MAINS'L HAUL

MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

VOL. XX FALL 1983 NO. 1

STAR OF INDIA *in her debut with a brand new full set of sails on August 29, 1970, "Star of India Day" in San Diego. This photograph first appeared as the centerfold in the September 1970 MAINS'L HAUL.*

Photo by Robert A. Weinstein

TWENTY YEARS OF MAINS'L HAUL

by Carol Kettenburg

Those of you who pay close attention to detail when reading MAINS'L HAUL have no doubt noticed that we are now entering into our twentieth volume. Perhaps this would be a good time to pause and reflect upon the nineteen year course we have followed in our quarterly newsletter and also to ponder where we would like to head in the future. So whether you are one of the "old salts" who have been with us through fair wind and foul or a new hand just recently "signed on," pull up a chair (preferably a deck chair, if you have one handy), and let's take a brief look back to see where we've been.

It all began, as the saying goes, in September of 1964,

when a single sheet bearing our now-traditional masthead was mailed out to the Museum members, numbering maybe a hundred—possibly more, probably less. Jerry MacMullen was the editor, though it would be another ten years before he would take credit for that position in print or even sign his initials to the articles that usually comprised the entire publication. He promised that MAINS'L HAUL would be "published quarterly (wind and weather permitting)" but gave no explanation of why he chose that particular name for the newsletter outside of the John Masefield definition of "Mainsail Haul." From that point of embarkation, Jerry's unmistakable style entertained, educated, and informed the members about Museum news, membership meetings, and maritime history and current events.

But most of all, throughout those early issues, Jerry concentrated on the progress of *STAR OF INDIA*'s restoration. By 1964 the largest part of the work had been completed and the finishing touches were being applied. In Volume I, Number 1, Jerry proudly announced, with accompanying photo, that the *STAR* was sporting her first new sail. This fore lower tops'l "sets beautifully and draws well," not only wind but also visitors who were able to spot it from Pacific Highway. Work on the orlop was also progressing, to be completed nearly four years later, and in successive issues in 1966 and 1967, the anchor, chartroom, aft companionway, lower hold, and ballast tanks were featured. The *STAR*'s restoration updates culminated in an expanded four-page edition of the September 1970 MAINS'L HAUL in honor of the setting of a full set of new sails.

The following issue returned to its usual single sheet, and before long major additions to the Museum had drawn its attention. The first new kid on the dock was the 1902 sloop *BUTCHER BOY,* purchased with the help of the Star of India Auxiliary in 1971. That same year the 1904 steam yacht *MEDEA* arrived on the West Coast and was taken up to Washington by our Captain Ken Reynard for restoration prior to donation. She joined the Museum in July 1973, just one month after the 1898 ferryboat *BERKELEY* was towed down from San Francisco and docked astern *STAR OF INDIA,* completing our family of vessels. Jerry paid tribute to each occasion with an appropriate article in MAINS'L HAUL and followed them up with tales of *BERKELEY*'s rehabilitation, placing particular emphasis on her magnificent engine restoration.

This is not to suggest that MAINS'L HAUL was limited to Museum news. In the beginning when he did not have enough Museum news to fill up the page and a third of print, Jerry would include some nautical nuggets from one of his many research projects. These gradually expanded into feature articles, similar to but not usually as long as his weekly Sunday columns in the *San Diego Union.* MAINS'L HAUL readers were treated to short essays on such subjects as German square-riggers in San Diego, the naming of Bishop Rock off our coast, and San Diego's last pilot-schooner, *TOM ELLIS.* After the arrival of the *BERKELEY,* ferryboats were Jerry's favorite topic, crowned by the four-page June 1975 issue containing "San Diego's Four-Score Years of Ferries."

Though the quarterly continued for another year as a single sheet (now up to a page and two-thirds of print), Jerry was getting ready to expand it. The "Welcome Aboard" lists indicated that the membership was growing by leaps and bounds as enthusiasm for the Museum exploded in *STAR OF INDIA*'s sailing on July 4, 1976. That event rated an unprecedented six page September 1976 issue and pushed MAINS'L HAUL as well as the Museum into a new era of growth. The following issue settled back into a four-page format, where it stayed for four years, allowing for longer articles by Jerry and some space for the Star of India Auxiliary news.

In June of 1978, Gregg Chandler, Museum Trustee and Librarian, relieved Jerry as editor of MAINS'L HAUL. His first duty was to secure permission to reprint Jerry's *San Diego Union* Sunday columns, which we have been enjoying ever since, often as our lead articles. Through Gregg's hard work and influence, MAINS'L HAUL has attracted contributions from such noted maritime historians as Richard E. Brown, Robert Weinstein, and John Haskell Kemble, and it increased from four pages to twenty in the Spring 1983 issue. Articles by Museum members Ed Ries, Don Snowden, Barney Hekkala, and Roger Boshier, among others, have helped fill the pages, while Dave Brierley's "Curator's Corner," the Star of India Auxiliary news column, and the "President's Message" have become regular features. When we were given permission by Mrs. Irene Lister to print the 1879 "Diary Kept by George J. Lister," we decided it was too long for one issue, so in November 1981 we began printing excerpts from it in series form. That first series was joined by Captain Eddie Fredericks's informative series on "Early Naval History in San Diego," starting in the Summer 1982 issue, and by Harold Carpenter's "Salty Reminiscences of a San Diego Sailor" the following spring.

So that is how the winds and tides have brought MAINS'L HAUL up to Volume XX. A few issues have been lost overboard along the way, and if any longtime members happen to dredge up December 1964 (Vol. I, No. 2), June 1965 (Vol. I, No. 4), or March 1975 (Vol. XI, No. 3), we would appreciate the donation of them or Xerox copies to complete our collection. If any members, old or new, are interested in obtaining back issues that we still have in stock (dating as far back as 1965), we would be happy to provide them for a small donation to the Museum. This would be a good opportunity to fill any gaps you might have in the Lister Diary series, or to read Jerry's first-hand account of the *STAR*'s 1927 trip to San Diego (if you missed the June 1977 issue), or just to see how far the Maritime Museum and MAINS'L HAUL have come in the last nineteen years.

HARBORING THOUGHTS ABOUT SOME OF THE WORLD'S GREAT SEAPORTS

By Gregg Chandler

Sailing the blue Pacific Ocean from San Francisco to Hong Kong and Singapore, or steaming the stormy Atlantic Ocean from New York to Southampton and Marseilles, we find the great seaports of the world have played a large part in shaping maritime history. In times of peace, vessels carrying cargoes and passengers have established trade routes to all nations of the world and have greatly influenced their economic development. In times of war, fleets of warships have used these harbors as a base of operations to attempt to dominate the sea or expand their territorial occupation. Also, the names of some of the famous explorers, such as Columbus, Magellan, Drake, and Cook, have been associated with some of the world's great seaports, either as a point of departure or discovery.

In the forthcoming series of articles we are going to describe some of these magnificent harbors, dwelling briefly on their history, scenic views, and present activity. We hope it will give you some idea of the part each of these seaports played in both their nation's and the world's maritime history.

San Francisco

Sailing or steaming through the Golden Gate into San Francisco Bay has to be one of the more memorable experiences of those who have had the opportunity to do so. Whether you enter on a summer's morning when the fog covers Mt. Tamalpais above the hills of Marin and plays hide and seek with the beautiful bridge that spans the gate, or you depart into the red sunset of a January evening, the glorious meeting of sea, land, and air is a sight not soon to be forgotten. San Francisco has always been one of the great harbors of the West Coast of North America. Once it was known as the gateway to the Orient, and the proud and beautiful passenger liners of the Pacific Mail, Matson, Dollar, and later American President lines carried tourists to the mysterious ports of the Far East. American and foreign cargo carriers crowded the docks or rode at anchor in the bay awaiting their turn. Now most

San Francisco in the Days of '49
Postcard from Chandler Collection

Ship being towed through the Golden Gate
Postcard from Chandler Collection

of the docks lie empty and forlorn. Some have been converted into offices, restaurants, museums, or shopping areas for tourists, but most of them lie rotting away, awaiting whatever fate is in store for them. Ships flying the American flag have practically disappeared, and with the ferryboats gone, beautiful San Francisco Bay lies sleepily dreaming of its glorious past. But the Golden Gate and bay will always remain, and maybe someday San Francisco will again become the busy seaport it once was.

Honolulu

The Hawaiian Islands consist of eight main islands and many small ones, all of which form a chain of peaks that rise from the sea at the southeastern end of a great volcanic mountain range stretching across 2,000 miles of the Pacific Ocean. The islands were discovered in 1778 by the Englishman, Captain John Cook, who was later killed by the natives. Brought under one rule by King Kamehameha in 1810, the islands' government continued as a monarchy until its overthrow in 1893. The islands were annexed by the United States in 1898, made a territory in 1900, and finally, Hawaii became the fiftieth state of the Union on March 12, 1959.

Oahu is the third largest island, and Honolulu is its principal city and seaport. While not one of the world's greatest harbors, it is certainly one of the most popular, and visitors come from every part of the globe to receive their leis at the foot of Aloha Tower gracing the entrance to this beautiful island paradise. Tourism is one of the principal contributors to the economy of the islands. In the early part of the century the Matson line started to bring passengers from the mainland, and by the 1930s the beautiful white steamships *LURLINE* and *MATSONIA* were weekly bringing hundreds of visitors. While today most of the tourists arrive by airline, more and more cruise ships are making Honolulu one of their ports of call on the way

Honolulu Harbor

Postcard from Chandler Collection

to the Orient and South Pacific.

Also on the island of Oahu, not far from Honolulu, is Pearl Harbor, the United States Naval Base for its Pacific Fleet. Although devastated by the Japanese bombing on December 7, 1941, it is once again the home port of thousands of sailors of the United States Navy.

Many people maintain that a person has never really seen a beautiful sunset until he or she has viewed one over Hawaii. At any rate, these islands are well worth a visit by those who wish to see one of the more interesting harbors of the world.

Yokohama

The founding of Yokohama as one of the world's great seaports was closely tied to Commodore Perry's visit to Japan in 1853. Perry persuaded the Japanese to abandon their centuries-old isolationist policy and open their doors to foreign trade. As a result of Perry's demands, Townsend Harris negotiated a treaty of commerce with Japan in 1856. Harris had wanted to open up Hanagawa as the principal seaport, but the Japanese shogun's court relegated the foreigners to an area of mudflats opposite Kanagawa. The mudflats eventually became one of the world's great seaports—Yokohama.

Yokohama was a natural harbor and also had a topography that was easily developed into a large city. In its early days, violence was prevalent with "warrior" groups battling the foreign invaders. Later, the early trade treaties were revised, eliminating the extra-territorial rights of Yokohama's non-native residents. This resulted in more discipline, and Yokohama grew into a more respectable community. The earthquake of 1923, which killed more than 23,000 persons, temporarily halted Yokohama's growth, and later World War II bombings destroyed much of the city and harbor.

Today, Yokohama is again a great seaport, being the gateway of commerce to the metropolitan area of Tokyo, a city of over ten million people. The harbor is large, and many cargo ships of all types may be seen lying at anchor as one enters the port. The United States takes up a portion of the harbor with its large naval base at Yokuska.

Japan has always depended on the sea for its very existence and, since World War II came to an end, has again built itself up as one of the world's great nations engaged in international trade. Yokohama, as the principal seaport of Japan, has once more become one of the most active harbors in the world.

Early view of Yokohama

Postcard from Chandler Collection

EARLY NAVAL HISTORY IN SAN DIEGO

By Captain Eddie Fredericks

(*Ed. Note:* This is the sixth in a series of articles by Captain Fredericks tracing the history of the U.S. Navy in San Diego prior to World War II. Previously he covered the role of San Diego as a naval base in the Mexican War, 1846-1848, and the relatively inactive years in San Diego from 1850 to 1891. We now continue the chronology of the inactive years when the foundations were laid for more important developments.)

