., both of San Diego, Ed set about this difficult task. It took years, but at last the engine room was cleaned up and all engines operated again with electrical power. Not content with that, Ed went on to supervise the restoration of her fire room. Now visitors can stroll through these areas and witness what they looked and sounded like during the *BERKELEY*'s six decades of working life. For the steam engine buff, it's like stepping back one hundred years.

Ed has also been instrumental in keeping the steam yacht *MEDEA*'s engine running. He's likewise helped other museums with their steam engines, and maintains his own "mini-museum" of steam engines at his home.

Not many museums are lucky enough to have an Ed Paxton. We consider ourselves fortunate to have benefited from his expertise over the years. For as long as they exist, the power plants of the *BERKELEY* and the *MEDEA* will be testimonials to his skill.



"Oh, for a ride on a ferryboat!" In BERKELEY*'s heyday as a prime mover of people across San Francisco Bay, this crowd enjoys the view of Yerba Buena Island and the Bay Bridge in the background from her deck. The photo was taken sometime in the 1940's.*

MacMullen Collection

MARITIME MUSEUM WELCOMES NEW PRESIDENT

The San Diego Maritime Museum takes pleasure in announcing the elevation of Morris F. Landon to the presidency of the Museum.

Mr. Landon is a native of San Francisco. His family moved to San Diego in 1929, and he has resided here ever since. He graduated from Point Loma High School and the University of California at Berkeley (Class of 1941). During World War II, Mr. Landon served in U.S. Navy submarines, made 11 combat war patrols, and was awarded the Silver Star.

After the war, his career was in construction with the M.H. Golden Co., where he rose to Senior Vice President. He retired from this career in 1989 after 43 years' service. Mr. Landon worked on many of the high-rise projects that gave downtown San Diego its present appearance.

On the hobby side, Mr. Landon enjoys skiing, golf, computers and sailing. He has engaged in competitive racing since 1953, and among his trophies are those in the International 110 class, the Dragon class, and Ocean Racing. He competed in two Olympic trials in the Dragon class, numerous race regattas, several races to Mexican ports, and two Transpac races to Honolulu. He spent eight years on the board of the San Diego Yacht Club, serving as commodore in 1973.

We know Mr. Landon well from his many years of service on our Board of Trustees, and are confident he will do an excellent job as president.

We wish him smooth sailing in the year ahead.

FROM THE HELM

Looking back on 1990 we note completion of the *STAR*'s poop deck renewal and halfway into the fo'c's'le deck, preservation of the *MEDEA*'s underwater body, and giant steps in cleaning and preserving *BERKELEY*'s bilges.

The future for your Museum looks bright, with a new location at Broadway Pier, and the proposed construction of the *SAN SALVADOR* replica on the horizon.

Progress which has been made since the *STAR* was a resting hulk during the '30's and '40's has been due to those caring folks who have come forth and given of their time, talent and treasure to build a *real* Maritime Museum. Many of the readers of *Mains'l Haul* belong to that special group of people and can be proud of what has been collectively accomplished.

As we move into 1991 your Board of Trustees, staff and crew wish you the best for the future and pledge continued progress.

Morris F. Landon, President
Kenneth Franke, Executive Director



These plaques are among those to be installed on BERKELEY *passenger cabin benches. They honor various persons who have contributed in a major way to the Maritime Museum, or who are being memorialized by a contribution by other individuals.*

Photo by Dave Brierley

IN EASTERN SEAS: *EUTERPE* IN THE INDIAN TRADE

PART 3

By Craig Arnold

This third and final installment of *EUTERPE*'s career in the East India trade concerns the voyages of 1867-68, 1868-69, and 1869-70.

India in the mid-nineteenth century was a long way from Britain by sea. Sailing vessels going from London had to beat out of the English Channel against the prevailing westerlies, head for the South Atlantic via Madeira, and catch the Brazil Current. Once above the latitude of 40°S, they turned their bows east, and bowled along the "Roaring Forties" around the Cape of Good Hope. Then they sailed north by east toward Indian waters.

In 1869, something happened to take this age-old trade away from sailing ships. The Suez Canal was opened, greatly cutting the sea time between London and Calcutta. This shortcut was all but useless for sailing vessels, but ideal for steamships. In those days, steamers were limited because of their frequent need to coal. Thus they were impractical for the longer ocean routes, such as those to Australia, New Zealand, and West Coast South America, which remained the province of sail.

This factor led directly to *EUTERPE*'s sale and transfer to the Shaw Savill line in 1871, and her use thereafter for the emigrant trade.

Despite the Canal's looming threat, wind ships still ventured to India. In 1867, *EUTERPE*'s original owners, Wakefield, Nash & Co. of Liverpool, sold her to David Brown, East India Merchant, of London. On February 28 of that year, she commenced a voyage from London to Calcutta.

In contrast to *EUTERPE*'s first two tempest-tossed voyages to the East, this one went rather easily. Perhaps the Iron Lady had finally settled down to a steady working life, leaving astern the heady exuberance of her first three years. More adventures lay ahead, however.

On this voyage her crew mustered 27 men on leaving the Thames. William Murton was her master, T. Hoffmann her first officer, and Joseph Magenis her second. There was a typical complement of a carpenter, boatswain, steward, cook, 16 able-bodied seamen, and four ordinary seamen. An "able-bodied" seaman, as distinguished from an "ordinary" one, was supposed to be skilled enough to "hand, reef, and steer"—as the old formula had it. In other words, he had to perform all ship's work on deck and aloft, in terms of handling lines, sails, and an occasional trick at the helm. In practice, a master could advance a man to A.B. or demote him to O.S. at will, depending on the evaluation of his competence.

On this voyage, nine men were discharged at Calcutta, and 10 new hands signed aboard there for the return voyage. This lot included a sailmaker, a new boatswain and a new cook. The job title "cook" was used in sailing ships about as loosely as it could be. Cooks were often older and/or disabled men, unable to do much more than make mush and coffee. In fairness to most of them, it would be pretty difficult to salvage much from the ship's rats and weevils to produce any culinary delights. A standard meal for a seaman might consist of a chunk of salt beef, a slab of hardtack hard as sheet iron, and coffee. If the coffee was hot, one could plunge the hardtack in it and soften the latter a bit. This also had the lovely advantage of causing any weevils to come swimming to the surface, where they could be skimmed off. As for the pickled beef or "salt horse," it made dandy buttons or even ship models when carved. Otherwise, many seamen simply chucked it over the lee rail.

Disciplinary problems were frequent. Outward bound near the equator, Captain Murton had to make an example of one man:

April 18th
Lat. 0°40N
Long. 23°½'W

At 2 P.M. April 18th being the Second Mate's watch on deck John Furlong was ordered by the officer of the watch to go and oil the Jib boom, he said that it was boy's work and distinctly refused to do so—I was then acquainted with the fact of the case and ordered him myself to oil the boom—he refused, and the only excuse he made, was that it was boy's work, and should lay up, as he was sick—I then gave him five minutes to consider about it, during which time he went into the Forecastle and turned into his bunk—I then called him aft and placed him in irons, till he chose to obey orders.

Wm. Murton, Master

The experience of being in irons had the effect of focusing Mr. Furlong's mind on his work, and two days later the log noted: "At 4 P.M. released John Furlong from irons, it being his wish to return to his duty."

Rounding the Cape of Good Hope, the lack of vitamins in the men's diet began to make itself felt:

May 20th
Lat. 38°S
Long. 14°E

This day first appearance of Scurvy in the man "John Brown" A.B. Very shortly after he came on board he was in bad health—gave him necessary medicine and diet as per directions.

Note that Captain Murton (or possibly the mate) put this man's name in quotes—perhaps an indication that they thought this was an alias.

During this time *EUTERPE* plowed through some heavy

weather—not uncommon for the Cape—and Captain Murton decided to lighten ship:

May 22d
Lat. 39°S
Long. 20E
During the last three days I have to the best of my belief thrown overboard about 46 tons of staples and 7 tons of chain, and from this time proposed to wait for the present, and be guided by future events—

May 30th
Lat. 27°S
Long. 48°E
During the past bad weather Ship behaved much better, not rolling so heavily, not shipping so much water—

The latter position put the ship off southeast Madagascar, and the first week of July saw her make Calcutta. Calcutta in 1867 was a steaming pesthole. The climate promptly laid several of the crew low with sickness. Murton, still concerned about scurvy, procured fresh lime juice with the aid of the Shipping Master of the port. He also had the ship surveyed.

Turnaround in India lagged, as always, but finally *EUTERPE* sailed for home by the same route she'd taken out. On the return trip potatoes were taken, and the men were allowed "one fresh mess per week without ordering their salt provisions."

On January 22, 1868, *EUTERPE* docked in London. The sick hands were on the mend, although "C. Brown" had to be sent to the hospital ship *DREADNOUGHT.* Murton at least got all his crew home alive—more than *EUTERPE*'s first two skippers were able to claim.

Captain William Murton now disappears from *EUTERPE*'s story, and is replaced by Captain John Kyle. Walter Walpole was the new first mate; Richard Rhodes, second; Gilbert Jenkins, third. A total of 39 men sailed the ship to and from Calcutta in the voyage of 1868-69, although some were discharged there and some signed on for the homeward leg. It appears that numerous British seamen spent some time between voyages in India, taking different ships home—if they went home at all. There may have been many reasons for this, including unhappiness with a particular captain or mate, or the need to recover their health after the outward passage—although Calcutta would hardly seem an ideal spot to recuperate in. No doubt some swallowed the anchor. Arrack, the native rice liquor, was both cheap and potent, and if work was desired, the many dockyards offered ready employment.

EUTERPE's crew this trip included a butcher—a sure sign that dinner-on-the-hoof was along for the ride. Was this a result of sudden solicitude on the part of the company for the crew? Apparently not, for on this voyage *EUTERPE* carried passengers in her saloon. In fact, her passenger list grew *en route,* as revealed in this log entry two months after sailing:

May 24th, 11 A.M.
Lat. 40°33′S
Long. 28°30′E
Louise Jane Pinder, Wife of Richard James Percy Pinder (Chief Cabin Passengers), [delivered] of a Daughter.

Alas, there was soon a less fortunate event:

June 14th, 9 P.M.
Lat. 19°0′S
Long. 77°6′E
Ellen Madeline Leila Mercer, Wife of Charles Mercer (Chief Cabin Passengers), Delivered of a Still Born Male Child.

EUTERPE arrived at Calcutta in July, the passengers departed, four seamen were discharged, and four new hands shipped aboard. On August 22, Seaman Charles Finch was sent ashore to a hospital. Finch died there of typhoid on the 28th, and the log noted three days later: "Sent the effects of Charles Finch deceased Seamen [sic] to the Sailors Home. A Chest containing a few old rags. Balance of wages amounting to £2 10s."

On September 6, still at Calcutta, there was this note: "Alfred Lester Apprentice deserted from the Ship during the night taking with him all his effects." Lester was one of two apprentices on the outward passage, and one may infer from this entry that his sea career was at an end—at least as far as someday becoming a ship's officer.

September 20, 1868, found *EUTERPE* back at sea, shifting round from Calcutta to Colombo on Ceylon. There was this comment: "Lime juice served out to the Crew according to the Act of Parliament." The same entry recurs, evidence that *EUTERPE*'s owners took their obligation to protect the crew from scurvy seriously. From this practice, by the way, comes the American nickname for the sons of Britannia: "Limeys." (The so-called Limeys retaliated with nicknames of their own, including the appellation "Yankee hell ship" for any U.S.-flag vessel.)

On January 12, 1869, as the ship lay off Colombo, Captain Kyle made an entry tinged with more than slight irritation:

Jany 12th 1869
Colombo
Island of Ceylon
William Thompson Seaman left the Boat (while ashore waiting for the Captain) without leave of the Captn. Had to employ a Native Boatmen [sic] for 4 [shillings] to assist in pulling the Boat off to the Ship there being a Fresh breeze blowing at the time.
John Kyle, Master

Whatever Mr. Thompson's business ashore, he was at it five days—while his properly steamed skipper noted each day's absence with a spiky hand. When he finally showed up, Captain Kyle let *him* do the waiting for a bit:



EUTERPE *lies moored to a hogshead buoy in the River Thames before setting out on one of her voyages. This photograph was taken by Frederick Gould of Gravesend in April 1874, and it gives a good idea of her appearance in her early days. The most obvious difference from today is that she was a full-rigged ship. The "Red Duster" flies from her gaff peak, as it did during her Indian trade years. A group of people, probably emigrants, clusters on her fo'c's'le head, and more are visible aft. Gravesend was the last place where one could board or disembark the ship when she sailed from London. Sometimes a River Missionary came aboard to give the passengers and crew a sermon, and a meal of decent food and beer was served. It all helped to fortify any having last-minute doubts.*

Robert Weinstein Collection

Jany 17th
Colombo
Isle of Ceylon

William Thompson came off to the Ship in the Market Boat. The Captain would not alow [sic] him to come on board, considering him a Deserter, being absent from the Ship Five Days.

Jany 18th
Colombo
Isle of Ceylon

William Thompson returned on board to his Duty by permission of the Captn, under the usual Penalty of Six Days Pay for One, during his absence, viz Five Days [times] Six Days = Thirty Days at 1/8 Per Day, [equals] £2. 10. 0.

Two sailors were discharged at Colombo, one "by mutual consent" and the other because he lay sick in a hospital, "being unfit to go to Sea in the Ship." Five new hands signed their names or made their marks on the ship's articles, and *EUTERPE* weighed anchor.

The homeward voyage went without event, except for this acerbic entry:

April 17th 1869
Lat. 6°13'N
Long. 21°36'W

Frederick Weaver, who had shipped in the capacity of Able Seaman and Butcher, we find that he is utterly incompetent to perform the Duty of the former. He cannot Steer. He cannot Splice, and in fact he cannot do any thing regarding a Seamans duty. He cannot even be trusted with a Lookout, not knowing a Cloud from a Ship. I therefore reduce his pay to Thirty Shillings a month.

John Kyle, Master
Walter Walpole, Mate

EUTERPE finished up the voyage at London on July 10, 1869. There was little time to turn her around, for she

sailed again to India on August 31. Once again a new skipper trod the deck, this time William Cosens. Cosens would be assisted by Henry Litchfield, first mate, and George Boniface, second. A total of 31 men made up the crew, and the destination was Bombay.

While towing out of the Thames, an odd incident occurred:

August 31st 1869 8 A.M.
River Thames
While towing from Blackwall Mustered the hands, and found that Frederick Mutt AB and James Turner AB did not answer their names. Ordered the Boatswain to search the Forecastle and look all round the ship for the before named men, when after a while the Boatswain and Officers reported them not to be found. At 10 anchored off Gravesend landed and proceeded to the Shipping Office, reported the above names as not being on board and shipped James McGowan and Peter Thompson in their room. At 11.45 hove up the anchor and proceeded down the river in tow. At noon saw the man "James Turner" for the first time, who declares that he joined the ship at Blackwall, told him that he had been written off the articles and that he would be landed at Dover or by the first opportunity, having in consequence of his not appearing when the hands were mustered, been forced to detach the Ship at Gravesend, and ship a man in his room.
William Cosens
Commander

September 1st Noon
Off Dover
James McGowan A.B. who yesterday shipped at Gravesend and received an advance rate, wishes to go on shore fearing that from injuries received in the last ship he feels he Resented doing hard work. There consented to allow him to go off with the detail.
William Cosens
Commander

It was an inauspicious start. Three days later, the fate that all seamen feared struck one of *EUTERPE*'s crew:

Sep. 4th
Lat. 48°00′NN
Long. 8°00′WW
Gustave Lime A.B. while stowing the fore top gallant Sail, fell from the yard overboard, and was lost, the night being dark and squally with a strong chop sea it was impossible to get a boat out without a very great risk of losing the boat and crew.

Five days later, the effects of Gustave Lime were sold by auction to the crew. The sailor's estate consisted of an oilskin coat and drawers, three shirts, "Tobacco and Sundries." The sorry lot brought just 15 shillings.

Death continued her stalk of the ship, as an entry in the next month witnesses:

Oct. 29th
Lat. 43°00′S
Long. 26°00′W
Joseph Baskin A.B. Departed this Life from Consumption [i.e., tuberculosis] after an illness of one month during which time he has had very capible [sic] care and attention.

Baskin, sewed up tight in a canvas shroud by sailmaker Charles Martin, was committed to the Deep the following day. His effects were also sold by auction, netting £1 3s Od.

By early February, 1870, *EUTERPE* lay anchored off Bombay. Henry Burns, an A.B., was hauled before the Police Magistrate on the 22nd and sentenced to four weeks' imprisonment for "refusal of duty." Captain Cosens had to pay the court and police costs of one rupee, 10 annas. On March 7, with the ship weighing anchor for Rangoon, Burns was hustled back aboard by a police constable. Again Cosens paid the costs to Bombay's finest—three rupees, eight annas.

EUTERPE sailed from Bombay and stood down the Malabar Coast. Here yet another of her crew met his end, in a manner most peculiar:

March 19th 1870
Lat. 8°20′N
Long. 75°20′E
Sydney Dawson A.B. while employed handing in the fore brace fell down in a fit, was picked up taken into the forecastle, and attended to, but died in less than half an hour, from the time of being taken in.

The usual burial at sea and auction of effects followed. Dawson's kit was more extensive than those of Gustave Lime and Joseph Baskin, and brought the sum of £3 3s Od. His sea boots fetched the highest bid of any item, 15 shillings. The bidder was Henry Burns, fresh from Bombay Prison.

May 1870 found *EUTERPE* at Rangoon. Burma was part of the British Raj, rich in rice, coal, oil and tin. Rangoon, the capital and principal port, lies on the eastern side of the Irrawaddy River delta. On shore leave, *EUTERPE*'s crew must have wandered through its bustling markets and gaped at its gold-encrusted pagodas. One of the ship's officers, however, did not return from leave:

May 13th
Rangoon
George Boniface 2nd mate, having gone on shore last night (by permission) to return in four hours, has not been seen or heard of by any person on the ship.

May 14th
Rangoon
Nothing Seen or heard of George Boniface Second Mate reported the matter to the Shipping Master and the Police, and took out a warrant for his apprehension. The



"The Captain's Cabin" is the title of this old Victorian woodcut. Essential tools of his trade litter the good skipper's desk—chronometer, charts, and a decanter of liquid refreshment. Above the desk swings a gimbaled barometer. The desk is placed beneath a skylight for illumination, and the cabin is simply but snugly furnished. The configuration of the overhead shows that this cabin occupied the same part of the ship as EUTERPE*'s first captain's cabin did—just aft of the poop bulkhead on the starboard side of the saloon. A "turtleback" slopes down the starboard side, and a port-hole cover is visible at right. A square window forward permits the skipper to look out at the main deck.*

Print courtesy of Karl Kortum, Chief Curator, San Francisco National Maritime Historical Park

Greater part of his private effects are with the ship and he has over £20 due to him.

Whether Boniface met with foul play, or simply had succumbed to some lure of the East and deserted, remained undetermined as *EUTERPE* left Rangoon. Captain Cosens promoted John McMasters, Boatswain, to his place at the same wage of £5 10s per month, and placed him in charge of the starboard watch.

Now the ship set her bows for home. Before long, she was working her way around the Cape. On July 22, *EUTERPE* lay off Port Elizabeth, South Africa. Trouble was brewing involving three unsteady elements aboard—the cook, the steward, and the ship's rum cask. First Mate Henry Litchfield makes the entry:

July 22nd 1870
Lat. 34°30′S
Long. 24°40′E

Observing that Alfred Street, Steward, and James O. Hill, Cook, were intoxicated, at the same time pomping [palming?] the key of the Rum Cask, [I] charged the Steward with having taken it from my pocket. He informed me that the key was in my cabin and that he had not been near the Rum cask. Searched in the pantry, and in the bean locker found a bottle about half full of Rum, which has by him been embezzled, the other portion of the contents of the bottle being the cause of intoxication in both Cook and Steward. In the Previus [sic] the cook became very quarrelsome and abusive to several of the crew.

Read the above to Alfred Street, who acknowledges to having found the key of the Rum Cask in the pocket of a pair of [the] Mate's trousers, and that he thereupon drew off a bottle full.

Hy. Litchfield, Mate

Apparently the inebriated steward and cook got off with no more than a reprimand, for no punishment is recorded. Besides rum, the ship carried a quantity of port wine, which was sometimes given to ailing crewmen on orders of the captain. It was believed that port restored a sick man's strength.

The last incident on this voyage was a collision which had not been known to modern historians until this log was obtained. Again Mr. Litchfield makes the entry:

September 28th
English Channel 20 miles S by E from Start Point

Came into collision with the Bark "Hercules" carrying away one or two of her head stays, and tearing her outer jib. No other apparent damage to Hercules. Carried away our own fore top sail and fore braces. At the time of Collision, the Hercules was on the Starboard tack, the Euterpe on the port tack. Wind about S by E light with fine weather and smooth water. The Boatswain John McMasters had charge of our watch.

Hy. Litchfield, Mate

So, missing one of her topsails and a bit embarrassed, but without major damage, *EUTERPE* limped in from the Channel on October 6. It was her fifth successful trip to India, and there would be just one more. She left London again on November 5, 1870, sailed to Bombay, and returned to Le Havre, France, in October 1871. About that time she passed into the hands of the Shaw Savill line, and for the next 26 years she was an emigrant ship.

The Indian trade had been her formative period. It was a difficult service, fraught not only with the usual perils of the sea, but with the danger of disease and all the pitfalls of Asian ports. Her first captain and a number of crewmen had perished of these trials, but the rest carried on in the best tradition of the British merchant service. *EUTERPE* had won her spurs. Henceforth the world was her beat.

PAST PRESIDENTS HONORED

On January 22, 1991, at a meeting of the Museum Board of Trustees, a large panel of plaques was unveiled to honor our past presidents. The position of president is one to which a trustee is elected on an annual basis by his peers. It is a demanding volunteer position, requiring many hours of work at Museum meetings, events and other activities. The president presides over Board meetings and keeps them moving along. He must at all times keep in mind what is best for the Museum, and not allow personal differences to hinder progress. This requires a great deal of tact and leadership ability. The very fact of having served as president certifies that a person has exceptional talents and a sincere dedication to the Museum.

The Board of Trustees was founded at the time of the Museum's incorporation in July 1958. Gerald F. MacMullen, the renowned maritime historian, was elected as our first president. "Jerry" served for six years and has been succeeded by 13 other men. The following list gives their names and tenures of service:

Gerald F. MacMullen	1958–1964
Chauncey C. Woodworth	1964–1966
Edward Matlin	1966–1967
Gordon T. Frost	1967–1968
Joseph E. Jessop	1968–1970
Robert G. Cleator	1970–1972
Robert G. Sharp	1972–1974
Roy Drew	1974–1975
Carl G. Bowman	1975–1983
John E. Hamrick	1983–1985
Paul A. Kettenburg	1985–1987
James R. Mills	1987–1988
Arthur A. DeFever	1988–1990
Morris F. Landon	1990–

As future presidents complete their terms of office, their names will be added to the plaques. The plaques will occupy a permanent place in the Museum, so that the record of service will be preserved. Without volunteer labor, it would be very difficult and perhaps impossible to run a Museum such as ours. Therefore all persons who value the *STAR OF INDIA*, the *BERKELEY* and the *MEDEA* owe these 14 men a great debt.



Paul Kettenburg and Captain Carl Bowman, past presidents of the San Diego Maritime Museum, inspect the plaque honoring all past Museum presidents at the Board of Trustees meeting in January.

Photo by Craig Arnold

NELSON'S DOCKYARD ON ANTIGUA

By Al Deahl



"Nelson's Dockyard" is located at English Harbour on the Caribbean island of Antigua. These ruins were part of a major English base that was used from 1720 to 1898. Captain Horatio Nelson was stationed here for three years. The area is now an island national park.

Photo by Al Deahl

"I'm so sorry, the governor-general can't see you; he's having a meeting with the cabinet. But will Admiral Lord Nelson do?" I looked over at the proper English lady with a start, but mischievous eyes gave away her intent.

This was a second visit to the Caribbean island of Antigua and we had attempted to make arrangements to interview the British-appointed governor about his duties and life. But island business had intervened and his declination was delivered by our friend.

"Ah, the complexities of island life," our contact mused. "I have lived here 40 years and each day is different. But I was quite serious about Lord Nelson. You're not meeting him, or course, but would you like to see his top secret naval base?"

I nodded in agreement. We hopped into her amazing antique Honda and had a pleasant bounce across the island.

Antigua's roads were once described by a local wag as a "series of potholes connected by a web of decaying blacktop." But it was a beautiful day, and as we wove our way through the back country, the sights brought home a bit of colorful history.

We often forget that the Caribbean was the Persian Gulf of its day. The great powers—England, Spain, Holland and France—lusted for the treasure that the islands produced. They spared no malice and banged on each other at any given opportunity. Quite frankly, they were all a bit nasty.

In the middle of all this an English sea captain found a secured harbor in Antigua and wrote to the Admiralty in London that the new-found harbor "was well suited for refitting ships and would eliminate going to the northern colonies for that purpose."

The navy got into the act and realized that by establishing a Royal Dockyard at Antigua they would have a base in the center of the Caribbean from which they could protect merchant shipping and harass the current enemy.

The harbor was landlocked and a perfect haven from hurricanes. The entrance featured two finger-like sprigs of land, so it was almost impossible to see the harbor from the sea unless you knew where the "fingers" were. A top secret naval base was established so the English could sally forth to attack the opposition and simply "disappear" back to the secluded harbor. Then two events occurred that would forever change Antigua: sugar cane and Lord Nelson.

Though it may seem quaint to us in the modern world of NutraSweet, in those days sugar was the oil of empire. Antigua produced sugar cane and the merchant ships moved it from the island to other processing ports. The Royal Navy ran protection patrols, much as we do today in the Persian Gulf.

Into this fray in 1784 sailed 25-year-old Horatio Nelson, master of the frigate *BOREAS* (and soon to become hero of Trafalgar and the Empire). But, according to writer Michael Lafferty, he was less than popular.

Apparently Nelson's unpopularity may have been due to his insistence upon enforcing the Navigation Act. This act, which was not well-received by the island residents, stipulated that only British ships could carry goods between British ports, thus closing all British West Indies ports to the upstart, newly independent Americans.

Nelson took his job seriously and enforced the act's provisions stringently. As a result of this dispute with island residents, in his early days in the Caribbean he spent a good deal of time aboard his ship, fearing his arrest by local authorities. He was eventually sued by the Antiguan



Another view of the ruins of the dockyard. This base was Britain's "secret weapon" in her centuries-long colonial wars with other powers for dominance in the West Indies.

Photo by Al Deahl

merchants for disrupting their trade.

Nelson eventually won that suit, which did not endear him to the local business community. Nelson wasn't fond of the island either. He referred the harbor duty station as a "vile spot" and an "infernal hole." However, he mellowed after meeting the widow Fanny Nisbet from a neighboring island; love conquered and they were married. Hopefully he remembered Antigua in a more charitable light.

Alas, the world changed and, as steam replaced sail, the harbor became less important to the Empire and was closed in 1898. The area fell into ruin until the 1930s when efforts to restore the harbor buildings were made.

In 1951, land around the harbor was named "Nelson's Dockyard" and became home to hundreds of ocean-going yachts and finally became an Antiguan National Park. The old copper and lumber store was transformed into a posh hotel, where you could enjoy an evening Daiquiri amidst Georgian elegance before a moonlight stroll through the dockyard.

I just wonder what the Lord Admiral Nelson would have thought about all this.

(*Ed. Note:* Al Deahl is a Rancho Bernardo resident associated with KPBS Broadcasting of San Diego. A longtime Maritime Museum member and cruise ship enthusiast, he is the Travel Editor for the *News/Journal* of Rancho Bernardo and Poway. This article is reprinted with the permission of the Pomerado Newspaper Group.)



Captain Horatio Nelson, destined to be one of the greatest of all seafarers, used this old copper and lumber store to provide for his ship. Now a posh hotel, the building caters to tourists from around the world when they visit Antigua.

Photo by Al Deahl

DEATH OF A PRINCESS

By Robert V. Schwemmer

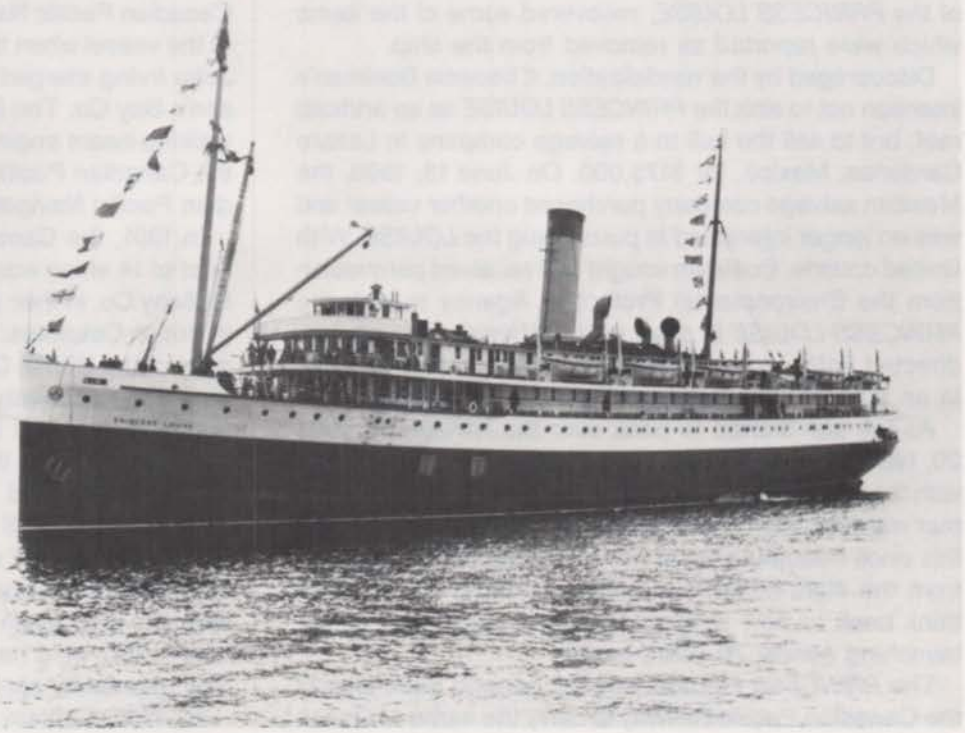
On Wednesday, June 20, 1990, just after daybreak, I arrived by boat at the Terminal Island facility of Southwest Marine, Inc. located in the Port of Los Angeles. Still securely tied to the wharf's bollards, a ship whose nearly perpendicular bow spoke of her early century design was being prepared for its final voyage. This voyage was not to be on her own steam for her triple-expansion four-cylinder engine had long been removed. When this happened in 1965, this once sleek 317-foot ship of the Canadian Pacific Railway ended her career as a coastwise steamer. With her engine removed, she remained in North Vancouver until 1966 when she was towed to Los Angeles and moored at Terminal Island, Berth 236, as a floating restaurant. She was operated under her christened name, *PRINCESS LOUISE.*

In 1979, to allow for the expansion of container crane docks on Terminal Island, the *PRINCESS LOUISE* was relocated straight across the main channel to Berth 94. The *LOUISE* may have hosted dockside cruises to nowhere, but she still offered nostalgic glimpses into the maritime past with lavish nautical decor and beautiful hardwood appointments which she still retained.

In her new location, the *PRINCESS LOUISE* continued to offer dinners, banquets and even new beginnings through marriages performed on board. On October 30, 1989, just when the *PRINCESS LOUISE* was about to receive a new lease on life, she suddenly, without warning, capsized at Southwest Marine's Terminal Island Berth 241. The sinking was thought to be caused by the dewatering of a port side ballast tank to make the ship list, so repairs below her normal waterline could be performed.

With the *PRINCESS LOUISE* lying flat on her starboard side in 24 feet of water, TriNav Shipping, a salvage company based in Vancouver, Canada was hired to attempt to recover the vessel. Surveys indicated that it seemed quite unlikely that the ship could be refloated and repaired for a reasonable sum, so her owners looked for some positive use for the *LOUISE*. After talks with GLACD (Greater Los Angeles Council of Divers) and the California Department of Fish and Game, it became the desire of the owners to give Southern California a new artificial reef by sinking the *PRINCESS LOUISE* off the coastline at Point Vicente. With the ship placed on the sea floor it would enhance and support a new marine life community. Both scuba divers and fishermen would reap the benefits of this new reef system. The decision did not go without some dissension from various Canadian and American historical groups who wanted to attempt towing the *PRINCESS LOUISE* back to Vancouver for restoration as a floating maritime theme park. But with the lack of guaranteed funding, as well as the ship being unseaworthy for the 1,161-mile trip north, the owners declined their offer.

On June 19, 1990, nearly eight months after the



The Canadian Pacific Railway steamer PRINCESS LOUISE *with her tall single funnel. She was designed with a high freeboard and had a nearly perpendicular bow.*
Canadian Pacific Archives



With an average summer temperature of 65 degrees, passengers would take advantage of the Alaskan "Midnight Sun" (twelve hours of daylight) and play a game of quoits on the PRINCESS LOUISE*'s boat deck.*
Canadian Pacific Archives

PRINCESS LOUISE capsized at Terminal Island, the ship finally was righted. During the time it took to refloat the ship, various antique fixtures (such as brass portholes and the ship's double stern wheel) were looted. Willem G. Boelman, owner of TriNav Shipping, claimed the items looted from the ship to be valued at $50,000. Working with the Los Angeles Police Department, Boelman, now owner of the *PRINCESS LOUISE,* recovered some of the items which were reported as removed from the ship.

Discouraged by the vandalization, it became Boelman's intention not to sink the *PRINCESS LOUISE* as an artificial reef, but to sell the hull to a salvage company in Lazaro Cardenas, Mexico, for $175,000. On June 18, 1990, the Mexican salvage company purchased another vessel and was no longer interested in purchasing the *LOUISE*. With limited options, Boelman sought and received permission from the Environmental Protection Agency to sink the *PRINCESS LOUISE* in deep water offshore. The agency directed TriNav to sink the vessel in 5,000 feet of water in an area on the seaward side of Catalina Island.

As the sun started to peak over the horizon on June 20, 1990, the *PRINCESS LOUISE*'s fantail was illuminated with the golden early morning sun rays, bringing the summer warmth to her wooden decks for the last time. Seeing this once beautiful ship in her now dilapidated condition from the eight-month submersion, I could not help but think back to how striking she must have been at her launching almost 70 years earlier.

The *PRINCESS LOUISE* was the second such ship of the Canadian Pacific Railway to carry the name of Queen Victoria's daughter. The original *PRINCESS LOUISE,* owned by George S. Wright, was a 932 ton, 180′ x 30′ x 13′ side-wheel steamer built in 1869 by John English & Sons of New York as the *OLYMPIA.* This steamer was sold to the Hudson's Bay Company on July 9, 1878, for $75,000. Almost one year later, on June 28, 1879, HBCo changed her name to *PRINCESS LOUISE.* In 1883, the Canadian Pacific Navigation Co. became the new owners of the vessel when the syndicate headed by Commodore John Irving merged with the marine division of the Hudson's Bay Co. The little steamer with her single-cylinder walking-beam engine went on to serve a short spell with the Canadian Pacific Railway (1901-1906) after the Canadian Pacific Navigation Co. was bought by CPR in 1901.

In 1901, the Canadian Pacific Navigation Co. with its fleet of 14 ships was purchased by the Canadian Pacific Railway Co. in their attempt to improve steamship service in British Columbia. Captain J.W. Troup was named manager of the British Columbia Coast Service of the Canadian Pacific Railway, due to his experience in setting up the CPR river and lake services. In order to modernize the fleet, most of the Canadian Pacific Navigation Co. vessels were sold and replaced with the soon-to-be-famous *PRINCESS* steamers. The side-wheel steamer *PRINCESS LOUISE* was sold by CPR in 1906 to Vancouver Dredging & Salvage Co. to be used as a barge. In 1916 she was sold again to Britannia Mining & Smelting Co., who in turn sold her to Whalen Pulp & Paper Mills Ltd. She eventually sank at Port Alice in 1919.

By 1914, Captain J.W. Troup had had eleven Princess

liners built and had purchased two, which serviced the Pacific Northwest from Seattle to Skagway. During the First World War the CPR had two ships being completed at Clyde, the *PRINCESS IRENE* and *PRINCESS MARGARET.* These ships were put in the service of the Admiralty and converted into minelayers. They performed this task well because of their speed and maneuverability. Neither the *PRINCESS IRENE* or *PRINCESS MARGARET* were destined to see the British Columbia coast, for in 1915 the *IRENE* sank from an internal explosion while carrying mines and the *MARGARET* remained as flagship of a minelaying flotilla.

