



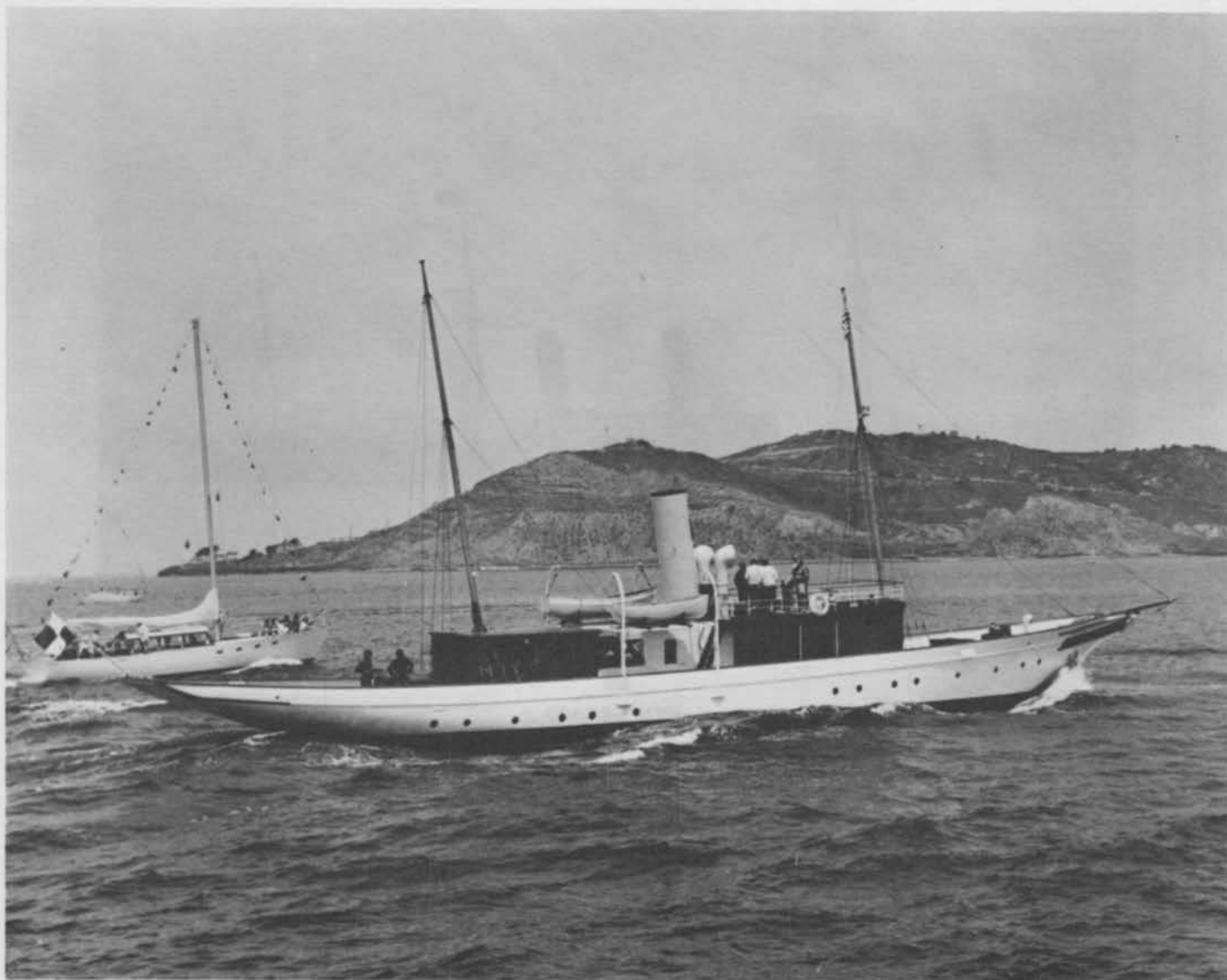
MAINS'L HAUL



VOL. XVI

OCTOBER 1979

NO. 1



THE STEAM YACHT MEDEA

The *Medea* was bought by Paul Whittier from European owners, shipped to Los Angeles, then steamed to the San Juan Islands where he has a boatyard, and restored as near as possible to her original condition. In 1973, Whittier donated her to the San Diego Maritime Museum and she was delivered in running condition under the Panamanian flag.

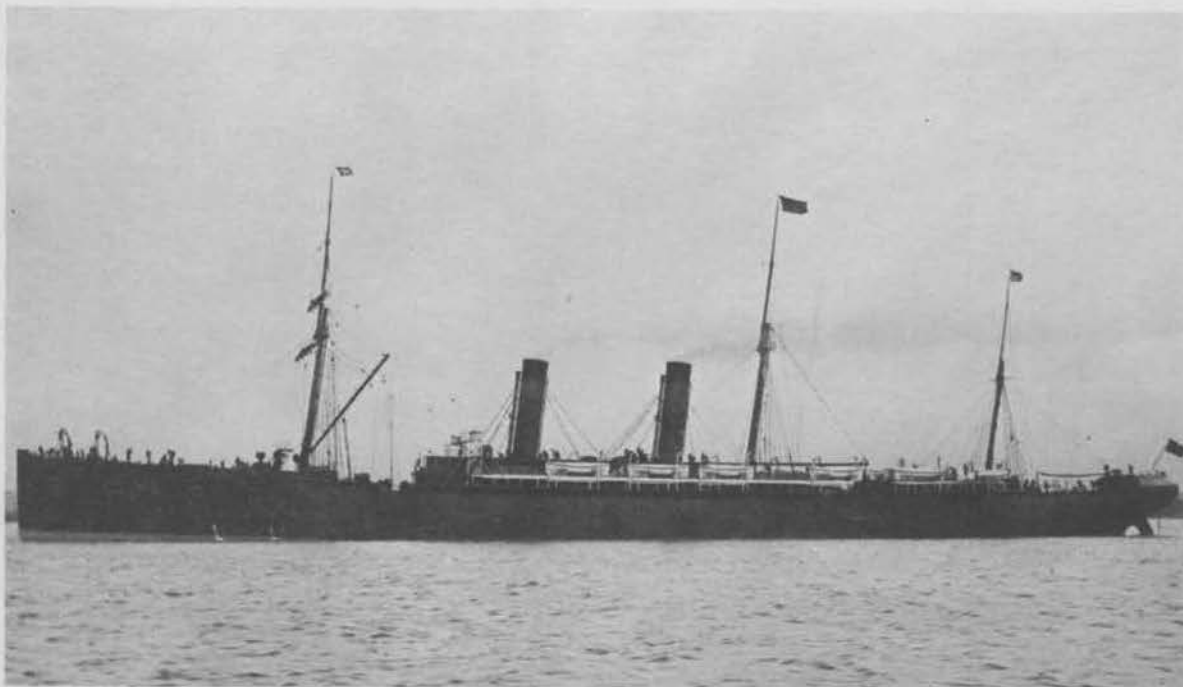
Since her delivery to the Museum, considerable work was done on her engines, under the supervision of our board member Ed Paxton, a licensed engineer. Also, the dry summers and wet winters had played havoc with her original all teak deck, which had not been renewed along with her other restoration. In 1978, the Board of Directors of the Maritime Museum authorized the removal of the old

deck, replacing it with a new deck consisting of two layers of $\frac{3}{4}$ " plywood with a fibre glass covering, and topped with a $\frac{3}{4}$ " teak deck which will look like the original deck, only stronger and watertight.

The work has been done by our own crew, which was originally headed up by our carpenter, Duke Spink. However, Duke was hospitalized last winter with pneumonia, and while in the hospital it was discovered Duke had cancer which was terminal, and

he passed on a couple of months later. He was a dedicated member of our Museum crew and is sorely missed.

This summer the crew has been carrying on with the work on the deck, and recently aided by a young shipwright, the job is progressing pretty much on schedule. Soon the *Medea* will be her own beautiful self, and once again an important part of the San Diego Maritime Museum.