1893

The first government land acquisition on North Island took place on 15 April, when the U.S. government acquired 18.05 acres of land on the southwest tip of North Island for the construction of the first harbor jetty. The jetty was designed to break the flow of the incoming tide and reduce the quantity of sand that was carried from Zuniga Shoal into the main channel of the harbor. Some of the rock came from the Lakeside area of San Diego, and some came from the Coronado Islands off the coast. The construction of the jetty continued with extensions until it was completed to a length of 7,500 feet in 1904.

Since North Island was, in future years, to be acquired

totally by the U.S. government and eventually to be occupied in its entirety by the U.S. Navy, the history of its acquisition is of interest.

15 May 1846: Mexican Governor Pio Pico granted Don Pedro Carrillo a tract of land consisting of North Island and Coronado (then known as North Coronado Island and South Coronado Island) and the Silver Strand.

29 October 1846: Don Carrillo sold the grant to Captain Beezer Simmons of the American ship *MAGNOLIA* for $1,000 silver.

28 June 1850: Captain Simmons sold title to the land to W.H. Aspinwall *et al* for $10,006.

1873: W. H. Aspinwall *et al* sold title to the land to Charles F. Holly for $110,850.

1877: Charles F. Holly sold the land to George Graness for $116,338.68.

16 April 1886: Messrs. E. S. Babcock and H. L. Story acquired the land for $100,000 and commenced construction of the Hotel del Coronado.

1888: John D. Spreckels acquired the land and the interest in the hotel for an undisclosed amount. The Coronado Beach Company was formed by Spreckels.

17 August 1917: The U.S. government condemned the North Island portion of the land to acquire it for use as an Army Air Base.

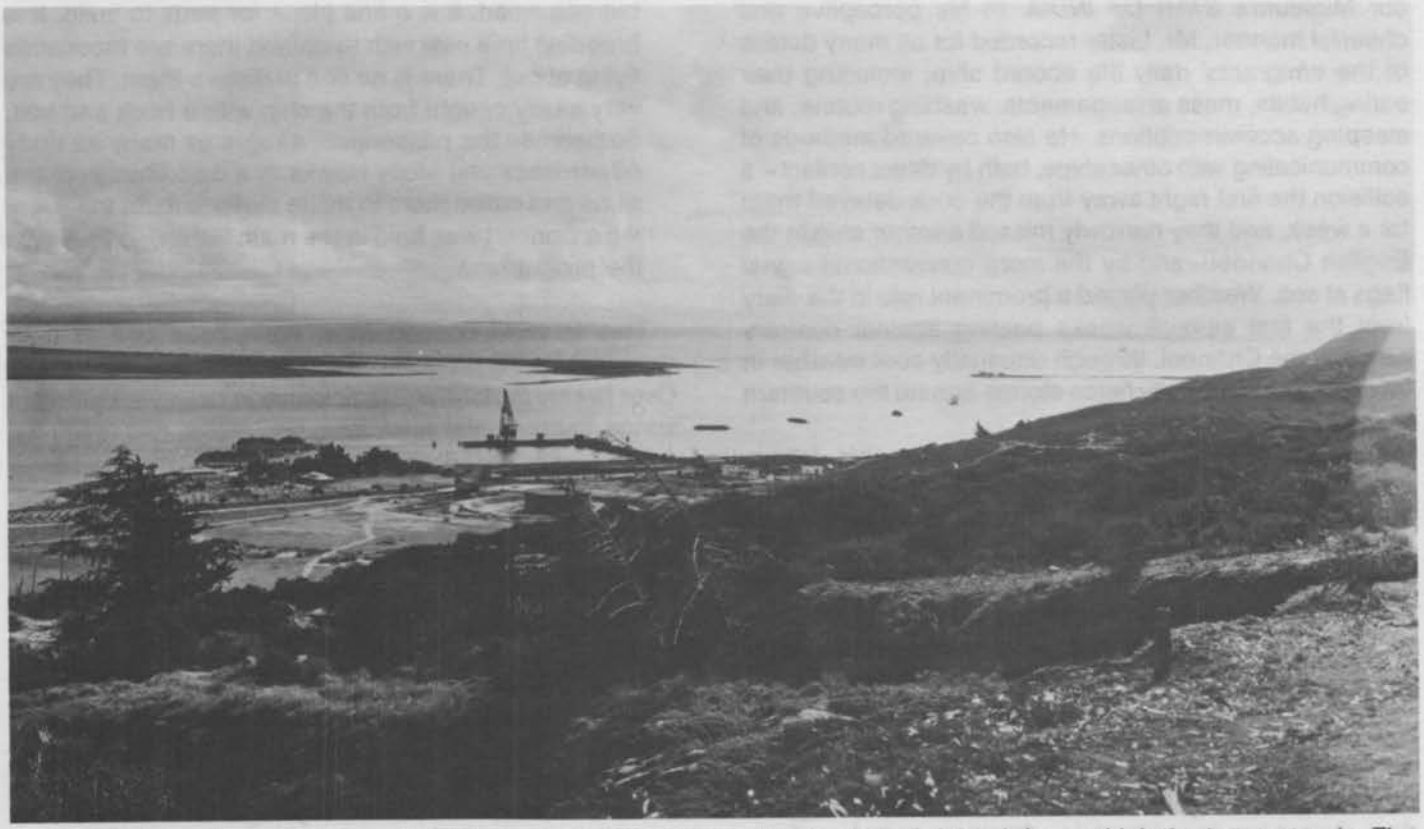
8 November 1917: A portion of North Island was transferred to the Navy for use as a Navy Air Base.

30 December 1921: The U.S. government paid John D. Spreckels $6,098,333.33 for North Island. The court's award was $5,000,000 principal payment, plus interest from 24 November 1912, when the Army Signal Corps first began using the island.

25 October 1935: The Army Air Corps vacated North Island. The Navy acquired the island for its exclusive use.

1897

The U.S. Navy's first real interest in San Diego as a potential naval base is said to have resulted from a celebration of Washington's Birthday on 22 February of this year. Rear Admiral Charles Beardsley, USN, retiring Commander of the Pacific Squadron, was invited to be guest of honor. He accepted and so did a large portion of the Pacific



A 1917 photo looking south from Point Loma across the bay to the tip of North Island, from which the jetty extends. The Quarantine Station on Point Loma is just to the left of the Navy Coaling Station.

MacMullen Collection, San Diego Maritime Museum and San Diego Historical Society

Squadron officers. When he arrived in his flagship, the heavy cruiser U.S.S. *PHILADELPHIA,* he was greeted by the coast defense monitors *MONTEREY* and *MONADOCK,* the gunboat *MARION,* and the steamer *ALBATROSS.* The British heavy cruiser H.M.S. *CAMUS* was also in port. The Navy marched in parades and conducted demonstrations, which greatly impressed the public.

During this year on 21 May, the initial construction at Fort Rosecrans began. Small numbers of Navy ships of various types operated in and out of the port of San Diego during the year.

1898

On 25 April of this year the United States declared war on Spain and won decisive naval victories at Manila Bay in the Pacific and at Santiago, Cuba, in the Atlantic. The naval activity on the West Coast and in San Diego was mainly ship movements to reinforce our naval units in the Far East and in Cuba. It has been said that the only shots fired by the ships of the Pacific Squadron during this war were the 21-gun salutes greeting the aforementioned victories.

Spanish-American War hostilities ceased on 12 August 1898. The treaty ending the war was signed in Paris on 10 December 1898.

In San Diego, the Navy's Point Loma Torpedo School was erected on a 300′ x 300′ site adjoining the Quarantine Station at Fort Rosecrans.

Construction of a Navy Coaling Station on Point Loma began in 1898. The pier was only partially completed and remained so for a number of years due to lack of funds.

NEW ZEALAND AT LAST: *EUTERPE* IN 1879

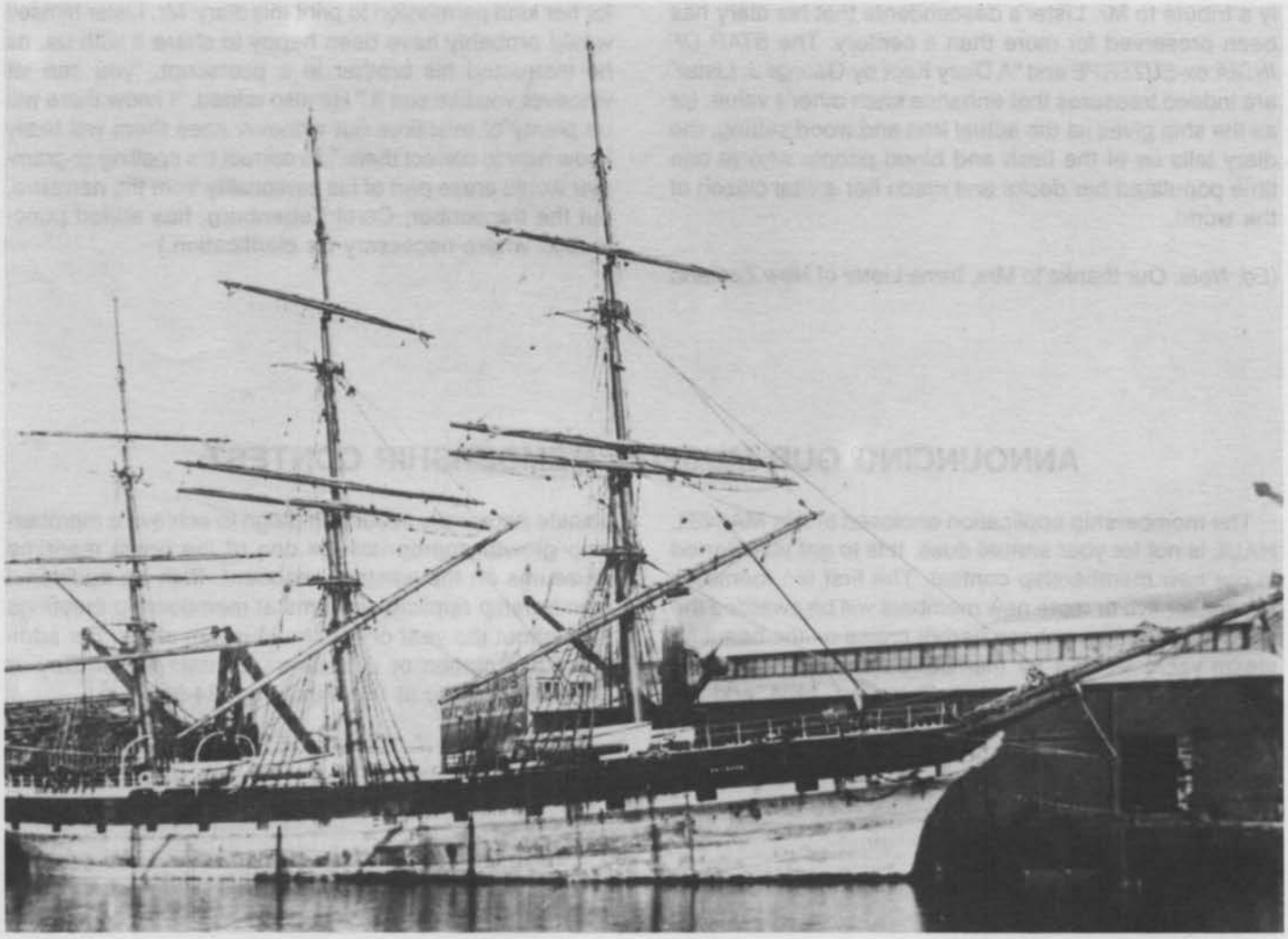
Two years ago, in the November 1981 issue of MAINS'L HAUL, we began to follow a diary account of *EUTERPE*'s 1879 voyage from London to New Zealand. The handwritten diary of 91 pages was kept by George James Lister, one of the emigrants who spent nearly five months in the crowded living spaces of the 'tween deck of what is now our Museum's *STAR OF INDIA.* In his perceptive and cheerful manner, Mr. Lister recorded for us many details of the emigrants' daily life aboard ship, including their eating habits, mess arrangements, washing routine, and sleeping accommodations. He also covered methods of communicating with other ships, both by direct contact—a collision the first night away from the dock delayed them for a week, and they narrowly missed another ship in the English Channel—and by the more conventional signal flags at sea. Weather played a prominent role in the diary from the first seasick weeks beating against contrary winds in the Channel, through unusually cool weather in the tropics and typically fierce storms around the southern tip of Africa.