Between the years of 1922 and 1931 eight more passenger ships were ordered to replace half of the Princess fleet which had exceeded their intended life span. Captain Troup was concerned that the British shipyards could not guarantee the dates of delivery on his ships because of the increased shipbuilding activity after the war. British shipyards were also burdened with labor strikes which added to the delays in meeting their completion dates. In 1920, Troup, looking for other ship building resources within Canada's borders, selected a British Columbia based yard to build his next ship. The shipyard had performed well during the war, maintaining good quality control standards. Wallace Shipbuilding & Drydock Company of North Vancouver was awarded the contract in October 1920 to build the new *PRINCESS LOUISE,* named after the side-wheeler once owned by Canadian Pacific Navigation. This new vessel would replace the *PRINCESS SOPHIA* on the Alaska run.

Robert Allan, the superintendent of the Wallace ship building yard, completed the detailed drawings based on a preliminary design effort by Troup. The 4,032 gross-ton steel-hulled *LOUISE* was to have a length of 317.2 feet, a breadth of 48.1 feet and a depth of 34.6 feet and she included features such as water-controlled ballast tanks. Up to 1921, the *LOUISE* was the largest passenger ship built in British Columbia and included the largest engines ever built there. The dimensions of her steam powered triple-expansion four cylinder engine were 28″, 43″, & (2) 50″-39″. The engine was designed by A.F. Menzies and built by Wallace Ship Building & Drydock Co. Ltd. Unlike the previous British-built Princesses, the ship had a higher freeboard and a tall single funnel which set her apart from the three stackers.

Her interior finishes were considered antiquated for the most part. She had a total of 264 berths of which 133 were first class state rooms. These included hot and cold running water, a new innovation among steamers of that era. Overall the *LOUISE* was known to her passengers as a comfortable ship and offered both a library and an observation room for their relaxation.

The *PRINCESS LOUISE* was launched on August 29, 1921 and christened by Mrs. Troup. During sea trials in November, she cruised at a steady 17.48 knots with her powerful triple-expansion engine developing 4,805 indicated horsepower. This was an outstanding performance by the *LOUISE* and spoke well for her builder, for her engine was designed to develop only 4,000 horsepower and 16 knots.



The elegance of dining on the PRINCESS LOUISE *was always a memorable occasion, offering only the finest in ambiance.*
Canadian Pacific Archives

The first assignment for the *PRINCESS LOUISE* was not her proposed service route to Alaska. Instead, she was put on the night run between Vancouver and Victoria. This route was only one leg of the famed Canadian Pacific Railway "Triangle Route" which served Seattle–Victoria–Vancouver. During the daylight hours, one would mostly find tourists taking advantage of the cruise through the inland passageways to catch the breathtaking views. Passengers on the evening run were mainly business people and commuters who took advantage of CPR's "frequent and convenient scheduling." In 1922, during the summer months, the *LOUISE* left British Columbia with tourists for a cruise to Alaska. This cruise would be only the first of many, for she would plow these soon-to-be-familiar inland waterways for the next four decades. Throughout that time, the *LOUISE* was known to her regular passengers as a mellow and friendly steamer. For the 1922 season, the *PRINCESS LOUISE* was not alone on the Vancouver to Skagway route; she shared it with the 290-foot *PRINCESS ALICE.*

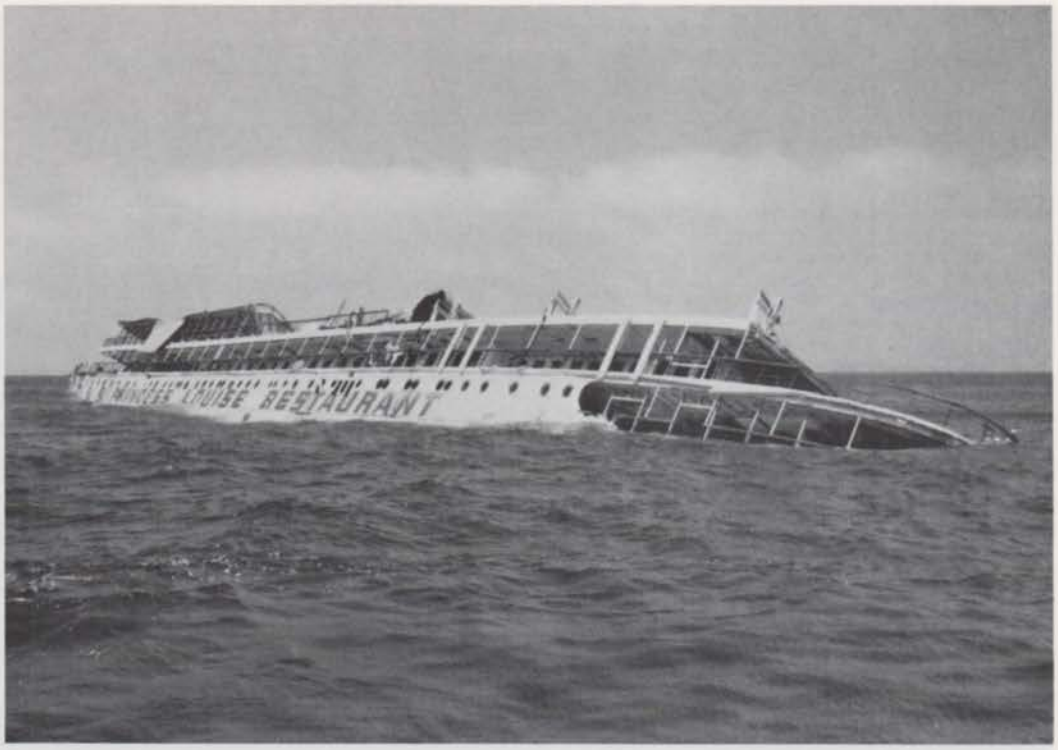
Considering the numerous narrow passages, swift currents and frequent fogs that the steamers had to navigate on the Skagway run, it's surprising that the *PRINCESS LOUISE* was only involved in one major incident during her nearly four-decade career. On October 26, 1929, the *PRINCESS MARGUERITE* and *PRINCESS LOUISE* were navigating the Haro Strait off Vancouver Island. The crew of the *MARGUERITE* noticed that the *PRINCESS LOUISE* had changed direction and was now headed on a collision course with them. Why the *LOUISE* changed course is a mystery, but had it not been for the *MARGUERITE*'s powerful geared-turbine engines responding to this life-threatening predicament, the *LOUISE*'s ramming could have been fatal. Unfortunately for the *PRINCESS MARGUERITE,* this was not to be her last brush with death. On August 17, 1942, Captain Kraus of the German U-boat *U-83* fired a torpedo into her hull while she was on a voyage from Port Said to Cyprus, which caused her to burn and ultimately sink. As for the *PRINCESS LOUISE,* she continued to maintain service to Skagway for the Canadian Pacific Railway up until the early 1960s.

In 1960 the Provincial Government became a tough competitor with the Princess line, offering "roll on—roll off" ferries with bow and stern loading capacities, capable of more efficiently handling higher volumes of automobiles, trucks, buses and larger cargoes. Port facilities were erected adjacent to new Government-built highways. These highways gave access to waterways which were previously restricted and ultimately shortened the ferry ocean routes. Passengers gave up the plush ambiance of the Princess steamers for the convenience and faster service of the Government ferries. The Canadian Pacific Railway management found it difficult to compete against some of the Government-owned ferry routes and decided to sell off some of their Princess steamships.

In the summer of 1962, the *PRINCESS LOUISE* cruised her last voyage through the straits and sounds of British Columbia and Alaska. In September she was pulled from service, docked at Lynn Terminal in North Vancouver and put up for sale. A potential buyer for the *LOUISE* surfaced



A passenger on board the PRINCESS LOUISE, *within the confines of her deluxe room, takes time to relax and read.*
Canadian Pacific Archives



As her fantail dips into the Pacific, a moaning sound is heard coming from deep within the PRINCESS LOUISE*'s hull.*
Photo by the author

in 1963. A Vancouver syndicate negotiated to have the ship refitted as a restaurant and relocated to Tsawwassen Beach. The sale fell through. Two years later, in 1965, she was sold to new buyers who also had plans of turning her into a restaurant. A Los Angeles-based company called "The Princess Louise Corporation" was formed by the new American owners. A representative of the company, Jerry Sutton, coordinated the removal of the *LOUISE*'s triple-expansion four cylinder engine, as well as her four-blade prop which had plowed so many miles through the frigid waters off Alaska and British Columbia. With the machinery removed, the *PRINCESS LOUISE* left Canada on April 28, 1966, in tow for Los Angeles, never to be seen in Canadian waters again.

Upon arriving in Los Angeles she went through a considerable renovation so that her decks would be better suited to accommodate Southern California diners. Her cabins along the promenade deck, which were always considered to be too small, were removed for expansion of the dining areas. From the forward observation room the windows were extended to the stern of the ship for an additional enclosed dining area. After the *PRINCESS LOUISE* received a coat of white paint on her exterior, she was ready to open for business at Terminal Island, Berth 236. In September 1966, after four years of uncertainty, a bon voyage party was thrown on her decks to announce her new career as a floating restaurant. Once again the *PRINCESS LOUISE*'s gangways were open to the public.

On June 20, 1990, another bon voyage party of sorts was being prepared on the forward deck of the *PRINCESS LOUISE* by the salvage crew which was finally successful in refloating her. With pumps drawing water from the depths of her hull and plywood patches over her portholes and loading doors to hold out the sea, the *LOUISE* was ready for her final voyage. Just after 8 a.m., the *LOUISE* broke from the dock with assistance from the 61′ tug *SWANEE* who took her under tow and a second tug which was guiding her stern. A third tug, the 46′ *MULE,* was securely tied to the *PRINCESS LOUISE* and traveled abreast of her port side supplying the needed power to continue pumping the water from her hull. As the *LOUISE* left Southwest Marine's dock, a United States Coast Guard patrol boat motored on her port side and a Port Police boat moved up on her starboard, both with flashing lights warning other vessels in the area away. As the *PRINCESS LOUISE* cleared Angel's Gate, it was as though the lighthouse, with its mighty foghorn blaring, was giving tribute to the ship that it had welcomed 24 years earlier. The seas outside the breakwater were relatively calm with a small swell from the southwest, as the *LOUISE* continued her trip now only attended by the tugs *SWANEE and MULE.* With the small flotilla of boats and the helicopter carrying reporters now gone, there would be few people to witness her last moments. It was as though the *LOUISE* wanted to die now and not go through the 30-hour tow planned for her. By clogging the pumps with the debris in her hull she ultimately won this battle. The decision was made only five hours into her journey to remove the pumps and remaining crew aboard her for the assurance of their safety.

At 2 p.m., with the tugs now a safe distance away, the *PRINCESS LOUISE* was exhibiting a more drastic list to starboard. With her portside lower deck portholes well submerged it was obvious that it was only a matter of minutes before the *LOUISE* would take her final plunge. My emotions were driven by both the excitement of the moment and the sadness as a part of maritime history was to pass away. All of a sudden, with a moaning sound com-



In the background you could hear the air horns sounding from the tugs SWANEE *and* MULE *paying the* PRINCESS LOUISE *a final salute. Suddenly, as the froth of her sinking was subsiding, wooden hatch covers and handrails rocketed into the air like missiles launched from a submarine.*

Photo by the author

ing from deep within her hull, the *LOUISE,* nearly on an even keel, started rolling to starboard and began her plunge to the bottom 600 feet below. As the last 10 feet of her structure was about to submerge into the Pacific, a tremendous roar came from within the ship, as water pushed by escaping air shot from her ports 30 feet into the air. Before my eyes the *PRINCESS LOUISE* disappeared, leaving only a welter of foaming water behind to mark her departure. In the background you could hear the air horns sounding from the tugs *SWANEE* and *MULE* paying her a final salute. Suddenly, as the froth of her sinking was subsiding, wooden hatch covers and handrails rocketed into the air like missiles launched from a submarine. I guess the *LOUISE* wanted to give her own final salute as well.

SAN DIEGO MUSEUM MONTH

March 1991 represents the third year of the successful event known as "Museum Month." The 23 tourist attractions of the San Diego Inter-Museum Promotion Council are celebrating the month with special features or events. Each organization is to be highlighted for one week of the month.

The Maritime Museum's week is March 25 through March 31. Our emphasis will be on the steam yacht *MEDEA* to reacquaint the public with her, as she has not been viewable since early 1990. Special tours are envisioned for her main deck and below decks, conducted by our docents. Museum members are invited to come see *MEDEA* at this time. This month is also a good opportunity to visit other San Diego attractions with most organizations offering a 2-for-1 admission for their featured week.

ORAL HISTORY: TALKING TO THE PAST

By Bob Wright

(*Ed. Note:* Bob Wright has contributed his talents as an oral historian, ship modeler, and all-around volunteer to numerous San Diego museums. As an oral historian, he has Studs Terkel's ability to elicit the illuminating detail from an interview. Herewith Bob's explanation of his craft.)

Oral history is about a person's verbalizing of an experience, as seen and felt and recorded in their memory. Each person has their own impression of a given experience. In some cases, a person is the only witness, or survivor, of some happening. At the time it occurred, it may have been considered common knowledge. Perhaps it was written up in the newspapers or in a book. Then again, it may not have been considered that important to record or preserve. In some cases, a person may have been present at the origin of some business or project. The important challenge is to somehow preserve what these people experienced.

In the past, the recording was done by writing down on paper what the subject person said. Sometimes he or she would write it down themselves or someone else would write what was said. Now the hand-held cassette tape recorders are easy to use. The task of the interviewer is to keep the person being interviewed guided along the subject of interest. I have found that for every hour preserved on tape, another hour is used in setting up the recorder, making the person feel comfortable and socializing. If it is possible to do research in advance of the interview on the person or subject matter, it helps. The interviewer may have similar background experience so that he or she can relate to the person being interviewed.

Some examples of the oral interviews that have been done for the Maritime Museum are: Art DeFever—yacht and fishing boat design; Carl Bowman—sailing the *STAR OF INDIA*; Jerry MacMullen—*STAR OF INDIA*'s history and various aspects of San Diego history; Leonard Ingrande—tuna fishing; Radford Franke—Ballast Point Lighthouse; and Ken Reynard—restoring the *STAR OF INDIA*.

After the interview, a copy of the tape is made and the original is stored away. The copy is then used for listening and transcribing. The latter is a long process of listening to the tape and typing what was said. Researchers use this typed form for their work. If needed, they can listen to the tape. The interviews I do are cross-indexed in the San Diego Historical Society archives, so that researchers can easily find a person who has been interviewed on a given subject. These tapes can also be used when giving a talk on some subject.

I have interviewed over two hundred people on many subjects over the past 20 years. I feel everyone gains by doing these oral interviews. A person's life is being preserved for future generations, the historical societies are adding to their research libraries, and the person doing the interviewing can feel a sense of satisfaction.

NEW DEVELOPMENT DIRECTORS

The Maritime Museum is pleased to announce the hiring of two new Development Directors for our institution. These gentlemen are Joseph H. Ditler, our new Director of Development for Public Relations, and Adolf M.B. "Jake" Jacobsen, the new Director of Development for Funding.

Joe and Jake plan to work as a team to benefit the Museum. Joe, a resident of Coronado, brings extensive public relations experience in the San Diego area to us. He is a longtime journalist with an active interest in maritime matters and close ties to the local boating community. Jake, a resident of Bonita, is a retired U.S. Navy captain who is a former vice president with National University. He has a strong background in recruitment, community relations, and institutional development.

We expect great progress with the help of Joe and Jake. Their focus will be on fund-raising, publicity, and the recruitment and retention of Museum members. In conversation with them, one is impressed by the enthusiasm and energy they will bring to these tasks.

Joe and Jake promise they will work closely with trustees, staff, and members to make this an even better Maritime Museum. We welcome them aboard with every confidence.

SCRAP METAL DRIVE

The Maritime Museum is mounting a scrap metal drive. If you have any quantity of non-ferrous metals which you do not need, please donate them to us. We are looking for copper, tin, brass, aluminum and other non-ferrous metals. Please do not donate iron or steel. If you have metals to donate but do not have transport to the Museum, call us at 234-9153 and we will arrange to pick up the metal. If you have questions, please call Ken Franke or Fred Krone at the Museum between 9 a.m. and 4 p.m., Monday through Friday. All contributions will be much appreciated.

CORRECTION

In the previous issue of *Mains'l Haul,* a photo running with the Model Shop column was incorrectly captioned. The printed caption stated that the model in the photo was one of a lumber schooner. The model depicted is actually the brig *VOLANTE,* constructed by Museum member Bob Wright. *Mains'l Haul* regrets the error.

LIBRARY LOG

The Maritime Museum is facing significant change in the near future. Paramount among our concerns is the projected move to Broadway Pier by our ships, and the construction of a shore facility there.

We do not know precisely when this move will occur. The Museum is subject to the San Diego Unified Port District schedule. However, plans are being laid by Museum staff to carry out the move and the expansion of the various departments it will entail.

The Jerry MacMullen Library is looking forward to the move with confidence. For years, those connected with the Library have wanted it moved ashore, where its collections would be much safer. Our books, photographs, ship plans, charts, journals and collections of papers need to be housed in a modern, roomy facility that is better protected from the marine environment. Ideally, our most valuable documents—such as our log books dating back to 1835—would go into permanent storage in a vault. Researchers wishing to consult these items may already do so via microfiche.

One facility we would very much like to have would be our own darkroom. We get numerous requests to buy copies of our historical photos, and this would save us time and cost over the use of commercial photo labs. With the knowledge of one of our volunteers, it would be a simple task to get a darkroom set up and running.

Even more badly needed than a darkroom is adequate storage space. Currently, Library "storage areas" consist of two tiny closets crammed to their ceilings on *BERKELEY*, and the dank depths of the ship's No. 2 bilge—about as bad a place to put books as one could find. Our plans for the new Library call for plenty of storage room on the facility's ground floor.

At this point it appears that the Library will acquire the former customhouse on the outer half of Broadway Pier. Although this building is not as large as might be wished, it can be expanded with the addition of a ground floor.

Whatever the building's final configuration, moving off the *BERKELEY* is definitely a step in the right direction. We expect to be able to transfer our Halon fire suppression system ashore. The Library is the only space on board protected by this system.

The storm that nearly wrecked the *BERKELEY* three years ago is still fresh in our minds. The strongest vessel in the world is but a matchstick compared to the power of wind and waves—and the *BERKELEY* is hardly the world's strongest vessel. She's a splendid old thing—but she's no place for an archive.

Turning to other Library news, we're pleased to report an increased use of our facility by historical writers. A number of book authors have approached us for assistance lately. Among the works-in-progress are a history of the San Diego Bay ferries, a biography of Juan Rodriguez Cabrillo, a study of the venerable Star & Crescent Boat Company, a history of the Alaska Packers Association, a memoir of the tuna fleet, a yachting history of San Diego, and a novel set on board the *STAR OF INDIA*. Magazine articles have been written for *American Heritage, San Diego Magazine, Westways, Naval History* and *Seaways.* In addition to authors and freelance journalists, many students make use of the Jerry MacMullen Library; one, a graduate student at San Diego State, is currently completing his master's thesis on the MacMullen Collection.

A library plays an important role in the educational task of a museum. Beyond the preservation of artifacts, a museum must attempt to convey their meaning; must in fact make an active process of interpretation. An exhibit that lacks a sign tells no one anything; and a sign that lacks a book or other document to back it up is shallow indeed. It's all part of the same package.

Craig Arnold, Librarian

STAR OF INDIA AUXILIARY

The annual Parade of Lights Party aboard *BERKELEY* was as usual not only a very prosperous event financially, but visually a real show. A large measure of the success is due to the hard work of Co-Chairmen Jack and Doris Chidgey and the many individuals who assisted with various committee jobs and also to Ken Franke, Executive Director, who again managed to see that the judges were tied up right next to the *BERKELEY.* We didn't miss a single entrant in the parade.

The Auxiliary's Holiday Bazaar and Pantry Sale proved to be one of its best ever with a huge variety of home-baked goodies and spectacular handcrafted decorations and gifts. Deleen Pascoe and her many committee members should be very proud of the job they did. A wonderful hearty homemade soup was served to all the luncheon guests and we hear that several members and guests requested the recipe and prepared it during the holidays. Many thanks to Rita Greig and Lola Burkhard for sharing their recipe and culinary skills with us.

The next and biggest annual project of the Auxiliary is the rummage sale planned for April 20 and 21 aboard the *BERKELEY.* Norma Newton, Jane Durland and Ro Keith, Rummage Co-Chairmen, have been hard at work since last summer gathering items and getting them priced and ready for the sale. If you have items you would like to donate please drop them off at the *BERKELEY* Monday–Friday, or at the Maritime Museum storage area at Tenth Avenue Terminal on Mondays between 9:30 and 11:00 a.m.

A very happy, healthy and prosperous New Year to all from the entire Auxiliary membership.

Margaret Cooper,
Auxiliary President

CURATOR'S CORNER

One of the most significant artifacts to be donated to the San Diego Maritime Museum is a presentation cup given to Captain Thomas Eddes Phillips in 1879. Captain Phillips was the master of the *EUTERPE* from 1871 to 1884, which was the heyday of our *STAR OF INDIA*'s use in transporting emigrants to New Zealand. This experienced mariner accounted for 10 of the ship's circumnavigations.

There is much more to learn about Captain Phillips and I will return to his story later. Perhaps our readers are wondering, "Where did the cup come from?" In 1985, Mr. and Mrs. Thomas Eddes Barclay Land visited the *STAR OF INDIA*. The name *EUTERPE* aroused their interest and resulted in a letter for more information. Mr. Land, as it developed, has the proud distinction of being the great-grandson of Captain Phillips. He was given the cup in 1946 by a granddaughter of the captain.

Because of the historic and relevant nature of the cup, he offered the silver cup to the Maritime Museum. An attempt to present the cup in 1985 did not work as planned, but the donation was made on a visit to the *STAR OF INDIA* on November 26, 1990. Our meeting that day was mutually exciting for Mr. and Mrs. Land and myself. This cup is a very important link with the *STAR*'s past and the Lands are extremely generous and historically minded in donating it.

The four inch high silver cup is engraved as follows:

Presented to
Captn Phillips
of the
Ship EUTERPE
By several of his friends saloon passengers
From London to Port Lyttelton
December 1879

Now, more about Captain Phillips. We had known some information about him due to his longevity with the *EUTERPE* as related in the book "*Euterpe,*" by Craig Arnold, diaries, and *The Euterpe Times.* Mr. Land has added more information about his great-grandfather through a well-researched family history.

Captain Phillips was born into a maritime family in 1835. He married Marion Jane Gibson and they had four children. They lived at 71 Allerton Road, Rotherhithe, England. Captain Phillips died in 1899.

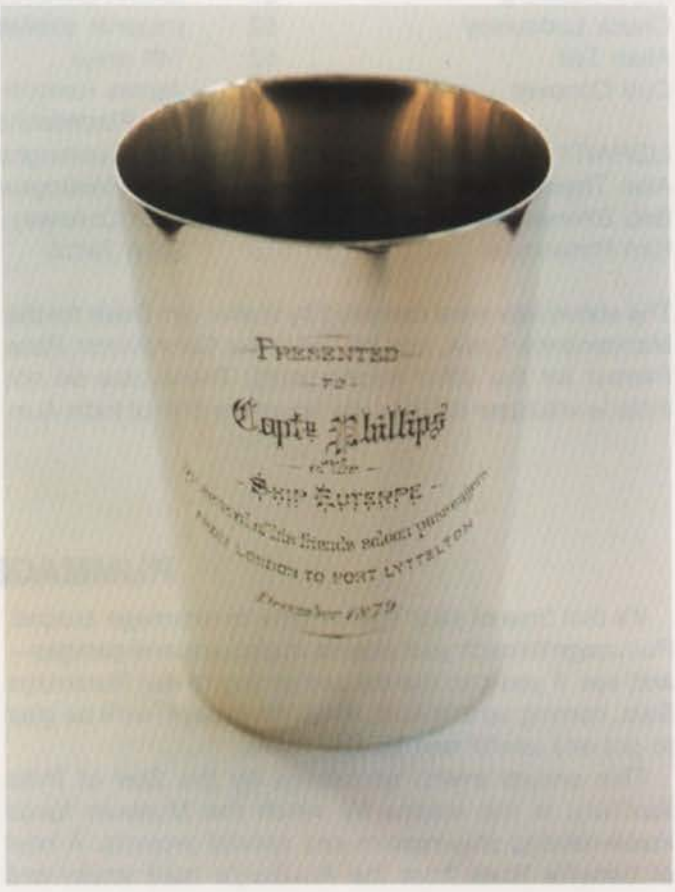
His early sailing career is unknown at present. He earned his first command in 1864 in the *CITY OF DUNEDIN* of the Albion Line. He joined the *EUTERPE* in 1871 and stayed with her until signing on with the *ZEALANDIA,* which he commanded from 1884 to 1891. His last ship was the four-masted bark *MAYFIELD* from 1892 to 1898.

A footnote to this account is drawn from *The Euterpe Times,* Issue 13, dated Saturday, December 6, 1879. While the cup is not mentioned in the ship's newspaper, an "illuminated address" was presented to Captain Phillips on behalf of all passengers. A deputation representing all cabins conveyed the emigrants' appreciation to the ship's master by testifying "to the kind and considerate manner in which you have discharged your duties and the readiness you have displayed to make our voyage to New Zealand as pleasant as possible." Over one hundred passengers signed the testimonial and Captain Phillips gave a warm reply to this recognition.

When was the cup presented to Captain Phillips? At present, we do not know for sure. This question will spur further research to determine if the cup was prepared in England prior to sailing or if it was engraved at Port Lyttelton at the conclusion of the ship's passage and then presented to Captain Phillips. I also intend to investigate the custom of testimonials and gifts to emigrant ships' captains and to the surgeon superintendents as well.

The silver cup was treasured by the Phillips family and no doubt meant very much to Captain Phillips. The cup will eventually be displayed aboard the *STAR OF INDIA* as a tribute to her highly regarded master from 1871 to 1884.

Dave Brierley, Curator



This silver presentation cup was presented to Captain Thomas Phillips of the EUTERPE *by the saloon (first class) passengers. The cup was recently given to the Maritime Museum collection.*

Photo by Dave Brierley

VOLUNTEERS LOG 20,000 HOURS

Once again we extend our congratulations to our corps of volunteers. The past five years have seen a greatly expanded role in the Museum for volunteers. They work in various departments under the staff department heads and are a most important part of our Museum organization. Working closely with our small staff, the volunteers have done their bit for many years to help the Museum function. They pitch in on the most mundane jobs as well as on major projects, such as sailing the *STAR OF INDIA*. The principal qualities of a good volunteer are willingness to work and the ability to follow orders. Age, sex, or highly specialized talents are not major factors in most cases. What counts is a desire to keep these fine old ships going.

The lists below show the department each volunteer is working in, and his or her total hours from 1986 through 1990 for that department. The volunteers for each department are ranked according to their hours—the highest being listed first. We thank all these good folk, and we know that if the *STAR OF INDIA*, the *BERKELEY* and the *MEDEA* could speak, they too would thank them.

Well done, volunteers!

DOCENTS	HOURS
Bill McBreen	1203
Ed Haddon	728
Elizabeth Schlappi	725
Hugh Story	638
Jim Brown	624
Chuck Bencik	544
Ray Lyttle	340
Hank Stewart	311
Bob Rogers	308
Paul Alvord	254
Dave Larson	118
Bob Sanford	101
John Snyder	93
Mark Persson	90
Galen Coffman	73
Mark Hallberg	57
Chuck Ludouissy	52
Allan Tait	52
Cub Conover	51

LIBRARY	
Alan Thewlis	1102
Bob Sherwood	747
Karl Rosenquist	675

LIBRARY *continued*	
Ray Watson	457
Merrill Day	387
Larry Davis	326
Norm Clifford	318
Jim Williamson	112
Chuck Bencik	42
Kevin Conlan	18

MODEL SHOP	HOURS
Jack Klein	2121
Bob Wright	1040
Joe Bompensiero	884
Chuck Hill	804
John Fluck	116

MAINTENANCE CREW (records available from 4-90 to 1-91 only)	
James Kenyon II	540
Jay Flachsenhar	300
Bob Cunningham	257
Den Hemingway	184
Paul Conaway	140
John Jacob	140

MAINTENANCE *continued*	
Dennis Ross	128
Bill Mills	120
Ray Hand	104
Maggie Piatt	104
Rock Kent	100
Todd Stoudt	100
Pat Watt	88
Jack Kunce	87
Dena Kent	80
Chris Warther	80
John Warther	80
Eric Lighthart	64
Ricky Mzveet	60
Jerry Strauss	60
Norman Telleson	54
Carl Jensen (estimated)	50
Elizabeth Schlappi	40
Scott Goldman	24

CURATORIAL AND OTHER	
Ross Parmer	510
Dick Burns	125
Pat Curci	82

The above lists were compiled by staffer Jim Davis for the Maintenance Crew, and by Volunteer Coordinator Ross Parmer for the other departments. These lists do not include volunteer sailing crew hours nor Star of India Auxiliary hours, records of which are kept separately. According to Mr. Parmer, a grand total of 20,063 volunteer hours were recorded in the departments above between January 1, 1986, and January 1, 1991.

RUMMAGE, RUMMAGE

It's that time of year again—time to rummage around. Rummage through your closets, cupboards and garages—and see if you can donate something to our Rummage Sale, coming up this April 20-21. As always, we'll be glad to get any useful and salable items.

This annual event, sponsored by the Star of India Auxiliary, is the means by which the Museum funds much-needed ship repairs and special projects. A host of benefits flows from the Auxiliary's hard work—and from your generosity.

So rummage, rummage, rummage! Ferret out those unwanted utensils, that book you've already read, those clothes you'll never wear. Someone else is willing to buy what you don't need!

Bring your donations to the *BERKELEY* and we'll transport them to the new Museum storage facility. For large items, call us at 234-9153 and we'll pick them up. Thank you!

VOLUNTEER OF THE QUARTER

Our Volunteer of the Quarter for the winter of 1990-91 is Joe Bompensiero.

Joe was born and raised on the San Diego waterfront. His father was a commercial fisherman, and took Joe fishing when he was growing up prior to World War II. During the war Joe served in the Navy, on board the escort carrier *SHAMROCK BAY* (CVE-84), and saw active service in the Pacific theater. After the war, Joe got out of the Navy and went commercial fishing again in a 45-foot boat.

Joe always loved to work with wood. He kept woodcarving as a hobby while working at various jobs with Kettenburg Marine, National Steel and Shipbuilding, and other waterfront firms. For many years he was employed in the construction industry. In 1982, facing retirement, he began building ship models. In the late 1980s, at the invitation of fellow ex-fisherman Leonard Ingrande, Joe began coming down to the Museum to give volunteer service. His first job was to finish the model display cases in the old restaurant deck of the *BERKELEY*. He later branched out into carpentry jobs on *STAR OF INDIA* and *MEDEA*.

Joe has proven especially talented at building large display cases for our ship model collection. Joe made the magnificent cases for the carriers *WASP* and *SHAMROCK BAY*—the latter model being one of his own.

Joe says he really enjoys working at the Museum, and especially likes the people here. In the future, Joe would like to help with the restoration of our Monterey fishing boat, the *BUCCANEER*. He looks forward to many more productive years helping the Museum.

Joe Bompensiero, thank you for all your work on our behalf. Your efforts have enriched the Maritime Museum.



Maritime Museum Volunteer of the Quarter Joe Bompensiero poses with his model of USS SHAMROCK BAY *(CVE-84), now on exhibit in the Naval History section.*
Photo by Dave Brierley

MODEL SHOP

By Bob Crawford

In the November/December issue of *Wooden Boat* is an excellent article on model builders Jay S. Hanna and Robert H. Eddy, Jr., asking an age-old question: "Is model building mostly technical or is it an art?"

In that article, Jay Hanna's advice to Robert Eddy as the latter began his model-building career was: "Never work for a museum; they're too demanding." While that statement is overstretched, I can say that our Museum *has* become a more demanding institution.

We require the traits of authenticity, quality and durability in our models and other exhibits. In the early years of the Museum's existence, especially the years immediately following the *BERKELEY*'s acquisition, the Museum was looking to fill a lot of space. The emphasis was on quantity rather than quality.

Since Dave Brierley's coming aboard as Curator, that emphasis has changed, to the point that now each potential addition is screened thoroughly, appraised and cataloged before inclusion in the collection. Whereas previously the Museum accepted virtually anything donated, we now politely decline those articles not appropriate to our collection and conversely recognize those donations of note.

In news of the Model Shop, Jack Klein is putting the finishing touches on the colonial schooner *HANNAH* and should be presenting her to the Museum within the next seven months. I'll write more about her in the next *Mains'l Haul*.

I recently totaled the Model Shop volunteer hours for 1990 and was pleased to inform Dave that nearly 3,000 hours were donated to the Museum through the Shop. That's like having 1½ extra full-time employees. Thank you volunteers!

By the way, those hours do not include the many hours given by Dick Johnson on the model of USS *SAN DIEGO* (CLAA-53) and Phil Watson on the model of USS *BENNINGTON* (PG-4), soon to be presented to the Museum.

CALENDAR OF EVENTS

Note: Please call the Museum Office at 234-9153 for details of time and exact location, where not given.

MARCH

6: Auxiliary Board Meeting
20: Auxiliary General Meeting
27: Membership Program, *BERKELEY*, 7 p.m.

APRIL

20-21: ANNUAL RUMMAGE SALE!! DON'T MISS THIS SHIPLOAD OF BARGAINS! BE ON BOARD THE *BERKELEY*, 9-4, BOTH DAYS!
25: Karl Kortum to speak on *BERKELEY*, 7 p.m.

MAY

1: Auxiliary Board Meeting
15: Auxiliary General Meeting
18: Armed Forces Day
27: Memorial Day



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 Masefield

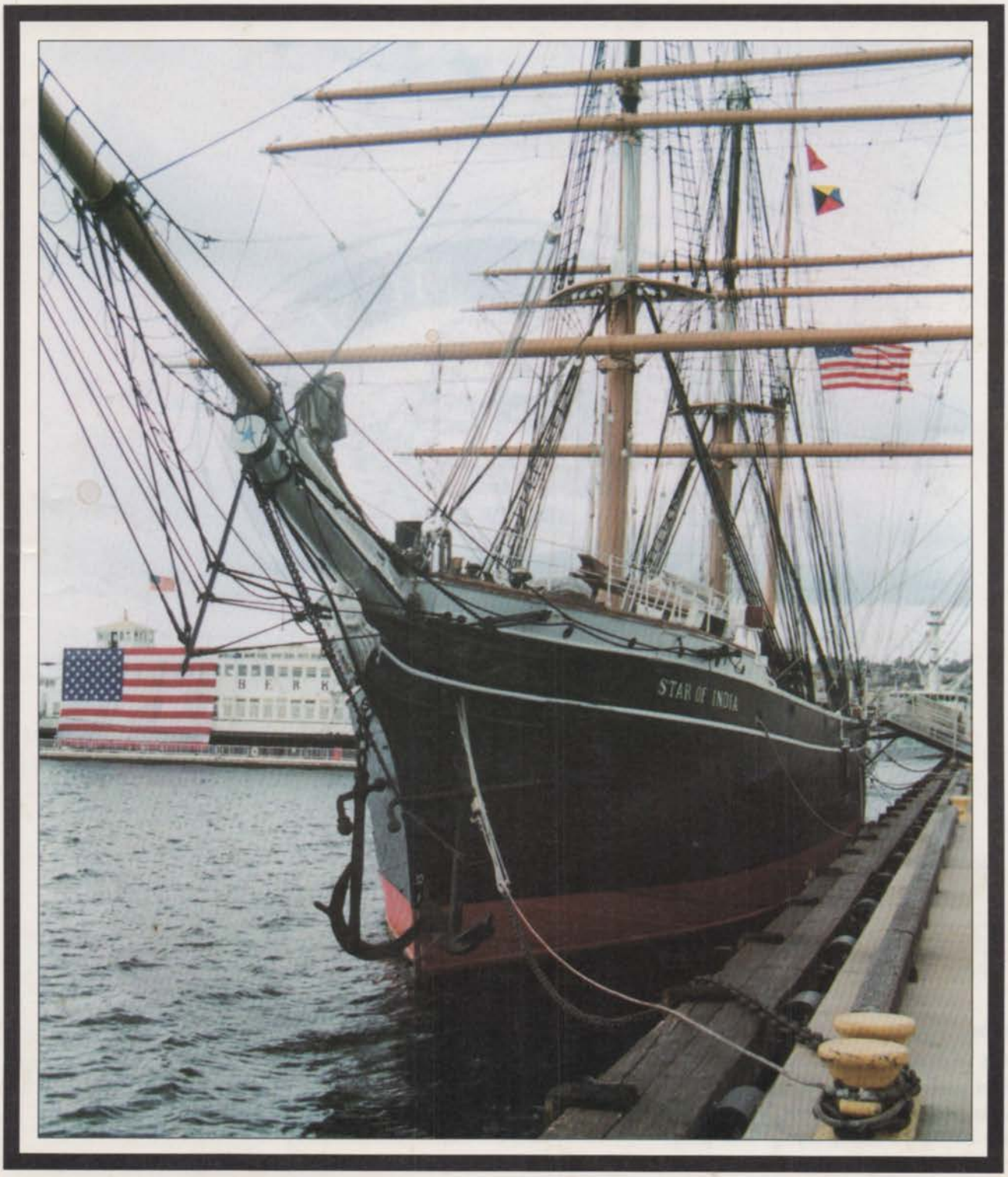
Craig Arnold, Editor

MARITIME MUSEUM ASS'N. OF SAN DIEGO
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MAINS'L HAUL

MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

VOL. 27, NO. 3 A JOURNAL OF MARITIME HISTORY SPRING 1991





On the cover . . .

