



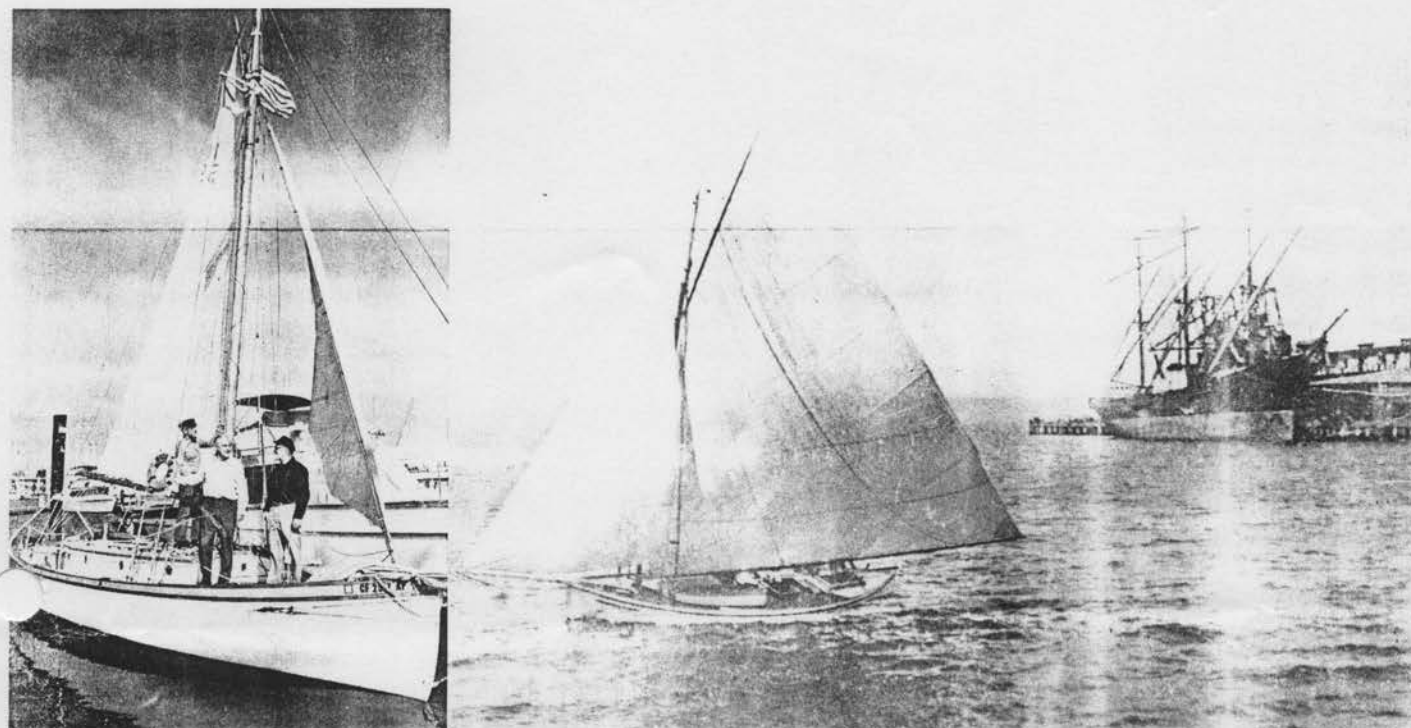
MAINS'L HAUL



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THE BUTCHER BOY COMES HOME

"HOME IS THE SAILOR . . ." — THE BUTCHER BOY BACK IN SAN DIEGO AFTER 41 YEARS, WITH, LEFT TO RIGHT, 1ST MATE WILSON COOPER, JOE JESSOP AND CAPT. KEN REYNARD; AT THE RIGHT, BUTCHER BOY IN HER ORIGINAL RIG, IN THE SUMMER OF 1905. SHIP IN THE BACKGROUND IS THE FAMOUS DOWN-EASTER BENJ. F. PACKARD.

After serving for 69 years as fishing-boat, market-boat and yacht, the double-ended sloop *Butcher Boy* has, most appropriately, returned to the port where she was built, and will undergo extensive surgery to put her back to her original appearance as the one-time pride of San Diego's fishermen.

It was in April of 1902 that she was launched from Manuel Goularte's boat-yard on Atlantic St. (now Pacific Highway), which in those days was right on the edge of the water; she was the last of the once extensive fleet of "Columbia River salmon-boats" and hence typifies the sail driven fishing-boat at the point of its highest development. She is, therefore, of primary historical significance.

Charles Hardy, civic leader and owner of the old Bay City Market, had her built for his brother, George. She would be used for fishing — as well as for going out to meet inbound sailing vessels, get their orders for fresh fish, and sail back into port ahead of them. The orders, usually filled by the Bay City Market, would be waiting on the wharf when they docked.

Goularte, so the story goes, became temporarily incapacitated and had to turn the job over to someone else, he chose his former assistant, Manuel Madruga, who was just starting out as a boatbuilder on his own, but came

back to help his old friend and former employer. The integrity and skill of those Portuguese shipwrights was to stand her in good stead for all those years, she was framed of oak, planked with Port Orford cedar, and copper fastened throughout. She had a tremendous bowsprit, long over-hanging boom, and her deck-plan showed a tiny cabin forward, a main fish-hold amidships, and at the stern a small hatch or cockpit, on the edge of which the helmsman sat.

But even as she was being built, time was running out for the sailing fishboat, the "Monterey boat" with its "one-lunger" marine engine was taking over. So a few years after she was built, the *Butcher Boy* was sold to Kent Hamilton, who converted her into a yacht. Fish-hold and after hatch now became a roomy cockpit, the small cedar-planked cabin became a roomy one of steam-bent oak, and she had four berths below. In this form she lasted for many years under the pennant of the San Diego Yacht Club — including the moment of glory when she won the Lipton Cup.

In 1930 the last and fastest of the salmon-boats left San Diego, when she was sold to a Los Angeles yachtsman. Then came a more extensive re-build, in which her sides were raised slightly at bow and stern but by nearly a foot

amidships; a big cabin was added, bowsprit and boom were shortened and — crowning insult! — an engine was installed.

Some months ago Past President Joe Jessop learned that she was still hale and hearty — and for sale. To make a long story short, the Star of India Auxiliary's aid was sought in the financial end of the deal — and now the *Butcher Boy* belongs to the Maritime Museum Association, and is back in San Diego. A final overhaul is in the making and when, perhaps a year from now, it is completed, the last of the salmon-boats will have regained her long bowsprit, her sweeping sheer and flush deck — and her centerboard — and an example of an historically significant type of workboat will be on display, close to the *Star of India*.

Incidentally, don't ever make the mistake of saying "Columbia River salmon-boat" along the Sacramento River. They will be quick to tell you that the first salmon cannery was at Sacramento in 1864, and the first of the popular type of vessel was shipped to the Columbia — where it spread like an epidemic — on the deck of a steamer, around 1865.

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WELCOME ABOARD!

Our membership now has passed the 250 mark, and since the last issue of *Mains'l Haul* the following have signed on:

Mr. Andre Antinoni	Mr. Robert J. Klitgaard
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Mr. Bernard R. Curley	Mr. George L. Morrison
Dr. Merle Francis	Mr. William C. Peterson
Mr. George L. Gildred	Mr. Thomas W. Soule
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Gildred (life)	Mr. R. L. Stadler
Mr Daniel B. Grady	Mr. Harry Tranter

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

— John Masefield

MARITIME MUSEUM ASS'N OF SAN DIEGO

Bark Star of India

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