But Mr. Lister's favorite subjects were his fellow-passengers and their innovative ways of breaking the monotony of life at sea. The ocean itself provided the best entertainment, being full of fish, porpoises, and whales, with a variety of birds flying overhead. The traditional ceremonies of the "dead horse" and the equator crossing prompted more informal deck sports and evening concerts. On Saturdays the ship's newspaper, *Euterpe Times,* came out, and Sundays were of course devoted to sermons and Scripture study, while auctions, practical jokes, and ship model building filled in the gaps during the rest of the week. Though *EUTERPE* herself moved slowly, the time aboard her passed quickly. She first started out from London on August 1, 1879, and now we pick up Mr. Lister's account as she approaches Christmas Day and New Zealand:

> Friday [December] 12th. Sighted the Snares when all were well pleased to see land again, for the first time since we left the English channel. The Snares are high rocks in two separate lots. One lot is near 500 ft. high, and the other 200 ft. Both together is about 5 miles in length; they are not very broad. Nothing Grows on them but sea weed. It is a fine place for birds to build. It is breeding time now with them and there are thousands flying about. There is no one to disturb them. They are very easily caught from the ship with a hook and bait. Sometimes the passengers caught as many as thirty Albatrosses and Molly Hawks in a day. They kept the skins and cured them to make muffs with. In the evening a Concert was held in the main Hatch, so I will give the programme.

This farewell concert must have been one of their grandest for the program covered two pages of the diary. Over twenty performers participated in twenty-six different songs, instrumental selections, recitations, and readings, opening with "Auld lang Syne" and closing with "God Save the Queen." It was only a temporary diversion, however, from their main business of watching the passing landscape of their new home. The mounting excitement aboard ship is understated but suggested by their frustration over any delays. Mr. Lister continues:

> Saturday, Sunday, Monday, and Tuesday, only been tacking against a head wind but passed the snares, and sighted Stewards Island, but had to tack again to get around the Traps. These are three rocks about two feet out of water, with breakers going over them.
>
> Wednesday & Thursday, doing very little. The Birds have nearly all left us. The Mother Careys Chickens have followed us all the way from Maderia. They fly like a Swallow, but they are a little larger. There was only



EUTERPE *in port, her rust-streaked hull showing the effects of a long voyage.*

Nautical Photo Agency, Beccles, Suffolk

one Albatross following to day and they shot it with a revolver. Friday 19th. Sighted the Main Land, *Otago.* Got a nice breeze, but a thunder storm came a head, so we had to put about ship. Saturday 20th. A nice wind, we keept very near the coast; saw Port Chalmers, and Dunedin. Sunday 21st. A gale came on but wind in favour. The Cap't durst not let it go for fear of the bowsprit giving way, so we had to hove too. There were many birds about to day and a few were caught. They are darker colour to any we have seen. We sighted two vessels; one had her Mizzen mast carried away, but they were both leaving us. Monday 22nd. A good wind; only 80 miles to go. They have brought the Tow ropes up.

Tuesday 23rd. A nice wind; went very close to the Banks Pennisula. We could see a few fires burning, clearing scrub. We expected to get in but disapointed; our old luck, an head wind. Wednesday 24th. An head wind, but only about 15 miles off. Signalled to two coasting steamers but did not answer us. We saw a good many different sort of birds. We got up very close to the opening in the afternoon and a steamtug and a Pilot came and took us in. We anchored about four Oclock. The land seemed very pleasant, and it was very warm. It is the warmest *Xtmas* Eve I ever felt, for it is middle of summer. The Harbour is a fine inlet, but I had to ask where Port Lyttleton was, for we only could see a few houses, and they looked very pretty on side of an hill and plenty of trees around them. There was a little steam tug came and brought letters, and a Doctor & Inspector, but as we had no illness on board, our names were just called over, and any one how wanted to go ashore could go. A great many went but I stayed untill next day which was *Xtmas* day. And a few more and I went ashore in the morning before breakfast, by a little steam Tug. . . .

So here ends my journey to the other side of the world.

That no deaths or serious illness had been suffered during the emigrants' twenty-one weeks of confinement in *EUTERPE* is remarkable, but Mr. Lister's delay in disembarking is unexplainable. Perhaps it is a subtle tribute to the ship that he was in no hurry to leave her. It is certain-

ly a tribute to Mr. Lister's descendents that his diary has been preserved for more than a century. The *STAR OF INDIA* ex-*EUTERPE* and "A Diary Kept by George J. Lister" are indeed treasures that enhance each other's value, for as the ship gives us the actual iron and wood setting, the diary tells us of the flesh and blood people who at one time populated her decks and made her a vital citizen of the world.

(*Ed. Note:* Our thanks to Mrs. Irene Lister of New Zealand for her kind permission to print this diary. Mr. Lister himself would probably have been happy to share it with us, as he instructed his brother in a postscript, "you can let whoever you like see it." He also added, "I know there will be plenty of mistakes but whoever sees them will likely know how to correct them." To correct his spelling or grammar would erase part of his personality from the narrative, but the transcriber, Carol Kettenburg, has added punctuation where necessary for clarification.)

ANNOUNCING OUR MUSEUM MEMBERSHIP CONTEST

The membership application enclosed in this MAINS'L HAUL is not for your annual dues. It is to get you started in our new membership contest. The first ten members to sponsor five or more new members will be awarded the prize—a catered luncheon harbor cruise on the beautiful steam yacht *MEDEA* for themselves and their spouses. This year's contest will end on October 1, 1984, and the cruise will be soon after that. This is your chance to participate personally in our campaign to achieve a membership growth appropriate for one of the finest maritime museums on the western seaboard. Pick up additional membership application forms at membership meetings throughout the year or call the Museum office. For additional information or assistance, contact Merrill Day or Carol Kettenburg at the Museum (234-9153).

CURATOR'S CORNER

We all take busman's holidays now and then. I had a very pleasant and productive one during October, visiting friends and family in New England at the height of the fall foliage spectacle.

New England qualifies as a living museum with its many historic houses and commercial buildings. Formal museums, including maritime museums, are very much in evidence as well. I had the opportunity to visit the Peabody Museum in Salem, Massachusetts; the Kittery Historical and Naval Museum in Kittery, Maine; Strawberry Banke in Portsmouth, New Hampshire; and my alma mater, Mystic Seaport in Mystic, Connecticut. These museums, like our own, are installing new exhibits, improving their collections, and providing excellent research libraries.

The Peabody Museum was organized in the 1790s and has an impressive collection of ethnographic and maritime artifacts. The curatorial department is hard at work on a major exhibit about the history of the steamship. A behind-the-scenes tour by Director Peter Fetchko provided new information which will be useful here.

Kittery, Maine, is the site of the Portsmouth Naval Shipyard, which is documented by the Kittery Historical and Naval Museum. The Continental Navy's first vessel, the *RALEIGH,* was constructed in Kittery in 1776. Nearby Strawberry Banke is an interesting grouping of houses and businesses depicting a waterfront community evolving over four centuries. Of special interest is the Hiram Lowell Boat Shop, which contains an active boat-building program. Not on exhibit at present are belt-driven machines used to produce copper clench nails for small craft boat builders.

Mystic Seaport, with its excellent selection of buildings, vessels, and exhibits, continues to provide the visitor with an overview of New England's maritime history. The 1841 whaleship *CHARLES W. MORGAN* was relaunched on October 23rd after three years of extensive hull restoration work on the shipyard liftdock. She will be rerigged and returned to her normal berth next spring. Mystic enhanced its educational program with an active role-playing form of interpretation.

In Gloucester, Massachusetts, I chanced upon a 1901 steam yacht named *CANGARDA.* She is privately owned and is currently undergoing extensive restoration. Her length overall is 130 feet with a hull very similar to *MEDEA*'s. The yacht is powered by a triple expansion steam engine and has a water tube boiler. I will try to keep our members informed about her progress.

All in all, this was an enjoyable and useful vacation.

Dave Brierley, Curator

PLANNED GIVING

As members of our Maritime Museum, we should constantly be aware that our organization receives no city, county, state, or federal tax support of any kind. We must therefore depend heavily on charitable donations from our membership and other community-minded citizens and businesses. There are ways of giving through which one can provide generous and much-needed assistance to the Maritime Museum and support for its worth-while projects and goals, while at the same time enjoy the tax benefits of charitable giving.

In the Spring 1983 issue of MAINS'L HAUL we considered how securities, real estate, life insurance, and cash gifts could benefit both the donor and the Museum. The following suggestions are provided to help you in considering other gift possibilities to the Museum and are not a substitute for legal and tax counsel. You are urged to consult your own tax advisors concerning your individual situation and any applicable state tax laws before completing arrangements for your gifts.

Tangible Personal Property:

Tangible personal property—such as artwork, artifacts, or furniture—may be an appropriate gift to the Museum. If the intended use of the tangible personal property is directly related to the exempt function of the Museum, the gift is fully deductible, subject only to the 30 percent or 50 percent ceilings discussed in the Spring 1983 MAINS'L HAUL. If, however, the property's intended use is not directly related to the Museum's exempt function, the donor may only deduct the cost basis of the property plus 60 percent of the appreciation. The deduction is subject to the 50 percent ceiling.

EXAMPLE: The donor gives a stamp collection to the Museum. The stamp collection was purchased three years ago for $4,000 but is now worth $7,000. Because the stamp collection is not directly used for Museum purposes, the donor may deduct only his cost plus 60 percent of the appreciation in value or $5,800. The deduction is subject to a 50 percent ceiling.

EXAMPLE: The donor contributes a boat for use by the Museum. He purchased it three years ago for $4,000, but it is now worth $7,000. The use of the boat is directly related to Museum purposes, and the donor may take the full $7,000 deduction, provided that the 30 percent ceiling is not exceeded.

Bargain Sales:

If you own property which has appreciated in value, and you wish to contribute the amount which exceeds your cost in the property, a bargain sale may be appropriate. A bargain sale occurs when an individual sells appreciated property to a tax-exempt organization at less than its fair market value. The individual makes a charitable contribution of the appreciation but receives some cash for the property. An amount equal to the fair market value of the property less the price received will be fully deductible as a charitable contribution. Although a taxable capital gain will result from this type transaction, the tax will be less than if the property had been sold at full fair market value. The amount of taxable gain consists of the excess of the selling price over the portion of the cost attributable to the property sold.

Deferred Gifts and Bequests:

Often an individual would like to make a substantial contribution but is not in a position to do so immediately. Use of a deferred gift or bequest enables the donor to accomplish his charitable purpose while continuing to enjoy the property during his lifetime.

Deferred Gifts:

A deferred gift generally provides the donor or other beneficiary with income before the property ultimately passes to the tax-exempt organization. Many individuals who prefer an immediate tax benefit but wish to continue receiving income from their investments, choose to make deferred gifts. Such gifts may take one of two forms:

(1) Annuity Trust—the donor will receive annually a fixed percentage (not less than 5 percent) of the net fair market value of the trust assets at the date the assets are transferred to the trust, either for a fixed term or for his life.

(2) Unitrust—the donor will receive annually a fixed percentage (not less than 5 percent) of the net fair market value of the trust assets, valued annually, either for a fixed term or for his life.

Use of one of these qualified deferred giving devices may result in a number of significant advantages for the donor, including:

a. an immediate charitable contribution income tax deduction.
b. complete avoidance of capital gains taxation on the appreciation in the value of donated assets.
c. a potential increase in income without the necessity of a sale or exchange resulting in capital gains.
d. a reduction or perhaps even elimination of federal estate taxes resulting from a federal estate tax charitable contribution deduction.
e. a reduction in probate costs.