A TRANS-ATLANTIC PASSAGE IN 1890

by
Jerry Jessop

In the year 1881 the Cunard Line, in an effort to command the trans-atlantic passenger service, built the luxury liner R.M.S. *SERVIA*. No expense was spared in making her a most modern, comfortable and beautiful ship. She was one of the very early steamships built of steel, and also had a three-masted barque rig with top masts and three yards on each of the main and fore masts, carrying a full suit of sails.

Weather conditions in England were such that in 1890, Mary and Joseph Jessop decided to leave beautiful park-like England with their family of seven children and seek a new home. After reading the San Diego Union which they had subscribed to, Southern California was selected over South Africa, Australia, and New Zealand as being the healthiest area in which to live and raise a family.

They booked passage on the *SERVIA*, leaving

England in August 1890, with all of their possessions packed in 21 boxes and many bags. Rough seas were encountered the first three days out and all were seasick. At one point Dick, the youngest of the family (then three years—now ninety-three), said to his father, "Let's go back home!"

However, the storm soon passed, the sky became clear and the sea smooth, so with plenty of delicious food they began to enjoy life on this luxurious ship.

There were a large number of lively young Irish girls immigrating to the United States on board. On the beautiful moonlit nights they would gather on deck and with the aid of a few musical instruments would sing, dance and play games. The crew and other passengers joined in the fun.

The trans-atlantic crossing was made in 10 days, averaging about 12 knots per hour by the use of both steam and sail. They arrived in New York September

1st, after a wonderful sea voyage and were sorry that the delightful trip was over.

After a long tiresome trip to the West Coast, by way of New Orleans, the Jessop family arrived in San Diego—a hot, dry, dusty and unattractive town of 16159 people, mostly Mexicans and Indians. This was the end of the line, and the beginning of their new life in San Diego, California, U.S.A.

(Ed. Note: The *SERVIA* was launched March 1, 1881 in Glasgow, Scotland. With three masts and two funnels; a gross tonnage of 7391; dimensions of 515' by 52'; a single screw with compound engines, she could make a top speed of 17 knots. Her main dining saloon measured 74 feet by 49 feet wide, with a height of 8½ feet and could seat 350 passengers. The *SERVIA* had 168 staterooms and carried 450 first class and 600 third class, with a crew of 200. After completing 171 round trips, she was scrapped in 1901. An interesting article appeared in Harper's New Monthly Magazine of February 1886, in which Sir Edward Reed writes, "The Cunard steamer *SERVIA* arrived at New York yesterday being three days overdue. During a heavy sea the boats, the bridge and the funnel were carried away and the saloon was flooded.")

NOTES FROM HERE AND THERE

by

Jerry MacMullen

CONGRATULATIONS ARE DUE to one of our old friends, Captain Fred K. Klebingat, who on Oct. 7 celebrated his 90th birthday.

Cap't Klebingat did that delightful book, *Christmas At Sea*—but his greatest contribution to maritime history was his help to others in personal letters of wide dissemination. They were full of the priceless, first-hand observations of one who came up through the hawsepipe the hard way.

Cap't Klebingat, born in Germany, paid off around the turn of the century, from the German 4-masted barque *ANNA* in Australia, and signed on in an American schooner. He first saw San Diego in 1911, when he came here as donkeyman in the barkentine *S.N. Castle*, 46 days from the Tuamotos, with a cargo of phosphate rock which they unloaded at Spreckel's Wharf. By the time they left San Diego, as a matter of interest, let us note the fact that the bulkhead of the barkentine's donkeyroom was wallpapered with red-and-white labels soaked off of bottles of "San Diego—The Quality Beer." (Ed. note: It was, by the way, damned good beer!)

And so, to our good friend Captain Klebingat, Ahoy!—and many, many more of them.

SPEAKING OF SPRY SENIOR CITIZENS—We learn from Cap't Harold Huycke that the patriarch of maritime history, Cap't P.A. McDonald—late of the 4-masted barque *William Dollar*, is alive and very, very well in Santa Monica, at the lively age of—believe it or not—99! It was Cap't McDonald who gave us that fine barometer which hangs in the chart-room of the *Star of India*.

Like Cap't Klebingat, his published writings were not, by far, his only contributions to maritime history. Both men stand out for the terse first-hand accounts of their own years at sea, both in the form of contributions to such magazines as *Sea Breezes* (Liverpool), and of prompt replies to letters from others seeking to preserve the history of ships and the sea, and to get it down in black and white before it is too late.

A MARITIME HISTORIAN'S DREAM IS COMING TRUE for Karl Kortum, for many years Director of San Francisco's fabulous Maritime Museum.

According to the cook on the French bark (a most scandalous old gossip) Karl's most recent address was "... off Cape Horn, close in." He is aboard a Chilean gunboat, and is acting as technical advisor on a movie to be called "The Ghosts of Cape Horn".

In addition to being an alumnus of the bark *Kaiulani*, Karl Kortum will be recalled locally as having been a staunch friend of the *Star of India* in those dark days when her friends were few and far between. It was he who did the first survey of hull and rigging and told us a lot of things we did not want to hear—but stated that despite the moans of the doom-sayers, the grand old lady still could be saved. We hope that Karl remembers Cape Horn's unsavory reputation, and doesn't get too close in!

CONGRATULATIONS

Two members of our Museum family have recently been honored for their achievements by the citizens of San Diego.

On September 27, the 1979 Cabrillo Festival held its annual Historical Seminar, which this year was entitled "They Came from the Sea—San Diego's Maritime History." This year they selected Jerry MacMullen as the citizen who has contributed the most to the Maritime History of San Diego and presented him with a beautiful plaque commemorating the occasion. Jerry has also been honored in two recent publications. First, in *SEA LETTER* a publication of the National Maritime Museum in San Francisco, Karl Kortum wrote an

article entitled "Jerry MacMullen, *STAR OF INDIA'S* Guardian Angel. Also in *Buckskin Bulletin*, a publication of Westerners International, there is a fine article by Bob Michaelis concerning Jerry's role in San Diego's Maritime History.

Our second member to be honored is our fine engineer, Ed Paxton. Ed was selected by the Historical Site Board of the City of San Diego for his outstanding achievement in restoring the engine room of the *Berkeley*, a member of our Museum fleet. The beautiful award was signed by Pete Wilson, our mayor, and Donald Reeves, chairman of the Historical Site Board.

An extra ration of Grog to Jerry and Ed, we are real proud of you both!

NOTICE

Please be advised that the Annual Meeting and Election of Directors for the new term will be held on the third Monday of November, which is November 19, 1979 at 8 P.M. on board the *Berkeley*.

WELCOME ABOARD

Here are the new members since the last issue of MAINS'L HAUL:

North Baker	Mike Evans
Thomas C. Ault	David A. McCanne
Captain C.S. Wetherell	Thomas Webster
John S. Grenhalgh	Philip Sorenson

At the recent Cabrillo Historical Society's seminar on the History of the Port of San Diego, two members of our Maritime Museum were part of a distinguished panel presenting papers on the subject. They were Captain Eddie Fredericks, U.S.N. (Ret.), Navy League Coordinator with our museum, and Robert Weinstein, noted marine author and photo historian.

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

Gregg Chandler, Editor

—John Masfield

PASS THE WORD—fore and aft

The Maritime Museum held an ALL HANDS PARTY on Saturday night, September 15, and as reported by Pats Wolcott, President of the Ladies Auxilliary of the *Star of India*, it was a success. The actual attendance was approximately 200 people. Pats was ably assisted by other members of the Ladies Auxilliary and their husbands. Senator Jim Mills, who has been a fine supporter of our Museum for many years was among those present.

Plans are now being made by the Ladies Auxilliary for a fund-raising party to be held November 9. The Auxilliary has recently purchased tables, chairs and a dolly for use on the *Berkeley* party deck and the *Star of India* and the Maritime Museum is very grateful.

Many thanks to those wonderful people who have made donations of books and papers to the Maritime Library aboard the *Berkeley*. The Library itself is making good progress with the help of some hard-working volunteers.