FLAGS WELCOME HOME NAVY SHIPS FROM THE GULF: A giant banner hangs from the Maritime Museum's ferryboat BERKELEY, *while* STAR OF INDIA *flies the signal flags "Bravo Zulu"–the Navy's way of saying "Well Done!"*

MAINS'L HAUL

MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

VOL. 27, NO. 3 A JOURNAL OF MARITIME HISTORY SPRING 1991

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A Talisman of the Deep

By Craig Arnold

It began with a series of wild phone calls.

"Hello, hello!" shouted a voice in my ear on an otherwise peaceful afternoon on board the BERKELEY. "Who am I talking to? Oh. Well, I guess you'll have to do." It was a senior lifeguard with the city of Solana Beach. "Have you heard about the shipwreck here?" No. What shipwreck? "We don't know. It just appeared on the beach at Cardiff, after last night's storm. It's all wood—we think mahogany. Looks real old. Like, *real old,* man!"

I couldn't drop what I was doing and dash off beachcombing, but promised I'd stop by soon. Six years in the trenches at the Maritime Museum have taught me to expect my share of crank calls. But something sounded good about this one. The next few hours brought excited calls from an oceanographer and a state park ranger. It began to seem as if there *was* some mysterious piece of flotsam bobbing about off Cardiff. By the time I got off work and headed toward my home in that town, the tide was surging in. No time left to see it in the remaining daylight, anyway. Development Director Joe Ditler and I agreed to check it out the next day.

Early the next afternoon, when low tide approached, Joe and I hopped into his Jeep Cherokee and set off for the frontier of marine archaeology. "Treenails!" one of our callers had shouted on the phone. "It's got treenails!"

That was a good sign. Treenails, or trunnels, are a common feature of wooden ship construction; the term goes back at least to the 13th century, and possibly back to the Vikings in the 7th. A treenail is a carefully shaped wooden peg, sometimes square, sometimes round, that fastens a plank to a frame. Treenails could indeed mean that a wreck was old—like, *real old,* man.

We pulled up at the beach on a wind-whipped March afternoon. Otto Orzech, the oceanographer who had summoned us, hailed us from the sands. We trooped over. "It's gone under," he said, a look of bleak disappointment spreading over his features. What's gone under, Otto? "The wreck. It was right over there"—and he pointed some 20 feet out into the surf. Nothing was visible. We began to feel we'd been called out on a wild mermaid chase. But then we were joined by a park ranger and another scientist, who swore that they, too, had seen it.

Ah. Well, nothing to do but exchange cards and keep in touch.

Two weeks passed. Otto, good as his word, sent us snapshots like the ones here. The wreck hadn't popped up again, but Otto had had the presence of mind to grab his camera at the first sighting.

We spent time poring over old registers. Lists of shipwrecks on the coast of San Diego County mentioned nothing anywhere near Cardiff. One of our archaeologist friends produced a record of a fishing barge, built in 1918 and subsequently sunk near Oceanside, that he felt promising. I thought of the many lumber schooners that sailed our coast in the late 1800s and early 1900s, hauling timber from Northwest forests for the construction of treeless San Diego. Virtually all of those ships were made of wood. But we had nothing definite.

On Friday, April 12, another excited call came from Otto. "It's totally exposed!" he cried, with the enthusiasm of a '49er striking the mother lode. I hastened to the beach. Pulling in, I dashed onto the golden sands, scattering startled Iowa tourists and a surfer or two. Nothing. Up and down the beach in vain I searched, from Lifeguard Sta-



The remains of a 19th century wooden ship recovered by the San Diego Maritime Museum in April rest on the beach near Cardiff-by-the-Sea.

Photo courtesy of Otto Orzech, Ocean Sciences Research Institute of San Diego

tion No. 1 to the fringes of "Restaurant Row." Nothing greeted me but the cackle of gulls, the sly grins of sandpipers, and tokens of recent "civilization"–a Coors can, some plastic wrap, and the remains of last summer's volleyball net.

One of the things you learn in this field is never to give up. The ocean giveth, the ocean taketh away. On April 15, I met again with Otto at the beach, and this time we got lucky. There it was: the wreckage of some long-lost vessel. Her rutted, tormented skeleton had come to rest at last. Heaved up by the churning sea at a place the local surfers call "Tabletop," she seemed a true wraith of the past. We crawled around her, marveling at the treenails that had held her wooden soul together so long.

Sheli Smith, curator of the Los Angeles Maritime Museum and an advanced marine archaeologist, came down with her compatriots to make a scientific field survey. Sheli also felt that the possibility of its being a lumber schooner was quite high. I will quote from her report at length:

"The fragment is from a wooden hull vessel built in the later half of the 19th century or very early 20th century. The fragment appears to belong to the starboard amidship hull between the turn of the bilge and deck. Five fragmentary ceiling planks remain attached to the extant frames. No outer hull planks remain. . . . Each futtock has a sided dimension of 7.5–8 in. and moulded dimensions increasing from 7.5 in. at one end of the futtock to 10 in. at the other end of the futtock. The hull is fastened with treenails and alloy drift pins. Treenails fasten frames to frames, and ceiling planks to frames. The drift pins appear to have fastened other timbers to the hull."

Besides treenails, the wreck clearly displayed other aspects of 19th-century shipbuilding: filler chocks of solid wood between futtocks, and carefully hewn scarph joints. In the 1800s and earlier, masses of timbers made up for the tensile strength of later metal ships. In iron and steel ships, it wasn't necessary to make this sort of massive build-up to achieve structural strength. Only wooden ships of traditional construction have such heavy, solid futtocks and thick planks–even when worn by a century of the sea's pounding.

On Friday, April 19, we took her back. The sea had had her long enough. Early in the dawn, a skip-loader manned by state park workers trundled into position. Historians, archaeologists, and the merely curious huddled against the chill. Little by little, spades freed her from the sands' grip. The skip-loader gingerly probed beneath her bones; rangers and lifeguards shoved supporting timbers underneath, to prevent a fatal sagging. It was all touch-and-go.

By and by, the skip-loader hoisted her in gentle steel jaws and took her up the beach, where a flatbed truck waited. There was an air of celebration, for San Diego Maritime Museum members were present, and others who appreciate such treasures.

So now we have her at 10th Avenue Marine Terminal, in safe storage. What do we have? We're not absolutely certain. The weight of informed opinion, from Sheli Smith and others, favors a west coast lumber schooner, c. 1860–c. 1900. There are other theories. Some see in the wreckage an old ferryboat, a fishing barge, possibly even one of the "Hollywood Navy" fleet used in the filming of an Errol Flynn swashbuckler in the 1930s.

Half the fun of history is speculation. We have a long way to go to find out which ship this is–or even to land within the proverbial ballpark. We have local divers telling us they've seen cannon offshore, others who are dazzled by dreams of galleons of gold, and so on.

We're in contact with several dive teams that want to search the offshore area. We hope to use them to bring up more of this ship. Admittedly, we don't know exactly what we're dealing with here. The exciting part is–the spirit of discovery, the magic of the unknown.



Here the hull section of our mysterious wooden ship has come to rest–squarely within a ten-foot-wide gap between two jagged rocks. The white object on the planks in the foreground is a 12-inch ruler. The overall length of the section is about 25 feet, the width eight feet.

Photo courtesy of Otto Orzech, Ocean Sciences Research Institute of San Diego



This close-up shows the arrangement of the treenails and drift pins in the wreck's ceiling planks. Note large size of planks and futtocks here. *Photo courtesy of Otto Orzech, Ocean Sciences Research Institute of San Diego*

The sea is a brutal master. It takes the best that man can make, and breaks it to pieces: the ships, the cargo, the men–all are swiftly drowned. The sea is what archaeologists call "a dynamic environment." By that they mean that if you don't save what you find quickly, it's gone.

This time, the sea has given us a gift. We don't know quite what the gift is, so we don't know how to appreciate it. We know we have something here from the distant past–a time when our seafaring ancestors went to sea before the mast, worked brutally hard, and somehow got these small wooden ships from shore to shore.

Soon we hope to make this chunk of a wooden ship the centerpiece of an exhibit. People can put their hands on it, as we did, and feel the shape of the treenails, the scarphs, the filler chocks and futtocks–and they can dream, as we did, of a time long gone by.

Medea Returns to Service

By Ken Franke

Completion of a project always brings satisfaction to those involved, especially where the final product is historically important as well as pleasing to the eye. Those members and guests who toured MEDEA during the March 27 membership meeting were very complimentary as to her appearance. After receiving a new bottom overlay, bilge cleaning and coating, boiler retubing, installation of period appointments, and a complete coating of paint and brightwork, she's now ready to sail. The staff, crew, volunteers, commercial contractors and donors who supported this project for the past 14 months deserve a most sincere "well done." We are additionally grateful to Peter Alexson of Polymetrics, Steve Justus of Fluid Systems and Steve Gerhard of Betz Laboratories, for donating boiler feed water filters, a de-ionization unit and associated system hardware to ensure that the MEDEA boiler and engine are operated with the highest quality feed water.

MEDEA has some 87 years of service to her credit. We're proud to say, she's never looked better!



After an absence of many months, the steam yacht MEDEA *is once again cruising San Diego Bay.* *Photo courtesy of Joe Jessop, Sr.*

"Cruise Ships" Here Go Back a Long Ways

By Al Deahl

You haven't seen San Diego unless you've sailed into our harbor early in the morning. "Breathtaking" is an overworked cliché, but I cannot think of any other word that comes close.

To a sailor, San Diego is regarded as one of the greatest harbors in the world. As we were standing on the bridge coming in on one of those early morning cruises, the captain of the AZURE SEAS told me, "Ah, San Diego harbor! I come in from the ocean, turn right, then turn left, and there I am at Broadway Pier."

To most of the world, San Diego's harbor is fishing, oil tankers and Navy ships, but for years it has been a cruise ship port with checkered success. Then in 1984, the San Diego Cruise Ship Consortium was organized as a volunteer civic effort to make San Diego a major passenger port, and the result has been a substantial success; but I'm getting ahead of the story.

The saga begins in 1849, when the first tiny passenger liner, the OREGON, chugged past Point Loma. The vessel was described in stark terms: "Staterooms were small and stuffy–5 feet 10 inches wide–and it was not unknown to find your bunk occupied not only by yourself, but by entomological specimens of one kind or another." (Jerry MacMullen, *They Came by Sea,* The San Diego Maritime Museum Association, 1969).

And so with this staggering start, small isolated San Diego became a part of the world. Scheduled coastwise service by steam began in 1851 when the sidewheeler GOLIAH came in from San Francisco for the first time.

Things progressed at a rapid pace. With the new advances in shipbuilding, San Diego was on the map.

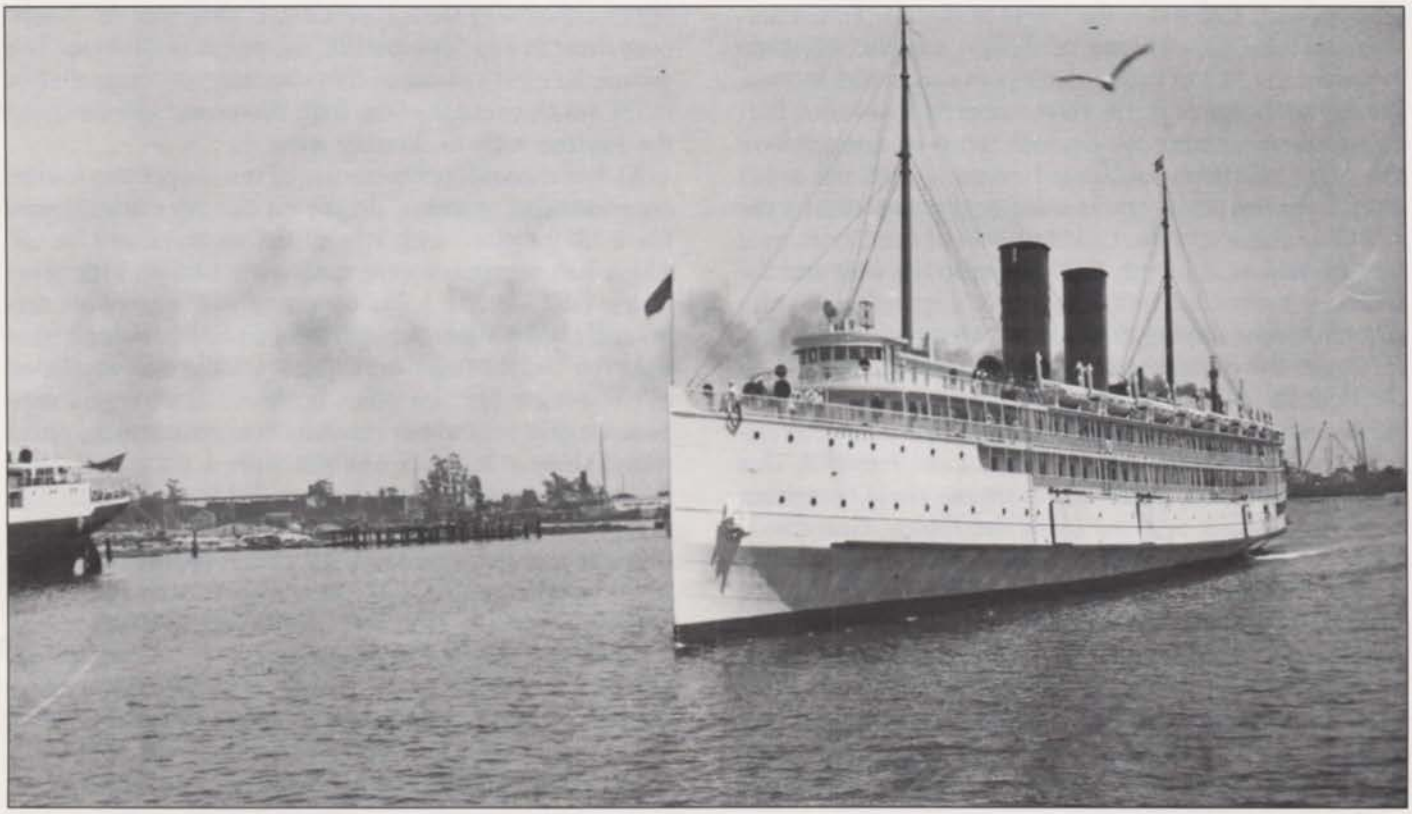
Then in the 1920s the great triple screw ships YALE and HARVARD appeared on the scene. By then passenger service was so efficient that you could leave Broadway Pier at 9 a.m. and be in San Francisco by 10 a.m. the next morning.

Many a San Diegan can recall the white-hulled YALE at Broadway Pier, with her orchestra on deck playing "Rose Marie." However, these impressive ships were passenger liners. The first cruise ship to make a local impact was the Panama Pacific Line's S.S. CALIFORNIA. At 33,000 tons, 600 feet long and carrying 800 passengers, it was an imposing vessel, even by today's standards.

The CALIFORNIA was marketed as "Travel Around America via The Panama Canal." The voyage started in San Francisco and picked up passengers in Los Angeles and San Diego. Then the cruise continued down the Mexican coast without stopping until the ship reached the Panama Canal, and the passengers went ashore in Balboa

The S.S. HARVARD, *once a rival to the Fall River Line, approaches her berth at Wilmington in July, 1929. Two years later,* HARVARD *met her doom on Point Arguello. While in service on the west coast,* HARVARD *and her sister* YALE *made the run from San Diego to San Francisco in 25½ hours, four times a week.*

Chandler Collection, Jerry MacMullen Library



and Colon, then to Havana and finally New York. And the cost for all this luxury? First class prices started at $275 and tourist cabin at $135.

But the world suddenly changed with the Depression. Devastating maritime labor strikes in 1934 and 1936 killed coastwise and international cruise ships on the west coast. World War II made certain the passenger ship demise in San Diego.

San Diego's cruise port languished with bits of splendor, as when in June 1963, the nuclear-powered SAVANNAH came into port, and the 42,000-ton ORIANA of the P&O Line quietly slid into Broadway Pier.

But these were events, and it was not until 1984 that a group of San Diego citizens, spearheaded by former City Councilman Bill Cleator, decided that our great port also had great cruise ship potential, which translated into more money for the city. Cruise ships and passengers were touted as the ultimate clean industry.

Though the effort has not been without problems it's one of the few instances in recent years that has caught the imagination of San Diego, and it seems everyone agrees the cruise port is good for the city. The figures bear this out: In 1980, one ship came to San Diego with 320 passengers. In 1985, 10 ships called at our port, and 104,462 passengers visited San Diego. In 1990, the number jumped to 119,165. According to a travel industry spokesperson, the "year 1991 will be even better."

But these are only numbers. What's really important is coming into San Diego Harbor at sunrise, and as the Captain said, "Just turn right and left and park at Broadway Pier."

(Ed. Note: Al Deahl is a travel writer for the News/Journal of Poway and Rancho Bernardo. This article is reprinted with the permission of Pomerado Newspaper Group.)

Tales of the Waterfront: "The Ships' Graveyard"

By Winn J. Bagley

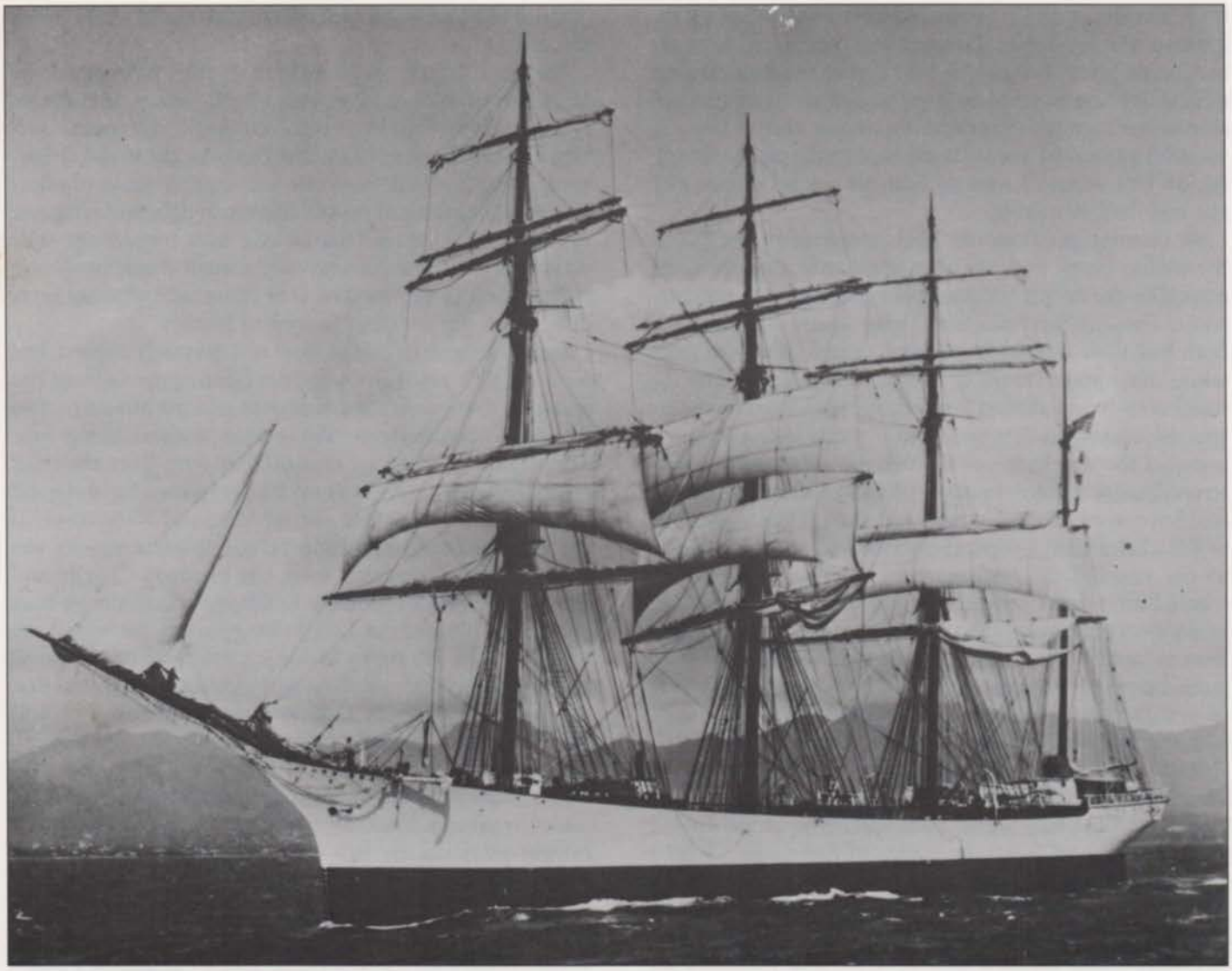
There is a hardwood belaying pin resting in a hole in my fireplace mantel much the same as it did in a pin rail during its heyday aboard the clipper ship ALDEN BESSE. Behind that pin is a tale of a place where the old windjammers came to their last rest in San Francisco Bay—the "Ships' Graveyard" of Government Island.

During my childhood, my playmates and I would sometimes explore those dead ships at anchor, tied to the shore or sitting partially in the mud at the west end of Government Island. Today it is the home of the U.S. Forest Service and the U.S. Bureau of Roads. On the Alameda exposure, the Alaska Packer docks and sheds were located, the former home of the EUTERPE—now STAR OF INDIA. Further to the west were the Encinal Terminal docks where the huge freighters exchanged cargoes with the area's manufacturing plants and farming enterprises, this on the Alameda shore. On the Oakland side of the Canal, as it was dubbed, was the 9th Avenue Pier to the west and the Oakland Yacht Club and my father's shipyard at the foot of 19th Avenue, among many other enterprises, to the east.

Despite the considerable expense undertaken building the neat and efficient Coast Guard Base at the east end, the big planners ignored the west end of this island, directly across from Fortmann Basin and Encinal Terminal. This backwater area had, for as long as anyone could remember, been gruesomely referred to as the "Ships' Graveyard." However, there was not the population crush that is developing today, and therefore, no very active or abrasive burgeoning bureaucracy to get in the way of those who wanted to abandon responsibility for vessels for which no immediate use could be found, or on which insurance could not be obtained. Also, if there was any dispute over ownership or some far-off legal battle raged, the ships could be impounded by the U.S. Government and would be tied up there pending fines being paid or new owners satisfying any old liens. Foreign governments could request a ship be detained on any of several matters and if the situation dragged on long enough, and dock space was needed for more lucrative commerce, over the unwilling ship was taken and staked out like an unwanted dog. So, there were ships in all states of repair: excellent, good, bad and lousy. This whole area was mostly ignored also by those in local, county and state officialdom who really felt that they were too important to bother with the "trash" over there. It was "dumpsville" for one and all! Free! The parade has not ceased to this day, but was more visible in my youth because of the high masts and spars etching the skyline with beckoning arms.

We boys would gather at one of our respective homes on a Saturday morning, decide on the day's destination, file a "flight plan" with one of the mothers and be off. These halcyon times were during my 12th to 17th years of life (1923-1928). I was truly happy. We were all surprisingly responsible lads, parental discipline being highly enforced and the negative influences not as well developed in the country at that point in time. On average, I suppose we gave vent to our curiosity concerning these once-proud ships at least six or eight times a year, most often in summer months. Naturally, we did not visit each and every one every time we went in search of "pirates" or thought just perhaps someone had inadvertently left a small fortune in gold and jewels in a chest in one of the cabins, or—????!!! Treasure? Yes, in its own way.

What we found scrambling about over these former denizens of commerce were their old logs, charts of the oceans and seas traveled, ports of call and harbors entered, old receipts and bills of lading, calendars with notations, some abandoned clothing strewn about, a few family and



The four-masted bark JOHN ENA, *which was one of the old ships explored by Maritime Museum employee Winn J. Bagley in the 1920s. She was built at Glasgow in 1892 and shipped a crew of 29. Her vital statistics were: Length, 312.9′; Beam, 48.1′; Depth of Hold, 25.0′, 2,842 tons gross.* *San Diego Maritime Museum file photo*

other pictures and things like match boxes from the Orient, Africa or South America, and lots of dishes and cooking utensils in the galleys. Up on the decks, sun-burned ropes, old and broken tools, a wooden cask for brandy–empty–or for water–half full–or cans of oil, a bucket of stinky, sticky black tar, with a stubby brush locked in its grip forever. And belaying pins! There were so many! Just to be burned up or tossed into the Canal to see how far they could be heaved.

And then there were things you could not touch, pick up and handle with your hands. They were there all around you: place names, officer and crew names and initials carved in the wood or scratched in paint to remind someone that they had lived there. Or a pair of initials captured in a carved pair of hearts pierced through and locked together forever by the arrow of longing for home and hearth. And company names, supplier names, even insurer names, the whole shebang! Oh, how I wish now that I had felt the urge to save more of those log books, charts and papers. What a boon they would be to historians and museums of today. I think that most of all, we found a world of the past still rattling nearly bare bones intriguingly, trying to call attention to the state of decay setting in, and hoping for redress of the grievances suffered in the names of work, progress and simple greed.

For some ships, ah yes, relief came in time and they were on their way–out of there where their temporary companions had tried to lure them to an ignominious oblivion. The great white, iron-hulled square-rigged LASBECK from Hamburg, Germany was in fine condition and only stayed a couple of years. Anointed for salvation also was the brown-painted English beauty, LORD TEMPLETON; she slipped her moorings and felt the salty sting of open sea on her figurehead in less time, but she never looked back at her fellow Scot, DUNSMUIR, a lass from Dundee, who languished, but kept up appearances well with her soft gray iron hull. One of our biggest attrac-

tions was the partially dismasted JOHN ENA, owned by the Famous Players-Lasky Corporation and used to make motion pictures of rollicking sea sagas for eager audiences of that day. She had a great painted banner hung on each side of her iron hull proclaiming to one and all her still youthful and useful state, despite broken rigging lines trailing off like wisps of straggly hair on a wind-blown girl; she still had her pride!

We boarded the DOROTHY DOLLAR, owned by the Dollar Steamship Lines, and her near-sister ship, GOLDEN GATE, owned by the Rolph Transportation Company, both companies based in San Francisco. These square-rigged vessels both had their iron hulls painted a garish red with prim white cabin and trim paint, and were kept up well by the watchmen living aboard, sometimes with their wives, as was the custom at that time. But it was a lonely job, and many of the watchmen of the various ships we encountered thought it better to make friends of the curious boys and have some company now and then. They welcomed us for a brief visit, a supervised tour and a chance to add to our vocabulary! And many a salty bit of jargon we learned from them, indeed! On one visit I acquired a very heavy steel belaying pin from the GOLDEN GATE, and I have kept it handy to use as a "persuader"–make your own guess on what! I suppose several of my ever-varying group of companions on those explorations also hung on to some of the memorabilia we encountered. Maybe!

Since that was a non-denominational gathering of vessels, we also found the ARROW, a long, slender sidewheel passenger boat still white from the froth of the course she plied up and down the coasts of California, Oregon and Washington for probably 30 or 40 years, giving much faster passage than any overland route of the times. The MURIEL was a big four-masted schooner in extremis mortis, her once-white wooden hull beached and bleached for many years in the mud. She was dangerous to go aboard, but we were very careful. There wasn't much to see on her. Nor on the RUFUS WOOD, a smallish lumber schooner the E.K. Wood Lumber Company had built of wood to carry wood, till the teredos (shipworms) ate her bottom out and she was put to rest where they could really finish her off.

The EL CAPITAN, the Southern Pacific Railway's ferry launched in 1868 and rammed by the ferry ALAMEDA in February 1879, had been repaired and continued in service until November 1925. She was brought to the Graveyard a year later all worn out after her 57 years of effort moving mountains of people, luggage, freight and whatever else needed moving. Thanklessly, as it turned out–she was cut up for firewood with only a small check for salvage rights going to the owners. One more side wheeler gone down into the swirling tunnel of history.

Some of these derelicts were not privately owned, but were of U.S. Navy registry, former fighting men of war. For instance, there were the CHARLOTTE and the MISSOULA, two fine Spanish-American War veteran cruisers of the line. They lay there for a long time till they were given the cruel burn of the torch and cut up for scrap iron for the good of the country they had served long and well. Some of the teak used to back the steel plates in these vessels was bought by two Alameda men, the brothers Charlie and Chester Carter, for use in the building of their "dream boat to the South Seas," the 72-foot long TALOFA, for which my father did the lofting by kicking a length of rope around on the lofting floor until he was absolutely satisfied that she would be a lovely lady, and she is, to this day. And she, if not they, fulfilled the South Seas dream. I personally drew the only set of plans she ever had. Her ribs were hewn from huge Stockholm-tarred pilings and girders taken in salvage from the demolishing of one of the old railway piers on the San Francisco side of the bay, and were 8″ x 8″ and laid up on 8″ centers so that she could withstand collision with the coral atolls of the South Pacific Islands. The teak was hand split and used for her decks. Somewhere along those years, I acquired a small chunk of that pink teak and have used some in carving parts for various model boats I have assembled. In a way, you could say that those old ships are still serving their countrymen and descendants. No, they will not be forgotten; we are thankful they existed.

Stars & Stripes Christened Here

By Craig Arnold

The San Diego Maritime Museum was the setting for the christening of Dennis Conner's yacht STARS & STRIPES, which is expected to defend the San Diego Yacht Club's possession of the America's Cup.

The beautiful yacht, with a midnight-blue hull, was carried to the side of the BERKELEY suspended from a large crane on a barge. Team Dennis Conner crewmen, officials, media and the public all swarmed around for a close look, but the yacht's top-secret keel remained hidden during the launch, carefully swathed in a plastic tarp.

The STARS & STRIPES is 75 feet long, designed to a new boat class called the International America's Cup Class (IACC). This STARS & STRIPES is 30% lighter than its 1987 12-Meter predecessor. It is also 10 feet longer, and has 40% more sail area. As a result it is faster on every point of sail than the old 12-Meters.

The STARS & STRIPES is specially designed to compete in San Diego's moderate offshore breezes. Unlike sailing conditions off Hawaii or Australia, lighter winds may be expected here. STARS & STRIPES will hit her stride on a new America's Cup course of eight legs, 22 miles in length. This will increase demands on crews while providing more excitement to television viewers and superior live viewing. Tactics, sail handling, and crew experience will

be more critical than ever on the new course.

All this razor-sharp competition lies ahead. The purpose on Sunday, April 7, was simply to get her into the water and have some fun doing it. NBC sports commentator Charlie Jones served as master of ceremonies; remarks were delivered by Malin Burnham, president of the America's Cup Organizing Committee; Sandy Purdon, commodore of the San Diego Yacht Club; and Dennis Conner, five-time defender of the America's Cup and her proud skipper. A 35-piece band from the Marine Corps Recruit Depot played Sousa, while a Marine Corps Color Guard advanced and withdrew the *original* "Stars and Stripes."

When the moment of christening came, Shanna Conner, Dennis's 18-year-old daughter, did the honors with the customary champagne bottle.

After the yacht was in the water, crewmen removed the tarp from her now-submerged keel. STARS & STRIPES headed west under tow, accompanied by over one hundred yachts, to Team Dennis Conner headquarters on West Harbor Drive. There the boat and the men will prepare for America's Cup XXVIII.

Good luck, STARS & STRIPES!



Dennis Conner's STARS & STRIPES *is poised for launching at the Maritime Museum on April 7, 1991.* *Photo by Dave Brierley*

Tugs Served San Diego Well

By Jerry MacMullen



When sailing vessels handled most of San Diego's trade, the use of tugs for getting them into and out of port, and shifting them from berth, was essential, and in the early days there were several steam tugs to provide this service.

Among the earliest of these were the small steam tugs ROVER and KATY, and the larger GENL. MCPHERSON, the latter owned by the Santa Fe railway. All were here in the late 1880s.

The first locally built tug, and probably the best remembered, was the steam twin-screw tug SANTA FE, built at a cost of $10,000 in the yard of the Coronado Beach Co. (or Coronado Iron Works) in Coronado; machinery was supplied by the Chillicothe Iron Works, Chillicothe, Ohio. She was launched in 1888 and was operated by the Spreckels Brothers Commercial Co. until around 1910, when she was condemned. For a while she was beached on the west side of North Island (Whaler's Bight) to supply steam for a construction project. Later her engines and

The 1888 steam tug SANTA FE, *a familiar sight on San Diego Bay until 1910. Today her engine-room gong, salvaged by Jerry MacMullen, ornaments the Jerry MacMullen Library on the ferryboat* BERKELEY. *MacMullen Collection, San Diego Maritime Museum*

boiler were removed and she was converted into a water barge, being used to supply fresh water to vessels at anchor in the bay.

Shortly after World War I, while lying at the old Spreckels Wharf (later Fishermen's Wharf, foot of "G" St.), SANTA FE was cut down in the fog by the steamer FRANK G. STOUT and became a constructive total loss. She was towed over into shallow water off the present site of the Navy Amphibious Base and abandoned.

The Spreckels outfit also had a fine steel steam tub named the BAHADA. She was built by the Morans, of Seattle, in 1902, and they ran her until the start of World War I, by which time sailing ships had practically vanished. They sold her to the Hercules Powder Co., who ran her in connection with their kelp-harvesting enterprises. Her masters included Captains Joe Brennan, A.A. (Bob) Morris, and Tom Kenney; both Brennan and Morris were graduates of the SANTA FE. Jack Telson, son of Chris Telson the boatbuilder, was her engineer. "Big John" Lendahl was her "deck department" and Tom Macedes her fireman. After she went to Hercules, one of her firemen was the late Fred ("Scotty") McLeod, later a famous San Diego newspaperman.

After she left San Diego, the BAHADA was involved in a collision, with loss of life, at San Pedro. That was about 1923. Around 1928 she was lost with all hands in Puget Sound, presumably as the result of a boiler explosion; at that time she was owned by Gilkey Brothers Towing Co.

The GENL. MCPHERSON, a former Army steamer from San Francisco, later had her upperworks removed and became a two-masted schooner. The cabin, pilot house and stack were placed on the old "H" St. wharf and became the office and waiting-room for the Star Boat House and North Island Ferry. When the wharf was removed, the cabin was moved to the foot of 5th St., where it survived until the days of the WPA. They broke her up.

The Spreckels Company also had a small gasoline tug called the RAPIDAN, around 1914, which they used for towing scows.