EXAMPLE: A donor purchased stock many years ago. The stock has appreciated substantially, and the donor wishes to avoid the capital gains tax that would be incurred if he sold the stock. The securities are producing only a 3 percent return, however, and since the donor has retired, he needs to increase his income. The donor decides to place his stock in a charitable remainder unitrust for the benefit of the Museum and receive 6 percent of the then fair market value of the securities annually. During his lifetime, the donor would receive this doubled income and would have the added satisfaction of knowing that he has

made a substantial contribution to the Museum. An income tax deduction for a portion of the value of the gift would be allowed in the year of the contribution, and his estate would be entitled to a charitable deduction as well.

Bequests:

Estates are allowed an unlimited deduction for charitable bequests, thereby reducing or in some cases eliminating federal estate taxes. A charitable bequest can be made in a variety of different forms depending on the testator's wishes. For example, a charitable gift made by will may be: (1) a "specified bequest" of a stated sum of money, designated securities, or other property; (2) a "residuary bequest" of the remainder or part of the remainder of an individual's estate after payment of taxes, debts, and specified amounts to other beneficiaries; (3) a "contingent bequest" which will become effective only if other named beneficiaries predecease the testator, or (4) a "charitable remainder annuity trust" or "unitrust" under which the trust income will be paid to named beneficiaries during their lifetimes, with the principal passing to the Museum upon the death of the income beneficiaries.

Contributions of property other than money must be supported by a statement showing the kind of property contributed (used clothing, paintings, securities, etc.), the cost, the fair market value, and the method used to determine its fair market value at the time of the contribution and whether the property had appreciated in value. Also, for each gift of property for which the taxpayer claims a deduction of more than $200, a statement must be attached to his tax return providing this supporting information. You may obtain further details from your tax advisor or legal counsel.

The tax laws are designed to encourage charitable giving. Through charitable deduction, the government is, in effect, sharing the cost of the gift with the donor. Although your desire to benefit the Museum will always be the primary motivation for any gift or bequest, the tax advantages may enable you to be more generous than you thought possible. If you have any questions that we can help you with, the members of the Museum Development Committee are available and may be contacted through the Museum office (234-9153).

Captain Eddie Fredericks
Chairman, Development Committee

DIRECTOR'S COLUMN

As we approach the year's end, I am pleased to report that our Museum continues to progress very well in the face of a soft economy, which has resulted in decreased admissions, gift shop sales, and party rentals, our main in-house sources of revenue. These have been offset by gratifying results in membership gains and fund-raising efforts. You may be one of the almost 500 new members who have joined this year to help us preserve our maritime heritage. Elsewhere in this issue we are paying tribute to members of our business community for their support. This generosity, along with that of loyal foundations and corporations, has made it possible for us to maintain a viable condition in the face of the difficult times during the past year. As the time for general annual giving approaches, all our members will have an opportunity to lend their support, no matter how small, to our cause. Each of you owns a bit of our beautiful *STAR OF INDIA* and our other historic vessels, and I am sure you want them preserved and presented in the best possible condition for over 180,000 visitors each year.

Restoration and preservation work continues on all vessels. The weather decks are receiving priority attention prior to the rainy season. The hull and boiler room of the ferryboat *BERKELEY* are undergoing extensive restoration work, and our steam yacht *MEDEA* in her well-preserved condition continues to be the belle of the harbor on her occasional trips.

Two of our ships had birthdays recently. The *BERKELEY* celebrated her 85th on the 18th of October, and the *STAR OF INDIA* had her 120th on the 14th of November. We are most fortunate to have these two historic California vessels.

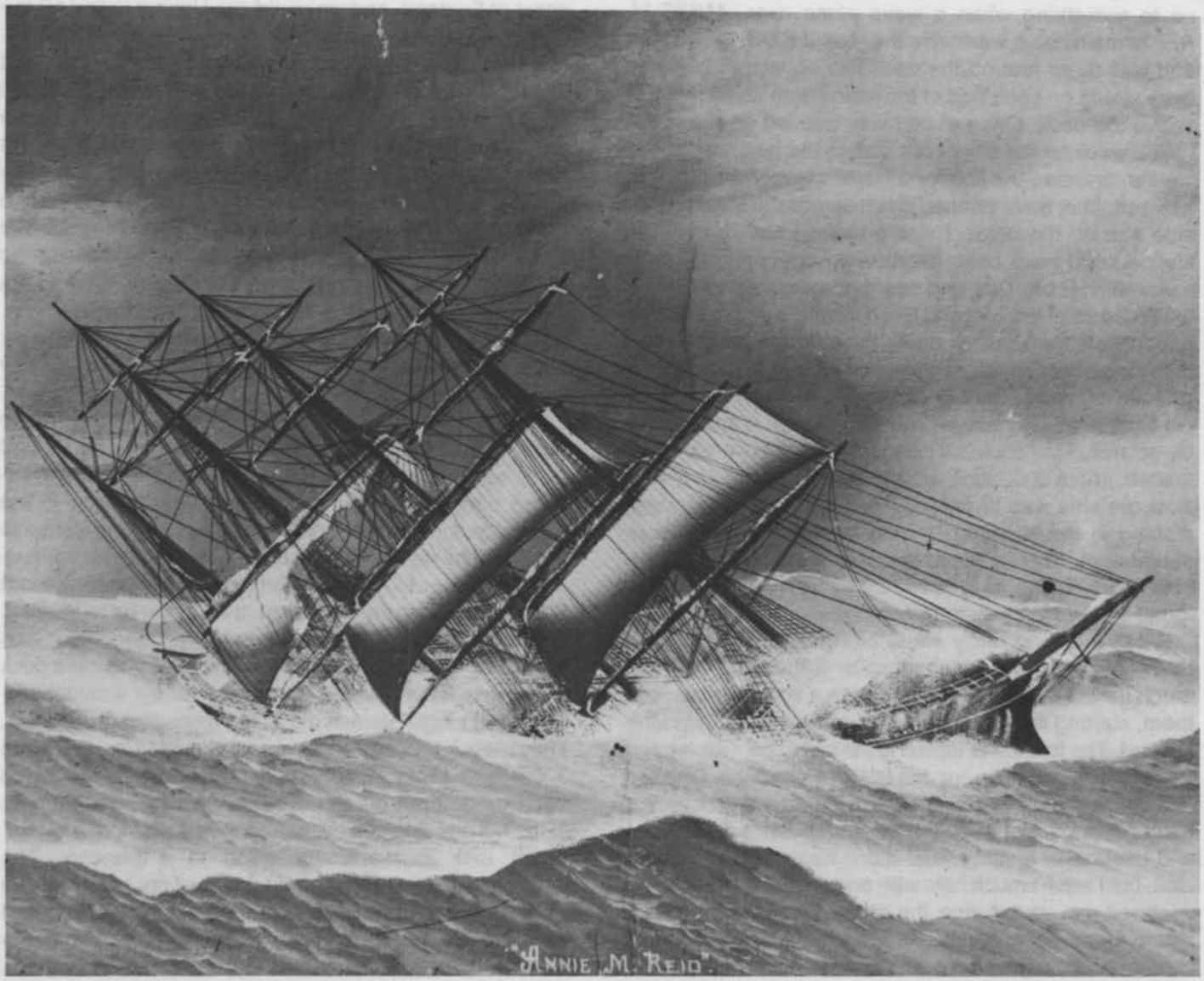
The *STAR OF INDIA,* which has been declared a National Historic Landmark and which received the President's Award from the National Trust for Historic Preservation in 1979, continues to be the most photographed scene on the San Diego Embarcadero. The heavy use of our Museum vessels for historic background photography and ceremonial purposes demonstrates the deep interest in our maritime history which continues to prevail and emphasizes the importance of preserving it for our future generations. This is our mission, and with your support we will continue to pursue it to the best of our ability.

The Star of India Auxiliary has done so much to support the Museum over the years. The ladies are having two important fund-raisers which we should all try to support—the Parade of Lights Party on the *BERKELEY* on December 18th and their Annual Rummage Sale on the *BERKELEY* in April 1984. Your support will be deeply appreciated.

Eddie Fredericks, Executive Director

SALTY REMINISCENCES OF A SAN DIEGO SAILOR
PART 3

By Harold Carpenter



Four-masted bark ANNIE M. REID *in a storm, showing her mizzen lower topsail slashed.*

(*Ed. Note:* Harold Carpenter was born in 1902. Before the decade was out he had fallen in love with sailing ships by looking at their pictures in books. Living in El Paso, however, he had little contact with the real thing until his family moved to Long Beach in 1915. He had to wait another four years—working his way up through the San Diego harbor excursion boats, the California Fish & Game Commission boat *ALBACORE,* and the training ship *IRIS*—before he finally had a chance to work on a sailing ship. The four-masted bark *ANNIE M. REID* sailed from San Francisco in the fall of 1919 with Harold on board as an ordinary seaman, learning the ways of a ship on the sea. The last two issues of MAINS'L HAUL have traced his story through the *ANNIE M. REID*'s passage of the Panama Canal. Harold's education was just beginning.)

We went through the locks on the Caribbean side and sailed that night. When we picked up the northeast tradewinds, the ship started rolling, and I got seasick. From there on we were constantly working braces and halliards. We sailed up the Caribbean through the Florida Straits. As soon as we picked up the Gulf Stream and headed out into the Atlantic, we began to get water on deck, sometimes plenty of it. I was on the end of a line behind the other sailors, where an ordinary seaman was supposed to be, when a big wave washed over the bulworks and threw me off my feet. Of course, I took everyone else down with me, and the sailors were mad at me for being caught unaware. All I wanted to do was get out of the water, so I got up off the deck and ran up the ratlines. I ran up the closest side to me, the lee side—

which was also the wrong side, as you're always supposed to go up the weather side of the ratlines—and fell back into the water. Three times I got washed down the deck.

Finally I learned how to get out of the way by holding on to something when a wave came over. *ANNIE M. REID*'s main hatch was twice the size of *STAR OF INDIA*'s and was three feet off the deck like an island. Lifelines were strung on each side of the main hatch about five feet above the deck. Once while I was walking on the hatch I felt a wave hit the ship. I ran across the hatch to the lee lifeline, grabbed the line, and threw my legs around it to hang on. This wave washed clean across the ship, on one side and off the other. I was grateful I had hold of the lifeline or I'd have been overboard.

Another lesson I learned was that sailors never passed to windward of the officers. Even during a storm when all hands walk the weather deck, the seamen always pass to the lee of any officer. We were off New York in the North Atlantic a few days before Christmas and hit a hurricane. On Christmas Day we got into the worst of it and felt our cargo shift. That could be dangerous, as we were heavily loaded, about 2000 tons, wallowing in the seas as it was. Now the ship was laying over 45° with the lower yards dipping in the sea and the lee side of the deckhouse submerged. The cooks were trapped inside, but by the next morning the sailors were getting hungry, so they found a way to let them out.

When the wind really starts blowing, all the sails are taken in except the lower topsails. If the wind gets too much for them, a sailor goes up with a knife and slashes them, starting with the mizzen lower topsail and working forward. The fore lower topsail is the last to go. Our mizzen lower topsail had to be cut, but I didn't see it done. I missed one whole watch because I had stuck my finger with a rusty pin and it got infected. My whole arm was swollen and useless in a sling. That didn't keep me from going aloft, but I wasn't much help with one arm. Captain Durkee doctored me, and during the storm I went to his charthouse for dressing and walked in without knocking. The captain's wife, who had been at sea with him eighteen years, was sitting in there on the sofa, hugging her black cat and crying. Captain asked, "How do you like this weather, Harold?" I replied, "Fine, Sir. When is it going to get rough?"

There was no use trying to keep dry. We put bath towels around our necks and tied our oilskins tight around our wrists, waists, and boottops to keep as much water out as we could. The water trapped inside our oilskins was warmed by our body heat, so we didn't suffer too much. Once during the storm I noticed a sailor pointing to something over the bulworks, and I climbed up to see what it was. About a mile or two away one of those big four-stack passenger liners was passing us, probably bringing some doughboys home to the States.