MARITIME MUSEUM ASS'N. OF SAN DIEGO
Bark *Star of India*
1306 N. Harbor Dr., San Diego, Calif. 92101



MAINS'L HAUL



VOL. XVI

JANUARY 1980

NO. 2



The Berkeley

San Diego still has a ferryboat! The tall stack of the *Berkeley* is a prominent feature along the Embarcadero on San Diego's waterfront. Along with the *Star of India* and the *Medea*, she has made the San Diego Maritime Museum a most attractive place to visit, both for visitors and members of our own community. If you have not been aboard our Museum lately, you will find a lot of changes have taken place aboard the *Berkeley*. The engine room has been restored and the main engine is turned over by a hydraulic motor on a jacking gear, to the delight of all visitors.

Bill Benson's model shop is an active corner of the main deck, and always the center of attraction for those interested in model building.

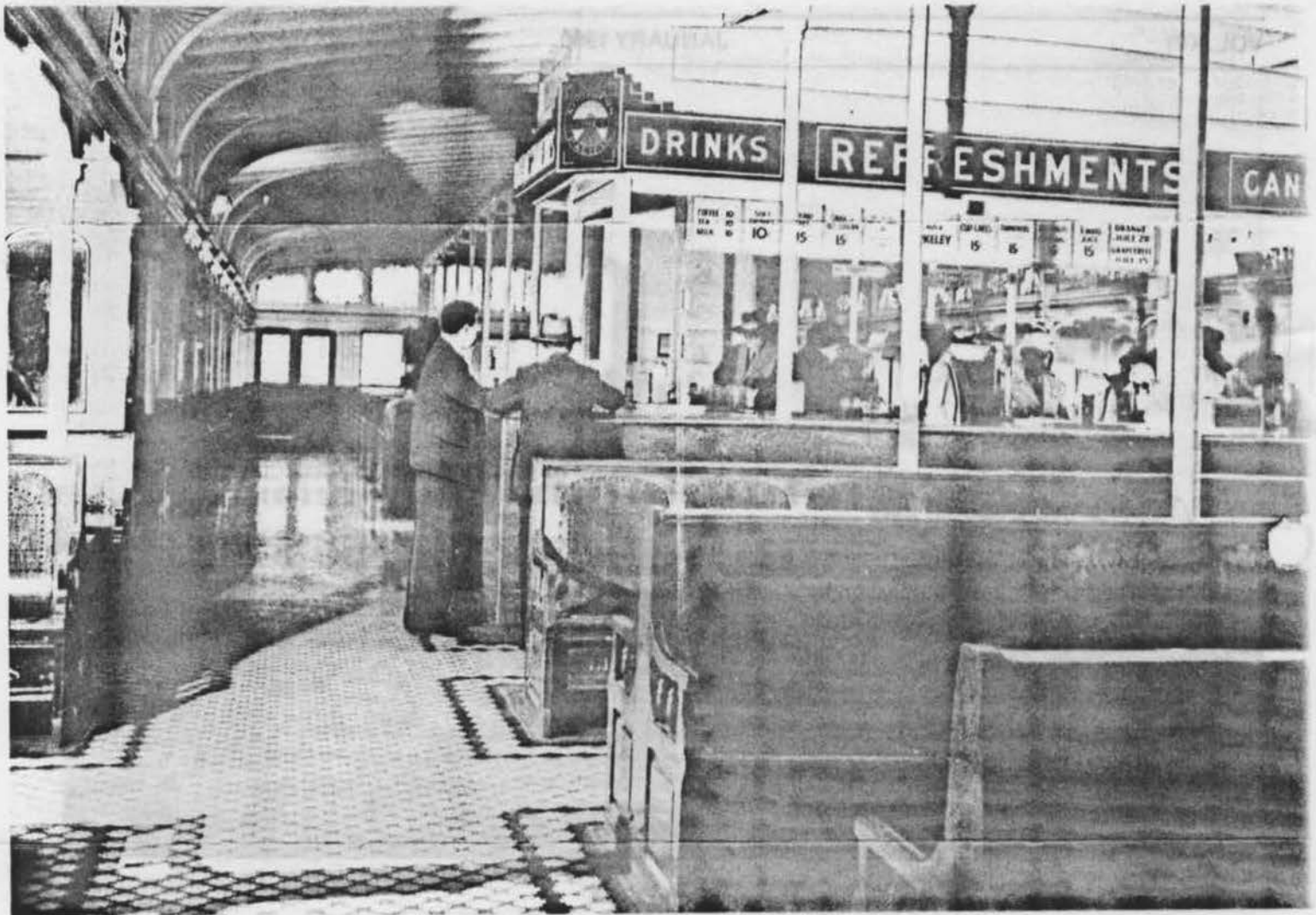
A racing scull, donated by the San Diego Rowing Club is located on the bulkhead over the engine room, aft on the main deck. Also some interesting models have been added to the Museum's own collection, and the Navy exhibit is displaying some new additions as well as being "dressed up" by Captain Fredericks, Navy League Coordinator with our Museum.

The Jerry MacMullen Library, made possible by a donation of the Propeller Club of San Diego is progressing well. Our shelves are almost filled with over 2000 books and a large magazine section. Donations of books, magazines and other maritime items have been pouring in and we are most grateful. At present the Library is open to members and researchers by

appointment only. However, in the near future we hope to have it open to members on specified days each week.

So come aboard and visit one of the few old ferry-

boats still in the water. In case you are not familiar with the *Berkeley's* history, we are re-printing an article by our own Jerry MacMullen.



The Berkeley
by G.F. MacMullen

The *Berkeley* was built at the old Union Iron Works (now Bethlehem Steel) in 1898 and was launched October 17, 1898 in the presence of some 2,000 invited guests who included Southern Pacific Railway dignitaries and the president of the University of California. On her trial runs a few days later she logged 12¼ knots, and shortly afterward she went into service between the ferry building at San Fran-

cisco and Oakland Pier, with occasional diversions to Alameda Pier. The *Berkeley* is 289 feet long and displaces 1,945 tons. When in service, she was rated at 1,709 passengers.

The *Berkeley* was the second propeller-driven ferryboat on the Pacific Coast, the first having been the unfortunate *Silver Gate*, built at San Diego (actually Coronado) in 1887-88, and used for only

about a month. She was almost completely unmanageable. As a matter of fact, the *Berkeley* was not a complete success; she had no vertical, external keel, and at times became unmanageable when stopping and reversing while entering the ferry slip. It was fifteen years before Southern Pacific built any more ferryboats, and then, in 1913, they came out with the big *Alameda* and *Santa Clara*—both of which reverted to the old side-wheel propulsion.

The *Berkeley* participated in the evacuation of San Francisco following the earthquake and fire of April 18, 1906, when the ferries ran for 24 hours a day, regardless of schedule, carrying thousands of refugees to the comparative safety of Oakland. With the completion of the East Bay Bridge in 1939, the operation of commuter ferries on San Francisco Bay became illegal (as it did when the San Diego-Coronado Bay Bridge was completed in 1969); but the *Berkeley* was retained as a "train boat"—along with the *Eureka* and *Sacramento*—to carry passengers from San Francisco to the trains at Oakland Pier. This service was terminated in 1958, the *Berkeley* then being bought to serve as a "trade fair" at Sausalito, California. Occasionally, as a relief for the *Eureka*, she had served briefly on the Sausalito run.

Around 1900, the *Berkeley* was converted from a coal-burner to an oil-burner, and in 1918, her original Scotch boilers were replaced by more modern water-tube boilers. Fortunately, in this refitting job, nothing was done to her upper-deck passenger cabin. It still retains its original 1898 carved wood panelling, plate glass mirrors, and stained-glass windows in the clerestory. Below decks, the original triple-expansion steam engine, and several small auxiliary steam engines for operating pumps, dynamos, and blowers, remain in place, and are in operating condition.

The Union Iron Works, where she was built, also built the famous battleship *Oregon* and the armored cruisers *South Dakota* and *California*, later renamed *San Diego*. The *Berkeley* was built at the same time, and in the adjoining slip, with the battleship *Wisconsin*.