Windships of the Alaska Packers: A Photo Survey

PART 1

By Charles Bencik

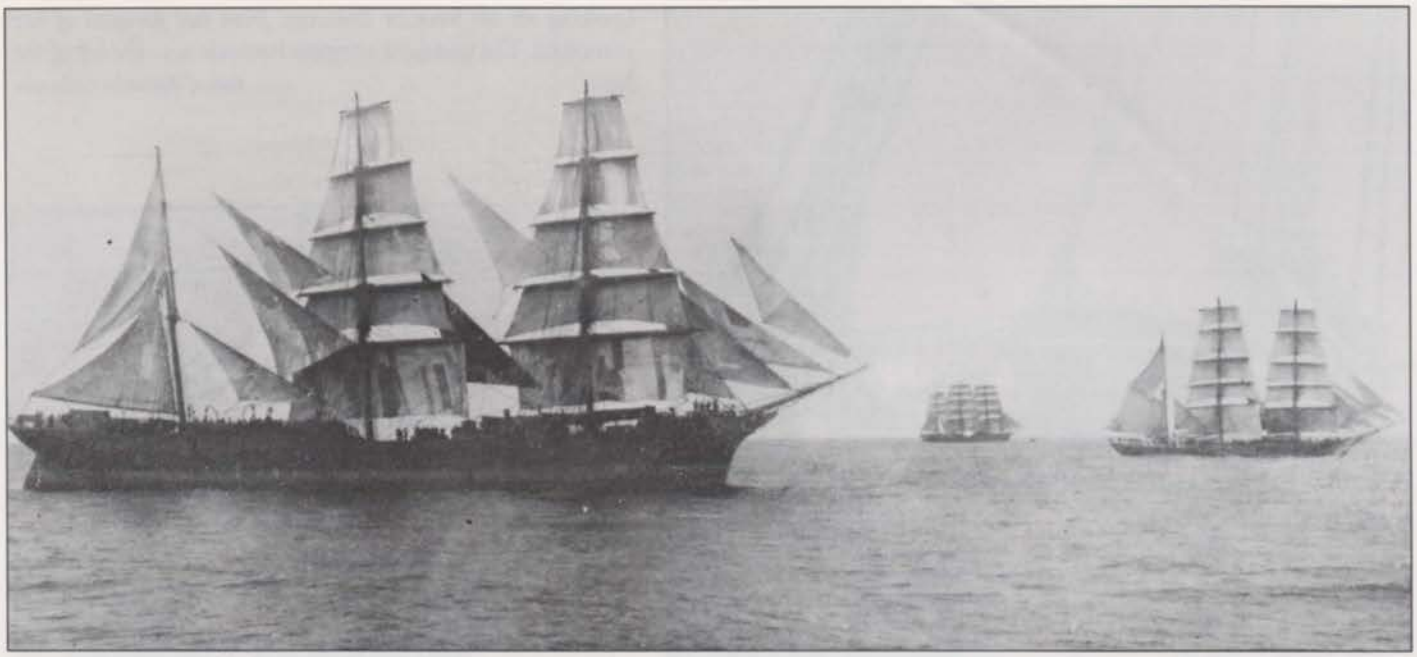
Many maritime writers fixate on something called "The Star Fleet" of the Alaska Packers Association. This does much to obscure the "big picture." Becoming transfixed by the larger iron and steel ships purchased by the APA after 1900, we easily miss those wooden-hulled vessels of durable design, historically no less glorious than the "Star" ships, who took the same routes to the salmon grounds, some out-sailing their metal mates to a ripe old age. And we can overlook the smaller schooners that are shouldered out of APA's lists; the numerous sailing vessels chartered but never bought; the steamships that eventually took over the job of the windship fleet; the tugs, launches, barges, special purpose vessels, and, regrettably, even APA's thirty-foot Columbia River fishing boats.

In the series which begins with this article, we will look at some of the 36 major wind-driven vessels owned by the APA (37, if one counts the HARVESTER, a ship only briefly on the list). Some excellent ship photos have fortunately found their way to the Maritime Museum Library collection. We're constantly on the lookout for other photos; our files are far from complete.

Much historical work is deductive, or a surmising from nonverbal sources. Here follow some notes from the surviving written record of several of these notable vessels, which passed into history as part of the last great Pacific Coast commercial sailing fleet.



EUTERPE *(left of center, bow toward camera) and* CENTENNIAL *(right) at anchor in Oakland Creek, November 2, 1902, before APA's docks and finger piers were built at Alameda.* *Oakland Museum*



STAR OF ENGLAND, *left foreground, in light air, joins a full-rigged ship and another bark, all with topsides crowded.*

San Francisco Maritime National Historical Park

CENTENNIAL

Early in its history, APA's only lawful source of coasting-trade bottoms were American ships. Built in 1875 by Smith & Townsend, East Boston, this wood Down Easter (190.4′ x 38′ x 24′, 1,286 tons gross) started out full-rigged with three masts. She was one of APA's first large vessels, and was purchased from her builders in 1897 for $14,000, though the Packers only valued her to the San Francisco county assessor at $6,000 in 1900, while the U.S. Fish Commission listed her value as $30,000 in 1901. Hers was an ill-starred fate of commercial misfortunes and tragic accidents. She was rerigged by APA as a four-masted barkentine, following a fire on board while she lay at the Oakland Creek moorings, in December 1904. She was sailed to Alitak and Copper River, but mostly to Cook Inlet, Alaska; and at one time carried 52 Caucasians and 57 Orientals, and up to 45,000 cases of salmon. In May of 1918, she lost her rudder and stern post attempting to negotiate that year's severe ice conditions and, in a situation then not dissimilar to STAR OF INDIA's, was nearly run aground and crushed by ice, when the steamer ROOSEVELT towed her to safety. Her last Alaska run was made in 1922.

In March 1927, Capt. Frank Weidemann, the last APA skipper of STAR OF INDIA, bought and sailed her during the Australian lumber trade boom, which quickly went "bust." A year later Weidemann sold her profitably to "Tom White Productions," a movie company. CENTENNIAL came to Long Beach under tow, where she put on the costume of a three-decked man-o'-war for the film, "Lady Hamilton" (in which another APA veteran, SANTA CLARA, played the part of HMS VICTORY). CENTENNIAL and SANTA CLARA also were used in another film, "Evangeline." Then she entered the harbor cruise trade, but not for long. Fumes in her hull caught fire; and finally, on July 29, 1930, the rest of her was burned off Long Beach.

STAR OF ENGLAND

Some vessels came into the APA inventory as a result of severe damage, and salvaging in the waters of the U.S. One of these, STAR OF ENGLAND, began as BLAIRMORE, a steel bark (264′ x 39′ x 23.5′, 2,123 tons gross) built on the Clyde in 1893. While in San Francisco Bay in 1896, and unballasted, she capsized, was salvaged and renamed ABBY PALMER. She was sold to APA in 1906, together with STAR OF BENGAL, for $120,000. Congress authorized her name to be changed to STAR OF ENGLAND by Act of June 6, 1906, also changing EUTERPE's name to STAR OF INDIA. When America entered World War I in 1917, APA assigned her temporarily to Matson Navigation, to substitute for ships diverted from the Honolulu to San Francisco run for war duties. During her later APA years, STAR OF ENGLAND sailed with the salmon fleet until 1928, when she was one of five "Star Fleet" windships to make one of the last Alaska salmon cruises. A Los Angeles man bought her in 1932. She was reported in 1948 to be still in service as a barge in Vancouver.

STAR OF SCOTLAND

This outstandingly-built steel four-masted bark (300.2′ x 43.1′ x 24.2′, 2,598 tons gross) was launched at Port Glasgow, Scotland, as KENILWORTH, in 1887. Built by John Reid & Co., with four cargo hatches, carrying wheat, sugar, and general cargoes to various foreign ports, she sailed for Williamson & Milligan of Liverpool. In 1889, she caught fire at Port Costa, California, and was beached, full of water. Though not seriously damaged, the owners abandoned her, and Arthur Sewall & Co. of Bath, Maine, builders of wood vessels, bought her. Union Iron Works,



Looking aft on STAR OF ENGLAND, *from just forward of her mainmast. The standard compass binnacle is to the left of the boat.*

Robert Weinstein Collection



STAR OF SCOTLAND, *about 1909, shortly after being bought by APA from Arthur Sewall & Co.*

MacMullen Collection, San Diego Maritime Museum



STAR OF SCOTLAND, *with various APA barges, tugs, etc., possibly at a Puget Sound cannery site. A photo from this series appeared in "Pacific Fisherman" from 1916 on, as an ad for Plymouth Cordage Co., owing to the variety of ropework to be seen.*

Special Collections Division, University of Washington Libraries



Spray hisses and seabirds wheel and squawk, as the STAR OF SHETLAND *reaches on the port tack, heading off the California coast for the salmon runs.* *Fred Reif Collection, San Diego Maritime Museum*

San Francisco, made repairs. Little could be done to improve KENILWORTH, but the bathtub installed in her fo'c'sle caused some comment. A special Act of Congress gave her U.S. registry, making her the first American steel sailing vessel. Noting her economies, the Sewalls built several similar (though more capacious) steel ships, none of which matched KENILWORTH as smart sailers. She was slightly damaged when mutineers set her on fire: once at Hilo, Hawaii; again after leaving for New York (her master and first mate dying by suffocation). APA bought her for $62,000 on November 25, 1908, fitted her out for cannery runs, and named her STAR OF SCOTLAND. She brought coal for other Packer ships from British Columbia to San Francisco, then made the salmon run to Loring, in 1909 and 1910; to Larsen Bay from 1911 to 1919; to Karluk from 1920 to 1922; then two years to Bristol Bay and two years to Kvichak. In 1920, she made the homeward run from Karluk in just under eight days. APA sold her on April 22, 1930, to Lew Lockhart of Los Angeles to become a fishing barge, moored permanently off Santa Monica for eight years. In 1938, Tony Cornero bought her, removed her rig, and put a luxury casino on her deck, with 300 slot machines and a 500-seat bingo parlor. She joined the gambling fleet three-and-a-half miles off Santa Monica as the REX, but authorities closed her down in August 1939, in a nine-day battle of water hoses, small boats, 250 sheriffs' deputies and then-attorney general Earl Warren. She returned to commercial service during World War II, rigged as a six-masted schooner, but was sunk January 24, 1942, by a U-boat in the South Atlantic.

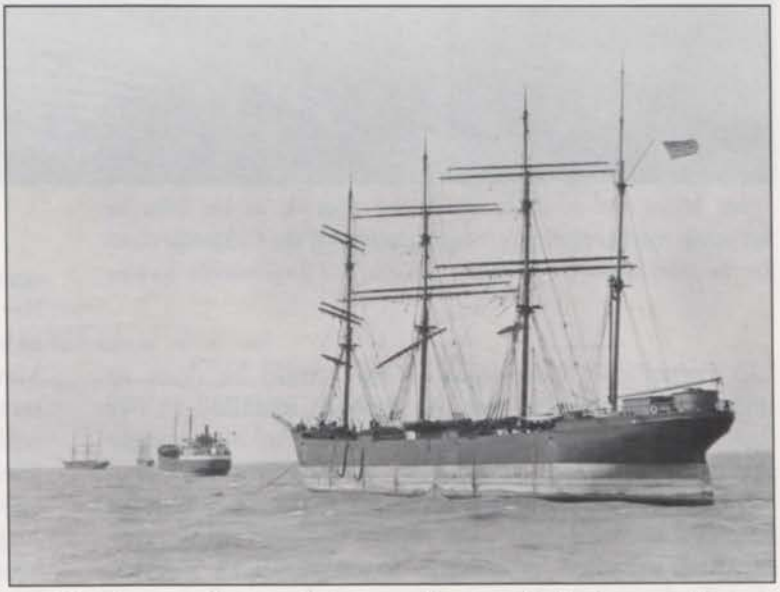
STAR OF SHETLAND

She was the last westbound U.S. sailing ship to round the Horn, and the last windjammer purchased by APA. Arthur Sewall & Co., Bath, Maine, built her as EDWARD SEWALL, a four-masted steel ship (332′ x 45.3′ x 25.5′, 3,206 tons gross) in 1899. The Sewalls used her in foreign trade



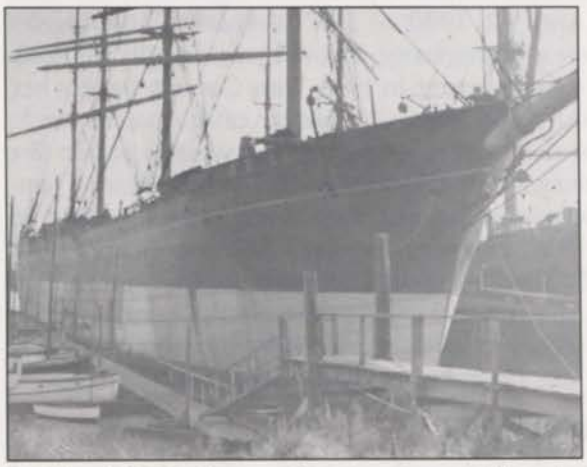
Elegant scrollwork decorates the bulkhead tops of the STAR OF SHETLAND'S *mess deck. The design suggests Norwegian or Swedish "gingerbread," and may have been done by a carpenter's mate from one of those countries.*

MacMullen Collection, San Diego Maritime Museum



Nearly empty, STAR OF SHETLAND *rides out the blustery weather with a bark, a barkentine and a steamer, probably in waters off Karluk, on Kodiak Island.*

MacMullen Collection, San Diego Maritime Museum



In July of 1936, STAR OF SHETLAND *was sold to the Transpacific Commercial Company of Osaka, Japan. Here she awaits her new owners at the APA basin in Alameda. She was scrapped by the Japanese.* *Captain P.A. McDonald*



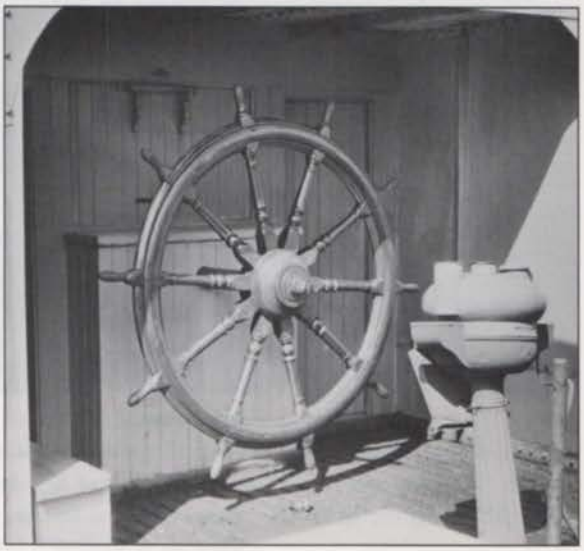
STAR OF FINLAND, *probably in Puget Sound or Strait of Juan de Fuca, about 1912. Note the hands furling the fore and main skysails. Smoke is still coming from the stack of her donkey boiler, just abaft the foremast.* *Special Collections Division, University of Washington Libraries*



STAR OF FINLAND, *probably in Puget Sound or Strait of Juan de Fuca, about 1912. Skysails are being furled, as she heads out on an overcast day.* *Special Collections Division, University of Washington Libraries*



STAR OF FINLAND (ex-KAIULANI) *at the Alameda basin. She was the last of the salmon fleet sailing ships to be sold by the APA.*
Fred Reif Collection, San Diego Maritime Museum



APA ship's wheel, binnacle and wheelhouse. Note the fluted support, similar to the decor on STAR OF INDIA's *standard compass binnacle stand.* *MacMullen Collection, San Diego Maritime Museum*

until the first days of World War I, when they sold her to the Texas Oil Company. In 1922, Texas Oil sold this exceptionally staunch, fairly fast sailer (Honolulu to Philadelphia in 103 days) to APA, where she joined her two newer sisters, STAR OF LAPLAND (ex-ATLAS) and STAR OF ZEALAND (ex-ASTRAL) on the salmon runs. Retired in 1927, she was bought by Transpacific Commercial Co. on November 7, 1934. They anchored her off Santa Monica in 1935, and used her as a fishing barge and exhibition bark. Enroute to Japan in 1936 with a cargo of salt, she was dismasted and towed into Osaka for scrapping.

STAR OF FINLAND

This fine steel vessel joined the Packer fleet in 1910, played in the film "Souls at Sea," sailed the world during World War II, was returned from the Philippines and restored, and was still sailing a few years ago. From the yards of Arthur Sewall, she started in 1899 as the bark KAIULANI (225.7′ x 42.3′ x 20′, 1,571 tons gross). Her first owners, Williams, Dimond Co. of Honolulu and San Francisco, sold her to APA in 1910. She made the yearly salmon runs to Alitak, except for 1917, when she brought a cargo of sugar from Hawaii. After the salmon fleet retired and were sold away, STAR OF FINLAND remained in the APA Alameda yard. In 1936, Paramount Studios hired her for the role of the WILLIAM BROWN in the film, "Souls at Sea." APA sold her to Hammond Lumber Co., who refitted her in full ship rig, with original name. KAIULANI safely sailed through World War II. After the war, she was abandoned in the Philippines. Certain Pacific Coast interests brought her back from rust and decline in 1964, and gave her an expensive, controversial restoration. She returned to continue sailing for Compania de la Estellas, of Panama, until 1985, when she ran into a typhoon in the Philippines, and was lost.



This just-discovered portrait of EUTERPE *was taken by a photographer in Sausalito in 1901. For 90 years, the photo was part of a family collection, and the main interest of the owner in it was in the ferry in the background. One day recently, he took out a magnifying glass to read the name* EUTERPE *on the old windjammer's bow. That rang the well known bell, and he sent it on to us. We're most grateful to get it.* *Maritime Museum file photo*

Rare Photo of *Euterpe* Surfaces

By Craig Arnold

The above photograph of EUTERPE (now STAR OF INDIA) was recently sent to our Museum by Mr. John Whitmeyer of Los Angeles. Mr. Whitmeyer had a great uncle named Frederick A. Robbins, who lived in Sausalito around the turn of the century. One day Mr. Robbins happened to glance out of his window, high in the Sausalito hills, to see a stately full-rigged ship coming into Richardson Bay.

His hobby being photography, Mr. Robbins made a dash for his camera. He was just in time. She came on with her sails furled, guided up the bay by a tug on her port quarter. The tug's skipper seemed sure of himself, for he took her straight through a nest of anchored schooners, a yawl, and several smaller craft.

In the distance Angel Island loomed pristine as the new ferry TAMALPAIS approached from San Francisco. It was perfect. Mr. Robbins squinted through his lens, lined her up, and snapped the shutter. A moment in maritime history had just been saved for posterity.

This is one of only four photographs extant showing EUTERPE as a full-rigged ship. It is the *only one* yet discovered that shows her in her transition period between the British Shaw Savill line and the Alaskan fisheries. These were EUTERPE's "maid-of-all-work" years–her period as a trans-Pacific trader, during an uneasy interval between the Red Duster and the Stars and Stripes.

The transition lasted less than three years, from 1898 to 1901. The exact date of her sale from Shaw Savill to J.J. Moore of San Francisco is unknown, but appears to have been during the fateful year of 1898. In that year, besides acquiring an empire through a "splendid little war" with Spain, the United States annexed the Kingdom of Hawaii.

Technically, EUTERPE ceased to be a British ship on October 29, 1898, when her last limejuicer master, Captain H. Longmuir, saw his crew paid off before the British consul in British Columbia. She then went into a period of dubious legality as a Hawaiian ship, although Hawaii was a "republic" in name only. During the next two years, she swapped timber from Puget Sound for copper ore and coal in Australia, and that for sugar in Hawaii. She ran aground

and got free by the skin of her teeth (something providential is surely watching over this ship, one must conclude after a careful reading of her logs), and popped up back at Honolulu. On October 30, 1900, she officially became an American ship, owned by the Pacific Colonial Shipping Company.

EUTERPE was sold to the Alaska Packers Association in January, 1901. They didn't immediately put her on the salmon run to Nushagak, however. She loaded lumber at San Francisco and set sail from the Barbary Coast for Melbourne. On the voyage "down under," her mains'l blew out and heavy seas came aboard, carrying away the poop ladder and the binnacle holding the standard compass, and flooding out her fo'c's'le.

She got to Melbourne, off-loaded the wood, shifted round to Newcastle for coals, and stood out for San Francisco. She went up north by east, caught the Pacific trades, and stood into the Golden Gate on September 17, 1901. This is almost certainly the date that Mr. Robbins got his picture.

In the photo, EUTERPE is of course full-rigged. She would not be rigged down to a bark until the winter of 1901–02. The Packers or someone else have already installed a donkey engine and boiler in the after part of her forward house, however. The donkey boiler's stack is visible directly between foremast and main, abaft the skinnier Charley Noble.

She is deeply laden, indicating she has not yet discharged her cargo. That cargo of coal may have been destined for the railroad yards at Tiburon, not far away. Her fore yard is cockbilled, probably to pass through the nest of fore-and-afters and not foul anything. In the background TAMALPAIS gives the clearest indication of the date–for she was built in 1901, at the same Union Iron Works which saw the birth of BERKELEY three years before. TAMALPAIS was operated on the San Francisco-Sausalito run by the North Pacific Coast Railroad. She was burned for her metal in 1947.

(It would have been too much to ask for EUTERPE and BERKELEY to appear together in the same historic photo. Yet they must have crossed paths many times between 1900 and 1923 on the bay. Perhaps some such photo may still come to light.)

As for the tug shepherding the gaunt old windjammer so carefully to her berth, she is one of the Red Stack line. The Red Stacks operated all over the bay. EUTERPE herself was last given a paint job in the fall of 1898, in British Columbia. Out went the old "gunport" style so beloved of Shaw Savill, and on went a painting scheme we don't know much about. It appears that at this juncture her hull is black with a white turtleback, white deckhouse with darker overhead, and white on the inside of the bulwarks–in other words, very close to the way she looks today. The only noticeable difference is that the starboard clearing port covers appear to be black, whereas today they are white like the rest of the bulwarks. As usual under the Packers, she carries a white life ring on the port taffrail, and her drab old wheelbox sits like a coffin all the way aft.

Soon her crew, weary from an eight-month voyage to the Antipodes and back, will stumble ashore. They will gape at headlines (those of them who can read) announcing the death of President William McKinley from an assassin's bullet three days before. Now the United States had a new president for the new century–Theodore Roosevelt. The Boer War was still raging in South Africa (and a youthful army captain named William Macalister Hall was in the thick of it). In the Montana badlands, posses pursued Butch Cassidy's well known Hole-in-the-Wall Gang, fresh from their latest heist of a Northern Pacific train at Wagner. Jolly ragtime music enlivened the illicit pleasures of the Barbary Coast; a popular hit that autumn was Scott Joplin's "Maple Leaf Rag." The world went on. And EUTERPE was about to embark on her next adventure, 21 years in the Arctic seas in pursuit of the wild salmon.

From the Helm

We mentioned "progress" in our last report and so far we've moved into 1991 with a significant list of "done deals." Rather than list what's new, we invite our members to revisit all the Museum ships this summer and see for yourselves.

On April 9, representatives from the Unified Port District and Liebhardt, Botton and Associates met with us at the BERKELEY to discuss Phase 1 of the Maritime Museum Facilities Project, Broadway Pier. This is an important first step towards the goal of making the San Diego Maritime Museum a first class attraction to port visitors as well as an even better repository of maritime artifacts, displays and publications.

From the helm, it is very obvious that the prime ingredient to our successful operation is people. The Star of India Auxiliary, Docents, Ship Modelers Guild, Maritime Research Society, Propeller Club, Navy League members as well as many individuals and family groups all are the driving force that keeps the Museum alive and progressive. We urge you to pass this copy of the *Mains'l Haul* along to others who may be interested in things maritime. We are well on our way to a goal of 3,000 members, but *your* help is needed.

–Morris F. Landon, President
Kenneth Franke, Executive Director

The Armed Colonial Schooner *Hannah*

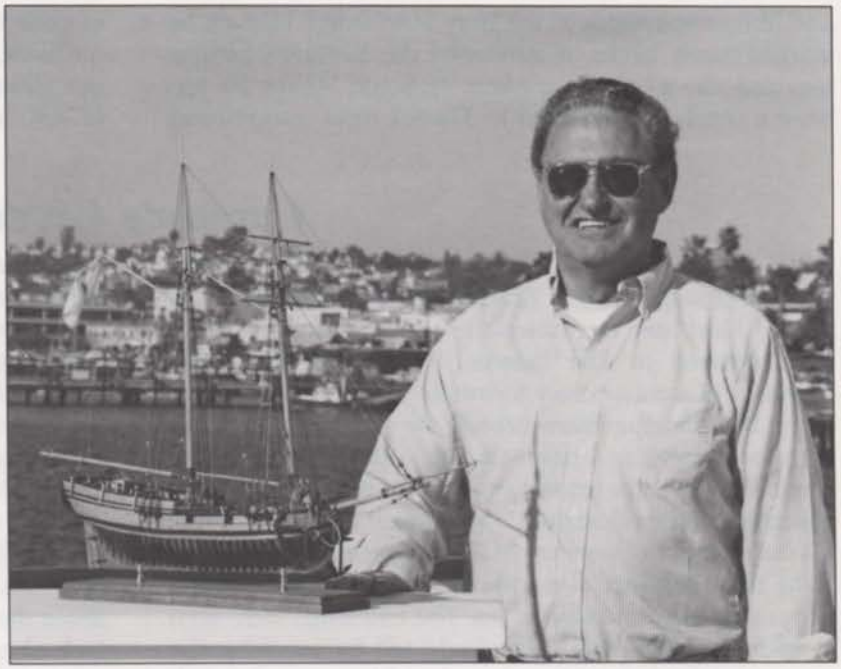
By Jack Klein

The first naval ship of the American Continental Navy was the modified merchant topsail schooner HANNAH. General George Washington rented her from her owner, John Glover, to see if it was feasible to organize a navy to hinder British supply efforts and supplement the American Army in its siege of Boston.

HANNAH was modified and refitted with four 6-pound carriage guns and 10 falconettes (swivel guns), and was made to carry a crew of 40. Her checkered career began in August 1775 and formed the beginning of the heritage of the American Navy.

I built this plank-on-frame model of HANNAH on the scale of ¼ inch equals one foot. Cherry wood was used for the structure beams, ledges, stem, keel deadwood, sternpost and frames. Ebony was used for the wales, rubbing strokes and railings. Holly was employed for the deck planking and beech for the strakes and deck furniture along with lemon wood for the masts, yards, bowsprit and jib boom.

This model of the armed colonial schooner HANNAH is now on display aboard the BERKELEY.



Model Shop volunteer Jack Klein poses proudly with his recently completed plank-on-frame model of the HANNAH. *Note how the schooner's lower frames are exposed, as is the case with traditional "Admiralty style" ship models. Unlike most Admiralty models, however, this one is rigged.* *Photo by Dave Brierley*

Volunteer of the Quarter



Chuck Bencik, our Volunteer of the Quarter for this issue.

Photo courtesy of Chuck Bencik

Charles "Chuck" Bencik grew up in Chicago, where he earned a physics degree at Loyola University and Illinois Institute of Technology. In 1961, he entered the Navy and served aboard USS CASTOR as a deck and engineering officer. He married Helga Guertler in Yokosuka, Japan, in 1962. In 1963, they moved to San Diego and tried civilian life. He worked for San Diego Gas & Electric until 1967, then returned to duty in the Navy as a Reserve Training and Administration specialist. He retired from the service in 1985 with the rank of lieutenant commander and returned to our city.

Chuck began his maritime research while at Great Lakes as Reserve Destroyer Programs officer, and has written a history of naval forces on the Great Lakes. It was also there that he began small boat sailing, a pursuit dear to his heart today.

While stationed in Pennsylvania, Chuck had his first command and was seriously involved with flood recovery

operations at Johnstown in 1977. While at New Orleans, he earned a Master of Arts degree in Human Resources Management. At San Bernardino, his final Navy assignment, his Reserve recruiting team won top national honors for medium Reserve Centers. He holds the Navy's recruiting Gold Wreath with one star, the Meritorious Unit Citation, and the Navy Commendation Medal.

Right now, Chuck is west coast representative for Gordon Douglas Boat Co., builders of the "Flying Scot" sloop, and he is working on a history of the Alaska Packers Association. The Benciks have three adopted children and live in the San Diego suburb of Clairemont.

From 1986 through 1990, Chuck put in nearly six hundred hours of volunteer service with the Maritime Museum, and he continues in that role. He is a docent and library volunteer. In the Jerry MacMullen Library, he worked many weeks to transcribe the EUTERPE's earliest logs and also a lady's diary kept on board MEDEA. He has been a regular contributor to *Mains'l Haul*, specializing in book reviews and historical articles. (In this issue, we begin a multi-part photo essay put together by Chuck, entitled "Windships of the Alaska Packers.")

Last year, Chuck's pursuit of information on the APA led this energetic man to undertake a trip to Alaska. He spent considerable time perusing the archives at the Alaska State Library in Juneau, and also checked out various sources in the Seattle area.

Speaking of his efforts as a Museum docent, Chuck says, "It's always so delightful to see people's reactions to the ships. I like being a part of that." Taking the longer historian's view of our vessels, he adds, "Ships are the cradles of man's greatest dreams, and their sails are the wings of his freedom. The STAR OF INDIA is a challenge and an opportunity to balance reality with the impulses of your imagination."

Chuck, thank you for your many efforts on behalf of our Maritime Museum. Your multi-talented contributions in several fields are much appreciated.

Curator's Corner

It is time to rejoin the "Euterpians" aboard the EUTERPE in their passage to New Zealand in 1879. Past issues of *Mains'l Haul* have recounted the chronological events as first reported in *The Euterpe Times*. The San Diego Maritime Museum is very fortunate to have the 14 issues of the 1879 *Euterpe Times* through the generosity and concern for preserving history of Mrs. Shirley Culy of New Zealand, who is the granddaughter of 1879 emigrant and newspaper scribe Joshua Charlesworth.

We resume the overview of the important manuscripts in its issue number two with the "Local News" column about sighting two ships at sea. The two ships were seen at night and the passengers could tell by watching the running lights what direction the ships were headed. EUTERPE did not have her running lights out and this "considerably exercised the minds of some of the passengers who were all anxiety to know whether our lights ought not to be out also." The more in-the-know emigrants calmed the fears of others by assuring them that "Captain Phillips knew more about their duty than we did."

Another "Local News" item concerned the duties of the 'tween deck steward. Emigrants had been told the steward was to clean the cabins, wash out the chamber pots, and clean up. In practice, the emigrants had to do this and the steward mainly went back and forth from the galley with food and took "an occasional siesta on the fo'castle top." These two accounts certainly reinforce the human element of our "Iron Lady of the Sea."

A third account concerned the "Euterpe Auction Mart." At "3 o'clock" (remember, most emigrants came from a land background), Mr. Middleton acted as auctioneer to auction off potted meats and fish, preserved meats, milk, salmon and lobster tins, sardines, tobacco, candles, tin dishes, woolen and linen jackets, hats and caps, cheese, lemons, sugar, and leather laces. "The competition was very keen especially for the milk and potted fish." Reserve prices were used. Prices generally ranged from 100% to 120% over cost. Another auction was scheduled for the following Tuesday. Events like this one illustrate activities to keep the emigrants occupied and items that were used on board the EUTERPE.

Leaving the people of EUTERPE and returning to present events, the America's Cup is a major event for San Diego and will create an exciting new chapter in our maritime history. The membership program of March 27 featured Museum member Jack Sutphen informing the audience about the history and current events surrounding the Cup. Jack also shared with us his personal perspectives.

Recently, we made a major step forward by receiving a donation from Edward Worley of Sacramento of well-organized archival material pertaining to the America's Cup. Researchers and media should find this material very useful. Museum member Bob Ross made possible a helpful loan of an enclosed van to enable us to safely pick up the collection. The Jerry MacMullen Library now has charge of most of the materials.

A further note on the America's Cup is that I will be involved with the new America's Cup Museum at the B Street Pier as the on-site curator in addition to my duties here. This museum is scheduled to open in May 1991, and to close in late May 1992. We will have several of our artifacts in the museum and the STAR OF INDIA's profile is to serve as a reference point for the sizes and rigs of the different yachts that have contested for the America's Cup. The contents and design of the America's Cup Museum are being organized by The Mystic Seaport Museum of Connecticut in cooperation with the America's Cup Organizing Committee. It is funded by the Port of San Diego for the benefit of San Diego residents and visitors.

–Dave Brierley, Curator

Development Report

It is with great pleasure that we announce our membership is climbing to an all-time high, and the amount of positive publicity being printed on the Maritime Museum is greater than ever in the Museum's history.

We have received fantastic response from writers, photographers and editors at *The San Diego Log, Evening Tribune, Los Angeles Times, San Diego Union,* TV 10, *Point Loma Beacon,* Radio KFSD and many of the military publications in the area.

They want to know what's happening at the Maritime Museum, everyone's favorite organization. Subjects covered range from completion of Jack Klein's model of HANNAH and the BERKELEY's receiving National Historic Landmark status, to the Bravo Zulu flags and the anticipated comeback of BUTCHER BOY on the Broadway Pier.

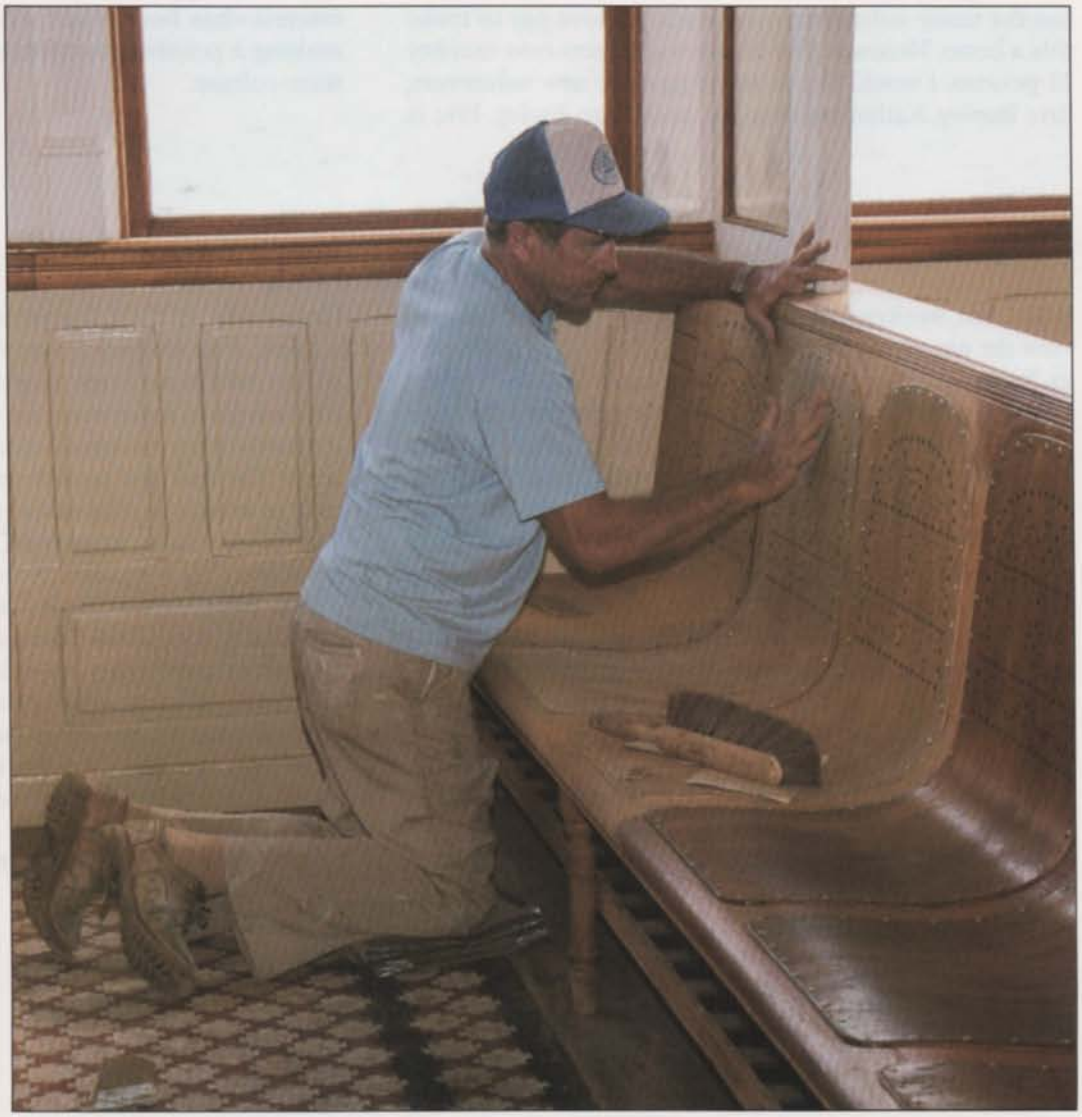
The "Bring A Friend" campaign to raise membership numbers is working well, and we just piped another 58 members on board.