The wind finally slacked up after New Years Day, enough so we could get the main hatch off and climb down into the hold. The hundred-pound sacks of grain we were carrying had shifted down to the lee side, leaving a four-foot gap between the cargo and the weather side of the ship. It took us three days to drag the sacks up from the lee side and fill in the gap to balance the cargo again.

At last we picked up Lizard's Light at Land's End off the coast of England, and we could see Ushant Island off the French coast. As we started sailing up the English Channel, the hurricane turned around and blew us back out to sea. It was two weeks before we got back and picked up Lizard's Light again. That time we sailed right on up the Channel to Dover and hove to. We burned a blue light requesting a pilot, who came out and took us around the lee of Dover. There we sat at anchor under the "White Cliffs of Dover" for three days while the wind howled. We were the only ones there at first, but before the wind let up, over fifty ships had joined us at anchor. One was a Holland tug that came in with a floating lock gate in tow. It had both anchors down and was running its engines, but it was still getting blown around. Any ship in its way would just have to lift anchor and let it go by.

After the storm passed, a little 65-foot steam tug came out to tow us to Ipswich. The first day it towed us around as far as Harwich, where we dropped anchor in the evening. A bum boat came out alongside us. A fellow in the bum boat asked if we "got any 'baki." It took us awhile to figure out he wanted tobacco. The next day we were towed up the river to Pinmill, where we had to unload about 500 tons of cargo before we could continue up to Ipswich. When the tide was right we were taken through the lock gates into a little pond called the Prob and put at the dock in Ipswich. That's where we stayed for six weeks.

English longshoremen did all the unloading of our grain. They slit our 100-pound sacks and shoveled the grain into 300-pound sacks, which were hoisted up to the hatch coaming and put on a man's back. He then took it over to the rail and dumped the sack over the side into a lighter, which took it across the Prob to a brewery. The longshoremen, supervised by the captain, replaced the sacks of grain with a ballast of cinders left over from coal that was burned there. They put the cinders down in the hold, smoothed them out, and laid a deck of 2x12 boards on top. These were shored down with poles from the deck above to wedge them in place.

It was a good thing our ballast was packed down tight when we hit the northeast trades about one week out of England. All had been quiet and we were eating supper one night. Suddenly the wind threw us over about 45°, and the plates all slid off the table. Everyone hurried to get the sails off. For the next couple weeks we were pushing 18 knots. Entering the tropics we replaced the good strong sails with raggedy old sails, because the warm wind is not as strong and there's no use letting good sails weather in the heat. We passed between the islands of Dominica and Martinique in the Caribbean and sailed into Panama, 29 days from the English Channel.

That time through the Canal we laid over three days in Gatun Lake letting the fresh water kill the marine growth on the ship's bottom. When we left Panama we sailed south two weeks near the equator, then worked our way

west around Hawaii, picked up the prevailing westerlies, and sailed right into San Francisco. That took about 48 days. The captain refused a tug going into the Bay. We just sailed up to customs and dropped anchor. While swinging around the anchor the American flag got fouled around the jigger truck, so I had to climb up the wire to clear it. I was so sore after that, I could hardly walk for a couple weeks.

That was in May 1920. After working on the *ANNIE M. REID* seven months, I was paid off with $300. The Coast Guard cutter *BEAR* was in port at the time getting ready to sail north. I had a job lined up on her, but I hadn't been home for a long time, so instead I bought a train ticket to Long Beach. My mother had always said I was delicate, but after that trip to England I was robust and strong. My family hardly knew me. For me it was the transition from being a kid to being a man.

PRESIDENT'S MESSAGE

Some interesting challenges were encountered by your Maritime Museum in 1983. On the plus side, membership has almost doubled as a result of the splendid efforts of Merrill Day and his membership committee. Donations have increased substantially, totalling $142,130 through October, versus $77,280 for the twelve months of 1982. This is a result of an excellent and persistent program of fund-raising pursued by your Development Committee, chaired by Eddie Fredericks. These donations have enabled us to purchase three new sails for *STAR OF INDIA* and establish an endowment fund now totalling $22,120.

An area of great concern, however, is the decline in admissions, gift shop sales, and party rentals on the *BERKELEY.* Admissions have traditionally been our major source of revenue, and a continued slide in numbers of tourists could have a dramatic impact on our financial well-being. Tourist attendance has been below the 1982 level each month since March of this year.

The probable causes are twofold. The first is an overall decline in the tourist business in San Diego early this year. The second cause is believed to be the increasing popularity of Seaport Village. Parking lots are filled on weekends there, while we have vacant spaces in front of the Museum. The eventual development of the "B" Street Pier and completion of the modernization of the Embarcadero should reverse these tourist concentrations.

Looking into 1984, there will be great excitement caused by the Olympic Games in Los Angeles. A tall ship parade is being proposed to open that event. You should know that *STAR OF INDIA* was invited to be a part of that parade.

After deep and careful consideration, your Board of Trustees has declined the invitation to participate. It was felt that the financial and physical risks were far too great. We estimated that it would be necessary to raise between $150,000 and $250,000 to sail the *STAR.* It would require a new suit of sails, hauling and cleaning, tugboat escort up and back, plus wages for a crew during the week-long period. As exciting as it would be to see *STAR OF INDIA* once again set out to sea, your Board felt that the reward did not justify the risks.

Until such time as revenues are once again in a healthy growth pattern, we will continue to operate conservatively, while still carrying out the responsibility you have placed upon us—that of preserving and maintaining to the best of our ability this Museum dedicated to our maritime heritage.

John Hamrick, President

SAN DIEGO SHIP MODELERS' GUILD

Mr. August Crabtree (left) inspects ship model built by Bob Pranka (right).

Photo by Fred Fraas

The San Diego Ship Modelers' Guild was founded in 1971 by Bob Wright and the late Russ Merrill, then owner of the Hillcrest Hobby Shop. Meetings are held monthly on the third Friday of each month aboard *STAR OF INDIA* and have always been informal, friendly, and informative. Initially the meetings were held in the captain's cabin with perhaps a dozen or so members attending. Over the years membership has grown to approximately fifty, and monthly meetings are now held on the orlop deck of the *STAR.*

Guild members include modelers building only static display models as well as those involved in fully operational radio-controlled scale models that are electric, steam, or sail-powered. Three members have scratch-built and now operate fully submersible submarines, two of which can also fire torpedoes while submerged. Several members have donated their models to the Maritime

Museum. Dr. Bill Brown donated his exceptionally fine models of the USS *HARTFORD,* the USCGC *BEAR,* and the schooner *LASHA.* Vic Crosby has given six of his ships-in-bottles to the Museum, while rotating the rest of his large ship-in-bottle collection on a permanent display. Albert L'Heureux and Bob Pranka have donated their models of the USS *MISSOURI* and SS *AMERICAN SCOUT,* respectively.

Active Guild members also tend to be active in the Maritime Museum. Co-founder Bob Wright, who helped restore the *STAR,* headed the club as Guild Master for several years until turning over the helm to CDR Bill Benson, the Museum's Curator of Models and builder of the Museum's San Diego ferryboat models. Museum members Doug McFarland and John Woodward subsequently headed the Guild, and Fred Fraas, a Museum library volunteer, is currently in charge, assisted by Mate Roy Nilson. The Guild supports the Maritime Museum as much as possible, encouraging new Guild members to join the Museum and setting their Guild dues at one-half the regular amount paid by non-museum members.

One important function of the Ship Modelers' Guild is to encourage more and better ship modeling. To this end, two contests are held each year—a static model contest in March aboard the *BERKELEY* and a radio-controlled regatta in September at the Mission Bay Yacht Basin. A program begun in 1982 rewards promising young modelers, and Dave Manley was voted the first "Junior Modeler of the Year" for building a fully-operational radio-controlled model of the battleship *NEW JERSEY* nine feet in length.

1983 has become a memorable year for guest speakers at the Guild's meetings. In August, nationally-known modeler Loren Perry was the welcome guest. The October meeting was held one week early to accommodate the speaker, Mr. August Crabtree from Virginia. Mr. Crabtree's models are now on display at the Mariners Museum in Newport News, Virginia, and are internationally recognized as true works of art.

The San Diego Modelers' Guild feels privileged to be associated with the Maritime Museum. Though modeling clubs are growing in popularity across the United States, no others are known to conduct their meetings afloat. A large part of the Guild's success is due to the atmosphere and inspiration created by meeting aboard the *STAR.*

WELCOME ABOARD!

New members since the last MAINS'L HAUL:

Andrew H. Ekern
Lacey C. Hall
Merle G. Rodgers
Gordon L. Getline
Silas J. Ely
Colin R. Liucas
Fred Hartwell
Jerry Toppel
Maude M. Boyce
G. A. Groebler
Paul D. Varady
William J. Fox
Charles Hartman
David L. Grimes
Anten Kraemer
Duane H. Anderson
I. J. Brooks
R. A. Lloyd
Francis A. Orr
G. L. Byrum
Herbert A. Markowitz
Ruben Wagstaff
Road Runner Card Co.
Dutch American Import
C. K. Hill
John Barrett
Thomas L. Davies
Forrest R. Hiner, Jr.
William J. Engel
David C. Copley
Isaac J. LaFon

Hugh S. Gamble, Jr.
Dean T. Bowden
William N. Goodell
John Chabina
Richard J. Celiceo
Mary J. Hunt
Troy Gough
Joseph J. McKane
Charles Allen, Jr.
Robert M. Sherman
Melvin B. Wills, Jr.
Wes Harris
William Berman
Marvin D. Courtney
Arthur T. Cox
Donald Gordon
Ellen F. Hammonds
Dorothy F. Jenne
Clinton F. Loyd
Sharon A. McKinney
Catherine Miles
Jesse D. Newgard
Ivy A. O'Sullivan
Richard J. Parker
G. M. Schwartz
Fred Stubbins
William A. Yancey
Joe Guilbault
Jim Dalby
David Hovland
Amedeo D'Ercole

Doretta G. Brown
Millard E. Anderson
E. J. Darling
Stanley Ballard
Douglas Davenny
Thelma C. Ford
D. S. Fahrney
Merle J. Aleshire
A. S. Levy-Corbin
George S. Harbaugh
Milford Hunter
Thomas P. Hearne
Neyenesch Printers
Kenneth Hallawell
Charles D. Banks
Cameron Briggs
Paul J. Hartley, Jr.
Gretchen L. Hope
Gerald W. Fisher
James G. Thomas
Robert R. Clark
Philip W. Faulconer
Benton Engineering
John G. K. Hazeltine
Henry S. Wenc
Nolan J. Wright
Walter A. Turner, Jr.
Hank Garrett
Dick Tatelman
Great American Federal
Whitson M. Jones

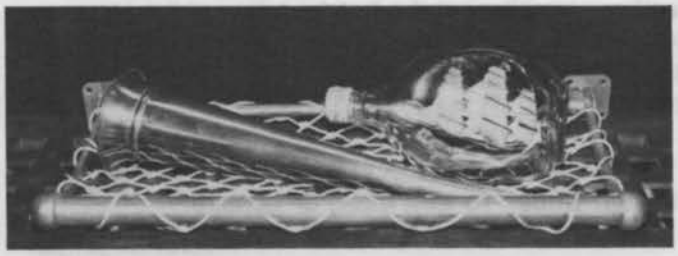
Eleanor Russell
Harold V. Krotsch
J. Roger Plyler
E. Gartzmann Gould
U. C. Iacuaniello
Mrs. Curtis Coleman, Sr.
Jon R. Hagstrom
Corky J. French
F. E. Brooks
Lynn W. Overfield
Frederick E. Harrison
Quentin R. Cudney
George A. Johnson
H. Lorsch
William Weber Johnson
Erica Abt
John F. Shoemaker
Herbert G. Hoxel
W. A. Johnston
D. G. Hall
J. Thomas Gentry
Frederick Harris
E. S. Miller
D. C. Kok, Jr.
George Cota
Greg Elliott
Daniel B. Grady
Jimmy Vanderwall
Jack F. Duclo
Harry B. French
Paul Greenwood
Winn J. Bagley

HOLIDAY SHOPPING SUGGESTIONS FROM THE "SLOP CHEST"

It's that time of year again, and our Museum gift shop known as the Slop Chest is well stocked with a good assortment of nautical merchandise. Remember, all members in good standing are entitled to a *10 percent* discount on all items.