Pass The Word Fore And Aft

The Ladies Auxiliary of the Star of India held a Christmas party on the *Berkeley*, December 16, to celebrate the Annual Parade of Lights in San Diego harbor. Turning on the lights on the *Star of India*

marks the beginning of the boat parade each year. Isabelle Murphy chaired the party held on the *Berkeley*, and it was enjoyed by one and all. Pats Wolcott, President of the Ladies Auxiliary, has announced that on March 14, a fund-raising party will be held on the *Berkeley*, celebrating St. Patrick's Day.

The ANNUAL RUMMAGE SALE will be held this year on March 28, 29, and 30. Please go through your garage, attic, whatsoever—and bring down to the *Berkeley* everything you have been wanting to get rid of. If you are unable to bring it all down in your own car, call the Museum and we will have our truck pick it up.

At the Annual Member's meeting in November, three new members were elected to the Board of Directors; Maxine Telford, William Kearns, and Arthur DeFever. They succeed retiring Directors; Joe Jessop, Tom Allen and Alex De Bakcsy. There isn't enough space or time to recount all the fine things these men have done for our Museum, but their contributions will long be remembered.

A Message From The President

1979 was a good year for our museum. Attendance was good, which enabled us to achieve a cash balance in lieu of the customary deficit.

The *Star of India* was kept in a holding pattern while we concentrated on *Berkeley* and *Medea*. The principal accomplishment on the *Star* was Bill Cooper's success in almost eliminating the leaks in the weather deck. This was accomplished by constant vigilance and the use of copious quantities of Jefferies' Marine Glue. Eventually, the deck must be replaced, but not for several more years. *Medea's* weather deck, which has been beyond repair for some time, was entirely removed. Two layers of $\frac{3}{4}$ " plywood covered by a layer of glass now insure that we will have no further leaks. A full course of $\frac{3}{4}$ " teak over this sub-deck will preserve the original appearance. The teak deck is now about 70% complete and by Spring we should have our little jewel in mint condition.

Work and progress continues steadily on the interior of *Berkeley*. Our most important accomplishment was the renovation of her engine room. Our painters' crew toiled many months under very bad conditions to completely chip, prime, and paint the overheads, bulkheads and all the machinery. Under

the Supervision of Ed Paxton, and with considerable personal work on his part, all of the machinery is now operational. The auxiliary machinery, pumps, ventilation fan and generators operate by compressed air. The main engine rotates majestically, driven by a hydraulic system. Those of you who have not seen the engine room should make a point to do so.

Our library, under the Supervision of Gregg Chandler, and with the active help of several volunteers, is rapidly assuming a professional status. Books, documents, and photographs long consigned to cartons in the bilges of the *Star* and storage on the "B" Street pier have been cataloged, shelved and otherwise filed and protected. All members are encouraged to visit and use this new facility.

In closing, our weak point has been our failure to add to our membership. I again urge each reader to make an active friend to sign up one friend.

Captain Carl Bowman

Welcome Aboard

Here are the new members since the last issue of *Mains'l Haul*.

Arthur C. Allyn	Albert L'Heureux
Tom Collins	Ruth E. Parrish
Hugh Crawford	Lee and Nan Tracy
Leslie Holst	(Life Members)
Jack Hunter	Jack Tootle
William T. Kearns	Gilbert A. Watrous
Keith Korporael	

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

Gregg Chandler, Editor

—John Masfield

Many Thanks

We have received many donations of books and magazines since our last issue of *Mains'l Haul*, and our Library is growing by leaps and bounds! We do appreciate these donations and please keep them coming.

This fall the Museum was the recipient of Maritime Memorabilia in the form of a collection of Ship plans and documents of over 300 great passenger liners of the 1920's and 30's, as well as a fine assortment of Maritime books and magazines. This excellent collection was a donation made by Dee Dee Burrell of Pasadena, in the name of her father, the late CDR Ronald Kingsbury, USN., and will henceforth be known as the Kingsbury Collection.

Thanks again to the Propeller Club of San Diego, the Donor of our library, for presenting a Holiday gift in the form of a check of \$250. This will be spent in the purchase of new books.

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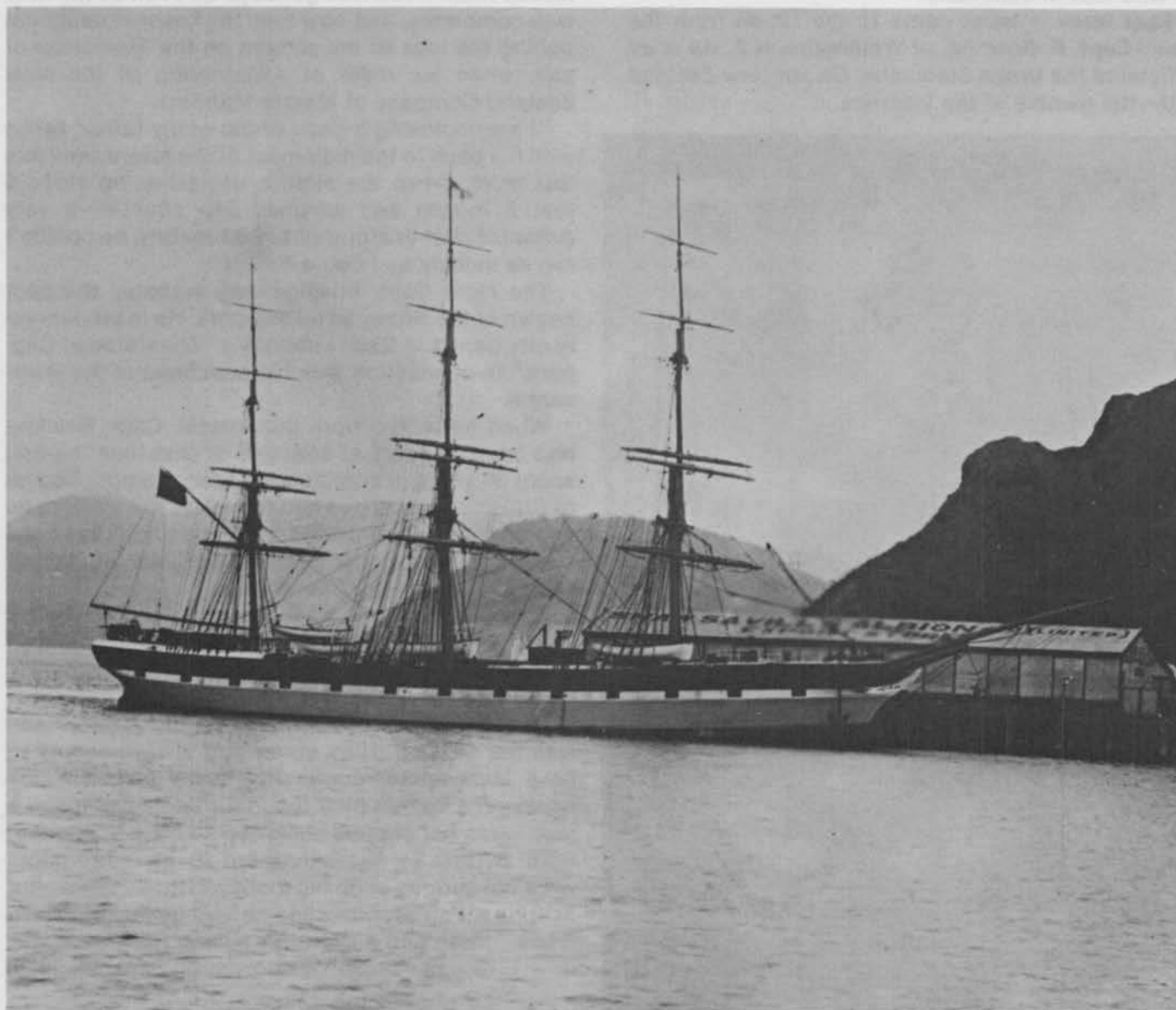
MAINS'L HAUL



VOL. XVI

MAY 1980

NO. 3



EUTERPE—A SLOW SHIP FOR A LONG VOYAGE!