We are still playing catch-up with the paperwork in our office, but are laying groundwork which we believe will have great financial benefits to us in the near future. We have already received some wonderful financial donations from the following sources: Anthony's Seafood Restaurants and Rick Ghio; Classic Music/Radio KFSD and Noah Rosenblatt; The Billy Bones Tavern and Paul Plotts; Downwind Marine and Chris Frost; and dozens of schooner owners from San Diego, Los Angeles, Long Beach, Newport Beach and Dana Point.

As we prepare to meet the challenges of the 1990s, your help is needed more than ever. If you are able to make a donation this year, now is the time to do so.

Since our coming on board in February, we have been warmly received, not only from the Trustees, staff and volunteers, but the Docents, Star of India Auxiliary, and Ship Modelers Guild. Thank you for making us feel at home, and for your many ideas, which we are already putting into motion.

–Joseph Ditler and Jake Jacobsen
Development Directors



Museum crewman Leonard Ingrande works at refinishing one of the old passenger benches in the BERKELEY's *upper cabin. So far, 12 of the 71 benches have been completely restored. Maritime Museum members and friends may have a bench restored in their name, with brass name plaque attached. For additional information, call the Museum Development Office at 619-234-9153.* *Photo by Dave Brierley*

Library Log

"There's a little bit of the sailor in every man's soul," some bard once said – so it's not surprising that usage of the Jerry MacMullen Library continues to grow. Besides students and researchers, we find that the media are slowly discovering us. Reporters are using our resources to fill out the maritime aspects of their stories. This is good for their publications, good for the library, and good public relations for the Maritime Museum. The effective use of a library benefits the entire community.

Moving the library ashore continues to be a worked-for goal. In late April, we met with an architect of the firm retained by the Port for the new Museum complex on Broadway Pier. I am pleased to report that the architects are in full accord with our plans for the shoreside library. One new addition will be a library darkroom, where photos up to 8″ x 10″ can be quickly copied. We also plan to expand the ground floor of the customs house (the future library) so as to gain more space for book stacks and storage.

One thing that has kept the Maritime Museum going through some tough times has been an exceptionally devoted group of workers. This includes not only our staff, but the many volunteers who work without pay to make this a better Museum. Our library volunteers now number 11 persons. I would like to welcome three new volunteers, Eric Rupley, Katherine Douglas, and Dave Tooley. Eric is a student of marine archaeology at UCSD; he has experience as a diver on Bronze Age shipwrecks in the Mediterranean. Besides his library duties, we've put him and a team of divers to work on a shipwreck site in north San Diego County. Katherine has professional library experience and is working on our computer, helping to transfer card catalogues of our many collections. Dave is a fellow Civil War buff; I met him through the San Diego Civil War Roundtable. We're teaching him the difference between the "pointy end" and the "round end" of a boat, as he works with our photo division. (Just kidding, Dave.)

We are grateful to the many donors who continue to bring in books, photos, and items of memorabilia. We are not able to accept any large donations, however, until our new library structure is complete. Donations of five or fewer maritime books will be accepted in the meantime. We have an improved storage space now aboard the BERKELEY, but that is already full.

Thank you all for your support and patronage of the Jerry MacMullen Maritime Library, now in its 14th year of operation. Your help – in terms of labor, donations, monetary support of the Maritime Museum, and personal interest – has been invaluable. All of you who help are making a positive contribution toward saving our maritime culture.

– Craig Arnold, Librarian

Model Shop

The last weekend in March, I visited Dick Johnson to view the progress on USS SAN DIEGO (CLAA-53). Dick lives in Yuma, Arizona, and it just happened that the Padres were in town. The model is probably going to take a bit more time than I had originally estimated, as Dick is doing a super job. Unwilling to accept merely adequate commercial fittings, Dick is producing his own small masterpieces. The latest are two sets of torpedo tubes, each about the size of a Bic lighter. Each set consists of four tubes, air flasks, mounting rings and an armored control station that could easily have taken 400-500 hours to make, all in brass and beautifully soldered. The model will take some time to complete, as Dick is a little more than halfway finished, but it will be worth the wait.

Speaking of masterpieces, Phil Matson continues his amazing work on the model of USS BENNINGTON (PG-4). I have been looking through our library for books, pictures or anything that might shed any light on what she looked like in 1905. Librarian Craig Arnold has ordered a book, *The American Steel Navy*, by Commander John Alden, which we hope might supply more information. Phil has gone so far as to use tiny watch gears and screws in the training mechanisms for the guns he has manufactured. The hull and topside are progressing nicely but the lack of concrete information is becoming frustrating. If any of you have knowledge of BENNINGTON we would appreciate hearing from you.

Jack Klein's armed colonial schooner HANNAH is now on display aboard the BERKELEY, on the forward starboard side among the Navy models. Stop by and have a look and let Jack know what you think.

Finally, my MEDEA model was put on the back burner until I got the real thing back in service. I should be up to speed on the model by the next issue of *Mains'l Haul*.

– Bob Crawford, Curator of Ship Models

THE BO'S'N'S PIPE:

Maritime Museum News and Announcements

Museum Publications Grow and Evolve

As part of our Maritime Museum's projected expansion in the 1990s, Museum publications are also expanding and becoming more specialized.

In the previous issue of *Mains'l Haul,* we welcomed our new Development Directors, Joe Ditler and Jake Jacobsen. The task of development for a museum is critical: fund-raising, publicity and the recruitment of new members are all vital priorities. To do this job takes highly creative, energetic people. It also takes a specialized publication.

Toward that end, Museum members will now receive a revamped and expanded Museum newsletter. *Mains'l Haul* will also expand (as you may have noticed with this issue), continuing to bring Museum news and announcements to our members and other museums.

Mains'l Haul will continue to be published quarterly, in the months of February, May, August and November. The newsletter will appear as a monthly in the months that *Mains'l Haul* is not published.

Ultimately, we see *Mains'l Haul* evolving toward a pure historical journal, somewhat along the lines of *The Log of Mystic Seaport.* The newsletter, meanwhile, will continue to cover the public relations aspects of the Museum. The newsletter will be labeled as such, while *Mains'l Haul* acquires the new subtitle, "A Journal of Maritime History."

The advantage of a monthly newsletter is frequency; the advantage of a quarterly journal is greater in-depth coverage, with emphasis on historical themes. We expect our two publications to work side-by-side, each doing its own job and both promoting the Museum. We invite any reader comments, and we hope you enjoy our "new look."

In Memoriam

Mains'l Haul regrets to announce the recent death of Maritime Museum volunteer Norman Clifford. "Norm," as we always called him, was a longtime fixture in the Jerry MacMullen Library. Being a retired naval architect and U.S. Navy veteran, he was called upon to catalogue our large collection of ship plans. He undertook this task as he did all assignments: cheerfully and competently. The ship plans file we have today is testimony to his careful work.

One of the nice things about Norm as a volunteer was that one never had to tell him twice how to do something. He followed orders well, yet showed intelligent initiative when it was called for. Most of all, he was unfailingly a gentleman, and a pleasure to be around.

Norm was quiet until one made an effort to know him–then he showed a sharp sense of humor. He enjoyed reminiscing about his Navy days, but didn't allow conversation to take precedence over work. His dry wit perhaps owed something to his Scottish ancestors; indeed, Norm's late father was a shipyard worker on the River Clyde, so the son came by his affinity for ships naturally.

In the Summer 1988 issue of *Mains'l Haul,* Norm was one of our first selections for the honor of "Volunteer of the Quarter". All of his shipmates on board the Museum will miss him.

Bennington Information Sought

San Diego maritime writer Leonard Ash is seeking historical background on the USS BENNINGTON disaster in San Diego Bay in 1905. Any persons having photos, documents or other data are requested to contact the Jerry MacMullen Library, San Diego Maritime Museum, 619-234-9153, Monday through Thursday. Thank you.

Correction

In the previous issue of *Mains'l Haul,* in the article "Volunteers Log 20,000 Hours," volunteer Ricky Maveety's name was misspelled. *Mains'l Haul* regrets the error.

Medea Book is Under Way

The San Diego Maritime Museum is currently preparing a book entitled *Medea: The Classic Steam Yacht.* The book will survey the yacht's history from her construction in 1904 to the present day. Going beyond the average ship history, it will also convey the spirit and life styles of those who built and steamed her.

In preparation for the writing of this book, Museum Librarian Craig Arnold visited Britain last year. There he obtained many of MEDEA's records. He spent two weeks interviewing the families of her owners and skippers, and researching the sites she frequented.

Thanks to the Macalister Halls and others in Scotland, we have received a large group of historical photos of MEDEA, her owners and crewmen. All of these will be used in the book. In addition, a painting of MEDEA in all her glory, steaming through the lochs of the Highlands, is being created by noted marine artist Richard W. DeRosset.

Medea: The Classic Steam Yacht will be a tribute to a superb vessel and her life and times. The work will appear later this year.



William Macalister Hall of Torrisdale and Crossaig, first owner of the steam yacht MEDEA. *This portrait was taken about 1900, shortly before the yacht was built. William wears the full-dress uniform of an officer of the Argyll and Sutherland Highland Regiment. The coat is scarlet with buff facings, and the tartan of the cape and trews (trousers) is dark green checked with black. The black bearskin has a white plume. William's Highland broadsword has the traditional Scottish basket hilt and red buckskin hand-guard – a pattern unchanged for centuries. The sword is now in the billiards room at Torrisdale Castle.*

Photo courtesy of Diarmid Macalister Hall

Star of India Auxiliary

April brought another successful rummage sale under the able direction of Norma Newton, Jane Durland, and Ro Keith, and thanks to the generous donations of Museum and Auxiliary members and friends. Special thanks go to the members who volunteered time and their trucks to haul the rummage from the 10th Avenue storage depot to the BERKELEY.

Norma Newton reports that volunteer hours to the Museum by the Auxiliary should be in excess of 6500.

The curatorial assistants spent many of those hours helping David Brierley to replace artifacts on MEDEA.

New officers were elected at the March meeting. They are Mrs. Jack Chidgey (Doris), President; Mrs. Joseph Greig (Rita), First Vice President, Ways and Means; Mrs. T. Bruce Iredale, Second Vice President, Membership; Mrs. Buford Land, Third Vice President, Docents; Mrs. William Stiers, Fourth Vice President, Curatorial Assistants; Mrs. Glenn Burgess (Dotty), Recording Secretary; Mrs. Elizabeth Gibbs, Corresponding Secretary; and Rose Husband, Treasurer. Please contact any one of them if you have any questions or if they can assist you in any way.

–Doris Chidgey
Auxiliary President

Donation of Yacht Photo Has Researchers Puzzled

By Joseph Ditler

The cutter pictured here has some of our researchers scratching their heads. The photo, which came to us in the form of a glass negative, was donated by new Maritime Museum member Jim Ebbert, an ex Navy SEAL. Now Jim works as an independent and exclusive art dealer from Coronado with such clients as former President Ronald Reagan and actor Steve Martin.

Jim has a passion for collecting old sailing photographs. "You never know where 'treasure' will rear its head," he says. This one came into his possession from a friend in Hawaii, who claims he paid 50 cents for it at a Honolulu yard sale.

The slide has a number etched in the headland, and a label on the slide mount refers to the yacht as REVERIE. The slide also has the number "2" and the inscription "Symonds & Co., Portsmouth."

Anyone with information on this classic yacht is encouraged to call the Maritime Museum library. The Ships' Registry lists REVERIE as being built in Holland in 18??, and of wood.

REVERIE's excessively-canvassed rig captures the imagination of even the most experienced sailor. She is truly from an era gone by. Jim Ebbert has offered to make other pieces of his collection available to the Maritime Museum in the future.



Sign Aboard!

The remainder of 1991 and 1992 will be exciting days for the San Diego Maritime Museum. Now, more than ever, we need your support.

The best form your support can take is that of membership. Your being a member makes us a stronger organization. Not only do your dues help pay for critically needed repairs to our vessels, your very presence helps, too. Your interest fills the ranks; your spirit keeps our sails in trim.

Without you as a member, we could not even operate the Museum on a daily basis. That is because we operate with a very small staff. So we have to rely on volunteers to fill the gaps. We need you as docents, development and library volunteers, as occasional maintenance workers, as Auxiliary members, as crew when STAR OF INDIA sails.

Remember, this is *your* Museum. It can only be as good as you help us make it. It only exists because you care. So, if you are not a member, please call us to sign up. If you *are* a member but have not renewed, hop back on the ship.

Sign Aboard today!

Ed Paxton Day

Join us at the Maritime Museum on Wednesday, June 12, to honor the man who has done so much to make this institution a living reality. Mr. C. Edward Paxton will be saluted for all his work in restoring the engine spaces of BERKELEY, and also for his labors on MEDEA and in other areas. Details of the celebration were still firming up at press time, so call our office at 234-9153 for the particulars. Hope you can be here!

CALENDAR OF EVENTS

Note: Please call the Museum Office at 234-9153 for details of time and exact location, where not given.

MAY

27: Memorial Day

29: Membership Program, BERKELEY, 7 p.m.: "Operation Desert Storm"–as presented by a naval officer who was there on board USS TRIPOLI, which was mined off Kuwait.

JUNE

12: "Ed Paxton Day at the Maritime Museum" Join us to fete the man who did so much to restore the BERKELEY's engine and fireroom, as well as contributing his expertise in many other areas.

14: Flag Day. Show your colors!

JULY

4: Independence Day

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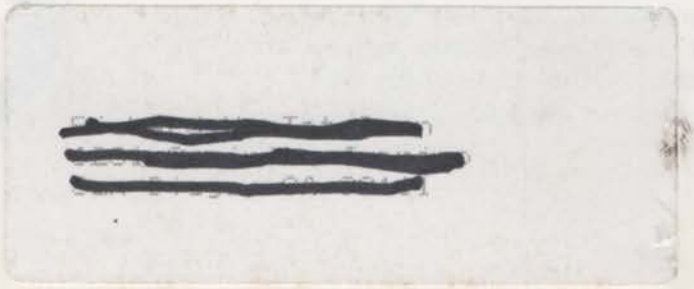
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"Mainsail Haul–An order in tacking ship bidding 'Swing the main yards.' To loot, steal, or 'acquire.'"
–John Masefield

Craig Arnold, *Editor*

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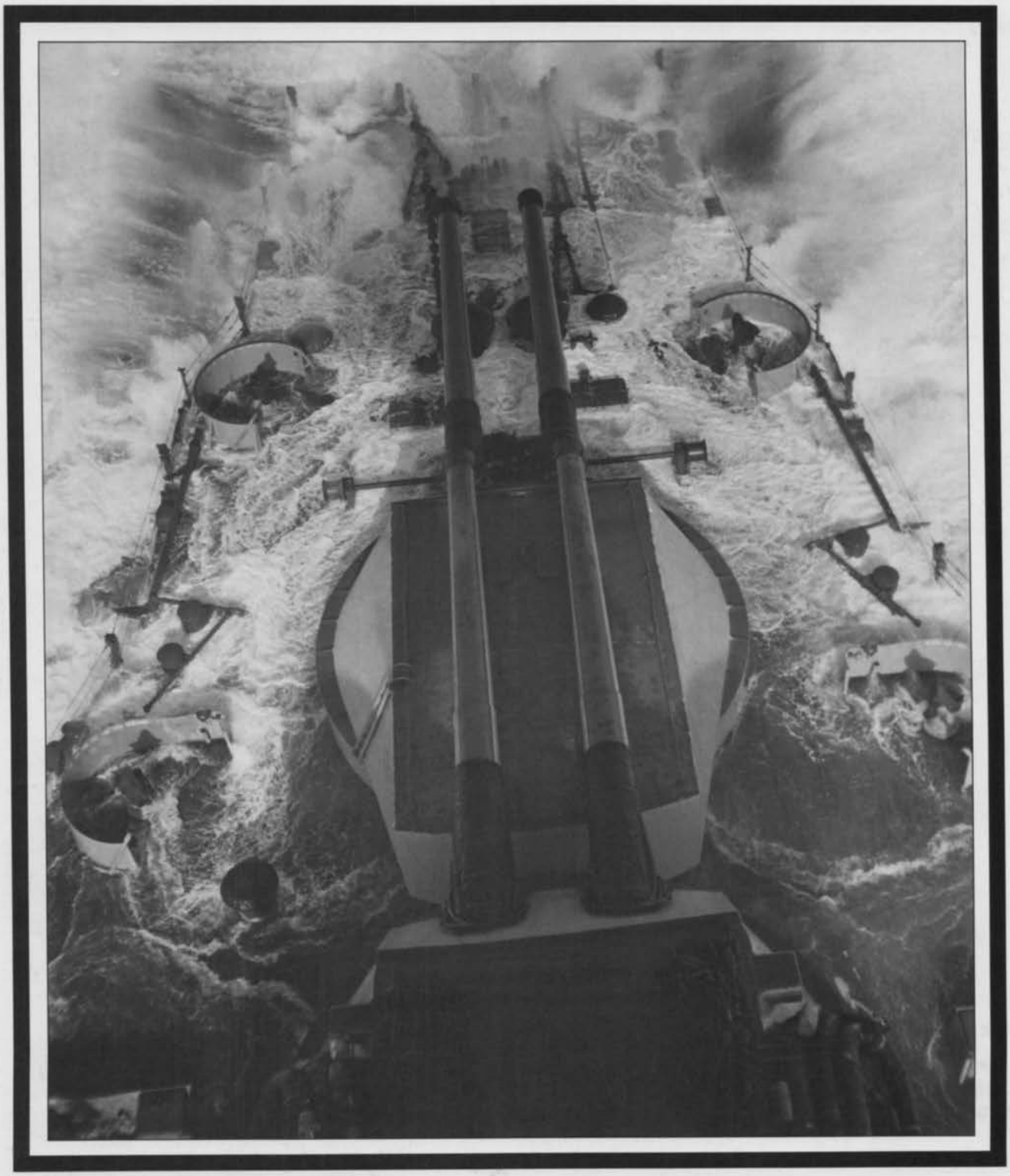
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MAINS'L HAUL

MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

VOL. 27, NO. 4 | A JOURNAL OF MARITIME HISTORY | SUMMER 1991





On the cover . . .

The bow of the battleship NEW YORK (BB-34) *buries itself in a welter of foam as the ship crosses stormy seas during World War II.* *See "Off Africa with the Queen" on page 7.*

MAINS'L HAUL

MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

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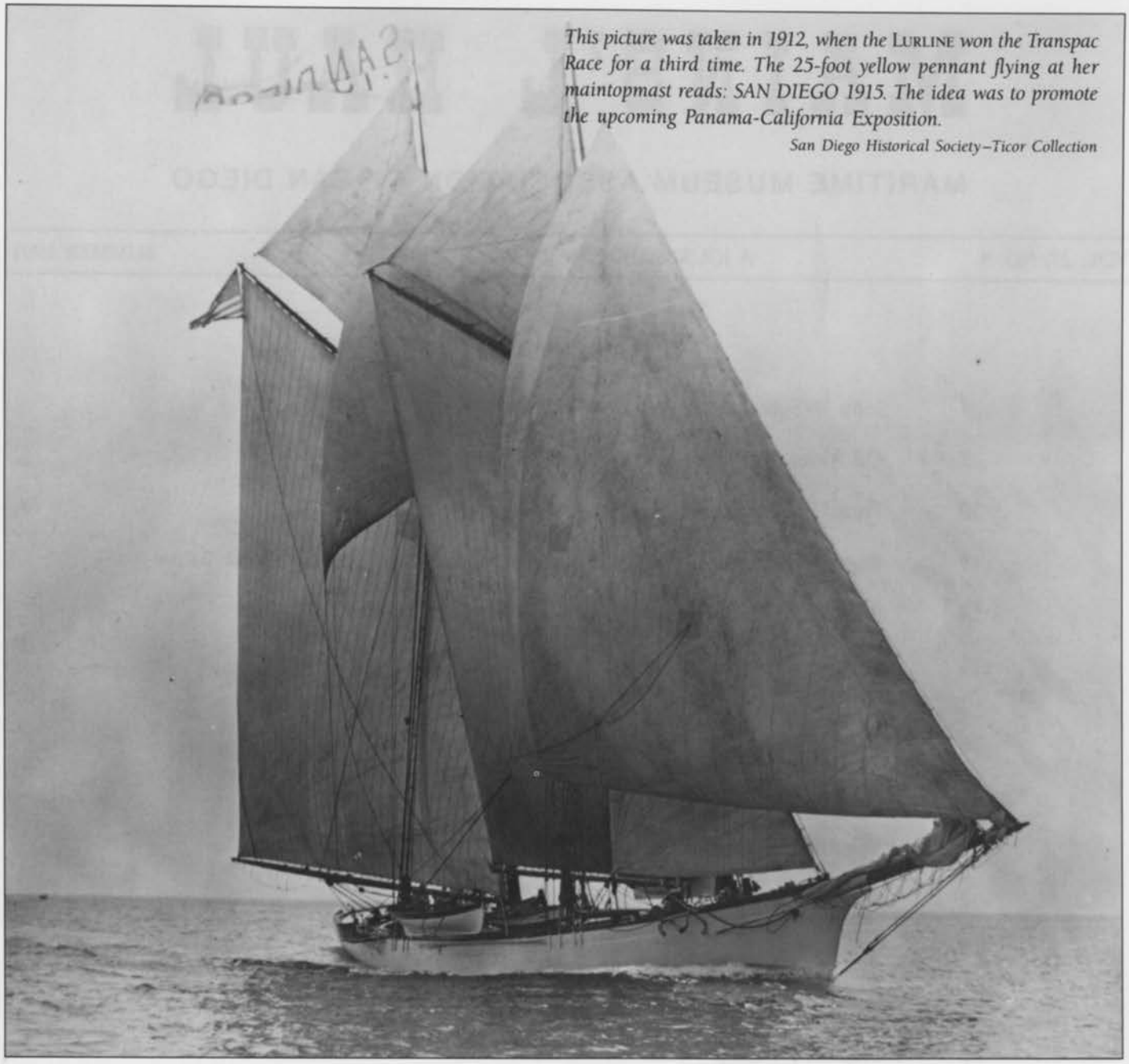
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Mains'l Haul is the historical journal of the San Diego Maritime Museum, 1306 North Harbor Drive, San Diego, CA 92101. Send all submissions and queries to Editor, *Mains'l Haul,* at the above address. No portion of this journal may be reproduced without written permission of the Editor, San Diego Maritime Museum.



This picture was taken in 1912, when the LURLINE *won the Transpac Race for a third time. The 25-foot yellow pennant flying at her maintopmast reads: SAN DIEGO 1915. The idea was to promote the upcoming Panama-California Exposition.*

San Diego Historical Society–Ticor Collection

John D. Spreckels' Yacht *Lurline*

By Joseph Jessop, Sr.

The extra special picture of EUTERPE in the last issue of *Mains'l Haul* (Vol. 27, No. 3, p. 19) showing her working through the yacht anchorage in San Francisco Bay may have an interesting sidelight.

At the extreme left in the picture is what appears to be the schooner yacht LURLINE, owned by John D. Spreckels, a member of the famous sugar family.

It was on this beautiful yacht that Mr. Spreckels sailed into San Diego Bay in 1887 and saw for the first time the great possibilities in this area. Over the years he gathered such holdings as the Hotel del Coronado, the ferry and the streetcars, the San Diego and Arizona Railway, *The San Diego Union* and the *Evening Tribune*, the Southern California Mountain Water Co., Spreckels Theater, Mission Cliffs Gardens, the Spreckels wharf and the coal bunkers–to name a few! A resident of his time, Alice Heyneman, said: "This was a Spreckels town like a town is a company town." He "owned the City!"

Some of this expansion was done through the A.B. and John D. Spreckels Co. in San Francisco. Feeling the need to attend meetings and still enjoy the sea, Spreckels later replaced the LURLINE with the beautiful 227-foot steam yacht VENETIA.

A year after his arrival here, Spreckels raced the LURLINE down the coast from San Francisco to San Diego against Daniel McFarland's schooner AGGIE. According to a news-

paper story written years later by the late Jerry MacMullen, it was an odd race, with AGGIE speeding ahead by day, while the LURLINE sailed faster by night. The LURLINE won the race.

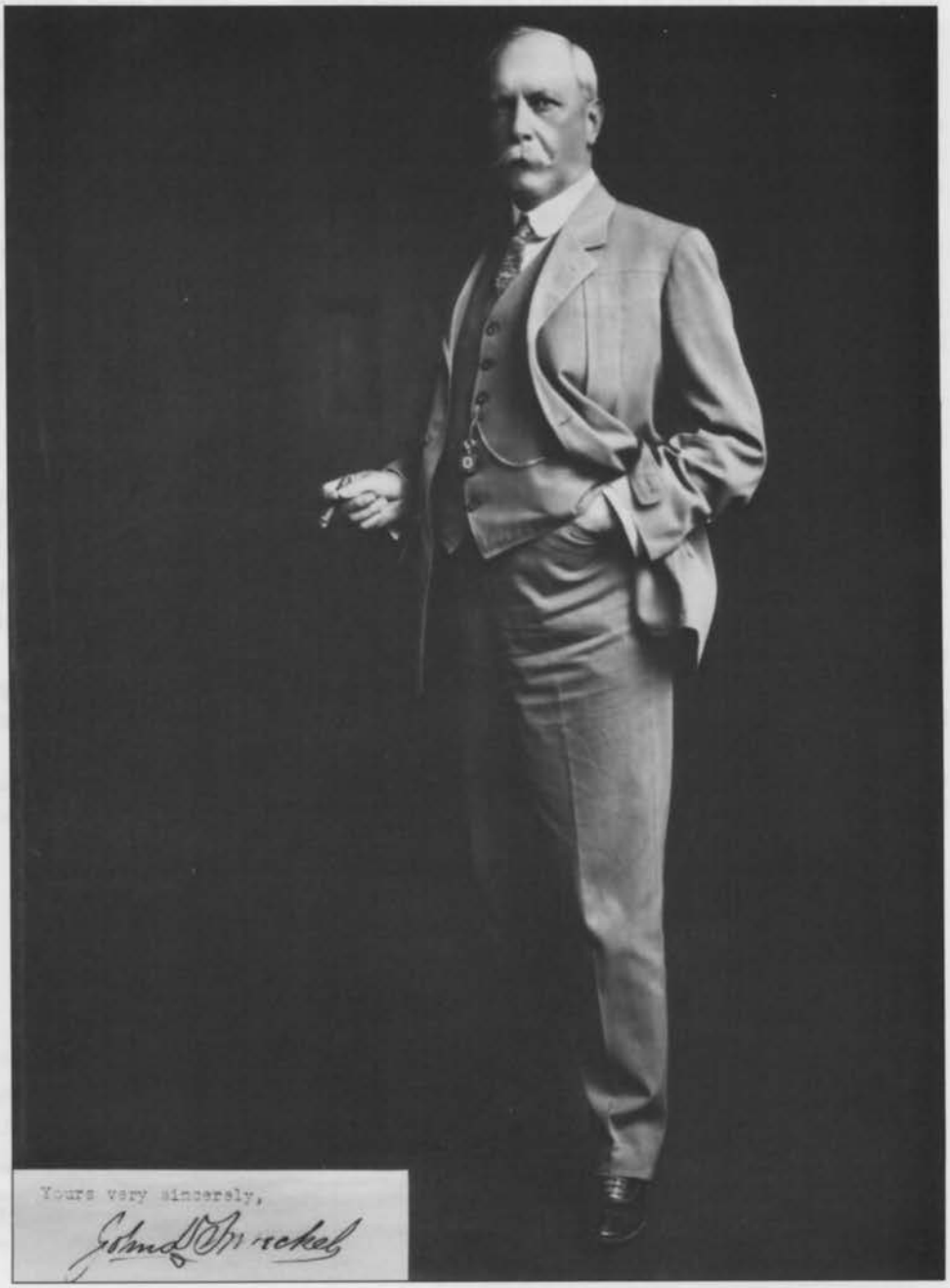
Also during that year of 1888, the LURLINE was on hand to welcome a big New York schooner yacht, R.T. Bush's CORONET, to San Diego. As Jerry MacMullen wrote, "When Bush brought the Coronet up the bay, he received an appropriate greeting from the saluting gun on John D. Spreckels' yacht, Lurline." The locals were much impressed with the CORONET's marble staircase and other luxuries.

Spreckels is said to have sometimes moored the LURLINE off the famous Hotel del Coronado Boat House. "Getting her into the then shallow and tortuous channel must have been quite a feat," commented Jerry MacMullen. Another vessel moored nearby in those days was the famous sloop BUTCHER BOY—later to be owned by MacMullen, and now part of the San Diego Maritime Museum.

The LURLINE was sold to Harry H. Sinclair of Los Angeles, and, flying the flag of the South Coast Yacht Club, entered the first Honolulu yacht race in 1906 and again in 1908, winning both races and setting records that stood for many years.

In these Transpacific Races, the LURLINE came into her period of greatest glory. She had been designed and built by Mathew Turner of San Francisco in 1883. Much disagreement exists among various sources as to her length, but this may reflect nothing more than the fact that, from the evidence of old photos, she carried booms and bowsprits of various lengths in her long career. Jack Smock's book *Transpac,* considered one of the most authoritative sources, states that during the 1906 race she was 86 feet, Length Overall.

At any rate, whatever her length, she was fast. In the



Every inch the tycoon in this portrait, the indomitable John D. Spreckels coolly surveys the camera—and beyond it, his vast commercial empire.

San Diego Historical Society–Ticor Collection

1906 race–the very first Transpac, by the way–she was up against the ketch ANEMONE, representing the New York Yacht Club, and the schooner LA PALOMA, champion of the Hawaii Yacht Club. The LURLINE carried a crew of 11, including Harry Sinclair as skipper. She charged across the Pacific in just a little over a dozen days, beating her competitors handily. Her flashing finish, described by Jack Smock in *Transpac,* is worth recalling:

"Finally, on June 23, the peace and quiet of a late Saturday afternoon in Honolulu was shattered by four blasts from the Diamond Head Light whistle, followed by four blasts, followed by one long blast, followed by a second long blast, then silence. This time it was no false alarm. The *Lurline,* hardly more than a dot on the horizon, was coming across the Molokai Channel.

"As Diamond Head began to take on its familiar rose and purple colors from the setting sun, the *Lurline* loomed larger and larger. Then, at 7:30 P.M., she boomed across the finish line with everything drawing. The first winner of the first race to Honolulu had completed her passage.

"In retrospect, it was a remarkable performance, 12 days and 10 hours from San Pedro to Honolulu. Only two boats, in the 13 races that took place before World War II, were to beat *Lurline*'s elapsed time in that first race. . . ."

Speed was her great glory again in the 1908 race. A new pack of rivals showed up for this one. They included the schooner HAWAII of the Hawaii Y.C., and the yawls LADY MAUD of the San Diego Y.C. and GWENDOLYN II of the Elliott Bay Y.C. in Seattle.

Even President Theodore Roosevelt got into the act for the race. "Teddy" fired the starting gun all the way from Long Island, as Jack Smock relates:

"As the second hand hit 1200, the President pushed an electric button from his office in the summer White House at Oyster Bay, N.Y., that fired the starting cannon on the terrace of the South Coast Yacht Club. And the race was on."

Carrying a crew of seven, with Sinclair again at the helm, the LURLINE won by a day. During this race she sailed for 2010 miles on a starboard tack, from San Clemente Island to Makapuu Point, Oahu.

Later she was sold to Mr. A.E. Davis of San Diego, and under the command of Lew H. Harris, again won the Honolulu race in 1912–this time for the San Diego Yacht Club. Public subscription raised the funds to finance her entry, along with a benefit performance by a theater troupe. During the race, carrying a crew of 14 (including a Japanese cook), the LURLINE lost her foretopmast. Nevertheless, she managed 200 miles a day for several days. She came in first on June 30, beating the schooner SEAFARER of the San Francisco Y.C. and her old rival HAWAII, plus the yawl NAHOOSE of the Royal Victoria Y.C. in British Columbia. NAHOOSE got loose somewhere on the way and came in much later than the rest. Perhaps the fact that the NAHOOSE's inside ballast included a generous supply of Scotch whiskey was a factor. Her course, says one source, "consisted of a zigzag track around Molokai Island twice and Hawaii once, arriving at Honolulu four days late via the weather side of Oahu. All in all, it was a hilarious race, especially so for the NAHOOSE."

Thus LURLINE won many honors and became the west coast's most admired yacht.

However, as time marched on she began to show her age and was sold–stripped down and used for carrying freight up and down the Mexican coast. It was on one of these trips that she ran aground and became a total loss–a sad ending to a beautiful yacht that was loved by so many.

(*Ed. Note:* Mr. Jessop is a prominent citizen of San Diego and has been sailing the waters of San Diego Bay since before World War I. A former president of the San Diego Maritime Museum, he is a treasure mine of information on the early yachting history of our city. *Mains'l Haul* thanks him for his contribution of this article.)

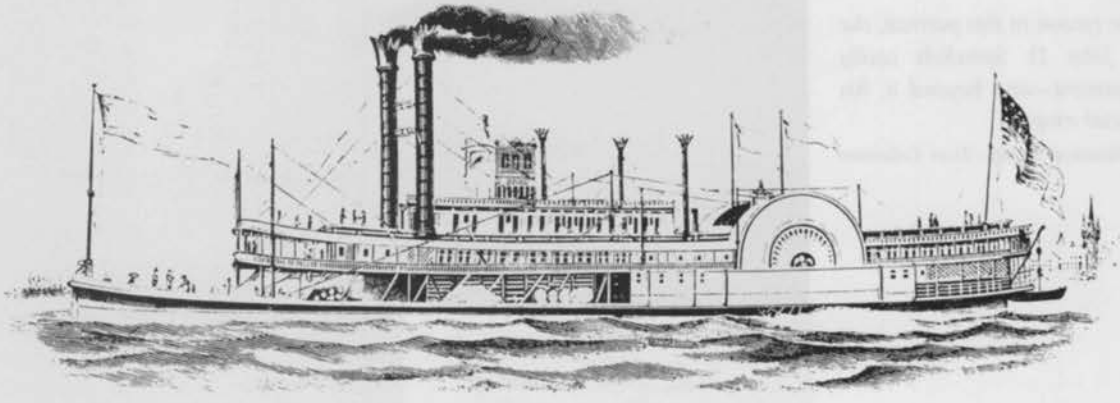
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Off Africa with the Queen

By John L. Whitmeyer

Yes, I recall the "Queen," whose pennant number was Baker Baker Three Four, but who was better known as USS NEW YORK (BB-34). It was late March of 1943 when this venerable battlewagon, launched in 1912, got under way from her Casablanca mooring inside the sea wall. This visit to French Morocco was her third during World War II, the first some months before in 1942 involving bombardment of defensive positions held by the somewhat confused French garrisons and Navy holding out under the influence of the German Third Reich.

This visit was peaceful, Patton was far inland chasing the Nazi tank corps and though the harbor was littered with many damaged ships and shore facilities, the city was secure. During our ship's brief stay behind the jetty, formalities of one sort or another had taken place–including an on-board visit March 21 by the Sultan of Morocco and his staff. For most of the crew, it was their first "man-the-rail" experience.

The time had come to return to the States, which for NEW YORK meant either Brooklyn or Norfolk. Atlantic convoy duty was the order of the day for her and the rest of her squadron, as TEXAS and ARKANSAS rotated in turn on an approximate three month basis escorting what were termed "High Speed Convoys." These usually consisted of fast troop transports and other merchantmen which could maintain 15 knots or better. However that was about all the Navy could depend upon as far as NEW YORK was concerned–above that, approaching 18 knots, was seemingly to invite disaster of one kind or another. Her two triple expansion steam engines would work like Trojan horses cranking out turns on her two large screws, but anything between 18 and 21 knots was forbidden, for a most wracking vibration would take over the vessel. Attaining flank speed, just a mite above 21 knots, would see her settle into a more sedate throb as her "up and down engines" would be giving their all. Of course the old hands aboard were of the opinion that the old girl could manage 18 knots only with the galley fires on the line and the deck divisions on the fantail airing blankets.

There had been a disaster of sorts on the eastward trek to Africa. Steaming as convoy guide, the Queen's steering engine broke down, causing great tribulation to all, especially so on the other ships as she made a wild circular track through the formation during the blackest of nights, before the casualty was corrected.