The Slop Chest features an excellent selection of brass kerosene lamps:

17″ (left) $78.00
10″ (center) $29.00
13″ (right) $59.00



14″ foghorn ($12.00) and ship-in-bottle ($51.50) resting on 19″ x 9″ folding bunk clothes rack ($35.00)

15″ brass candle lamp (left) $34.95
16″ brass gimballed light (right) $40.00

MARK YOUR CALENDARS— 1984 MEMBERSHIP PROGRAMS

JANUARY
25 Literature & the Sea

MARCH
21 Down to the Sea in Ships

MAY
23 A History of the Merchant Marine

SEPTEMBER
26 Around Cape Horn with a Cape Horner (tentative)

NOVEMBER
7 Ship Models/Annual Membership Meeting

PARADE OF LIGHTS PARTY

Start a family tradition! Join the Star of India Auxiliary for the PARADE OF LIGHTS on Sunday, December 18, on board the *BERKELEY* from 4:30 to 8:30.

—Complimentary valet parking
—Gourmet buffet, including steamboat roast and chicken kabobs
—No host bar
—$20.00 per person, $5.00 for children under 12 years and under.

The proceeds from this event will benefit the Maritime Museum.

Reservations are limited, so mail your check now (including the names of all your guests) to:

Connie Hedges
1415 Plum Street
San Diego, CA 92106

For further information, call Connie Hedges (222-6986) or Katherine Black (296-2944).

A TRIBUTE TO OUR BUSINESS SUPPORTERS

The San Diego Maritime Museum depends on the generosity of the public and our business community for its support. No tax dollars are sought or accepted. We are grateful to the following business supporters who provide financial or service assistance:

Automatic Transmission Service
Fraser's Boiler Service
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Harbor Blueprint
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Great American Savings
Kettenburg Marine
San Diego Convention & Visitors Bureau
San Diego Trust & Savings Bank
Anthony's Seafood Restaurants
Proline Paint Manufacturing Co.
San Diego Boat Movers
Harbor Boat & Yacht Co.
Sea & Pacific Skipper Magazine
Dobson Ray Welding Shop
Langley Corporation
Home Federal Savings & Loan

STAR OF INDIA AUXILIARY

During these last few months, some great events have occurred and some great plans have been made.

By the time this issue is delivered, we will have had our Third Annual Luncheon and Craft Fair planned by Maxine Telford and Kale Miles. Also, Bev Snyder will have presided over the *STAR OF INDIA*'s 120th birthday party, and Auxiliary members will have provided refreshments for two Museum membership meetings.

Coming up is the Parade of Lights party. This will be an evening you will not want to miss.

Plans for the Rummage Sale in April 1984 are progressing. Chairmen Ro Keith and Liz Murphy will gladly accept your rummage now.

Norma Day is starting to plan for Founder's Day, May 13, 1984. And finally, our last fund raiser of the year will be the Spring Luncheon and Fashion Show arranged by Lenora Witt.

Mary Allen, President

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
Western Regional Conference of the
American Association of Museums

MAINS'L HAUL is published quarterly (wind and weather permitting) at the headquarters of the Maritime Museum Association 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

Carol Kettenburg, Editor
Gregg Chandler, Associate Editor

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

MAINS'L HAUL

MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

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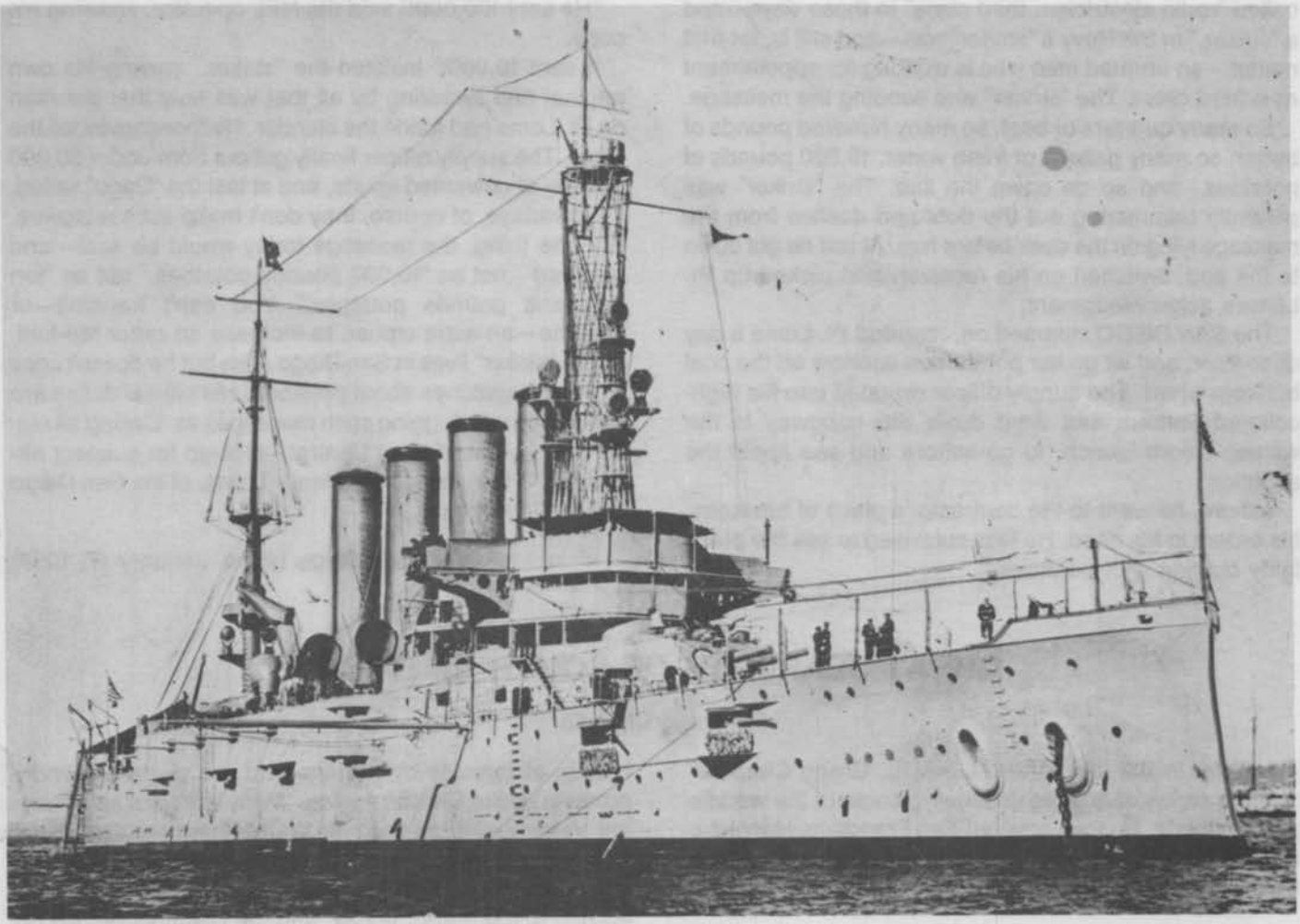


U.S.S. SAN DIEGO *(Armored Cruiser 6)*

MacMullen Collection

OH YES, THEY HAD SOME POTATOES—BUT SOMEBODY'S FIGURES WERE OFF!

By Jerry MacMullen

"NPL de NCZ—"

The operator at the Pt. Loma wireless station adjusted the point of his carborundum detector, snapped out the "go ahead" signal, and began to write down the message which sputtered into his earphones. It was coming from the U.S.S. *SAN DIEGO,* bound south from San Francisco, and asking for supplies. She was going to stay here just long enough to coal ship, load provisions, and shove off for the Gulf of California, where some sort of a revolution was brewing.

Aboard the "Dago" a youthful operator was at the key of the old-fashioned Lowenstein spark transmitter. It was

an imposing set, with a roar like a five-inch gun. It could be heard all over the ship and, when conditions were good, it would send a message as far as 150 miles.

By now, you probably suspect that this happened some time ago. It did. In fact, it was back around 1916, when covering 150 miles, daytime range, with a 5-kilowatt transmitter was nothing to sneeze at.

The *SAN DIEGO*'s radio department was a bit sketchy in the matter of personnel. Instead of rating a warrant officer and a couple of chiefs and a whole army of radiomen, she had for operators a radioman third class—only he was called "radio electrician, third class" in those days—and a "striker." In the Navy a "striker" was—and still is, for that matter—an unrated man who is working for appointment as a third class. The "striker" was sending the message.

So many quarters of beef, so many hundred pounds of butter, so many gallons of fresh water, 10,000 pounds of potatoes—and so on down the line. The "striker" was patiently hammering out the dots and dashes from the message lying on the desk before him. At last he got down to the end, switched on his receiver, and picked up Pt. Loma's acknowledgment.

The *SAN DIEGO* steamed on, rounded Pt. Loma a day or so later, and let go her ponderous anchors off the coal bunkers wharf. The supply officer sweated into his high-collared uniform and went down the gangway to the waiting steam launch, to go ashore and see about the supplies.

Ashore, he went to the contractor's place of business, his orders in his hand. He was surprised to see the place fairly bulging with potatoes.

"Everything is here," beamed the contractor, "including your 100,000 pounds of potatoes."

The supply officer made a gagging noise.

"My what?" he faltered.

"Your 100,000 pounds of potatoes."

"My 100,000 pounds? Why, I ordered only 10,000 pounds!"

The contractor produced the wireless message, copied by NPL. It clearly read 100,000 pounds. The contractor was mad. So was the supply officer. An investigation began.

"He sent 100,000!" said the NPL operator, showing his copy.

"I sent 10,000!" insisted the "striker," waving his own original and swearing by all that was holy that the man on Pt. Loma had made the blunder. Neither convinced the other. The supply officer finally got out from under 90,000 pounds of unwanted spuds, and at last the "Dago" sailed.

Nowadays, of course, they don't make such mistakes. For one thing, the message today would be sent—and received—not as "10,000 pounds potatoes," but as "ten thousand pounds potatoes." You can't transmit—or imagine—an extra cipher, to increase an order ten-fold.

The "striker" lives in San Diego now, but he doesn't copy or send dispatches about potatoes. His official duties are concerned with logging such messages as "Calling all stations . . . originating at Central—pick-up for suspect hit-and-run." He is Patrolman Henry Travis, of the San Diego Police Department.

(*San Diego Union,* January 17, 1937)

GREAT SEAPORTS OF SOUTH AMERICA

By Gregg Chandler

(*Ed. Note:* In the last MAINS'L HAUL, Gregg Chandler began a series of articles describing some of the world's great seaports. He then covered San Francisco, Honolulu, and Yokohama and now continues to take us on a tour around the coasts of South America.)