By
Jerry MacMullen

It's a small world after all.

Several weeks ago a big British motorship called

the *Limerick* came into San Diego from the South Seas, with copra, and Capt. T.A. Norton went ashore

for a look at things. Being an old square-rigger man, he naturally wound up aboard the museum-ship *Star of India*, down by the foot of Kettner Blvd., and gave some first hand details.

"So she's the old *Euterpe*, of the Shaw, Savill fleet! I knew her well! I served my time in another of their ships, the *Invercargill*, under Capt. Bowling, who came from the *Euterpe*. He has a son down in Wellington—wait until I tell him about this!"

And Capt. Norton added some details which gave the general idea that when Capt. T. Bowling was aboard, there was no doubt in the mind of anyone as to who was in command.

Last week a letter came to the Union from the son—Capt. F. Bowling, of Wellington, N.Z. He is an official of the Union Steamship Co., of New Zealand Ltd—the owners of the *Limerick*.

"My father was master of her when I was a very small fry," writes Capt. Bowling, "but I can always remember that he was not very proud of her speed. He had always been used to flyers, and she apparently was not of that class.

"I come of a family that extends some considerable distance back, and who have all been attached to the sea—and curiously enough, have appeared to enjoy it. My father had seven brothers, all Masters, and a tough little bunch they were. I must be some sort of a throwback to a more comfortable age. I like the sea, but not in sailing ships. I kissed them a tearless goodbye as soon as my time was completed, and now take the keenest delight in pulling the legs of my seniors on the 'Romance' of sail, when we meet at a gathering of the New Zealand Company of Master Mariners.

"I am enclosing a good photo of my father, taken with his back to the mainmast of the *Invercargill* (his last ship). When the picture was taken he stood 6 feet 3 inches and weighed 240 pounds—a very awkward man to argue with. Fortunately, he couldn't run as quickly as I could."

The elder Capt. Bowling was probably the best known of the Shaw, Savill skippers. He is prominently mentioned in Basil Lubbock's "The Colonial Clippers," in connection with his command of the *Invercargill*.

When he retired from that vessel, Capt. Bowling had been 50 years at sea, and of that time, he had spent 30 years in command of sailing ships. Scores of British officers have had their first sea training as apprentices under his direction. His photo has been added to the collection of pictures of former masters, aboard the *Star of India*.

Another amusing slant on the *Star of India*'s speed comes from Capt. Frank C. Bowen, the well known marine journalist and author, of Gravesend. Regarding the old vessel, he writes:

"Incidentally, I may say that as the *Euterpe* she was the slowest thing afloat, but always seems to have been an extraordinarily happy ship. On one occasion a Belfast pilot thought that he had found a mug when her captain accepted an offer to pilot her from Belfast to Waterford for 10 pounds—pilots were not earning such big money in those days—but he thought differently when he was landed at Waterford a month and a day after sailing from Belfast!"

(San Diego Union, Sept. 10, 1939)



CURATOR'S CORNER

It is my great pleasure to join the Maritime Museum Association of San Diego. There are many opportunities to explore ahead of us. Through the quarterly publication of *Mains'l Haul*, I will try to keep the membership apprised of new exhibits and other items of interest.

I feel fortunate to be associated with the museum as Curator/Associate Director. The work being conducted aboard the three vessels shows a high degree of skill, enthusiasm, and what Easterners call "Yankee ingenuity." Captain Carl Bowman has assembled and is directing a fine effort. Other people from the general membership, trustees, and the Ladies Auxiliary, have contributed many valuable volunteer hours.

In the ensuing months, the exhibits aboard the *Star of India* and *Berkeley* will be changing. New Labels are appearing aboard the *Star* and some of the panels are being rearranged in her 'tween deck exhibit area. Efforts will be made to focus on aspects concerning the construction and historic uses of the museum's vessels. Related maritime themes such as navigation, medicine at sea, immigration, harbor transportation, San Diego's maritime history in general from Cabrillo to present, and the maritime businesses of San Diego, will eventually be covered. The range is wide, but an exhibit must be relevant to our purpose.

Over the long run, attention will be given to the museum's collections. Proper storage and record keeping are necessary in order to protect the artifacts once entrusted to the museum. This will be an ongoing project.

From time to time a "wants list" will appear in *MAINS'L HAUL*. Items of use to the museum will be advertised for in the hope that a member will come forth with the request item as a means of supporting the museum in a very helpful way. Money saved from not buying these items is money that could be used for ongoing vessel restoration. Items donated are tax deductible.

In this issue, for instance, is a request for a 35mm single lens reflex camera. Preferably it would have both manual and automatic capability. The camera will be used by the museum to photograph each artifact for record purposes, for exhibits, work progress files, and for research field work. A good camera is a necessary museum tool.

An offshoot suggestion of the request for a camera is that members would be advised to take photographs of objects of value in their own homes. In case of fire or theft, a photograph is a good record to have for insurance purposes. A photograph is also a way of still having a visual statement of a valued item that has been lost for one reason or another.

Dave Brierly

PASS THE WORD—FORE AND AFT

The Maritime Museum Library is planning to exhibit for the first time some of its book, photo, and memorabilia collection. The exhibit will be displayed in lighted cases which can be viewed by the public in the passageway outside the Library, located aft on the *Berkeley*. One case will be used to display the *Kingsbury Collection of Passenger Liner memorabilia*, and the other will show items of interest concerning the *Star of India*, *Medea*, and *Berkeley*. Hopefully this exhibit will be ready about May 1st.

WANTED

The following items would be very helpful to the museum in a variety of ways:

1. A 35mm SLR camera with adjustable flash.
2. Quartz iodine photography floor lamps (2).
3. Portable tape cassette machine with both record and playback capability—for oral history and exhibit use.
4. Seven day recording Thermo-Hydrograph—for use in monitoring exhibit and artifact storage areas.
5. Polaroid camera with flash.

Also any Maritime Books, Magazines, and Photos.

REPORT ON OUR SHIPS

The *Medea's* new deck is finally completed. Her machinery has again passed Coast Guard inspection, and as soon as she can be hauled for hull inspection and painting, we will have a beautiful yacht in full commission for the summer season.

The work on the *Berkeley* goes along. Three-quarters of the passenger deck is now restored.

The *Star of India* is looking good these days. On Sundays Bill Cooper and his volunteers are busy handling sails.

Carl Bowman, President

A TRIBUTE TO TWO FRIENDS

All of us who have served on the Board of Directors were saddened by the loss of Admiral "Chick" Hartman. In addition to his service to his country during his distinguished naval career, and his many contributions to the city of San Diego after his retirement, his support and advice as a member of our Board of Directors contributed greatly to the development and success of our museum.

The Maritime Museum also regrets to state that another of its friends and supporters died recently. Edwin G. Bertin, spent many productive years with Campbell Industries as a naval architect. His designs reflected good lines and purposefulness. In his later years he made scale ship models for customers of yachts and special interest vessels. The museum is fortunate to have in its collection, many half models of vessels with which he was associated.

WELCOME ABOARD

Lioncio V. Azpeitia (Life Member)	John Kennedy
Wanda Bigelow	Joan Lucas
Richard Block, M.D.	Stanley Mather
Dacey Brown	James Miller
N. Bruce Carson	Jacob Morgan
Douglas Clemons	Giles M. Myers, Jr.
Edward Cole	Phillip Payne
Edgar Craig	Gary Peterson
Jeremy Cresswell	Walker Phyllis
Percival Cunnuis	John Scranton
Richard Curtis	Jean Seymour
John Dahms	Lloyd Schultz
Charles Deek	Ernestine Sieg
Mark Dushoff	Jimmie Shaff
Alfred Eirich	John Sullivan
R.K. Evans	Dean Warren
Roger Frank	William Winkes
Wayne Franklin	Robert Hardy
Diane Franson	Bruce Harmer
Barry Feldscher	Claudean Harrington
Gordon Frost, Jr.	James Haugh
Duncan Fulton	Melvin Hitchens
Folsom and McKesson (Attorneys at Law)	Clarence Howe, Jr.
Llewellyn Gedge	Thomas Hudson
Terry Hahn	James Huffman
	Richard Jessop

ADIOS AND THANKS

To Pats Wolcott and her officers
for the past year in Ladies Auxiliary,
our thanks for a job well done.