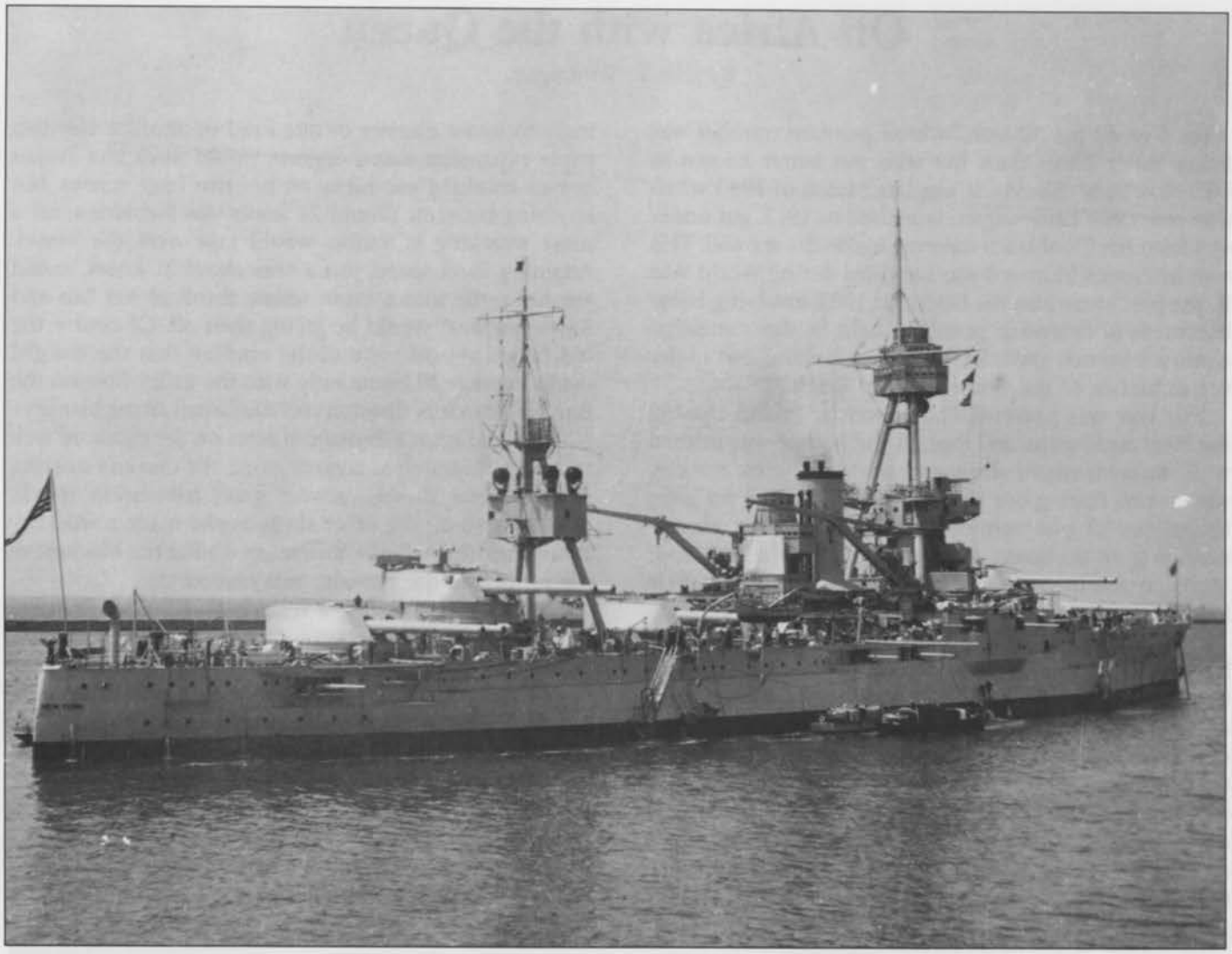
Captain Scott Umsted, a veteran of the Yangtze Patrol in China, and his navigator, Commander A.L. Hamlin, were not without concern as the ship prepared to cast off her lines and head to sea from Casablanca. The coast of northwest Africa is noted for heavy rolling swells which come from storms in the mid-Atlantic. This was to be one of those times and NEW YORK could not put off departure longer if she was to join up with a homeward-bound convoy leaving Gibraltar.

The harbor jetty lay parallel to the shoreline, providing protection from the often heavy seas. This day, March 25,



USS NEW YORK (BB-34) *in heavy seas off French North Africa in March 1943, as painted by San Diego marine artist Richard W. DeRosset. She is seen here on convoy escort duty between the African coast and the United States following General George S. Patton's invasion of Morocco in November 1942.*

Illustration courtesy of Richard W. DeRosset



The battleship NEW YORK (BB-34) *rides at anchor off San Pedro, California, in the summer of 1929—as photographed by the author's father. Note her ten 14-inch rifles trained to starboard, secondary armament in old-fashioned hull casemates, and stubby mainmast.* NEW YORK *survived two world wars to be used in the atomic bomb tests at Bikini Atoll in 1946. Surviving those as well, she was finally expended as a target off Hawaii in 1948—and even then, it took eight hours to sink her! Her sister* TEXAS (BB-35) *is preserved today at San Jacinto in that state.*

Photo courtesy of John L. Whitmeyer

the incoming swells were obvious by their size, crashing against the breakwater with undiminished fury. The narrow channel leading out of the harbor lay parallel to the jetty and was relatively shallow. As the ship moved out, word was passed: "Prepare for heavy rolling—secure all loose gear," but there was little time for that.

The captain took the conn and rang up enough turns to give the ship good headway, so once clear of the breakwater, a quick turn could be made to head into the swells. But the sea had its own idea and caught NEW YORK on an incoming swell quite broadside. The ship rolled some 30 degrees to port as the swell passed beneath the hull, heaving her up, then rolling her to starboard she slid into the trough, deep enough to rub her bottom plates with a dull thud on the channel floor. The Queen regained her stability as she swung to port, clearing the jetty in time to catch the following swell head-on. Now she was safely at sea and apparently sound of hull. However the torpedo blister had taken the brunt of the grounding and fuel was leaking, trailing a telltale streak in her wake.

Within hours NEW YORK had joined the convoy, taking position center stage as guide and SOPA (Senior Officer Present Afloat). However the seas continued to display their might with no prospect of giving up. Ships were plunging into mountainous swells, taking green water over their bows and drenching pilothouses with spume driven

by strong, almost gale force winds. Sterns raised clear of the seas, ships' screws flailing the wind, giving engineers grave concern for their machinery. One moment a ship would go deep into the seas and the next rise clear–screws racing. It was a credit to the builders that shafts were not broken or propellers lost. Maintaining position in the convoy was almost a lost cause. Out over the expanse of such heaving waters, one would catch glimpses of even the largest of ships exposing half their lengths to daylight as they were tossed upon the crest of a swell–only to be lost hull-down the next moment in a trough. It made little difference whether it was the large trooper SANTA ELENA or the small destroyer WOOLSEY–they all struggled within and against this mighty force.

Those less experienced in such matters wondered if it would ever end–this went on for two days–with ships and crews taking the worst as it persisted. Our galley could not prepare hot meals, serving instead cold sandwiches, for nothing would stay put on the stoves or mess tables. Hot coffee brewed in large vats was available from "joe pots" hung from the overhead and strong enough to get one through the next watch. Sleeping was a matter of accepting the inevitable, bracing oneself with pillow and blankets wedged in some fashion to keep from rolling out on the deck.

By the third day the seas moderated. Ships were again on station, much to the skipper's great relief. However now there was a better chance for the U-boats to make a kill or at least harass the convoy and perhaps pick off a straggler. Should the German battleship TIRPITZ suddenly show up, NEW YORK's 14-inch rifles might repel the menace, possibly making up in firepower what it lacked in speed and maneuverability. And so while the starboard blister continued to leave its streak of oil, the effects of the recent seas were duly noted. On the fo'c's'le things were still in place–though the quarter-inch splinter shields around the 20mm guns were bent flat upon the deck like so much foil, so great were the tons of water taken over the bow.

The return to the States was made in good order by all ships–apparently none the worse for it–just another good blow taken in stride. The "Queen," as NEW YORK was affectionately called by some of her crew, went into the graving dock at Bayonne, New Jersey for repair and yard work for a three-week period. Liberty for the crew meant Jersey City and across the Hudson was New York attracting them like a magnet, resulting in the venting of a lot of steam by all. In the meantime, those 20mm gun tubs were rebuilt with half-inch-thick plate steel.

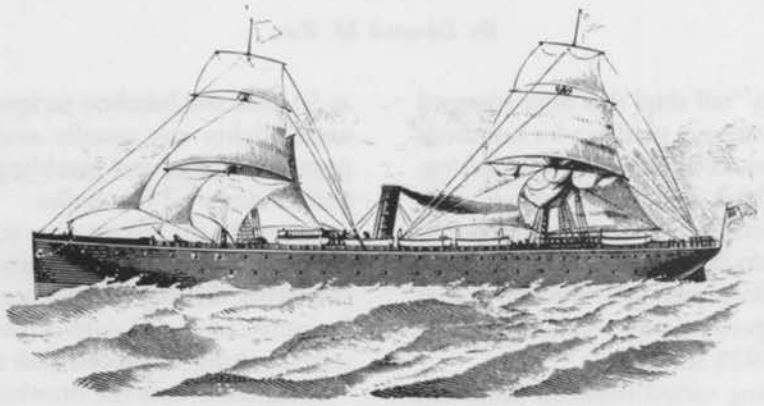
The sight of the World War I-era NEW YORK and her sisters being a part of a World War II battleline may have seemed archaic, yet today we marvel at USS NEW JERSEY (BB-62) showing the flag at a whopping 49 years and going strong! Such were the times.

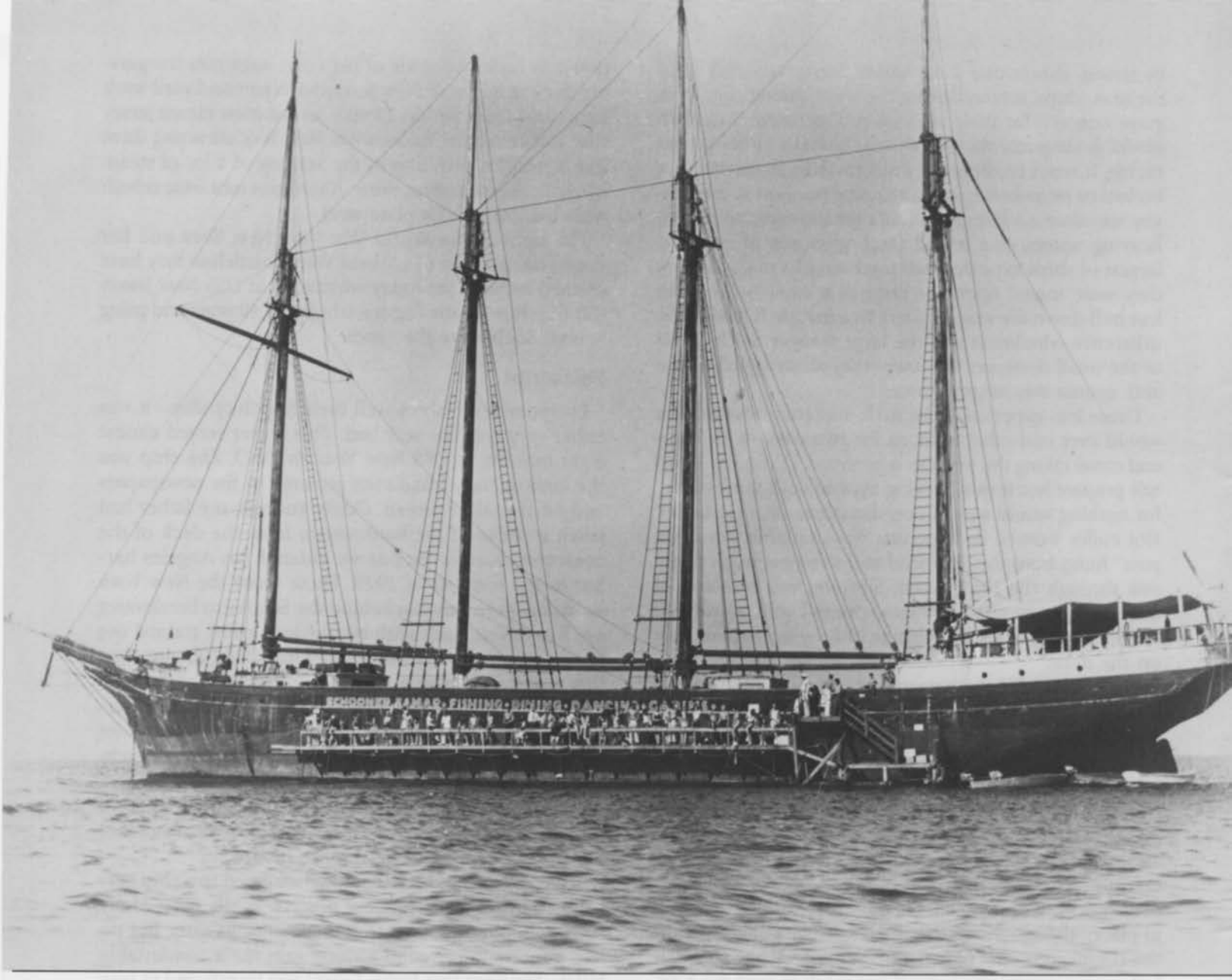
Postscript

Everyone remembers well their first duty ship–it was either very good or very bad. This writer served almost eight months in USS NEW YORK in 1943. The ship was the kind of Navy I had seen pictured in the newspapers and on the silver screen. Oddly enough, my father had taken a photo of the battlewagon from the deck of the coastwise steamer YALE as we entered Los Angeles harbor in the summer of 1929. There I saw the NEW YORK swinging on her anchor behind the San Pedro breakwater, her five turrets, each with two 14-inch rifles, trained out in some exercise that morning. Little did I dream then that she was to play a part in my life.

Following graduation some 13 years later from Quartermaster School in Newport, Rhode Island, it was rather ironic to be assigned to this ship. The Queen was very much "Old Navy" even then. Wardroom formalities were still evident, brass required polish, mess attendants set up and served the crew at mess tables–some linoleum was still in place despite the fire hazard.

It was a stroke of luck that I was assigned to a ship personified in Navy recruitment posters. While most of my Navy schoolmates went to less pretentious duty, but no less important, my good fortune gave me a comfortable billet–few were that lucky. Later I was transferred to new construction where I served the balance of the war on the heavy cruiser USS CANBERRA (CA-70). For a lad who wished the Navy, my cup was indeed filled.





The schooner SAMAR *serving as a fishing barge at Catalina. The sign on her side advertises "FISHING DINING DANCING CABINS." What more could any angler want?* *Photo courtesy of the author*

From Tall Ship to Fishing Barge

PART 1

By Edward M. Ries

Imagine if you will a stately "tall ship" that once tramped the oceans of the world, serving as a platform for hundreds of anglers pursuing the pleasures of salt water sportfishing. The big steel fourmasted bark STAR OF SCOTLAND, with rigging intact and yards still crossed on her towering masts, was a familiar sight off Santa Monica from 1930 to '37. A veteran of stormy Cape Horn passages, she was one of some 37 old windjammers pressed into service as fishing barges in the years from 1925 to 1940.

The price of a day's fishing varied between ports but was competitive and ranged from as little as $1 to as much as $3. Bait and bamboo jackpoles were free. Night fishing under lights was usually available in the summer and parties, dancing and gambling were additional activities aboard some of the hulks.

Generally, the barges were stable and rode easily on the swells, providing room to move about or lounge comfortably while fishing or merely relaxing. A galley was open for warm food and cold drinks and it was a time of ten-cent hamburgers, two-bit chili and bottled pop for a nickel.

Eliminated were the drawbacks of seasickness, wet feet and drenching spray so often encountered on the mobile

"live bait boats." Barges were seldom anchored more than two miles offshore and were serviced throughout the day by launches making regular round trips from the home piers. It was the ideal venue for a family outing.

Mackerel were the most numerous catch from barges but lots of bonito, barracuda and halibut were also taken. Extra excitement was generated when schools of yellowtail or white seabass showed up and large catches of these species were sometimes made, particularly from the San Diego hulks.

Most of the former sailing ships had a "jewfish bridge," a special platform built on the bowsprit, which was reserved for the dedicated black sea bass angler. There he could mount his heavy tackle well clear of the other fishermen while soaking a bait. The giant bass were plentiful in those days and a great many were taken from barges. Transferring to the shoreboat was often necessary if a hooked bass was a monster that needed chasing down before it could be brought to gaff.

According to Dept. of Fish & Game publications, the first fishing barge was the PAPROCA, owned by A.B. Hohenshell of Long Beach. Opening for business in 1921, she was a resounding success, serving over 100,000 eager anglers in the first five years of operation. PAPROCA was a simple rectangular scow hull with few amenities but was popular nonetheless. There is some photo evidence that more than one scow barge operated off Long Beach.

Three steel-hulled sailing ships served as barges: GRATIA, OLYMPIC II (ex-STAR OF FRANCE) and STAR OF SCOTLAND. The latter was a large ship that rode so high when empty of cargo that side galleries were constructed to put the fishermen closer to the water. Of the wooden barges, only SAMAR carried similar galleries. On the rest fishing was done from the deck but in some cases high bulwarks were cut down to waist level. SAMAR began fishing with masts still erect but they were later removed. Only STAR OF SCOTLAND retained her masts at full length for the duration of her fishing career.

Hans Monstad of Redondo purchased the barkentine LAHAINA in January 1925 for $600 and she was in service as a barge by August of that year, as was the barkentine FULLERTON for the same owner. In March of 1925 Capt. Olaf Olsen bought the whaling bark NARWHAL and the schooner CHARLES BROWN for barge service at Santa Monica. Rube Shafer's schooner MURIEL was wrecked in the Newport channel on her way to barge service on July 3, 1925. The steel bark GRATIA was bought by W.F. Strong on August 20, 1925 and Hans Cartensen and A.R. Paulsen



STAR OF SCOTLAND, *circa 1937. Note fishing galleries on side. Yards were removed from main and mizzen masts.*

Photo courtesy of the author



Deck scene aboard the barge Olympic, *moored off Manhattan Beach in 1930. Note intent handline fishermen.*

Photo courtesy of the author

got the schooner WILLIAM BOWDEN in the same year. These were the first but by no means the last of the ex-windjammer barges.

With the exception of Olsen's ships at Santa Monica and the MURIEL at Newport, all the early ship barges first began work off Redondo and it would appear that Hans Monstad was the prime mover. Altogether there were at least 37 ex-sailing ships in service as barges between 1925 and 1942.

There was a good deal of movement up and down the south coast by barges as their owners sought a profitable operating area. Some were bought and sold several times during their careers. Two examples come to mind: GEORGE BILLINGS, a fine five-masted schooner, was bought by the South Coast Land Co. in 1926 for use as a fishing barge, museum and restaurant for the guests of the Hotel Del Mar. Things didn't work out so the ship was sold to Robert Oefinger in 1930. He brought her to Ocean Park where she remained a popular attraction for the next 11 years.

After barge service off Hermosa, KOHALA was towed to San Diego in 1932 by her new owners, Chris Enholm and Woody Shortt. Two barges already established off Point Loma proved to be too much competition for the newcomers, and she was again sold north to wind up her days at Redondo.

To avoid the winter gales some barges were towed to sheltered waters in San Pedro, Wilmington or Long Beach in the fall and laid up until about the first of April. Others remained at anchor all winter and many became storm casualties, parting their anchor chains and drifting ashore.

Once beached the old wooden hulls proved to be unsalvageable and in most cases were burnt where they lay. Only two were hauled off. GEORGINA, once a graceful four-masted barkentine, was refloated after grounding at Hermosa Beach in 1935 but was so leaky that she was scrapped shortly thereafter. The GEORGE U. HIND broke away from her tow and stranded at Solana Beach in April of 1936. After salvage by the Coast Guard she was relocated at Oceanside but two months later was again beached in a sinking condition. A December storm finished her off.

The Redondo area was a regular graveyard for barges. WILLIAM BOWDEN was the first wreck on Feb. 12, 1926, and the FULLERTON followed in May of 1927. The storm of April 20, 1932 claimed three more: GRATIA, THOS. P. EMIGH and the ex-ferry MELROSE. LAHAINA was wrecked in '33, OCEANIA VANCE in 1936 and the IRENE sank in 1937. The poor KOHALA, once a beautiful four-masted barkentine, was sunk by the "friendly fire" of American bombers on Christmas

Ex-Movie Stars & Traders

The idea of using obsolete sailing ships as barges seems to have occurred almost simultaneously to several entrepreneurs in 1925. Many fine old windships, driven from the high seas by more efficient steamers, were laid up in backwaters and available for very little money. A number were procured by moving picture producers for such film epics as "Moby Dick," "Old Ironsides," "Mutiny on the Bounty," etc. Some of these later became fishing barges, generally being altered by the removal of their masts to eliminate top weight that caused excessive rolling. With a few exceptions, the ships were wooden schooners or barkentines built on the west coast for the lumber trade. The old hulks were usually large enough to accommodate upwards of 200 fishermen at a time.

Day 1941, innocent victim of wartime hysteria roused by false reports of an enemy submarine nearby. Fortunately no lives were lost in these multiple disasters.

Other strandings took place up and down the coast: ESTHER BUHNE at Newport in 1927, CHARLES BROWN at Laguna in '32, MINNIE A. CAINE at Santa Monica in 1939, and ANNIE M. ROLPH at Rocky Point in 1942. Most of the other ex-sailers died of old age and neglect at Terminal Island or in Cerritos Channel and a number were burned for scrap or as disposal of a liability.

Two of the old ships were run down by steamers. The JANE L. STANFORD was rammed by the steamer HUMBOLDT off Santa Barbara in 1929 and the remains were later blown up at Santa Cruz Island. The OLYMPIC II, formerly the iron full-rigged ship STAR OF FRANCE, was sunk by the Japanese steamer SAKITO MARU off San Pedro on Sept. 4, 1940 with the loss of eight lives. The latter case resulted in the imposition of stricter Coast Guard regulations requiring multiple bulkheads in barges. The expense of such alterations would have eliminated the ex-windjammer barges had not the advent of World War II finished them off anyway.

Although the former sailing ships were the most interesting and romantic, there were some 16 other vessels employed as barges before the war and about 40 after. Notable was the SIERRA, ex-VIRGINIA OLSON, a wooden-hulled steam lumber schooner of a type once numerous on the Pacific Coast. She enjoyed a long career as a barge off White's Point until her owner, Capt. Heigoro Endo, was interned when the war began. Sadly, the ship simply rotted away in Cerritos Channel.

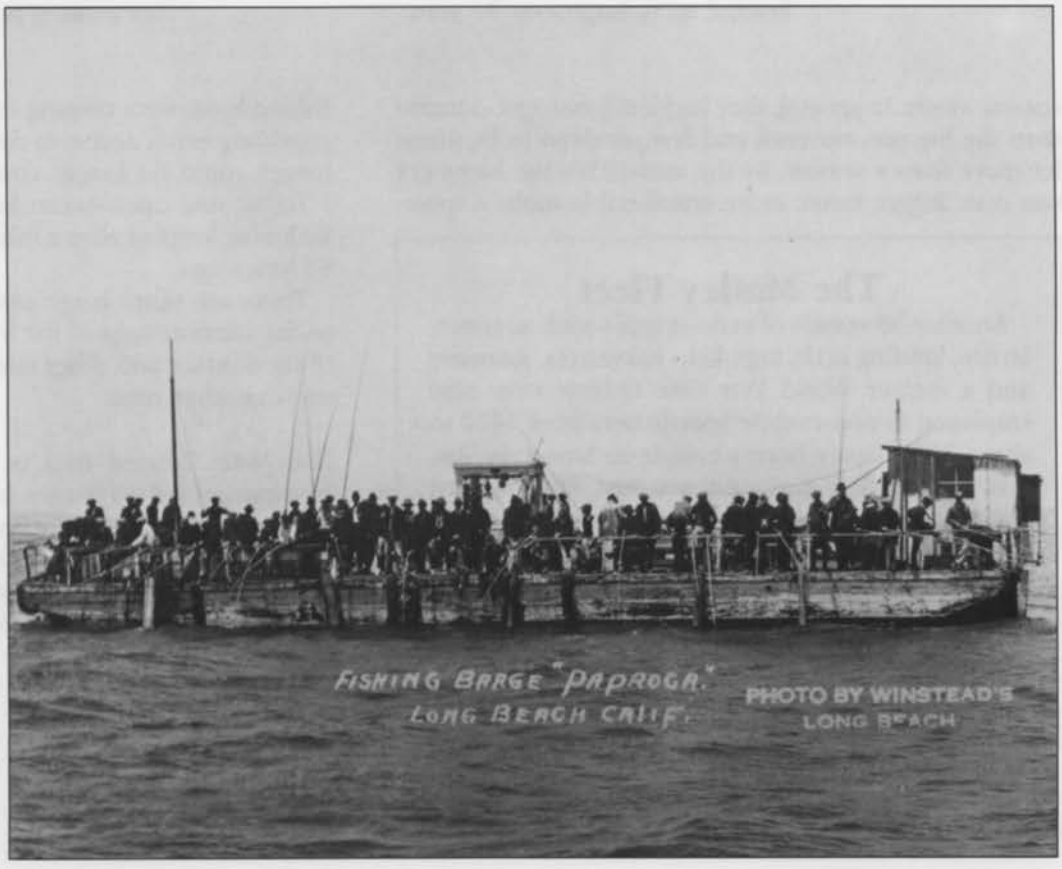
Also famous were the San Diego barges IKE WALTON and PT. LOMA. The former was an ex-Navy coal barge and the latter a one-time kelp harvester. They began operations in 1926 and 1928 respectively and were very successful due to large catches of yellowtail and white seabass made from their decks.

The barge owners were a mixture of practical seamen and shoreside entrepreneurs. Several were retired sailing ship masters, perhaps motivated to find one last use for the windships they loved.

Capt. Olaf C. Olsen was probably the most colorful of the owners. A native of Norway, he went to sea in sail before 1900 and finally wound up in Santa Monica. He began a barge operation with the whaling bark NARWHAL and the little schooner CHARLES BROWN. He later acquired the FOX and the MINNIE A. CAINE.

Olsen was very popular and well-known in the decade before the war and his enthusiastic boosting of bay fishing earned him the title of "Santa Monica Olsen." Always ready with a story pitched in a heavy Norwegian accent, he was the epitome of the salty deep-sea sailor and certainly looked the part. He was stocky but powerful in build and always wore a seaman's billed cap and smoked a pipe. One of his friends and customers was the cartoonist Seegar who created the character "Popeye," using Olsen as the prototype. A shoreboat deckhand also caught Seegar's eye and became the model for the hamburger-addicted "Wimpy."

After the Second World War many surplus vessels of all kinds were available and barges again appeared in



PAPROCA, *anchored off Long Beach in 1921, was the first barge. In spite of crude accommodations, she was immensely popular and successful.*

Photo courtesy of the author



Wreck of the ex-barkentine FULLERTON *at Redondo Beach in 1927. Winter storms beached many barges over the years.* *Photo courtesy of the author*

coastal waters. In general, they had less passenger capacity than the big pre-war craft and few survived in business for more than a season. By the mid-1950s the barge era was over. Bigger, faster, more comfortable mobile sportfishing boats were coming on line in increasing numbers, providing better access to distant fishing areas. Stationary barges could no longer compete.

Today, one open-ocean barge remains in business at Redondo, keeping alive a fishing tradition that began there 65 years ago.

There are other barge stores waiting to be told, such as the wartime saga of the STAR OF SCOTLAND, the sinking of the KOHALA and other tales, but they will have to wait until another time.

(Ed. Note: Edward Ries is a noted marine artist and historian of fishing barges. In Parts 2 and 3 of this series, Mr. Ries will discuss other barges which were conversions of well-known vessels. This article originally appeared in *South Coast Sportfishing* magazine, and *Mains'l Haul* wishes to thank that publication, as well as Mr. Ries, for making it available.)

The Motley Fleet

Another 56 vessels of various types such as scows, ferries, landing craft, tugs, kelp harvesters, steamers and a former World War One Q-boat were also employed as non-mobile sportfishers from 1920 to about 1950. Apart from a couple in Monterey Bay, this motley fleet was concentrated off southern California from Santa Barbara to San Diego. The barges were immensely popular in the years before the Second World War as desirable fish were abundant and the cost of fishing was minimal.

Captain Oakley J. Hall and the Star & Crescent Boat Company

PART 1

By Mark Wilson

Any history of San Diego's Star & Crescent Boat Company is essentially a history of Oakley J. Hall for the two are inseparably linked. Oakley was S&C's founder and driving force for over 50 years and a little history of his ancestry is in order. Our story starts in Indiana back in 1849. The California gold rush was on and people were moving west in great numbers. Dr. Josiah Settle and his wife Mary Etta (Hondyshell) Settle longed for a new life in the west and set out across the plains in a covered wagon with ox teams, arriving in Portland, Oregon. In 1856 Mrs. Settle gave birth to a daughter named Mary Etta.

By 1860 the urge to move on once again hit but this time it was north to Seattle where again they were among the earliest settlers. Young Mary Etta matured and married a Mr. Hall. In 1879 they had a son, Oakley J. Hall, whom our story is about. Unfortunately Oakley's father soon passed away and Mary Etta married again. This second husband would also become a major influence for the young boy and the direction his life would take. His name was Captain Rufus M. Creswell.

Captain Rufus M. Creswell

Young Rufus was born in Iowa on September 9, 1849, a son of Ebenezer Creswell and and his wife Avis (Potter) Creswell. The Creswells followed a path west in 1852 that the Settles had traveled three years earlier and they too ended up in Portland. Rufus received his education there and at an early age he engaged in steamboating on the



Here is the Star & Crescent landing near the foot of Broadway about 1920. The S&C boats ESTRELLA, CRESCENT *and* VIRGINIA *are in the foreground. The two-storey building at right handled salt water intake for the condensers of the power station at Kettner and Broadway. In the background are fish companies, and the offices of the American Fishermen Protective Association.*

Historical Collection, Title Insurance & Trust Co., San Diego, California

Columbia River.

The first vessel that he owned was the HYDRA, a stern-wheel steamer which he put into freight and passenger service. After some time he bought an iron tug and operated it on Puget Sound for a number of years. With this vessel and various others Captain Creswell built up a flourishing business in passenger and freight steamboating. He remained on Puget Sound for 15 years. He was the first man to carry mail for the U.S. Government between Seattle and the present site of the Bremerton Navy Yard.

Captain Creswell met the widowed Mary Hall during this time and they fell in love. With Rufus' help Mary became the first woman on the west coast to obtain a motor boat operator's license. They were married on November 18, 1892 and later during that same month they moved with young 13-year-old Oakley to San Diego where, with his step-dad's help, he would soon embark on a nautical career of his own.

The Point Loma Ferry Co.

Upon their arrival in San Diego Captain Creswell purchased 10 acres of land on Point Loma but for the time being he made his living in non-nautical pursuits. Young Oakley meanwhile set about learning the three R's at Cabrillo Public School and later attended the old Middletown School (now Washington Elementary). His first job in the working world consisted of picking grapes in El Cajon but this didn't last very long. Captain Creswell had no doubt inspired a love of the sea in Oakley because his next job was aboard an old trading schooner hauling hay from San Diego to Baja California and then back with a cargo of guano. The schooner had a small kerosene engine to help it back up the coast.

By 1895 Captain Creswell had been away from the sea long enough and on December 27, he purchased two gasoline powered boats named the HERCULES and the POINT LOMA, the barge TORTUGA, one sailboat and one rowboat. He used the iron boat HERCULES as a passenger ferry between San Diego and Ballast Point. Young Oakley would make use of the 35-foot POINT LOMA as San Diego's first harbor excursion craft, taking passengers on a tour of the as-yet-undeveloped harbor. He operated the boat under his mother's license because he was too young to have one of his own. In 1898 Captain Creswell received a government contract to transport soldiers and supplies between San Diego and the newly built Fort Rosecrans on Point Loma. He would entrust Oakley to perform this service for him once again using the POINT LOMA. The ferry business in San Diego was booming and Captain Creswell decided it was time to form a company and do it right. He became president and owner of the Point Loma Ferry Company, which he ran between the Santa Fe Wharf (at the site of present day Seaport Village) and Point Loma.

The "Star" and the "Crescent"

Business moved along until 1908 when Captain Creswell purchased the Star Boat Company from Captain Elmer O. Lutz. Captain Creswell continued running his very successful Point Loma Ferry Co. but transferred his base of operations from Santa Fe Wharf to his newly acquired Star Boat House at the foot of H Street (present day Market Street). Service was also expanded to include harbor excursions, trips to the Coronado Islands, and the rental of



The Star & Crescent Boat Company's ferry-excursion steamer, GOLDEN WEST. *Built at Alamitus Bay in 1908, she served on the Point Loma ferry run and also as an excursion boat. In 1914 she was briefly put on the run to Ensenada. Later she was cut down to a tug. This photo is believed to date from 1912.*

Historical Collection, Title Insurance & Trust Co., San Diego, California

launches, sailboats, and rowboats to the public. They even ran water taxis to Navy landings on North Island. Rufus' wife Mary became the vice president, secretary, and treasurer of the Point Loma Ferry Co. while Oakley was an engineer and boat operator.

Oakley had learned a great deal back in 1903 when he was employed as an engineer for a short time at the same Star Boat House that Captain Creswell would come to own five years later. Captain Creswell's fleet of vessels totaled eight in number. They were the GOLDEN WEST, FORTUNA, POINT LOMA, DOLPHIN, COMET, BIZ, BEE, and OWL. Aside from his professional duties at the Star Boat Co. Captain Creswell was for seven years captain of the United States Government boat GENERAL DE RUSSY. It was a big steam launch which ferried between San Diego and Fort Rosecrans. He eventually resigned the position to devote his full time to the Star Boat Co. It was around this time that a man by the name of Ralph J. Chandler entered the boat business by purchasing the McKinley Boat Company, which he would later rename the Crescent Boat Company. It wouldn't take long before the Crescent Boat Co. would become very important to Oakley J. Hall.

Star and Crescent is Born

Captain Creswell was now in his sixties and he had come to the realization that a successful boat operation requires someone younger at the helm. In 1912 he gave the position of manager to Oakley. Captain Creswell retained the presidency but from now on Oakley would run the show. Oakley had always been a good boat operator but from today forward he would show his true colors as an excellent businessman.

His first test was just around the corner. Competition had become pretty stiff between his Star line and Ralph Chandler's Crescent. Oakley realized that the solution was not to continue the fight but rather to join forces. In May of 1915, during San Diego's Panama-California Exposition, Hall and Chandler pulled off a successful merger and the Star & Crescent Boat Company was born. The Crescent Boat House, which was just south of the newly-built Broadway Pier (the area between present day Broadway and Navy Piers), was a better facility than the Star Boat House and it became their base of operations. Oakley was appointed president, Captain Creswell would assume the vice presidency, and Ralph Chandler became the secretary and treasurer. They continued running the ferry to Point Loma that Captain Creswell's Point Loma Ferry Co. had run. The GOLDEN WEST and FORTUNA were used for this service. Twice daily harbor excursions lasting three hours each were run at 10:15 a.m. and 2:15 p.m. aboard the CRESCENT. Entertainment aboard was furnished by musicians and singers and the cost was 50¢. They also offered a $1.00 round trip to the Coronado Islands. Water taxi service likewise continued. World War I was in full swing and the Navy was placing more and more emphasis on San Diego Bay as an important port for its ships.

Over the coming years the number of ships moored in the bay would increase dramatically and the sailors based on these ships would use S&C water taxis to get from ship to shore and back again. Some years down the road Oakley J. Hall would eventually buy out Ralph Chandler's interest in Star & Crescent. Chandler would go on to found the Los Angeles Steamship Company, which operated the famous coastal steamers HARVARD and YALE. He would later become vice president of the Matson Navigation Company. Oakley J. Hall on the other hand would build a multi-million dollar empire out of his beloved Star & Crescent Boat Co.

The Nickel-Snatcher

There was of course another famous ferry company operating in San Diego. The San Diego and Coronado Ferry Company had begun service on April 15, 1886 and transported passengers between the Santa Fe Wharf in San Diego and Coronado across the bay. Over the years they ran many large car-carrying ferries and transported thousands of people. At this time in San Diego's history Coronado and North Island were actually separated from each other by water (this separation was referred to as Spanish Bight). North Island however was starting to build up. There was the Curtiss Aviation facility, the U.S. Army's Rockwell Field, and in later years the Naval Air Station.