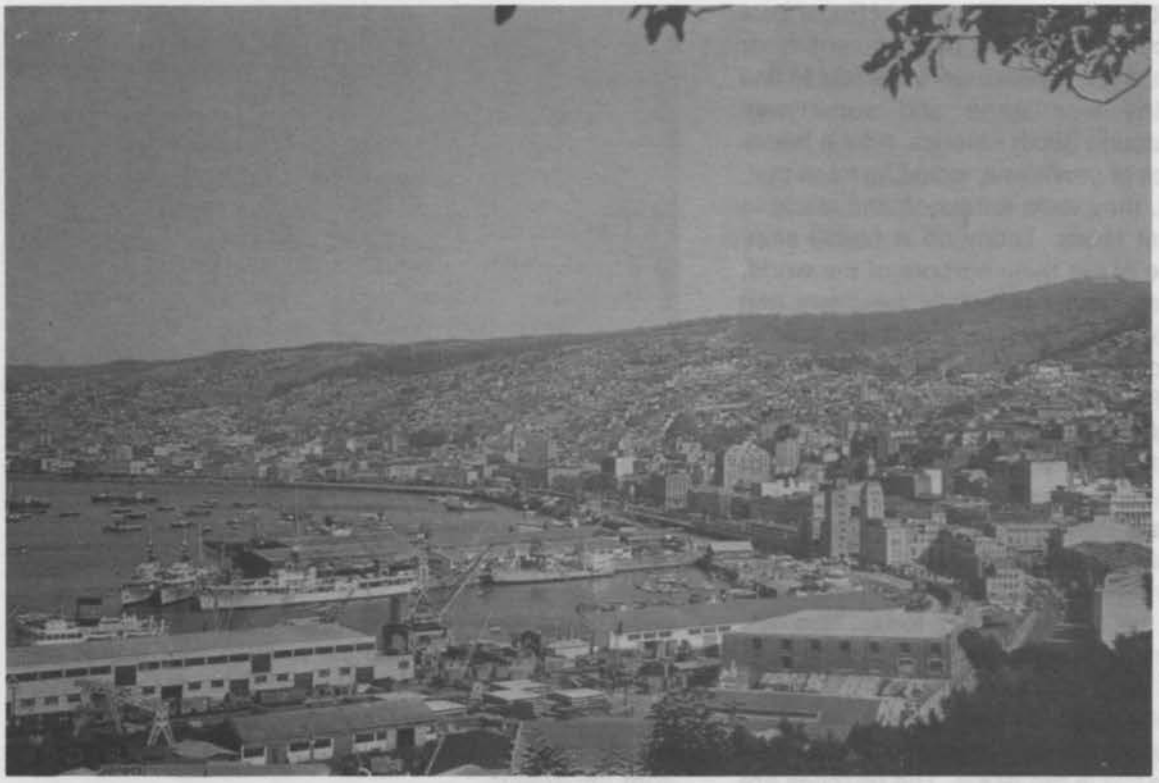
VALPARAISO

Founded in 1536 by Diego de Almagro, Valparaiso is certainly one of the more beautiful seaports in South America. During its colonial period the city was subject to raids by pirates. Later, in 1866, it was bombarded by the Spanish fleet and in 1906 was struck by a severe earthquake which destroyed many of the buildings and homes. In the days of the sail packets and clippers coming 'round the Horn, Valparaiso was the first important port of call as they headed up to California and the gold rush country. Here they rested after the strenuous voyage around the Cape and stocked up with provisions for the balance of their trip up the West Coast. Accounts and diaries of many of the passengers speak not only of the beauty of Valparaiso but also of the friendliness of its inhabitants.

Today the same is true. Tourists are impressed with the beauty of this city by the sea and are given a friendly greeting by the Chilean natives. Many travelers approaching Valparaiso from the sea for the first time are struck with the resemblance of this city to San Francisco. The tall buildings of the downtown section, with its close access to the harbor docks, and the beautiful homes on the steep hills rising above, certainly do remind one of the city by the Golden Gate. The harbor itself is only partially protected by breakwaters, and sometimes in the winter season storms called "Northers" by the natives wreak havoc on this "city by the bay." Valparaiso, however, remains the largest seaport of western South America, and a visit to this lovely area will long be remembered.

BUENOS AIRES

Buenos Aires, located on the right bank of the Rio de la Plata, is the capital city of Argentina as well as its chief seaport. It is connected with Uruguay, Paraguay, and Brazil by a great inland river system. The city was founded in 1536 by Pedro de Mendoza and became a permanent settlement in 1580 under Juan de Garay. In 1776 it was declared an open port by Charles III of Spain. A revolt



Valparaiso

Postcard from
Chandler Collection

Buenos Aires

Postcard from
Chandler Collection

against Spain in 1810 was followed by the establishment of a junta, and in 1880 Buenos Aires became the seat of the federal government.

Today this beautiful city of over three and a half million people is truly modern in every way, as evidenced by its up-to-date subway system, the center of a vast railway network, a large downtown business center, and a very busy seaport. Its principal exports are meat, meat products, and grain, and ships from foreign countries fill the docks in the large harbor.

The Rio de la Plata is one of the more interesting rivers of the world. It is formed by the Paraná and Uruguay rivers and is 120 miles wide at its mouth on the Pacific Ocean and about 20 miles wide near its head. Extensive sandbanks and shoals make it a difficult river to navigate. The dredged channels through which the larger ships have to travel are quite narrow and shallow in depth.

All in all, Buenos Aires, while not the most beautiful harbor in South America, is certainly one of the more interesting, and the city itself awaiting your visit will reward you with its beauty and charm.

RIO DE JANEIRO

One of the most beautiful cities in the world lies under the protective arms of the statue of Christ atop Corcovado Mountain. Passengers of ships entering this harbor at

dawn are quick to spot the famous silhouette of Sugar Loaf guarding the entrance. In the olden days, a century or more ago, passengers and crew alike were thankful to find this refuge from the wearisome and sometimes troublesome voyage around South America. After a friendly welcome and a stock of provisions, including fresh fruit, vegetables and meat, they were refreshed and ready to continue on to distant lands. Today on a cruise ship, passengers enter one of the busy harbors of the world, crowded with small craft, ferries, hydrofoils, freighters, and warships. In the distance the white sand of the famous beaches lined with countless resort hotels beckons a friendly welcome to Rio de Janeiro.

This is the second largest city in Brazil and was its capital from 1763 until 1960, when the headquarters of government were moved to Brazilia. The population today is a mixture; one hears Portuguese, Spanish, and German spoken in the streets and market places. The city was founded as a Portuguese colony by Mem de Sa, and that language is still the prominent one today. Iron ore, coffee, cotton, and meat hides are the chief exports in ships traveling to all parts of the world.

Tourism is one of the major businesses and no doubt got its initial impetus from the dancing feet of Astaire and Rogers flying down to Rio in the 1930s. The beaches are some of the most outstanding in the world. Copacabana Beach, with its highrise hotels, condos, and apartments, and particularly its beautiful mosaic sidewalks, is certainly the best known. On one beach, however, the young men are still searching for that attractive and mysterious "Girl from Impanema."

Rio de Janeiro with Sugar Loaf in the background
Photo by Gregg Chandler

THE VIEW FROM U.S.S. *RICHMOND:* A FORMER SAN DIEGO-BASED LIGHT CRUISER IN THE 1943 ALEUTIAN CAMPAIGN

By
A. A. Ovrom, CAPT, USN (Ret) and
Robert L. Eberhardt, LCDR, USN (Ret)

(*Authors' Note:* Only two of the seven published accounts of the Komandorskii engagement are first-hand; both were written by news correspondents. The present remarks are based on recollections and notes of two of U.S.S. *RICHMOND*'s company, the navigator and watch quartermaster, during the events described.)

An Omaha-class scout cruiser, U.S.S. *RICHMOND* (CL-9) was frequently seen in San Diego in the decade before World War II began. She operated as part of the Scouting Force until she received the Pacific Submarine Force flag in 1938. When in port she customarily was moored to the buoy immediately westward of the Coronado ferry crossing. Other four-stack cruisers in San Diego during the same period were *DETROIT,* which frequented the Destroyer Base area near Redlead Row, as well as *TRENTON* and *CONCORD,* which anchored where the bridge is now located. All left in April 1941 for the fleet problem in Hawaiian waters. Common opinion was this would last no more than several weeks. As it turned out, six months later the ships were still at Pearl Harbor.

Captain John H. Brown took command of *RICHMOND* in September. During the ceremony, he adjured all hands to bend every effort to make the ship ready for battle, since, in his opinion, the United States would be at war before Christmas. Scarcely a month later, *RICHMOND* was made flagship in Cruiser Division ONE, which was to include *TRENTON* and *CONCORD.*

By the time November came, all three ships were on station in the western approaches to the Panama Canal. The weeks that followed were spent in single-ship operations mostly as merchant ship surveillance in the waters from Central America south to Chile and well to the west from South America. While off the Galapagos group when Pearl Harbor was attacked, they heard a Tokyo radio broadcast announcing the destruction of *RICHMOND.* A four-stack cruiser was torpedoed in the raid; however, it was *RALEIGH,* which had moved into *RICHMOND*'s customary Ford Island berth. Captain Brown immediately turned the ship back to Balboa, Canal Zone, at best possible speed.

For most of 1942, the ship remained in the southeastern and central South Pacific. On one brief occasion, she returned to San Diego for the last time, as an escort to U.S.S. *YORKTOWN* in January. *RICHMOND* was used in additional patrol duties, escorted convoys to Bora Bora and Tonga Tabu, and reached as far south as the latitude of Cape Horn.

Late in the year, however, she was detached for duty in the Aleutian area, stopping en route at the Mare Island Naval Shipyard. *RICHMOND*'s yard work was to involve the installation of a rudimentary CIC (combat information center), as well as that marvel of marvels, air search and surface radars. Near the end of January 1943, *RICHMOND* left San Francisco and, stopping briefly at Dutch Harbor, proceeded to the newly-established base at Adak in the center of the Aleutian chain.

On *RICHMOND*'s arrival, Rear Admiral Charles H. McMorris (of U.S.S. *SAN FRANCISCO* fame) with his staff reported on board as Commander, Task Group 11.1. This unit consisted of *RICHMOND,* heavy cruiser *SALT LAKE CITY,* and destroyers *MONAGHAN, BAILEY, COGHLAN,* and *DALE.*

In the weeks that followed, the task group patrolled north of the Aleutian chain and to the westward of Adak. The weather was uniformly marginal and less. Storms were fierce and violent. On rare occasions when the sun did shine, often as not the sky was sparkling clear. The islands, when seen from the distance, appeared to be a marching line of snow-capped pyramids that hearkened to their volcanic origin. As might be expected, accurate navigation was difficult to achieve. Generally overcast weather precluded dependable sun and star observations. If that was not troublesome, the frequent problems in locating landmarks visually or by radar were. These conditions were to add to difficulties in carrying out successful and accurate shore bombardments in the near future. The at-sea patrols were tedious and wore on the spirit of the crews, as the ships were frequently buffeted by ice-cold seas and winds.

By this time, Japanese soldiers were entrenched on the Aleutian islands of Attu, Agattu, and Kiska. These troops were supplied by support vessels staging from the northern Empire bases in the Kurile Islands. Resupply operated with almost total immunity. None of the ships were ever damaged despite being under occasional scrutiny by Allied submarines or aircraft. Part of the reason was the weather. As storm fronts moved easterly from the Siberian mainland and swept across those damp and foggy seas, they afforded excellent protective cover for a small-volume but persistent traffic of one or two enemy cargo carriers. Predictably, when the weather cleared, reconnaissance planes or blockading submarines would find another freighter sitting safely in harbor at Kiska or Attu.

Sooner or later, efforts to interfere with Japanese logistic support were to become successful. The first of the battle stars awarded *RICHMOND* followed an engagement that took place off the Komandorskii Islands.

During the night of 25-26 March, a fifty-mile long scouting line of six American ships—two cruisers, each with two destroyers, TG 11.1—was sweeping the Komandorskii-Attu passage. They were there on speculation that a Japanese replenishment group was nearby and bent on making deliveries to its Attu garrison. Several days of poor weather had just passed, but conditions were improving rapidly. In the very last hour of darkness at 0727, an electrifying radar contact was made at the outermost northern end of the line by *BAILEY.*

The admiral at once ordered the rest of the ships to concentrate as rapidly as they could on *BAILEY.* The sea was calm. There was no wind, but a sharp chill pervaded. It was in every way a very cold dawn that lit the sky. Gradually, the contact resolved into several sets of masts belonging to two Japanese merchantmen or "marus," which abruptly retired northwesterly. As quick as possible, the scouting line reconstituted itself to starboard from echelon to a line-ahead formation and hurtled northward in pursuit.