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Gregg Chandler, Editor

—John Masefield

LADIES AUXILIARY OF THE STAR OF INDIA

The annual Rummage Sale held during the last days of March, was as usual, a huge success. After the dust had settled, and the last sale rung up, the net proceeds were \$10,304! Accolades should be given to Maxine Telford, Chairman, and Margaret Willets, Co-Chairman and their fine staff of volunteers who did such a great job. Maxine also wanted to mention the magnificent job the Museum's crew did in helping them.

On April 15th a group of ladies took a trip to Laguna Beach, to view the background staging of the Laguna Arts Festival. A most enjoyable time was had by all who attended.

On May 29, a meeting will be held for the installation of the new Officers for the coming year. The list of these officers is as follows: President, Mrs. Cameron (Doris) Briggs; 1st Vice Pres., Mrs. Merrill (Norma) Day; 2nd Vice Pres., Mrs. Harold (Opal) Cokely; 3rd Vice Pres., Mrs. Jack (Doris) Chidgey; Recording Secretary, Mrs. Charles (Claradora) Isham; Corr. Secretary, Mrs. E.E. (Barbara) Benedict; Treasurer, Mrs. Earnest (Connie) Phinney.

MARITIME MUSEUM ASS'N. OF SAN DIEGO

Bark Star of India

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



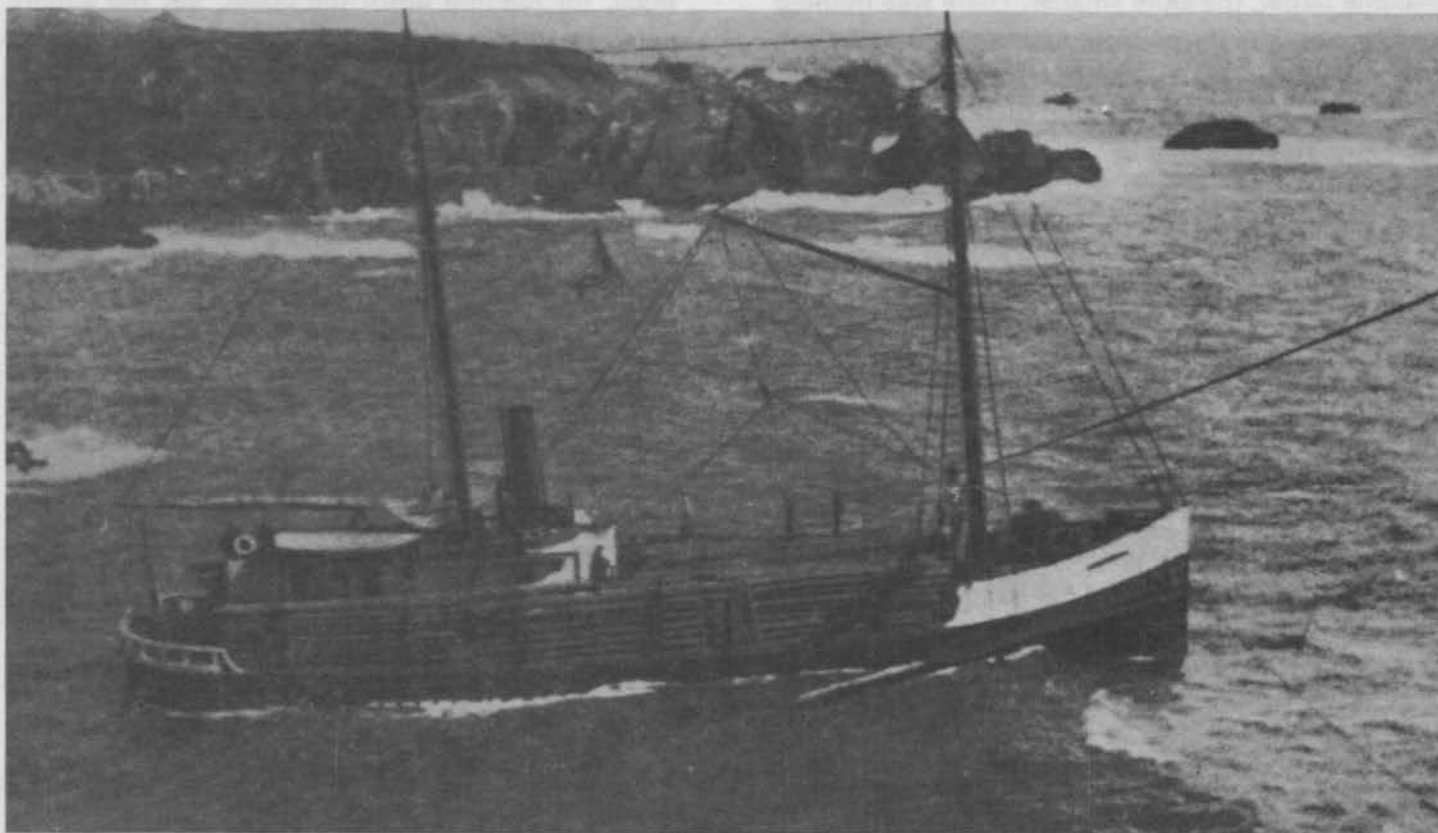
MAINS'L HAUL



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'STEAM SCHOONER' ORIGINALLY NO MISNOMER

By
Jerry MacMullen

From time to time, some purist will sniff disdainfully at the use in current press reports of the term "steam schooner," which through usage has come to mean any vessel carrying cargo—especially lumber—from one Pacific Coast port to another.

Well legally they're right. A schooner is a sailing vessel, fore-and-aft rigged, and carrying two or more masts. It is difficult for the layman to understand the use of the word "schooner" in describing a steel cargo steamer having no sails, or, for that matter, one of the smaller "steam schooners" like the *Katherine*, which had only one mast. It just proves that

tradition dies hard. To the end of their days, the ships of the old Admiral Line were known to long-shoremen as "the green boats," because once in the hectic financial career of the line, control passed into the hands of a group who caused them to be painted a horrid green. Even when the saner rule prevailed, and the vessels' hulls once more were garbed in decent black, they were "the green boats" to water-fronters. But there was just as valid an excuse—and one of longer duration—for calling coastal freighters "steam schooners."

When sail was in its death-throes, there was a

transition period which brought out, chiefly for the lumber trade on the Pacific Coast, a vessel which could not have been called anything but a steam schooner. It started as far back as 1875, when a small steam engine and boiler were installed in the schooner *Newport*.

The reason of course is simple. With a steam engine, the schooner could get into port and out again without a tug, and if she were becalmed, they could build a fire under her diminutive boiler, and she'd make possibly seven or eight knots under steam. And as time went on, the steam engine became larger, the sails smaller. There was nothing sudden about it; it was a gradual transition between two widely varying types. The fortune of the late Captain Robert Dollar was built on these packets; in fact, the steam schooner *Newsboy*, which started him on the road to fame and wealth, originally had been a barkentine.

They were tiny things, those first steam schooners which poked their blunt noses into the little "outports" along the coast of the timber country. The *Newsboy* was only 121 feet long—smaller than a typical San Diego tunaboat of today—and her capacity of 250,000 feet of lumber would, today, be considered laughable. Last week the *W.R. Chamberlain Jr.* worked out 1,600,000 feet here—and went on to San Pedro to finish up.

Old timers here will recall the *Vanguard*, the *South Coast*,—which later became a suction-dredge—the *Iaqua*, the *Rainer*, and the *Homer*. The *Homer* later

was bought by the Admiral Line, who in turn sold her to Merritt-Chapman & Scott as a salvage steamer. Then she was a cannery tender for awhile: now listed as a barge, she's anchored in San Francisco bay.