Oakley Hall saw right away the chance for a wonderful business opportunity. In 1918 he began ferry service between the S&C Boathouse and North Island. This was an immediate success with the workers and visitors to North Island. Oakley started by using the GOLDEN WEST and VIRGINIA for North Island service but in the years to come many different vessels would earn their reputations on North Island duty. The cost was 5¢ for a one-way ride across the bay and this would earn it the affectionate name of "Nickel-Snatcher."

The San Diego Marine Construction Co.

Back in 1911 a boatbuilder, originally from the Los Angeles area, started a boatyard in San Diego at the foot of Hawthorn Street. His name was Joe Fellows. Four years later the waterfront area around his boatyard was filled in during San Diego's first major port development. He was forced to move his operation further south down the bay to the foot of Sampson Street. The new plant became the San Diego Marine Construction Company.

Meanwhile, back at Star & Crescent, business was rolling right along. They would soon add the excursion boat ESTRELLA to their fleet along with more ferryboats. Oakley Hall was again ready to exercise his business savvy and in 1918 he bought the San Diego Marine Construction Company. Its ways would ultimately be filled with tugs, tunaboats, and other various small craft under construction but more importantly he could build boats which would supply Star & Crescent with its special needs. And as with S&C, he would find himself president, Captain Creswell as vice president, and Ralph Chandler the secretary and treasurer. Over the coming years S&C would operate numerous boats that were brought to life at SDMC.

The very next year, 1919, saw the beginning of street



The Star & Crescent's GOLDEN WEST *is hauled out at A.R. Robbins Marine Engine Works in this scene dated January 10, 1914. This business perched on the beach approximately where the County Administration Building is now. In the left distance, construction of the Embarcadero–the current waterfront–is proceeding.*

Historical Collection, Title Insurance & Trust Co., San Diego, California

car service from San Diego to Point Loma. This unfortunately would make S&C's Point Loma Ferry service unnecessary. What Captain Creswell had begun so many years ago had finally come to an end. But it served its purpose. Without it Star & Crescent might never have been formed. There was still much to be excited about however. Harbor excursions, water taxis, and the North Island Ferry were all doing well. The San Diego Marine Construction Co. was now a part of the team. And the 1920s would bring a special new challenge that would make S&C grow by leaps and bounds.

(*Ed. Note:* This is the first installment of Mr. Wilson's multi-part series tracing the Star & Crescent Co. up to the present day. The next installment will resume the story in the early 1920s.)

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Bilge Preservation in the *Berkeley*

By Captain Ken Franke

There comes a time in the lives of steel ships when hull wastage spells the end of useful service. The usual route is straight forward . . . scrap heap or fishing reef. Some vessels, however, hold such historic significance or have sufficient intrinsic value as to be worth the extra effort to be saved. The steam ferry BERKELEY is one of these.

The BERKELEY was constructed of riveted steel plate by Union Iron Works, San Francisco, in 1898. Her shell is ⅜″ thick with frames on 24″ centers. Over the years some welded insert plates and doublers have been added to prolong her service life, but in late 1990 an inspection of the interior hull revealed substantial corrosion.

Since the BERKELEY is one of the last remaining examples of west coast 19th century marine engineering art, the desire for preserving this fine ship was uppermost in the minds of all concerned. And concerned we were, because having recently completed a very costly shell plate overlay project on the Museum steam yacht MEDEA, taking on an unanticipated BERKELEY preservation project was a bit disconcerting. Cost of shell plate renewal in-kind would be in the millions of dollars and was out of the question. A MEDEA-style resin and glass external coating would also be very expensive and would require drydocking for many months which would greatly reduce the Museum's ability to function. After examining and weighing all reasonable alternatives, it was decided to clean and prepare the bilge spaces to a point one foot above the waterline level, then build an inner bottom of closed cell urethane foam. Consultation with Campbell Industries San Diego Shipyard and A.E. Yale Enterprises indicated that a system of ¼″ thick "Rim-7" hard urethane sprayed into cleaned bilges would form a strong water-resistant "skin" inside the hull. Then a "grow-foam" of 4# density closed cell urethane would be applied and allowed to reach frame flange thickness (5″ above the turn of the bilge and about 22″ thick at the centerline). After the 4# foam is cured and smoothed, a ¼″ top coat of "Rim-7" would be applied to connect all the frame bays together and form a continuous surface at frame flange level.

The project was begun in November 1990 and progressed until July 1991. During that period an estimated six tons of rust and scale were removed and 67,000 pounds of urethane introduced into the bilges.

Application of the urethane materials appears to have successfully sealed the bilges from moisture and has provided a membrane between the original shell plate and the inside of the vessel.

A side benefit has been the clean-up of often ignored bilge voids and installation of shelves, racks and lighting for better Museum storage. The insulating properties of the urethane foam have converted damp bilge spaces into comfortably dry storage for artifacts as well as maintenance supplies.

This preservation effort has added more time to BERKELEY's already lengthy life but, as she approaches her centennial year, we must still recognize that the elements will continue the relentless external attack. In time, the old adage "nothing is forever" will again be cause for concern.



The above workers spent many hours on our BERKELEY *bilges preservation project, working hard in difficult conditions. From left to right, they are Bud Hexum (supervisor), Jose Manuel Garfias, Martin Caballero, Bernabe Zamorano, and Raymundo Alcantara.* Photo by Dave Brierley



Workmen prepare the BERKELEY*'s engine room bilge for the preservation process.* *Photo by Dave Brierley*



Greg East of Techmaster applying foam in BERKELEY*'s boiler room.* *Photo by Dave Brierley*

Around the World in the Four-masted Bark *Passat*, 1933-1934

By Captain Ove Kjeldsen

To qualify for the Navigation Academy in Denmark in order to become a deck officer, and eventually, a captain of the Merchant Marines, one had to serve at sea for four years, with two of those years on ocean-going sailing ships. At this time, in the early 1930s, there were already very few sailing ships left. One could, however, join a state-owned Danish training ship. There were two such ships in operation; both were three-masted fullriggers (square yards on all three masts).

Through arrangements with the J. Lauritzen Company, who had owned my first ship, I was assigned to a big four-masted bark, on which I would receive free training but no pay. A Finnish company had bought many of these old windjammers from different countries, especially from Germany. Most of them were four-masted barks as well as three-masted and fullriggers and they traded between northern Europe and Australia.

In the fall of 1933, I was sent to London to join the four-masted PASSAT. Although I had been to London with my first ship, I had not been completely on my own, making this a whole new experience for me. I had very little money when I arrived, only the name and location of the part of the port where my ship was docked, and a smattering of school English. I quickly discovered that there was a great difference between classroom English and that which one actually spoke to people.

While I was looking around and trying to get my bearings, I decided to get a haircut. The barber asked me a few questions, and not really understanding them, I replied "yes" to everything. I ended up with many additional services that I could hardly afford and came out of there with only a few shillings left. It was late afternoon and I was still not on the right course for the ship, so I was forced to look for a rented room and meals. Luckily, I passed a Salvation Army shelter, went in and explained my situation. They put me up for the night and I even got a meal in the morning. I have always remembered the Salvation Army for that and I always drop money in their barrels at Christmastime.

In the morning, I found the PASSAT by spotting the tall masts and rigging from far off. What a sight! I had never been so close to a large windjammer and with the queasy feeling in my stomach, I almost turned back. If I changed my mind, I would have to find a way to contact my parents since I had very little money. I decided to be brave and go aboard. I was only 17 years old.

I found the officer in charge and was signed on the crew manifest. In the crew quarters, I found many of the other sailors who seemed to be very friendly. The crew represented about 12 different nationalities, including Australians, New Zealanders, English, Dutch, Swedes, Norwegians, Germans and many more.

The PASSAT was in dry dock preparing for a year's trip around the world. Her bottom was being cleaned and painted. The hull was 347 feet long. The bottom yards were close to 90 feet long and 14 inches in diameter. She was square-rigged on three masts and schooner-rigged on the rear mast, with over 30 sails. Built in Germany in 1911, her name means "Tradewinds" if directly translated. As with many other old windjammers, she was sold to the Erikson Company in Finland, which owned about 25 sailing ships and whose home port was Mariehamn on the Aland Islands. When she was German-owned, she would trade to Chile where she would load fertilizer for Europe, rounding Cape Horn both ways.



A vision in steel, wire and canvas, PASSAT *sails serenely along on a calm sea. This photo was taken by the author from one of the ship's boats.* *Photo by the author*

My first day found me doing various jobs, but mainly cleaning. In the next few days, we would overhaul all blocks where rope and wire were pulled through; go up the rigging, unfasten the blocks and lower them to the deck where they were completely taken apart, repaired, greased, and pulled back up to their place in the rigging. Sails were replaced by loosening them from the yards. The new ones, which were quite heavy, were pulled back up and fastened to the yards with the aid of four motor-driven



"Growl you may—but go you must!" A view aloft on one of PASSAT*'s square-rigged masts.* *Photo by the author*



This view looking forward from PASSAT*'s poop deck, also called the quarterdeck, shows her four masts: jigger, mizzen, main, and fore. Note ship's boats and davits on her starboard side.*

Photo by the author



Looking aft from the forecastle deck, we see one of the flying bridges that connect PASSAT*'s forecastle, amidships, and poop decks.*

Photo by the author

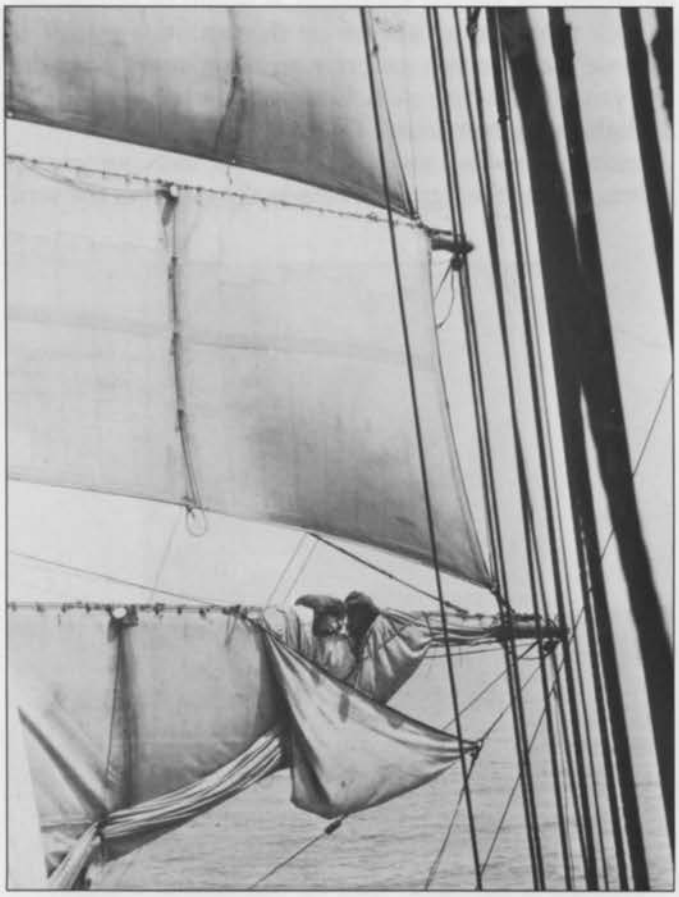


At various times, the crew took down all the blocks from the rigging (some 3000 in all), checked them over, and greased their wheels (some 9000 in all). In the tropics, old sails replaced good canvas, in order to save the newer sails for the rigors of Cape Horn. *Photo by the author*

deck winches, the only mechanical devices on board. The rigging included about 9000 block wheels or pulleys. Some blocks had as many as four pulleys while some had only one, within approximately 3000 blocks or more.

After spending a week in dry dock, we were towed to a nearby pier where we took on provisions, water and miscellaneous supplies. When it was time to leave, two tugboats came alongside and pulled us away from the pier and down the Thames. One tug pulled while the other controlled the stern to keep it from swinging either way. When we reached the mouth of the famous river, and into the open water, the tugs let go and we were on our own in the English Channel at the mercy of the wind. Heading west for the North Atlantic, the prevailing winds are usually westerly and since we were going west, we faced the continuous onslaught of head winds, forcing us to tack. That type of ship could not sail very well into the wind. She would tack between the French and English coasts. The drifting from the wind pressure made us lose gaining distance, especially at the times that the current ran against us. We gained very little headway with each tack, so it took about eight days to traverse the English Channel. When we reached the Atlantic, the crew was divided in two watches with about 14 sailors on each.

Alongside the captain, we had three deck officers (first, second and third mates), who stood a four-hour watch only, taking eight hours off. My watch had personnel from about 10 different nationalities, including only one German. The other watch consisted mostly of Germans, divided almost equally between the pro-Nazis and the anti-Hitler group. Because of these two diverse political views,



Here the author and a shipmate work on one of the big square sails aloft. Note how their bodies are balanced over the yard, leaving hands free to work. *Photo courtesy of the author*

they were always fighting. The rest of us had not yet realized how all of us would be affected by this in the end. The German on our watch was very strongly anti-Hitler. Had he given his views in his homeland, I have no doubt that he would have been eliminated.

Though it was early fall, the North Atlantic was rough with continuing bad weather. Usually, it was all hands on deck, working in the rigging, setting or taking in sails. When taking in a square sail, after the bottom and sides were pulled up tight, we would go up and roll the sail up to the yard where it would be fastened with short pieces of rope. To accomplish this, we stood on a heavy foot wire which was all we had to depend on as our hands were busy fastening the sail. Usually, both sides of the sail would be blowing up like a balloon, which we had to fight to get the air out of, in order to fasten the heavy canvas sail.

This was very dangerous work, especially since the ship leaned as much as 45 degrees to the leeward side due to wind pressure on the sails. Just one mistake and one could fall 180 feet. Falling from the windward side, you could hit the deck; while on the lee side, you would go overboard hitting wires, ropes and yards all the way down. Either way, you wouldn't have a chance. If you entered the water, it would take hours to get picked up, since a sailing ship would have to run into the wind to stop, and turning back, there might be headwinds blowing the vessel way off course. With the currents against us, and having no engines or electric spotlights, it would be impossible to pick someone up alive from the sea. As a matter of fact, we did lose two sailors who plummeted from the top yards on the lee side. Even though it happened in daylight, we never found them.

Setting sails was a much simpler task, with one or two sailors scaling the rigging to loosen the sail from the yard



Sails torn and ripped by weather are brought down on deck for repair. In late 1933, nearing the Cape of Good Hope on her outward passage, the PASSAT *was struck by a storm that left much of her canvas a ruin, as the author relates.* *Photo by the author*



Crewmen of the PASSAT *reflect the international character of the ship. Though their names are long since forgotten, these men were, from left to right, a German, a Swede, a New Zealander, and an Englishman.* *Photo by the author*



A young English sailor poses by PASSAT*'s helm. Note the massive double wheels. Up to four men might man this helm in foul weather.* *Photo by the author*

while the rest could be done from the deck. The PASSAT had front and rear main decks which were about 7 feet lower than the forecastle, midship and poop decks. The front and rear decks were continuously washed over with waves in rough weather. However, both sides of these decks had safety lines running full length with ropes attached at 10 foot intervals. The ropes were long enough to reach any place on the deck where risky work was being performed. You could tie the rope around your waist so that when a wave hit, you might be pulled off your feet toward the rail, but not overboard. This lifeline kept us from losing any sailors doing deck work while being buffeted by heavy waves.

Two large steering wheels, 4 feet in diameter, made out of heavy teak wood with brass trim, were located in front of the deckhouse on the midship deck where all the navigation was planned and implemented. In fair weather we had only one helmsman on the platform whereas in rough or stormy conditions, two to four were needed, all with safety belts attached. Everything was bolted down to the deck.

The poop deck, which was sometimes called the quarter deck, afforded us a place for relaxation. On hot nights in the tropics, we would sleep there rather than in the bedbug-infested crew quarters. It is said that years after a sunken ship has been raised for salvage, the eggs from bedbugs would come to life. Besides having these little fellows, which bred in the dampness of the miles of hollow steel pipes, sucking your blood, there were countless cockroaches. As for the roaches, we would catch them, paint their backs different colors, and race them against each other. This illustrates just how desolate our lives were during such a voyage.

The crew's mess hall was large but the food, brought from the midship galley, was terrible. The showers and toilets were in the same general area. Below the crew's quarters was a space where food was stored in large quantities, and the hatch was always locked with a steel bar across. Though the steward held the key, we managed to lift it, pulling the hatch out enough to steal small quantities of canned food. That's how I got my birthday dinner. Although the theft was discovered and extra security was mounted, the officers never found out who was responsible.

When we left England, we had live meat aboard in the form of six pigs, four lambs and dozens of chickens. With 50 in our crew, the meat went fast, although we kept one pig for our Christmas dinner. Our main diet consisted of dried rice, beans and lots of potatoes since we had no electricity or refrigeration. Drinking water was not rationed but we were served only tea and coffee and occasionally lemonade. During rainstorms, we would rig up a canvas in order to collect water, which, because of its fresh naturalness, was best for drinking as well as washing clothes and bathing. We often showered during the rainstorms.

After battling the North Atlantic for three weeks, we reached the tropics, which is defined by 23 degrees north and 23 degrees south latitudes. When a vessel first enters the tropical waters, there is hardly any wind at all. The changing directions of the soft winds cause a complete calm which could last for days, letting the ship just drift around with slack sails until the trade winds began. They would pick up force until we neared the equator where the winds would again decrease, forcing us to drift for days until the southerly trade winds approached. When we passed the Tropic of Capricorn at 23½ degrees south latitude, moving into the temperate climate of the South Atlantic, we got the westerly winds. It was now the month of December, which constitutes springtime in the southern hemisphere. For a while, the winds kept changing direction, but soon the westerly breezes prevailed.

It was close to summertime in the South Atlantic. Nevertheless, we had plenty of bad weather. Heading in a southeasterly course to round the Cape of Good Hope at the tip of Africa, we found it good sailing because the winds were primarily westerly on our starboard side, and we were making good progress. Summer in this hemisphere meant we were close to Christmas and it was time for the last pig to be slaughtered for our holiday meal. We were in the middle of enjoying what was, perhaps, the best meal we had had on the PASSAT, when suddenly, a violent rainstorm hit us. It was all hands on deck! The wind rose to hurricane force and kept changing directions. As we had no time to turn the rigging and arrest the flapping of the sails, the raging storm ripped 11 sails to pieces, rendering us in a tangle of sails. We spent half the night putting up new sails. Needless to say, our Christmas meal was never finished as most of the food landed on the deck while the ship kept "rocking and rolling" and there was no one there to save the repast.

Several days later, we rounded the Cape of Good Hope, setting our course nearly straight east and heading for Port Victoria in the Spencer Gulf of South Australia. Arriving there on January 19, 1934, we anchored about five miles out at sea. This was necessary in order for us to unload our ballast and dump it into the waters. There were already regulations at that time regarding the kind of material that could be dumped and ours was clean ballast consisting of stones and gravel. The ballast was needed to keep the ship down low enough in the water while carrying no cargo. Ten other sailing ships were already anchored when we arrived. All were four-masted barks except the three-masted HILLORAN. One of these was the former Danish training ship, the VIKING, which was also owned by the Erikson Co.

My first shore leave was set for January 23, when I first set foot on Australian soil. We used one of the large lifeboats to go ashore. It was equipped with sails, so we did not have to row. We were due back on board at 2000 hours. We did fine getting back until we took down the sails, trying to row in order to get alongside our ship. Beside the fact that we would have had to pull the boat back on board in its davits, the waves were so high that it was impossible to position the boat alongside. Giving up, we turned back toward the shore and Port Victoria

where we spent the night at the only hotel in town.

Port Victoria was a very small "cow town" and I don't believe more than 500 people lived there at that time. It was surrounded by large ranches and farms. Mostly wheat was grown there and we were here to load it and take it away. The port itself had a small pier where only small vessels could dock. During our 14-day stay, we found the people very friendly and we were invited to their homes several times. The ranchers and farmers had sons and daughters our ages and we were allowed to ride the many horses they owned.

After the ballast was dumped, we moved in closer to shore and began to load. Barges would be pulled alongside by tugboats. The wheat was in 200-lb. bags and our own crew had to help out with the stowage in the cargo holds. Only part of our cargo was loaded there and when we finished, we waited for the wind from the right direction. We lifted anchor, set sail and headed for our next stop, Port Lincoln. With the perfect wind and weather, we got there in a few hours. Since we had no ballast to get rid of, we anchored close to shore and started loading the next day. This was a much larger port than the previous one but the surrounding area of ranches and farms was very similar. We stayed there only three days and I went ashore only once.

As soon as the weather and wind were in our favor, we set sail for Port Adelaide. A tugboat awaited our arrival and we were tugged into port and moored at a pier. Adelaide, a university town, was the capital of South Australia. It had everything, including modern stores, movies and plenty of bars and restaurants and we spent four days there. This was our last stop in Australia and when we loaded the remaining cargo, we had about 5000 tons of wheat on board. We took on provisions for a long trip back to Europe as we estimated it could be as long as four months at sea. This time, we had 50 chickens, six lambs and six pigs. We left there early in the morning.

As soon as we had cleared the land enough to set full sails, we took a southeasterly course below the island of Tasmania and continuing south of New Zealand. We had to go as far south as 65 degrees latitude to get the westerly winds. It was summer in the South Pacific but it was cold. The wind was strong, sometimes at hurricane level with plenty of rainstorms and hail. For the next 35 days, we were in the rigging, setting and taking in sails. We encountered many icebergs, which were extremely dangerous for a sailing ship with no engines. The best sign for warning us when we were close to an iceberg was a drop in temperature of 10 degrees. Preparing for bad weather, the lifelines were strung on both sides of the fore and after decks. We had with us two sailmakers who did nothing but make new sails and repair the older ones. The largest sail measured 90 by 25 feet, totaling 2250 square feet. All sails were made of heavy gauge canvas and all the sides had ¾ inch wire rope covered with leather sewn into it.

On February 23, a few days after we set sail, I turned 18 years old. We decided that this event would give license to a couple of sailors and myself to break into the provision storage to help ourselves to a couple jars of jam. We celebrated my birthday that year with tea, bread and jam.

With a windforce of about 5 from the rear, we were able to make about 12 knots. When the force got higher, our speed could go up to 18 knots. When the waves got too heavy, we had to reduce the sails. Except for changing weather conditions, every day held the same boring routine. Therefore, we looked forward to rounding Cape Horn, the most southerly point of South America. It is on a small island of its own, south of the isle called Tierra Del Fuego which is separated from the mainland by the Strait of Magellan.

Many sailing ships have disappeared around Cape Horn, most of them old windjammers. In later years, I came around the Cape twice in oil tankers. We would usually go through the famous strait, but if visibility was poor due to fog, we rounded the Horn. We knew we were getting closer to this area because of the rough weather which included heavy rain and hailstorms along with wind changes. On the 32nd day after we left Australia, we passed Cape Horn and, for the record, it was logged in as at time 1000. Now the most treacherous part of our journey was over.

Entering the South Atlantic, our course changed to the northeasterly direction. Due to the continuous rough



A gang of sailors brace themselves at the starboard main shrouds as Passat *rolls along.* *Photo by the author*



A Cape Horn-type wave roars aboard. Note fore-and-aft lifeline rigged with individual ropes attached. A man working on deck tied one of these ropes about himself; then, if he was caught by such a sea, he did not go to a watery grave. *Photo by the author*

weather, we were always in the rigging or on deck. Our livestock was dwindling and most of the chickens had already been eaten. We still had three pigs and three lambs left and every time one was prepared for a meal, we celebrated. Although now and then canned meat was served on Sunday, when the fresh meat was gone, it was back to baked rice and beans.

I kept a diary from the beginning of the year. Most of the days at sea were just replays of storms and bad weather. However, I will elaborate a bit on the more memorable days of the trip after leaving Australia.

March 21, 1934 stands out in my mind because I almost lost my life while going on deck to salvage something. The captain kept an eye on me from the midship deck, even though I had a lifeline around my chest. Suddenly he called out, "Watch out, Dansken! Grab something and hold on!" I grasped the side railing when I was lifted completely off the deck with my legs upward. The PASSAT rose up from the killer wave and the water washed right over me. The lifeline would not have helped had I gone overboard since there was no one in the immediate area to pull me back in. The captain, who was seasoned, had spent most of his life on sailing ships and didn't miss a thing. He came rushing down to give me assistance and certainly helped to save my life. Although he was not talkative, he had the respect and liking of the entire crew. He was the nicest captain I ever sailed for—much too nice for this lousy kind of life.

We were down to carrying only two sails out of 35 as the perilous weather kept on for days. The temperatures got better as we slowly moved northward. We had never really been out of wet clothes since leaving the land down under. We had no heat on board and could only dry clothes when the sun shone, which seldom happened. The rubbing of the oilskin garments against our hands and wrists gave us large boils. No doubt our diet also had something to do with this.

On the 39th day, when we passed the Falkland Islands, it was the first time we had seen land for ages. We had begun to wonder if there was any around anywhere. These islands are located on 52 degrees southern latitude and 60 degrees western longitude. Even though it was warmer, the weather was still bad. It rained nearly all the time, allowing us to collect fresh water for all our needs.

By late March the Easter holidays were around the corner so we slaughtered one more pig for the feast. Only two were left along with the sheep, and with the size of our crew, they didn't last long. Easter arrived on our 45th day on the water. It was getting so boring that the crew started fighting among themselves with the physical force escalating. They even started arguing with the officers, who had the upper hand, so it never came to blows. The captain straightened the crew out by declaring that if an officer was hit, he would consider it mutiny.

We entered the tropics again after about 50 days at sea and there was hardly any wind at all. Then the trade winds took hold of us, moving us slowly ahead. Just as before, when we neared the equator, it was calm until the northern trades claimed us. On one calm day while we were cleaning the animal houses, a pig took off down the forward deck climbing halfway up the ladder to midship. Just then, the ship rolled over more than usual, causing the beast to slide off the ladder, hit the rail and go overboard. I never knew until that moment that pigs could swim. This one certainly could. We lowered a lifeboat and picked it up, photographing the phenomenon. The pig was saved, living only a little longer, as it was destined for our table.

We had taken on three very nice male passengers at Port Adelaide where they had come on other sailing ships. Two were English and the other was Dutch. One of the Englishmen, a former journalist, was writing a book. They all took lots of pictures.

Upon passing the equator on the first leg of the voyage, we had celebrated the customary "baptism" for first-time crossers. All of us were chained together and marched around the deck in the nude passing five different stations where something was done to us like cutting off some of our hair or being colorfully body-painted. At the last stop, we were dumped into a big drum with a crew member presiding, dressed up like Neptune complete with horns in his forehead. Another was dressed like a priest and told our fortunes. We found it fun except for washing the paint off. We all got certificates proclaiming that we were now citizens of King Neptune's empire so we did not have to go through it again. On the return trip, we



The Episode of the Escaping Pig. In the South Atlantic on the homeward leg of their voyage, one of Passat*'s pigs got loose and went over the side. The men lowered a boat, rescued the pig, and took souvenir photos.* *Photo by the author*

had nobody new to torment, but had a party anyway as the cooks made especially nice desserts. King Neptune was performed by an Aussie sailor who did a very creditable job. Our three "civilians" claimed they had crossed the equator before so we excused them, even though they could show us no proof.

When entering the area of soft tropical winds, we changed all of the sails to our older ones since they would not get much buffeting around. We also overhauled all the blocks and pulleys in the rigging and on deck. All the wire rope was greased and the manilla rope was checked and replaced if needed. In the tropics, we were not required to take in or set sails but adjusted the whole rigging to the direction of the wind. In addition, half the crew members were made day workers since there was no need for an entire crew hanging around doing nothing in the nice climate. I was one of the lucky day crew members with Saturday afternoon and all day Sunday off. We would chip rust and paint and clean all the wood trim on deck while work below deck was done during unfavorable weather.

After leaving the tropics behind, we were again in the North Atlantic with temperate climate and changing winds. We saw a few other ships now and then but they were all so far away. However, on May 16, we finally had a ship so close we could read the name, G.E.O.W. McKnight, which was flying the flag of the Free State of Danzig. She passed us on the windward side at full speed and at a distance of no more than 100 feet. She blew her whistle three times, meaning "Good Luck" and raised her flag when she passed. Perhaps she was American- or British-owned since her name did not fit in with a Danzig name which would ordinarily be German.

On our 88th day, we ran into an area where the whole surface of the ocean was covered with a jellyfish called "The Spanish Fregatte." These creatures had a raised part on their back which acted as a sail and allowed the wind to blow them at a good speed. Their undersides consisted of curtain-like strings several feet in length, and they were entirely multi-colored. In this same area, we caught a large shark measuring 18 feet long. It was caught on a large, baited hook and when we got it partly out of the water, the shark fought madly to get loose. We secured a rope around its tail and hauled it aboard and it smelled terrible. We removed the shark's usable teeth and fins, returning its remains to the sea. It was a tiger shark, I believe, similar to a smaller one we caught on our way to Australia.

On the 90th day, a large German passenger ship passed us on the same course, quite close by. The wind force had just picked up so we were doing about 20 knots, and we then passed her. Shortly after, when the wind decreased, she passed us again. We were close to England heading for Land's End, its southwesterly tip, to get orders for the discharge of our cargo. We positioned ourselves at signaling distance from Land's End on June 7, 1934. We cruised back and forth, close enough to see the signal flag pole ashore on the light tower. Our orders to proceed to Dublin, Ireland, were given to us by flags of the international signal code. If it had been night time, we would have received instructions by Morse Code blinking light signals.

We entered Dublin on June 9, 1934. Private pleasure boats as well as tugboats met us at the harbor's entrance with their whistles blowing to welcome us. Even some ferries went off their routes to join in the celebration. Newspaper photographers snapped our pictures and interviewed us. Even out-of-town papers came around. It was nice to see ourselves all over the newspapers.

We were pulled alongside a pier by the tugs. It was a very convenient area near the city's center. Late that afternoon, I got lucky. A very pretty 18-year-old girl standing on the pier struck up a long conversation with me and



On June 7, 1934, Passat *signals for orders off Land's End, England. She was told to proceed to Dublin, arriving there two days later.*
Photo by the author

we agreed to meet later that night. I still remember that her name was Lilly Derrick and that she lived at 45 High Street. During our stay, I saw her every single night and on weekends. She saw me off at the pier after our 20-day sojourn, and I promised to return to Dublin within a short time. I did write to her long after but she replied that if I did not return to her waiting arms within six months, to forget her. I never did come back.

At our leaving with Lilly waving goodbye, our tugs, among many other vessels, blew their sirens for about 10 minutes. It was very nostalgic, for me at least. We set our course north of Scotland, passing the Orkney and Shetland Isles and sailed into the North Sea. The midsummer weather was perfect with winds from the west most of the time. We had taken on several passengers who were seeking something different and more adventurous in traveling. Some slept on deck. When we reached the Kattegat, we were in Danish waters, soon to approach the Strait of Oresund where Kronborg Castle loomed on our starboard side. A couple of hours later, we were in Copenhagen where provision boats among others came alongside. I hitched a ride to shore on one of these boats and after 10 months of circumnavigating the world by sailing ship, I was back on Danish soil.

My family knew from my letters that I might be expected any day. I did not call from Copenhagen but took the train to Holbaek and the ferry across to the farm. I surprised them all by just walking in. It was so nice to be back. I spent the rest of the summer home on the farm, having a wonderful time with family and friends. Yet again, I considered giving up the sea, but I just could not. It was still in my blood.

In October 1935, I joined the four-masted bark Pamir as a full able-bodied seaman. I was about to begin my second journey around the globe. This very ship was fated to go down in the North Atlantic in 1957. Her whole crew was lost with the exception of six hands who were picked up by another ship. The disaster that befell this ship became the subject of stories, poems and paintings. At that time, she was back under the German flag as a training ship. I never traced the Passat but do know that she was also sold back to Germany.

I returned to Denmark from the Pamir in July of 1936, soon to begin a new phase of my adventures.

(*Ed. Note:* The Passat is today maintained as a museum ship and youth camp in Travemunde, Germany. She is afloat and her hull is in good condition. An engine was added in the 1950s, and her interior altered for dormitories. After the Pamir sank in 1957 with heavy loss of life, the Passat was withdrawn from merchant service and eventually bought by the German city of Lubeck. In 1949, Passat and Pamir brought the last cargoes of Australian grain around Cape Horn under sail. For more information on Passat, see *The International Register of Historic Ships,* by Norman J. Brouwer, and *The War with Cape Horn,* by Alan Villiers.)



Ove Kjeldsen, the author, as he appeared while working in the Standard Oil Company's ships during World War II. He became a U.S. citizen in 1948.
Photo courtesy of the author



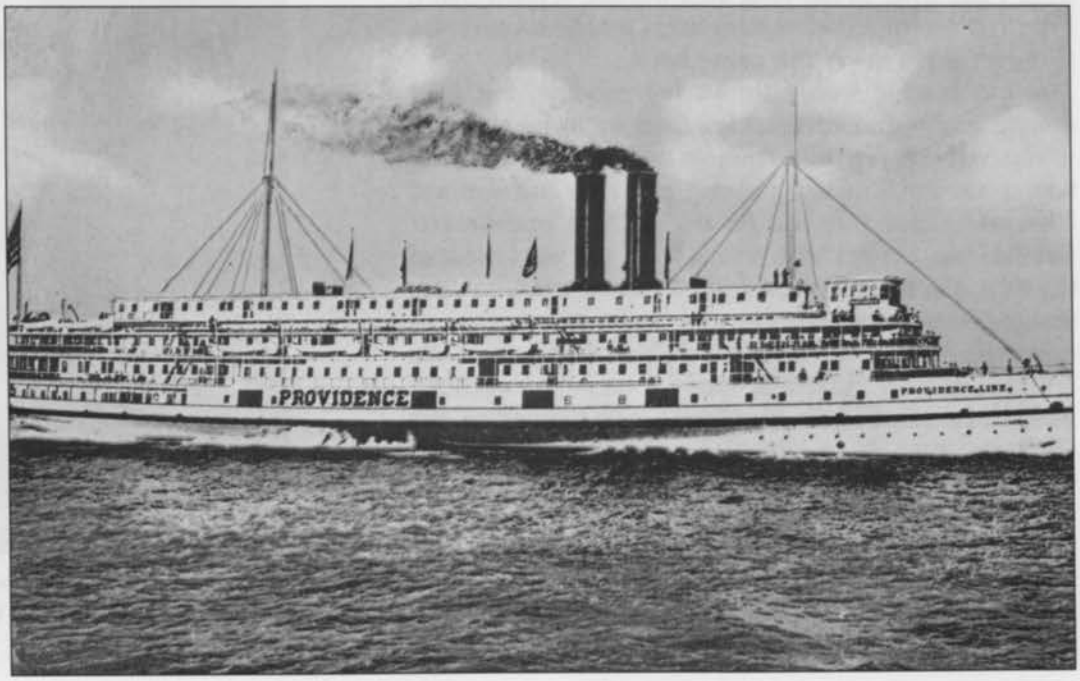
The Fall River Line steamer PRISCILLA *on a postcard dated April 20, 1909. A note on the card makes an unsettling announcement: "We have run into a big storm."* *San Diego Maritime Museum Chandler Postcard Collection*

The Cabin Bookrack

Splendor Sailed the Sound
by George H. Foster and Peter C. Weiglin.
San Mateo, CA: Potentials Group, Inc.
Illustrated. Hardcover.
384 pages. $55.00.

A century and more ago, in a world far different from the one we inhabit today, superb steamships and railroads were changing the face of transportation. One of the most important (and most glamorous) of the steamship companies was the celebrated Fall River Line. Scarcely less well-known was its parent firm, the New Haven Railroad. Steamships and railroads were vital to the development of New York and New England during the late nineteenth and early twentieth centuries. It was a slower-paced, more relaxing way of travel than is available to us today. The luxurious Fall River steamers like the PLYMOUTH, the PROVIDENCE, the PURITAN and others brought a whole new notion of waterborne comfort into the American lexicon.

Co-authors George H. Foster and Peter C. Weiglin have combined their manifold talents to produce *Splendor Sailed the Sound*, a pictorial history of the Fall River Line and the New Haven Railroad. In terms of photographs, this is one of the most lavish books ever produced on



The big Fall River steamer PROVIDENCE *booms along in this turn-of-the-century postcard view. The* PROVIDENCE *and her sisters were the* grande dames *of Long Island Sound for many years.*

San Diego Maritime Museum Chandler Postcard Collection

any era of marine transport. Each page takes us back to the long-vanished Victorian-Edwardian world of vast steamship saloons, luxurious cabins paneled with rich dark woods, opulent dining saloons and legions of cooks and servants. It's almost enough to make one regret living in the late twentieth century, when we poor travelers are herded like cattle aboard airplanes, crammed cheek-by-jowl, and flung through space. The Victorians took life more graciously.