The original *Noyo* has passed on, as have her two successors of the same name. The little *Katherine* has been laid up at San Francisco since the last big strike, and may never go to sea again. The *Tamalpais* rolled herself to matchwood in the surf near Monterey a few years ago; there aren't many left.

Twenty years ago, a few of the steam schooners calling here still carried a square sail on the foremast, for runing down the coast, but the square yard is gone now. The last wooden steam schooner—different from the old ones in that her engines were amidship instead of aft, and she had three sets of cargo gear—was the *Esther Johnson*, built in 1923. That's 17 years ago, and 17 years is a long time in the life of a ship. Most of the steel ones are of conventional freighter-build, although the *W.R. Chamberlain Jr.*, the *Elna*, the *Brookings*, and a few others were built with the machinery aft. The *Elna*, ex-*Dan F. Hanlon*, was built at Oakland in 1924, and is the last of the machinery aft type of ship to be launched.

So when you're down at the waterfront and see a small steamer with her engines away aft, take a good look at her—especially if she's built of wood. You won't see them much longer, for the steam schooner is definitely a vanishing type.

(*San Diego Union*, October 13, 1940)

LAUNCHING SUPERSTITIONS

By
D.L. Snowden

In 1954, the First Lady of the Land was chosen as sponsor for the launching of the world's first atom-powered submarine, the *U.S.S. Nautilus (SSN-1)*. At the appointed time, high-ranking Navy officers and civilian dignitaries were standing by to witness the ceremony. Television and newsreel cameras were focused on the bunting-draped platform to record the scene for the modern world and for posterity. At that moment, there was very nearly a serious mishap, nautically speaking.

Mrs. Eisenhower had grasped the beribboned bottle of champagne, preparatory to smashing it

against the submarine. Before she had the time to say the appropriate words and break the bottle, *Nautilus* began to slide down the ways. Mrs. Eisenhower, realizing the situation, followed through with fast action in time to swing the bottle against the nose of the sub before it had slid beyond her reach.

So what if she had missed altogether, and the submarine had become waterborne without its libation of the bubbly wine? According to ancient superstition among seafaring men, this type of incident could have all the essentials of catastrophe, bad luck and failure of the vessel in its mission.

The christening of a ship is an ancient custom, with its origin dating back into paganism. In those days, the ship was heaped with flowers, and the potion of wine offered to some particular god or goddess as the vessel entered its own element. In early Christian time the ceremony was almost unchanged, except that the ship was blessed by a priest and committed to the protection of one of the saints. It was a common belief that an unchristened ship was in greater danger than one which had had the benefit of the rites. Today, only the ceremony of naming the ship and breaking the wine is left, but these things are considered to be of the utmost importance by people who like to see the old customs observed, and many of them still believe that, should these customs be omitted, the ship will be jinxed.

The use of any liquid other than wine or spirits is also a bad omen. According to an old story, the United States Frigate *Constitution* stuck twice on the building ways when christened with a water. Finally, Commodore James Sever broke a bottle of wine against the bow, and "Old Ironsides," as she came to be called, took to the waters of Boston Harbor.

Donald McKay, master builder, par excellence, of clippers, was prevailed upon to allow his ship, *Great Republic*, to be christened with water pumped into the city of Boston from the then-new Cochituate Reservoir. This was the idea of temperance advocates. Accordingly, on October 4, 1855, the ship was

given her name as a bottle of water right from the pump was smashed against her stem. It is said that so incensed was the ship by this breach of nautical etiquette that she sped down the ways with unusual force, entered the briny, and gained such speed that only the prompt use of the anchors and a strong tugboat prevented the clipper from ramming the opposite shore. When her masts were stepped and spars crossed, she was towed to New York where she burned at her pier. Old salts of the day nodded wisely and said it was a small wonder. No seaman would have shipped aboard a vessel that had been sent down the builder's way by such unorthodox methods.

In 1878, a large excursion steamer was built in Norfolk, Virginia. When she was launched, the time-honored rite of breaking the wine at the bow was dispensed with. Seafarers predicted bad luck would surely follow, and this dire bit of clairvoyance was confirmed when the ship was lost en route to New York.

Ridiculous, medieval superstitions? Coincidence? Perhaps. Still, there is little doubt in the minds of many present-day adherents to the old beliefs that the future success of *Nautilus* was assured because Mrs. Eisenhower seized the moment, and the gay, colorful bottle, in time to speed the sub on its way in the accepted manner.

(*Keel N Steel*—News about NASSCO—Dec. 1974)

(Ed. Note—Don is a working member of our Museum)

CURATOR'S CORNER

New Exhibits

The 'tween deck of the *Star of India* is beginning to show changes in the exhibit material and in its presentation. One of the major changes was to reorganize the fisherman berth display cases in the stern. Now, all the exhibits are located along the port side and the Slop Chest merchandise is along the starboard side. This realignment gives more continuity for both functions in this area of the *Star of India*.

Alvy Haas has done an excellent job in making the Slop Chest display cases look far more appealing. Fresh paint and new green felt on the bases, highlight the new selection of brass, models, etc., now on sale.

New exhibits and the restructuring of old ones are

now viewable. One particularly fun exhibit to work with was the ship models in bottles exhibit. The Museum is fortunate to have the models of Captain Vic Crosby of San Diego on loan on a changing content basis. His quality, variety of vessels depicted and his sense of humor are well worth seeing.

Many new labels have been added. Artifacts are grouped together if an association with other artifacts is warranted. For instance, the lighting device case now has candle burning, kerosene and whale oil burning, and grease burning lamps in defined areas within the case. Labels explain the lighting devices and relate them to shipboard use of artificial lighting. The newly arranged tool exhibit forward of the 'tween deck cargo hatch, also, shows this grouping of artifacts.

Collectors Beware

Maritime artifacts have joined the increasing list of antique fakes and forgeries. As the demand for items associated with our maritime history continues to increase, various people are trying to capitalize on this by producing a fake artifact and attempting to sell it as an original. A reproduction sold as such, is another story and an honest one.

Paintings, prints, glassware, furniture, among other items, have been faked for years. A more recent forgery attempt concerns the whaleman's artwork known as scrimshaw. A company in England is selling fairly good plastic whale teeth with various artwork on them as originals. At least four of these teeth were sold at an auction recently in San Diego. Two were combined in a desk pen set made to look like an 19th century original. The purchaser asked for an evaluation of the quality of the teeth and had to be told they were fakes. The company's products are now known by maritime museums and research is being conducted by an east coast museum to develop a non-damaging method of determining fake scrimshaw.

Caveat Emptor applies to purchasing maritime antiques. There are ways to prepare for purchasing by building knowledge, and there are methods that

will sometimes detect a fake. I will discuss purchasing maritime antiques and will give a few guidelines in the next issue of "Mains'l Haul." Museums have staff or contacts who can often, but not always, help persons determine if the item is as represented.

Want Ads

The want ads in the last issue of "Mains'l Haul" were very productive. The San Diego Maritime Museum expresses its appreciation to Captain Edward Fredericks, the Marine Physical Laboratory of the Scripps Institution of Oceanography, Mr. John Foltz, Mr. Samuel Morebello, and Mrs. Florence Christman. All the items received will get frequent use.

New Items Needed

1. One pair binoculars for harbor vessel identification.
2. Small spray paint gun that works on compressed air.
3. Six desk top relative humidity gauges for artifact monitoring.
4. 16mm movie projector for movies shown aboard *Berkeley*.
5. Thomas Register 1979 or 1980 full set.
6. Maritime books and magazines are always welcome donations.

NINETY-SIX YEARS AGO! LOG RECORD, *EUTERPE* (LATER STAR OF INDIA)

April 9, 1884— Left Queen's dock, Glasgow for Napier. In tow of tug *Flying Hurricane*, sighted S.S. Canadian aground 100 yards ahead. Put helm hard aport but did not answer, rammed Canadian in stern, carrying away own bowsprit, figurehead, knightheads, and head gear. Returned to Glasgow for repairs.

April 19, 1884— Left again, this time with two tugs. April 22, discharged pilot off Conibay. May 4, spoke ship San Stephano. May 6, spoke bark Ravonsdale. May 19, spoke German bark Helene. June 2, steward Auld fell and was severely injured. June 5, sent 2nd Mate to room for drunkenness. June 26, T Campbell, stow-away, while overhauling tg. buntlines fell to deck smashing both legs. Unconscious until June 29, when he died and was buried at sea.

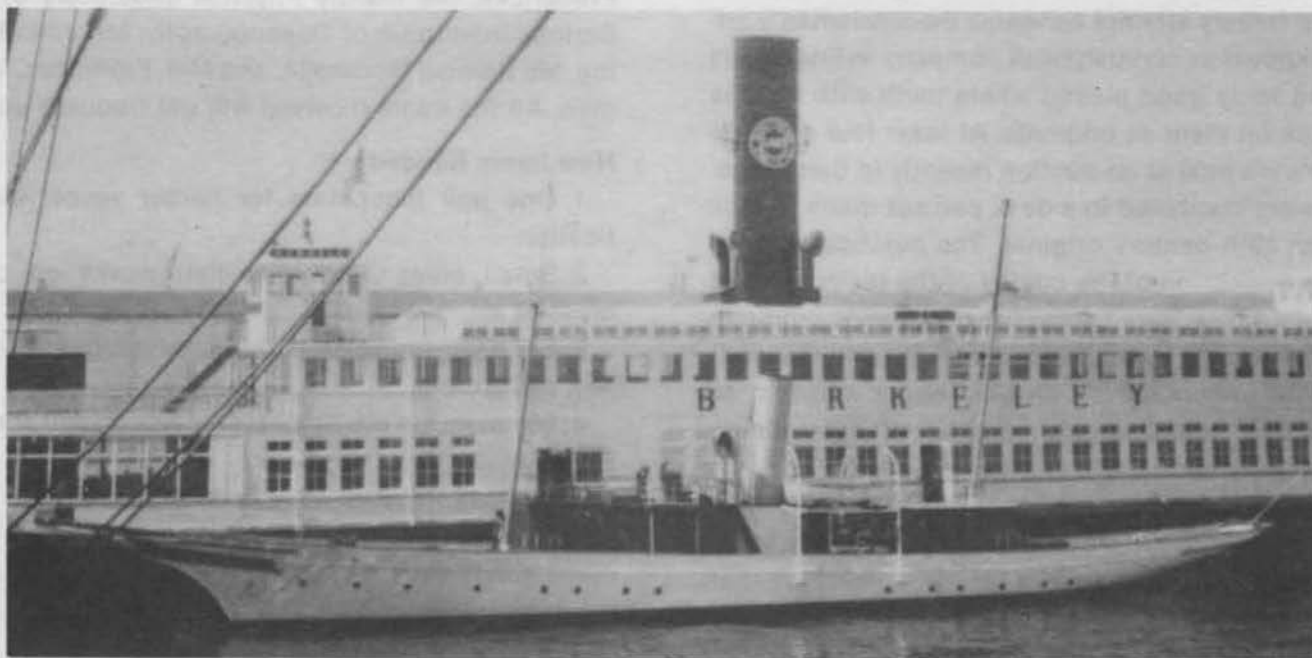
July 1, saw kelp, sighted large icebergs. July 15, passed some wreckage—sail and spar. Kelp now daily. July 18, Mountainous seas, deck filled rail-high, much water getting below. July 24, big sea over poop deck, smashed down rail, filled cabin, smashed in galley door, etc. July 26, Mr. on died, and was buried at sea. July 30, sighted land, 102 days out. Aug. 1, came to anchor off Port Chambers, 104 days out.

ANNOUNCEMENT OF ANNUAL PHOTOGRAPHY CONTEST

Planning is currently underway to develop an annual photography contest. Various classification will be established to encompass the many aspects of the San Diego Maritime Museum. Prizes will be awarded and a poster will be made from the grand prize winning photograph. Further details will appear in the next "Mains'l Haul," but members are encouraged to begin taking new photographs of the interiors and exteriors of the museum.

TESTIMONY TO ADMIRAL CHARLES C. HARTMAN

In addition to the notice in the last issue of "Mains'l Haul" a display honoring Admiral Hartman is now aboard the *Berkeley*. This testimony contains information furnished by his family, and is proudly presented by the Museum as a tribute to him and to his considerable assistance to the Museum as a director.



LIBRARY EXHIBITS

The Museum now has three lighted exhibit cases in the passageway outside the Library. Case 1 has books, articles and photos of the *Medea*, *Berkeley*, and *Star of India*. These were artistically arranged by our Librarian volunteer, Margaret Kinsey. Cases 2 and 3 have memorabilia of trans-atlantic passenger liners from the Kingsbury collection.

PRESIDENT'S MESSAGE

During the past quarter, we have concentrated on getting our little jewel *Medea* into proper yacht shape. After eighteen months her new teak deck is truly watertight. Her rails and deckhouses have been scraped, sanded and are now properly varnished. Her machinery hums like a sewing machine and she glides through the water with the greatest of ease. Our small crew accomplished this without outside help. She has just come off the ways of the Harbor Boat and Yacht Club and passed a rigorous examination by the Coast Guard. The former restrictions

placed upon her have been removed so that she is now an approved steam yacht so long as she stays in San Diego Bay.

Work on the *Berkeley* continues steadily. Less than one-quarter of the passenger deck remains to be renovated. When arrangements with the Port District for a space on the "B" Street Pier can be completed the working areas on her main deck will be added to the Museum space.

The *Star of India* remains our pride and joy and is safe under the devoted care of her Mate Bill Cooper.

CLEAR THE DECKS—THE LADIES ARE PLANNING SOMETHING!!

The Ladies Auxilliary of the *Star of India*, led by Doris Briggs, President, are spending the summer making big plans for activities for the coming year. Just what they are will be revealed in the October issue of *Mains'l Haul*. Those wishing to donate articles for next years Rummage Sale may bring them down to the *Berkeley* for stowage until the sale.

ANNOUNCEMENT

The marine art of San Diego Maritime Association member Edward Ries will be shown at Gallery 21 in Spanish Village, Balboa Park from August 16 thru 31. Moods of the sea, the beauty of square-rigged ships and the activities of the men who sailed them are captured with accuracy, authenticity and feeling in oil paintings.

UP AND DOWN THE COAST

The big news is out of San Francisco—

"The last Liberty ship from World War II came home to her final berth yesterday. Sailed by a volunteer crew and carrying 650 of her friends, the *Jeremiah O'Brien* steamed under her own power from the fitting-out dock at the Bethlehem Yard to Pier 3 at Fort Mason. There she will go on display as a memorial to the ships and seamen who fought in World War II.—

She is the last operating example of 2742 ships mass-produced to the same specifications and built between 1941 and 1945.

—Now the O'Brien has been restored to her war-time appearance, a task that took more than 5000 hours of volunteer work by sailors, machinists, carpenters and ship buffs."

(*San Francisco Chronicle*, May 22, 1980)

WELCOME ABOARD!

New members since last issue

Bruce Reagan	Burton Jay
Sayre Williams	Lance Smith
Ted Merrill	Capt. Vaughan Lyons
Vice Adm. M.E. Murphy	Dick Laub
Frank Claycomb	Don Hubbard
Charles Warnock	Marian Bridge
Michael Fulghan	Fred Buck
Phillip Crittenden	Fravel Brown
Henry Gropper	Jack Meek
Donald Settle	Carl Meindts
Rose Shelton	Samuel Ford



What is it? Where is it?

MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

A non-profit, educational corporation

*Conference of California Historical Societies
and*

*Western Regional Conference
of the*

American Association of Museums

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

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

Gregg Chandler, Editor —John Masefield

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