The story is sprinkled with famous names: Cornelius Vanderbilt, J. Pierpont Morgan, Jim Fisk, Jay Gould, Phineas T. Barnum and other rollers high and low stalk these pages. But this is also the story of the common men and women who used these ships. The many reproductions of period posters and schedules show how the line was perceived by the public of its day.

The Fall River Line formed the main seaborne connection between New York City and the ports of New England, via Long Island Sound. The line was not only the fastest way to get from New York to, say, Boston or Nantucket–it was by far the toniest. When the Vanderbilt clan was on the move, for example, Fall River steamers were *de rigueur* for getting to their "cottages" such as "The Breakers" at Newport.

The Fall River Line was founded in 1847. Over the years it had many rivals but no equals when it came to service, style, and reliability. Two serious challengers to its preeminence appeared in 1907, when the sleek, speedy HARVARD and YALE entered service. These vessels, familiar to the west coast at a later date (HARVARD was wrecked out here), gave the old Fall River boats like PRISCILLA and PURITAN a run for the money while they lasted.

The economics of the Great Depression finally killed the Fall River Line. But something else was at work. People's tastes were changing; the "new," the "modern" shadowed out the luxuries of the past. People wanted speed above all, and the graceful old steamers plying Long Island Sound at last reached the end of their useful lives. As the late maritime historian Jerry MacMullen said, "That's progress, Mac–and you can have it."

Splendor Sailed the Sound is a book about a bygone age well worth the reading. The text is clear, brisk and precise, and the book is printed on high-quality stock. The photo reproduction level is outstanding. Great care has been taken by two writers who know and love their subject.

–Reviewed by Craig Arnold

From the Helm

With summer upon us we look forward to completion of a lot of projects held over from winter. At this writing, the STAR forecastle head is rapidly nearing completion. BERKELEY bilges have all been hand cleaned and the last of some 35 tons of Urethane foam is being pumped into the machinery spaces, and, of course, MEDEA is steaming proudly about the bay sporting a strong fiberglass bottom and a new array of boiler tubes.

Our people projects have moved vigorously along with docent training and field trips in progress, while masses of youthful visitors take in the Museum vessels as part of summer programs and the Star of India Auxiliary's new board gears up for another banner year. Our Development Directors report membership is nearing 1,700 as their "Member Get A Member" program takes hold.

A milestone event was held on June 12 when Ed Paxton was honored for his outstanding devotion and service to the museum over the past 20 years. As part of the festivities, which included Ed's 80th birthday, the Board of Trustees dedicated the BERKELEY machinery spaces in his honor. Those visiting the BERKELEY engine room are now in "Paxton Country."

We've experienced a busy summer at the turnstiles with lots of young visitors learning a bit of sea lore as they bound about the Museum ships. The ships seem to show their personalities with the kids aboard . . . they become livelier too!

–Morris F. Landon, President
Kenneth Franke, Executive Director



Employees of Fraser Boiler Co., who assisted in the recent repair of the steam yacht MEDEA's *boilers, were treated to a sunny afternoon excursion in the yacht on July 13, 1991. This trip was part of the Museum's policy of thanking those who've made efforts in our behalf with "joy rides" in* MEDEA. *Photo by Bill McBreen*

Volunteer of the Quarter

Edmund White has been a Maritime Museum member and volunteer for many years. He has assisted us in many ways, such as taking photos for the MEDEA lead-in exhibit and working in the ship model shop. He is a regular at our membership programs and has made periodic and helpful contributions for fund-raising needs.

His latest volunteer service was to handcarve two cornices (as pictured) for the ferryboat BERKELEY. The cornices are made up of numerous pieces and the wood is sugar pine. An original was removed from the BERKELEY for Ed to use as his model.

The cornices have been primered and installed. Some additional painting by our staff painters will soon be accomplished so that the new ones match originals found throughout the BERKELEY's upper deck.

Ed's workmanship has drawn high praise from our crew. His work is greatly appreciated and illustrates how a volunteer can be involved in the San Diego Maritime Museum.

–Contributed by Dave Brierley



A cornice carved by volunteer Ed White now decorates the BERKELEY's *upper deck passenger cabin.* *Photo by Dave Brierley*

Curator's Corner

The September 25, 1991 membership program will provide a well researched insight into the other North American maritime museums. Guest lecturer Robert H. Smith has recently published a book entitled, *Maritime Museums of North America*. He will share his museum observations via slides and will have copies of his book available for purchase and signing. The book would prove helpful to our Museum members in planning visits to our sister organizations.

Rapid communication is taken for granted today, what with telephones, marine band radio, fax, TV, etc. An interesting example of historic ship-to-ship communication took place aboard the EUTERPE the evening of Monday, September 1, 1879 and was printed in *The Euterpe Times*, issue number two, dated September 20, 1879. Our ship's gazette contained a letter to the editor that said: "A pleasing event like this ought not, I think, to pass unnoticed as it possessed no ordinary interest to many of us [emigrants], who had for the first time, the opportunity of witnessing a conversation carried on at sea by two ships miles apart by means of a series of flag signals."

This letter was signed "A Saloon Passenger" and makes for an eyewitness account worth sharing. The communication took place about "half past five o'clock" between the EUTERPE and HMS TENEDOS, a combination steam-and-sail, 12-gun British warship. The TENEDOS was first sighted off the port bow steaming towards the EUTERPE. As the ships closed, the emigrants used the ship's telescope to view the warship's signal flags. Her call letters G.C.V.J. identified the ship as the TENEDOS. Captain Phillips ran up the EUTERPE's call letters of V.P.J.K. to make her identity known aboard TENEDOS. The ships were passing at a distance of about five miles.

Further exchange took place as follows by using the signal flags: TENEDOS–"Where from?" The EUTERPE responded–"London 20 days out." TENEDOS–"Where bound?" EUTERPE–"Canterbury" (in New Zealand). EUTERPE–"Please report us all well." TENEDOS–"Pleasant voyage." EUTERPE thanked TENEDOS by dipping her ensign three times.

Two further items of interest from this issue of *The Euterpe Times* pertain to children. On Sunday, September 14, 1879, at latitude 24° 48′ and longitude 22° 59′, a daughter was born to Mr. and Mrs. Fairhurst. The newspaper stated: "Might we suggest EUTERPE as a pretty and appropriate name for the fair stranger." We do not know if this naming happened, but we know that it did happen several times for both newborn boys and girls during the emigration period of our venerable ship.

The second child event was a singing contest in keeping with the general shipboard intent of trying to have adults and children active and occupied for the long (an average of four months) passage to New Zealand. This contest took place on Tuesday evening, September 16, 1879. Each boy and girl sang two songs with John Austin being declared the winner. The apropos prize was a toy boat made by an emigrant, Mr. Wagstaff. It was a model of the "NONE SUCH bound for New Zealand." A Mr. R. McDuff stood on the contest platform to make the presentation. Wouldn't it be great if the model still existed?

Distances covered daily by the EUTERPE varied considerably which is a fact of life for a sailing ship. A daily record was kept and posted for the emigrants to see in several locations aboard the ship. Beginning on September 4, 1879 (September 5 and 14 were not listed for some reason in the record kept by Mr. Charlesworth in his role as newspaper scribe), and through the date of issue number two, the distances covered in miles for a 24-hour period were as follows: 133, 127, 175, 123, 104, 120, 117, 109, 67, 150, 194, 155, 164, 151, and 60. Simple subtractions shows a span in the extremes of 134 miles. This figure helps to explain why the steamship eventually overshadowed the sailing ship. No doubt our hearty emigrants found the daily figures interesting; this no doubt led to the usual traveler's question of "How much further?".

–Dave Brierley, Curator

Library Log

"A writer's job is to tell the truth."
Ernest Hemingway

"Writing is difficult. That's why there's so little of it that's any good."
Andy Rooney

"Writing is easy. You just sit down and open a vein."
Red Smith

Man invented writing when the accumulation of information became too much to store in the human brain. As soon as writing took root, about 4,000 B.C., man's fate underwent a profound change. There was no going back. History, science, philosophy, the arts–the doors to all universes were unlocked.

Writers and libraries have always been natural allies. The one creates, and the other houses his creations, so that the process of learning continues uninterrupted. Generation follows generation–and each is able to see what went before. Once knowledge is transferred to a lasting form of storage and retrieval, it is far more secure.

"A book is made from a tree," wrote Carl Sagan in his 1980 work, *Cosmos*. "One glance at it and you hear the voice of someone else–perhaps someone dead for thousands of years. Across the millennia, the author is speaking, clearly and silently, inside your head, directly to you. . . . Books break the shackles of time, proof that humans can work magic."

From clay tablets and papyrus scrolls, writers have worked their way up to computers. The tools change, but the job remains the same. Man may yet become a voyager throughout the stars, may know no permanent port in the eons to come, but he will always carry his writings with him. For they define who he is, who he was, and what he may become.

Here in the Jerry MacMullen Library, we've been glad to help many writers. Some are writing books, while others craft scripts and articles. The youngest do book reports for school–while an elder in the next room toils away at his master's thesis. All are part of the same fraternity stretching back to the first Sumerian scribe–as, indeed, are all literate people throughout the world.

Among these, our recent visitors include Karen Kenyon, author of *Sunshower* and writing instructor at local colleges. Ms. Kenyon wrote a fine article about the Museum for *Westways* magazine. Local journalists Leonard Ash and Al Deahl drop by frequently. Mr. Ash is composing a book on the BENNINGTON disaster; he has submitted articles on that subject to several magazines. Look for his forthcoming piece on our Museum in *San Diego Magazine*. Al Deahl writes the popular "Travel to Adventure" feature for the Poway/Rancho Bernardo *News/Journal*. An avid maritime buff who spends much time abroad, he is a leading writer on cruise ships. Look for his stories in *Mains'l Haul*.

Among book authors, Nancy Lemke came to us for assistance with her biography of Juan Rodriguez Cabrillo. So did Neva Sullaway, author of a yachting history of San Diego. Neva's book *Sailing in San Diego* appeared in July. It was my pleasure to serve as her editor.

Some pretty extensive projects are in the works. Books on the local tuna fleet, the San Diego ferries, and the steam yacht MEDEA are all in progress. A novel set on board the STAR OF INDIA is wending its way through the publishing maze.

Part of the job of running a library involves creating a "user friendly" environment. Writers and other researchers need more than just information; they need to feel "at home" in an intellectual sense. A good librarian is the writer's best assistant. He or she helps the writer begin, recommends useful books, houses the finished product, listens to the writer's tales of woe or triumph, and in the last extremity buys the poor scribe a beer to keep him going.

For writing is terribly difficult; a serious writer needs a certain amount of moral support, or at least the feeling that someone is alive and listening out there.

It's also great fun. And if the writers prove true to themselves–if they follow Hemingway's dictum–they too may produce a work of truth. After six thousand years, that's still the essence of our craft.

–Craig Arnold, Librarian

Development Report

The offices of Development have been extremely busy this summer. As many of you know, we now produce a newsletter in the months the *Mains'l Haul* does not come out, which is eight times a year. This publication, called *Full & By*, is designed to link the various members and splinter groups of the Maritime Museum together for one common goal, the growth and success of our Museum. It also allows the *Mains'l Haul* to concentrate on what it does best, historical documentation. You may have already noticed the fantastic changes brought about in the pages of *Mains'l Haul* by editor Craig Arnold in this issue and last.

Thanks to an idea from our Executive Director, Ken Franke, we are showing classic movies on the mains'l of STAR OF INDIA. The event, tentatively called "Movies Before The Mast," will feature top movie classics on the only fresh air, floating tallship movie theater around.

This is a marvelous PR tool for the Development Department (the news media is knocking down my door to find out more), and provides yet another fun event for our members and guests.

Two major projects are looming in our immediate future, and any help you can offer is appreciated. For starters, we are looking for a sponsor for "Haunted Star," the once highly successful Halloween promotion involving STAR OF INDIA and a local radio station, KYXY. This event ideally would be held for five days leading up to Halloween, and offer visitors to STAR OF INDIA a traditional "night of fright" aboard the old bark.

The second and more important production in the works is a sailing of STAR OF INDIA in 1992. We have figures available if you know a serious sponsor. Such a sponsorship would almost have to be of a corporate nature, but we are interested in any offer. It's time STAR OF INDIA felt the Pacific once again part from her bow. Anyone with an interest in these projects is encouraged to contact the Development Department at (619) 234-9153.

As we move into a new era for the San Diego Maritime Museum, remember that you, as members, are the meat to our potatoes. When the opportunity presents itself, share this very special Museum with your friends and coworkers. Bring a friend to a membership meeting or special event like "Movies Before The Mast". And if there is someone that you think would really benefit from being a member, buy them a membership. What better family gift than a $30 membership in the San Diego Maritime Museum?

–Joseph Ditler and Jake Jacobsen
Development Directors

Ship Model Shop

One of the model shop's more prolific contributors over the years has been Doctor C.A. Stern. "Doc" has been involved with the Maritime Museum since moving to San Diego in the 1970s from the middle west.

Doc spent many hours in the model shop restoring two of our better sailing ship models. The English 90-gun ship of the line model forward in the STAR OF INDIA's orlop took Doc most of two years to clean, re-rig, and refinish.

Also on his restoration list was John Washington's fine model of the American 32-gun frigate RALEIGH. Painstakingly cleaned and refinished, RALEIGH is one of the finest examples of the model building craft that we have. She's now on exhibit in the Navy League section of the BERKELEY. Finally, in 1986 Doc completed an unfinished project of Jerry MacMullen's, the 1854 California sidewheeler ORIZABA. Doc installed an ingenious motorized sidewheel operated by visitors using a push button mounted on the case.

Doc also built four fine models in our collection. The brig USS PERRY of 1843, named for Commodore Oliver Hazard Perry, the victor at Lake Erie in 1813, was built from a Bluejacket solid-hulled kit. The yacht MARY of 1660 was built for King Charles II of England; she was the first in a long line of English royal yachts. Doctor Stern's model is built plank-on-frame using a Mamoli kit, made in Italy.

This past year, Doc presented the Museum with his scratch-built model of the Navy oiler USS PATOKA (AO-9), with her special mooring mast, tending the rigid airship USS SHENANDOAH (ZR-1). This unique pair is beautifully crafted and receives a great deal of attention from visitors to our Navy League section, as you can see. We also have Doc's version of USS PILLSBURY (DD-227), commissioned in 1920 and lost in 1942 in the Dutch East Indies. This model was virtually scratch built. Doc Stern has been very generous to the Museum with his time and talents. We are most appreciative.

In other shop news, Jack Klein's HANNAH (a gift to the Museum) and Joe Bompensiero's Italian tug ANTINO took first and second place, respectively, for ship models at the San Diego County Fair. It's nice to see some outside recognition for jobs well done.

Bob Wright continues his restoration of an antique brig and Chuck Hill is nearly finished with the main deck of his classic tea clipper CUTTY SARK, for which our Jerry MacMullen Library furnished many close-up photos of the real ship. My half hull model of MEDEA has again been sidetracked while I complete a quick restoration of an old toy sidewheeler. Jack Klein has begun another Harold Hahn vessel, the 1770 English sloop of war KINGFISHER. Hahn is well known as a model plans illustrator. In addition, Joe Bompensiero is now completing a model of the classic Canadian schooner BLUENOSE.

Things have become very busy around here again, so drop by the model shop and chat with our builders. You'll see some fine craftsmen at work.

–Robert Crawford
Curator of Ship Models

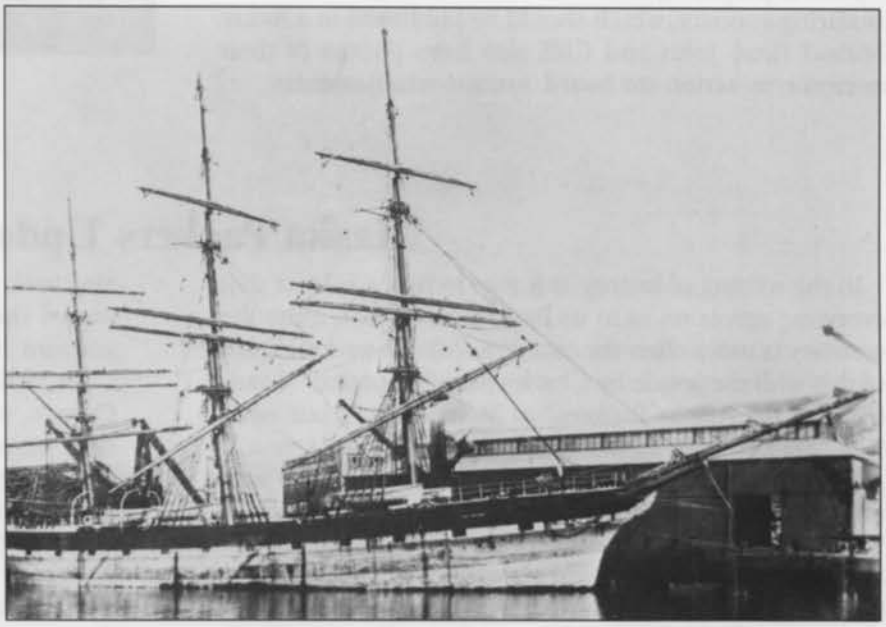
THE BO'S'N'S PIPE:
Maritime Museum News and Announcements

The Old Girl Celebrates

Her birthday, that is. This one happens to be her 128th. Who else could we mean but our beloved old EUTERPE, now known as the STAR OF INDIA?

Talk about longevity. They made them well, and they made them to last, in the Isle of Man in 1863. Theirs was not the "throwaway society" we are used to today. Quality and workmanship still counted. From the Irish Sea to the Bay of Bengal, from Cape Horn to Bristol Bay, EUTERPE braved many wild days and stormy nights. She's still with us–and still sailing.

This November 16, we will raise the foaming tankard to her. Join us on board for a day of feast and fiddling! There will be sea chanteys, light refreshments, nautical crafts demonstration, and special guided tours. For this jolly birthday party, Chairperson Kay Black promises many delights. All Maritime Museum members will be admitted free; non-members are welcome aboard at half price.



No tears need be shed for this fine old ship–for she has not vanished into her grave as so many windjammers did. Today the EUTERPE *is proudly preserved in San Diego, a living tribute to the days of sail. Join us as we celebrate her 128th birthday–an incredible record for a ship–this November 16.*

Nautical Photo Agency, Beccles, Suffolk, England

Museum Welcomes New Benefactors

Of the many membership categories we offer to members, one that has not received much attention until now is the Benefactor level of membership ($1,000). We are proud to announce three new Benefactor members to the Maritime Museum: BMW, Radio KFSD and Cadillac Motor Cars.

We received a letter from Cadillac last month informing us that, "due to the wonderful hospitality shown us at the recent christening of Dennis Conner's new America's Cup boat, we would like to join your museum at the $1,000 level." The letter came from Cadillac spokesperson Julie Cordes, who coordinated the America's Cup event on BERKELEY for Cadillac.

Two more Benefactors joined the ranks shortly therafter. They are the local classical music station KFSD, and BMW of North America. In addition to becoming Benefactors, these two organizations made the Maritime Museum the recipient of race proceeds from their annual BMW/KFSD Sailing Regatta, along with matching funds from their own companies.

Six thousand dollars was raised from the event, coordinated by Noah Rosenblatt, a long-time supporter of the Maritime Museum.

In addition to the financial support, Rosenblatt tirelessly promoted the Maritime Museum and his regatta on his yachting news shows (KFSD), and in the local print media. We are grateful for all the support.

Welcome Aboard to all the fantastic organizations who took time to notice our efforts here at the San Diego Maritime Museum, and support us through much-appreciated financial donations.

–Joseph Ditler
Development Director
for Publicity

Descendant of *Star* Captain Visits

On July 1, we were honored by a visit from John F. Bylander, grandson of STAR OF INDIA's last captain, Frank Weidemann. Capt. Weidemann skippered the STAR on her last four salmon runs to Bristol Bay, from 1920 to 1923. Weidemann, a German immigrant, was active for many years with the Alaska Packers. He became good friends with Captain Woldemar Marzan, Jack Dickerhoff, and other sailors important to this period of the ship's history.

After his stint in the STAR, Weidemann bartered for the old wooden square-rigger CENTENNIAL. Taking charge of her, he sailed her to Australia in a final attempt to make a windjammer pay in the traditional way. Weidemann's son Cliff went along for the voyage. Cliff, who is John Bylander's uncle, is still living in Hawaii, where the family now resides.

John is preparing an article for us about his illustrious seafaring ancestor, which should be published in a future *Mains'l Haul*. John and Cliff also have photos of their ancestor in action on board various windjammers.



Photo by Dave Brierley

Alaska Packers Update

In the writing of history, it is rare to find a subject that everyone agrees on as to its basic facts. In fact, quite the contrary is more often the case. We rediscovered the truth of this with the article by Charles Bencik, entitled "Windships of the Alaska Packers," in *Mains'l Haul*'s last issue (Vol. 27, No. 3, p. 12).

Several loyal readers were kind enough to write or call, disputing several statements, and pointing out a few errors. We had not realized how controversial this subject remains, so in the interest of a broader learning, we print the follow-up information below:

1. In the photos of the STAR OF FINLAND on page 17, reference is made to "skysails" being furled, etc., in both captions. The sails are royals, not skysails. We thank Capt. Carl Bowman and Sen. James R. Mills for noticing this. For some reason, the editor (who, we assure you, *does* know the difference between a skys'l and a royal) missed this in the proofs.
2. The photo on the bottom right side of page 16 may not be the STAR OF SHETLAND, as the caption has it. Sen. Mills says it is the STAR OF ZEALAND, which was similar in appearance to SHETLAND but had a smaller rig. The information in our files labelled the picture as the SHETLAND, but after further research, we have concluded that Sen. Mills is more than likely correct, and have changed the photo index card accordingly.
3. As historian Harold Huycke points out, the STAR OF SCOTLAND was sunk on November 13, 1942, not January 24 of that year. The sinking on January 24 was of a different ship with the same name.
4. Mr. Huycke, a leading west coast shipping historian, also took issue with Mr. Bencik's account of the ending of the STAR OF FINLAND. We print Mr. Huycke's account here:

"In 1939 the APA sold her to D.H. Bates of Portland, Oregon, who re-sold her in early 1941 to a combination or partnership of owners, including General Steamship Corporation of San Francisco and Hammond Lumber Co., and she was put under the Panama flag. . . . The ship was laid up at the E.K. Wood Lumber Company Dock in Oakland. She sailed in September 1941 from Grays Harbor with lumber for Durban, and then continued on to Hobart. She was not refitted to 'full ship rig,' but was retained in her original bark rig. She was not abandoned in the Philippines. In 1942 she was rigged down in Sydney to a barge and operated by the U.S. Army as a barge till the war ended, then was sold to Filipino owners who used her in the logwood and lumber trade, inter-island, until she was pretty well beat up by the 1960s or so. 'Certain Pacific Coast interests' did not buy her in 1964. She was the center of negotiations between the U.S. government and the Philippine government as a gift to the USA, with the intent of bringing her back to the USA and refitting her as a bark again. . . . She was never given any kind of restoration, and in fact, even during the negotiations to save her, some bootleg scrappers began tearing her apart in the early 1970s. She was not lost in the Philippines. After a few years of idleness, the numerous chunks of what had once been the KAIULANI were hauled back to San Francisco, with the forlorn hope of some dreamers that she might become the

backbone and nucleus of a new ship–what rot!–and even then the bulk of these remains were junked to clear some space in a shipyard. Only a few pieces remain, so I'm told, though I haven't seen this."

All the above commentary points out just how difficult it is, at this remove in time, to trace the often-murky histories of various vessels–especially vessels with such checkered careers as most of the Alaska Packers ships had. Thus we appreciate the subject further. A little controversy is a good thing; if all history was pat and certain, what challenge would there be to study it?

Star of India Auxiliary

Donations to the rummage room at 10th Avenue continue to come in. Due to a shortage of storage and display space, we will be unable to accept large pieces of furniture or large appliances. If you have any questions about rummage donations, call Mary at 466-7204.

The Docents have been very busy with school tours and have been hosting aboard the MEDEA throughout the summer. The Arts and Crafts ladies are busy creating the articles that will be available at our November Bazaar.

–Doris Chidgey
Auxiliary President

Probing Mysteries of the Deep

Research continues on the ship wreckage recovered from Cardiff State Beach by the Museum in April. On June 17, a marine archaeology seminar was held on board the STAR OF INDIA by three experts from Los Angeles. We thank Sheli Smith, Curator of the Los Angeles Maritime Museum; Jack Hunter, marine archaeologist; and Monica Hunter, documentarian, for a most informative presentation to our staff.

We learned much about proper recovery techniques, the ins and outs of legal factors, and preservation procedures. All this will prove helpful as we work to preserve the hull section recovered from Cardiff, and eventually put it on exhibit.

As Sheli Smith, a marine archaeologist of much experience, correctly points out, the real value of our shipwreck lies not in identifying it with a particular vessel, but in how it illustrates shipbuilding techniques during the "transition period" from wood to metal. The futtocks' moulded and sided dimensions show that this vessel was laid out in a mould loft prior to assembly–a helpful tip in dating the vessel to the late 19th or very early 20th centuries. The combination of wooden treenails and alloy drift pins in the wreck is also typical of the transition period.

Another value of this wreck is that it stimulates the public's imagination. Media coverage of the wreck recovery exceeded coverage of any Museum event in recent years, with the exception of sailings of the STAR OF INDIA.

As this is written, two friends of the Museum are exploring a more intact wooden shipwreck on the coast of Baja California. The sea gives up her secrets slowly, grudgingly. Yet each time she does, we have new mysteries to ponder. It's all part of the wonderful challenge of maritime history.



Museum staff and members of the media inspect the wreckage of a wooden ship at Cardiff State Beach on April 19, 1991. Wooden treenails were plentiful in the wreck. Efforts are under way to learn more about how this vessel was built and the materials employed.

Photo by Ross Parmer

Tour of Sub Training Center

On July 23, Maritime Museum staff and docents were led on a fascinating tour of the submarine training facility at Ballast Point. The tour was arranged by Hugh Story, a retired submarine officer and one of our docent leaders.

The tour began with a dramatic film and informative lecture given by a sub officer, describing in detail life far beneath the ocean's surface–where going 75 days without surfacing is routine.

Then the tour split into two groups and went through various training facilities. These included a room which can be flooded chest-high to simulate an emergency, a room where fires are set and fought, and a plotting and periscope training area, where we carried out a "simulated" sub attack on "simulated" shipping in San Francisco Bay. (The Imperial Japanese Navy would have loved us.)

All the Navy personnel who conducted our tour were clearly well-trained, highly motivated individuals. The submariners claim they are the "elite 8%" of the Navy, and one tends to agree after this tour.

Our tour concluded with a pleasant luncheon at the base officers' club.

Thanks go to Hugh Story, and to all the personnel at the training center. We have invited the latter to visit the Maritime Museum.

Berkeley to be Designated National Historic Landmark

One of the highest honors that can be bestowed upon a creaking old ship will be extended to our ferryboat BERKELEY on October 16. On that date she will be officially designated a National Historic Landmark by the National Park Service, U.S. Department of the Interior.

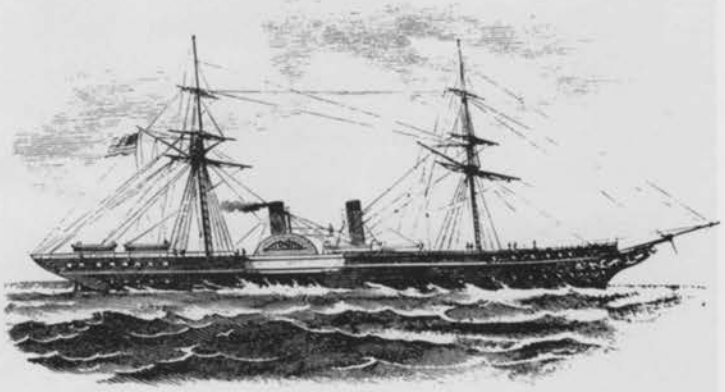
The process for becoming a National Historic Landmark takes a long time and is not completed lightly. The site is supposed to represent a subject of intrinsic worth to the people of the United States, in terms of their history, cultures, and general development. Scholars prod and poke at the subject under consideration, demanding documentary proof of its worthiness.

It is not suprising that BERKELEY, like her fleet-mate STAR OF INDIA, should qualify. (STAR became a Landmark in 1966.) Our venerable ferry, launched in the year Teddy Roosevelt stormed up San Juan Hill and the U.S. won an empire, was a witness to 75 years of history on San Francisco Bay. She played a dramatic role during the evacuation of a burning San Francisco in 1906, following the great earthquake. But most of the time, she simply carried on with her vital job as a transportation link. As such, she symbolizes the many ferries that served the harbors of the west coast prior to the construction of modern bridges.

BERKELEY has other distinctions. She was the first ferry on the west coast to have propellers that worked properly, as well as the first equipped with electric lights. In her time she served as a backdrop for movie stars and politicians (Frank Sinatra and Thomas Dewey, to name a couple), and was enjoyed by millions of nameless folks. Today she remains as popular as ever, a setting for countless weddings, parties, and promotions. She is truly "a ship of all the people."

As Capt. Ken Franke, our Executive Director, points out in his story on her bilge repairs in this issue, certain ships are worth going the extra mile to save. Certain vessels represent the sum total of man's experience in voyaging across the earth's waters. BERKELEY, like the STAR OF INDIA, is one of these special ones. The age of the early steamship coincided with the final twilight of the sailing ship–and both are equally important to civilization. Thus we hail and preserve both, and salute their service through the National Historic Landmark designation.

Join us on October 16–BERKELEY's 93rd birthday–to fete this splendid old Victorian. A special ceremony will be held on board, and a plaque honoring BERKELEY's status will be dedicated by National Park Service and Maritime Museum officials. Further details of the ceremony will be announced soon.



San Salvador Project

Mr. Melbourne Smith and his International Historical Watercraft Society, based in Annapolis, Maryland, continue to perfect plans for a full-sized replica of the SAN SALVADOR, also known as LA CAPITANA, to be built in San Diego and made a part of the Maritime Museum.

Mr. Smith is well known as the creator of such replicas as the topsail schooners PRIDE OF BALTIMORE and CALIFORNIAN, and the U.S. Navy brig NIAGARA. He is a man who approaches each project with painstaking accuracy and attention to detail.

A major feature of all Mr. Smith's replicas is that they can be sailed like the originals. The CALIFORNIAN, for example, is the Official Tallship of our state, and cruises on a regular schedule between its ports.

SAN SALVADOR presents a special challenge to the replica builders. The original vessel, used by Juan Rodriguez Cabrillo to enter San Diego Bay in 1542, was, like all ships of its era, built without ship plans as the modern naval architect knows them. Shipbuilding in the sixteenth century was more of an art than a science, completed with the aid of many ancient "rules of thumb" and shrouded in trade secrets.

Thus, as Mr. Smith freely admits, any recreation of such a ship must rest on conjecture. However, Mr. Smith and his assistants have sought diligently to take a scientific approach to that conjecture. Leading experts in Spain, such as Don Jose Martinez-Hidalgo y Terán, Director of the renowned Barcelona Maritime Museum, have been consulted. Months have been spent in the study of any early documents which might shed light on the problem. Every reliable, attainable sixteenth century source has been explored.

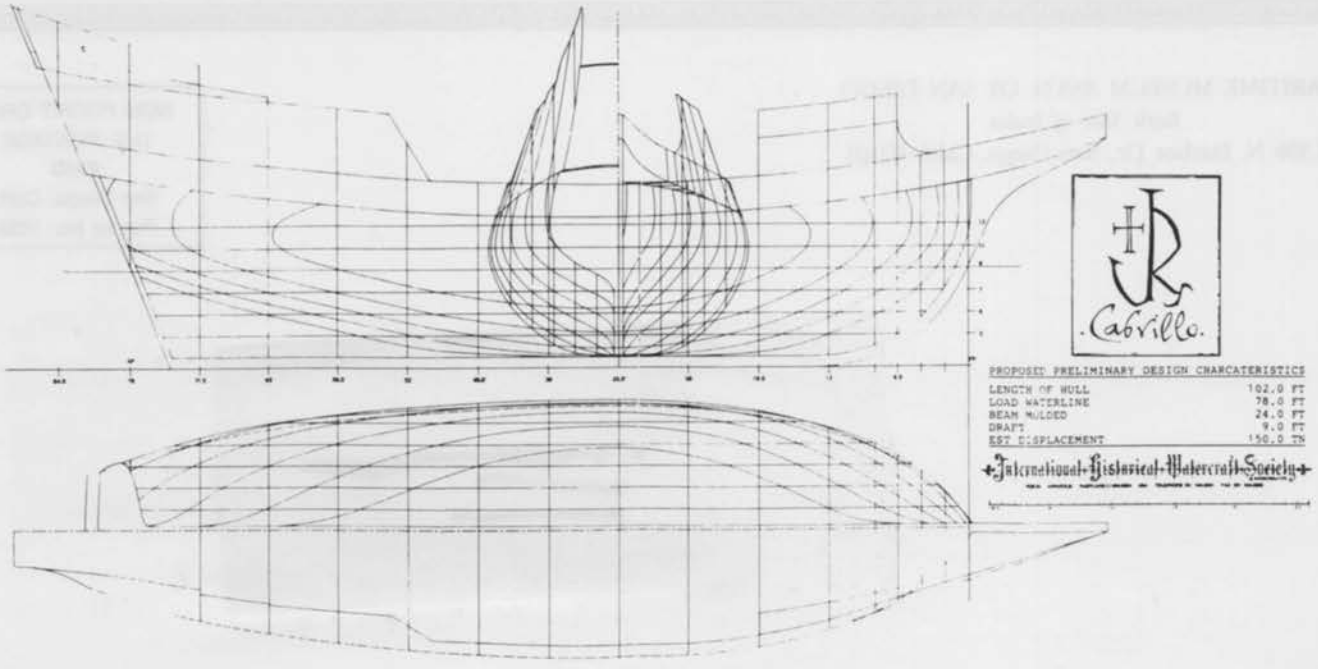
As a result, Mr. Smith concludes, and the experts in Spain agree, that Cabrillo's largest ship was likely a galleon of about 200 *toneladas*. There is little doubt, according to Smith, about her sail plan: "The conventional rig of galleons and naos of the period had the main and fore masts crossed with square sails. Another square sail would be set under the bowsprit. The mizzen mast would have set a lateen sail."

Armed with the fruits of his research, Mr. Smith has prepared a report and several plans for the replica. He envisions the new SAN SALVADOR as running to a little over 100 feet in length, and drawing about 9 feet. The original vessel was built on the shores of Guatemala of native timbers. Mr. Smith proposes to use the same woods "to lend authenticity and ensure durability." The species still available today include the Bullet Tree, Mexican Cedar, Machich, Santa Maria, Granadia, Yellow Pine, and Honduras Mahogany. The result, if carried out as Mr. Smith foresees, will produce a vessel that is extremely beautiful as well as sound–just like the original, which sailed as far south as Peru and as far north as Alta California.

The project was initiated by Port Commissioner Mel Portwood as a way to highlight local history. It is hoped that the ship can be completed in time for the four hundred fiftieth anniversary of Cabrillo's landing here, to be celebrated on September 28, 1992.

But regardless of completion date, it is certain that such a ship would add greatly to the attractions of our Museum. Already, the Portuguese Historical Society, the Cabrillo Festival Committee, and other organizations have expressed keen interest in the project. The ship, built to current safety specifications, could be used for paid excursions as well as the annual Cabrillo Festival.

For those of us who work at the Museum, we look forward to the day when "the banner of the almirante" (a Spanish admiral) will once again flutter from SAN SALVADOR's foretopmast, as she sails serenely up the bay. Thus we shall portray the very birth of our city, and indeed of all California.



CALENDAR OF EVENTS

Note: Please call the Museum Office at 234-9153 for details of time and exact location, where not given.

SEPTEMBER

2: Labor Day
25: Membership Program: "Maritime Museums of America" by author Robert H. Smith. BERKELEY, 7 p.m.

OCTOBER

14: Columbus Day
16: Dedication of BERKELEY as a National Historic Landmark by the National Park Service, U.S. Department of the Interior.

NOVEMBER

14: 128th anniversary of the launch of EUTERPE at Ramsey, Isle of Man.
16: STAR OF INDIA Birthday Celebration on board the ship, all day.
28: Thanksgiving Day

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 Masefield

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