Full daylight came quickly. Then, astonishingly, a new mast came into view *to the eastward* from *RICHMOND.* Clearly this was not the top hamper of a merchantman but the fighting top of a large ship, possibly a cruiser. (This was subsequently identified as H.I.J.M. *NACHI,* one of two heavy cruisers which were soon to open fire.) All the ships were by that time in the vicinity of a point sixty-two miles, 150° true, from Mys Yuzhny on Ostrov Medny, the eastern island of the Komandorskii group.

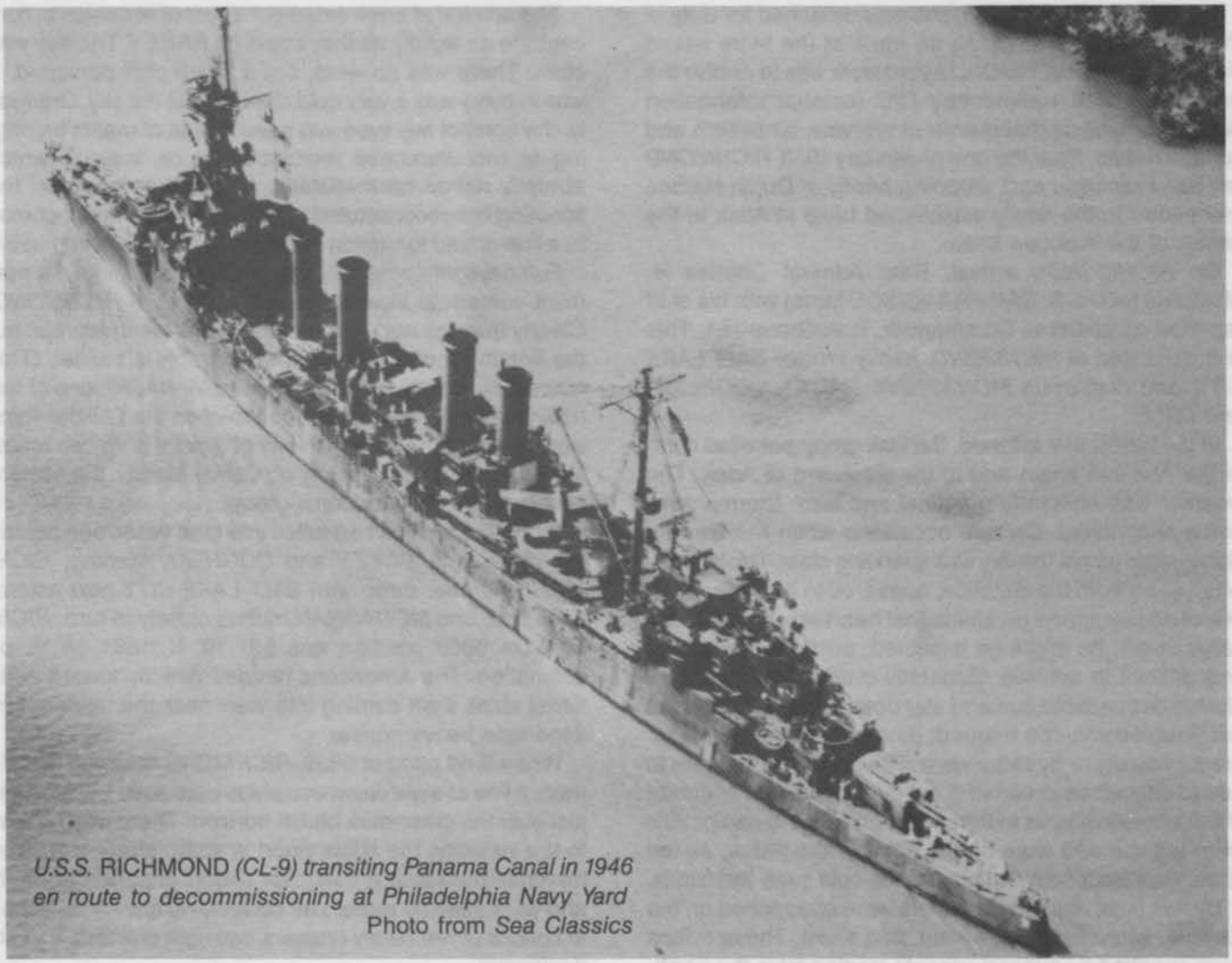
By 0740 our ships had fallen into neat order, one behind the other, with *BAILEY* and *COGHLAN* leading, *RICHMOND* number three with *SALT LAKE CITY* next astern, and *DALE* and *MONAGHAN* trailing closely in turn. *RICHMOND*'s 0800 position was 53° 19' N, 168° 36' E, by estimation. The Americans headed directly toward additional ships then coming into view near the unidentified Japanese heavy cruiser.

When fired upon at 0839, *RICHMOND* returned fire. By then, a line of eight Japanese ships were seen quite clearly just over the clear, dark bluish horizon. There was no limit to the visibility; the ships stood in sharp sheer view. The merchantmen with a destroyer escort departed abruptly and were seen no more. The contending enemy was seen to consist of two heavy cruisers, two light cruisers, and six destroyers.

During the next hour, *RICHMOND* was taken under bracketing fire time and again. Japanese shelling could be seen plainly walking up. Red, green, and yellowish dyes marked geysers of water that erupted closer and closer to the ship and then suddenly appeared on the opposite side! The Japanese fire straddled *RICHMOND* so close as to wet the weather deck with spray and droplets from near misses. Damage to *RICHMOND* was a severed radio antenna stretched between the fore and main yards. But then enemy fire was shifted upon *SALT LAKE CITY* with more serious effect.

Admiral McMorris's tactic was to chase shell splashes. He had a way of scrutinizing the latest group of splashes and, quite casually it seemed at the time, telling his flag lieutenant what course changes to make. Then a series of "Turn Ten" (right) or "Ten Turn" (left) signals would go out by radio telephone, sometimes duplicated by flag hoist. To everyone's gratification, he kept the ships out of immediate harm, turn after turn. Our formation kept up a breakneck run to the northwest and then to the west in a vain attempt to secure an advantageous position—and not to become the bar of the "T."

At 0943 *SALT LAKE CITY* was likewise ranging on the leading heavy cruiser. Both columns of ships followed approximately parallel courses on a wide sweeping curve



U.S.S. RICHMOND *(CL-9) transiting Panama Canal in 1946 en route to decommissioning at Philadelphia Navy Yard*
Photo from *Sea Classics*

to the westward. Clearly, the odds started to tend in the enemy's favor, and hits taken by *SALT LAKE CITY* at 1010 put her in trouble. It was an unwelcome sight indeed to see her begin to make white smoke, a certain sign of saltwater-contaminated fuel. A scout plane was launched from one of the Japanese heavies, undoubtedly to spot fire.

When *SALT LAKE CITY* began to slow down, the admiral directed our destroyers to lay a smoke screen around her. At 1018 the coded signal "Pittsburgh, execute!" was sent. Our westward direction tended more and more to put the Japanese on the stern, which masked our fire as well as theirs. At the time, our personal feelings were that while we still were moving along at a good clip—though in the wrong direction—we were getting closer to the base area of the Japanese rather than engaging them in a more conclusive manner. Southerly turning assumed importance.

When *RICHMOND* turned south at 1102, her speed was such as to put *SALT LAKE CITY,* definitely moving slower, further behind. She was hit again at 1103, and her plane was seen by us to be on fire. About this time our destroyers were ordered to attack with torpedoes. By 1129 they were flying off to do so and making dense rolls of smoke as they did.

Then luck completely turned against *SALT LAKE CITY.* She lost power and fell dead in the water at 1135. That, with an enemy still free to move at thirty knots.

The outcome of this struggle remained problematical to most of us; we were in a quandary as to what might happen next. The destroyers were gone, hidden from us by our own smoke as well as theirs. *RICHMOND,* now several thousand yards from *SALT LAKE CITY,* turned sharply around to augment the protective smoke screen and to give aid to the stalled ship by presence, if not fact. Meanwhile, the destroyers were running blindly. The destroyer squadron flagship *MONAGHAN,* her radio gear smashed by gunfire, could not hear orders. In the midst of their own smoke screen, a vital flag hoist directing them to launch torpedoes went unseen. Meantime, the Japanese were subjecting them to destructive close-range salvos. Fortunately, *SALT LAKE CITY* was able to move again after rapidly repairing her internal damage.

The destroyer group carried out its attack as much as conditions allowed. *RICHMOND* was at 53° 17' N, 167° 28' E at 1200 when they started back to rejoin. At this time the formation turned to the east with Attu still some 180 miles away, south-by-east. At that moment it appeared the Japanese were breaking off from their position of 275° and

28,000 yards at 1229. This was startling and, at the time, difficult to believe. Analysts now tell us that the Japanese commander felt that Adak-based airplanes were likely to appear at any moment and prudence dictated withdrawal.

The real victory was not immediately apparent, but resupply to Japanese ground forces was permanently stopped. Complete recovery of Aleutian territory was now only a matter of a few more months. *RICHMOND* participated in that operation, also, and she later led the bombardment that was the first to subject Japanese home islands to naval gunfire. Rear Admiral John H. Brown, back on *RICHMOND* as COMCRUDIV ONE in August 1945, received the surrender of northern Japan, a faint echo to his forecast of four years earlier.

SALTY REMINISCENCES OF A SAN DIEGO SAILOR PART 4

By Harold Carpenter

(*Ed. Note:* In the last three issues of MAINS'L HAUL we have been tracing the nautical career of Museum employee Harold Carpenter from his first job as deckhand on the San Diego harbor excursion boats *CRESCENT* and *VIRGINIA* at the age of fifteen through his voyage to England as an ordinary seaman on the four-masted bark *ANNIE M. REID.* When he was discharged in the spring of 1920, Harold was only eighteen years old and eager to return to sea as an able-bodied seaman, or A.B. for short.)

From San Pedro I shipped on the *ADMIRAL SEBREE,* a 242-foot cargo ship of 1866 tons. She had railroad iron in the 'tween deck and jam in the hold, putting her 'way out of trim and down by the head. That gave her a tendency to take a sheer instead of go straight, and made her almost unmanageable to steer. Since I was inexperienced, it was all I could do to keep within two points either side of the course. Zigzagging up the coast, we finally made it to Bellingham, Washington, where we discharged the iron. One of the rails fell out of its sling and went straight down through the deck into the jam in the hold. When they pulled it out it was a sticky mess. As we were getting ready to leave port, I stepped on a hatch that wasn't in place and tumbled down from the main deck into the 'tween deck, breaking my left wrist. I was still in the hospital at Bellingham when the ship sailed.

After a week in the hospital enjoying all the pretty nurses, I went down to Seattle to get a ship home to San Pedro. The *ADMIRAL FARRAGUT,* a 280-foot, twin-screw passenger ship, was headed that way, so I bought a ticket. We were going out through the Strait of Juan de Fuca when I spotted the steam schooner *SAGINAW* towing a sailboat in. That was my first look at the schooner *INVADER,* which I would later work on and today is giving tours of San Diego Bay. The trip all the way down the coast was foggy, so we ran a patent sounding machine every fifteen minutes. I helped out, working just like one of the crew.

When I got back to Long Beach, they were still building cargo ships in the Long Beach shipyard where I had worked the summer before. These ships were known as "Eighty-eight Hundreds" for their gross tonnage, and they were built for World War I as the Liberty ships were later built for World War II. With all the riveting required in their construction, each one took a year and a half to build, and they were still completing the contract after the war was over. They had triple-expansion steam engines, much like the *BERKELEY*'s, which were rated at 2,800 horsepower and made about twelve knots. Having helped build them, I was anxious to sail on one, so I put my name in at Union Hall, where all crews were signed on, and waited for the *WEST KEDRON* to be ready to sail on her maiden voyage. When they called for a crew, my name was the last one called. Broken wrist and all, I had a job.

The *WEST KEDRON* belonged to the European Pacific Line, which was trying to establish a regular run between the West Coast and Europe. We took on a load of grain in Port Costa, in the San Francisco Bay area, to take to Leith, Scotland. On the way out the ship broke down in the Sargasso Sea, a part of the Western Atlantic that has almost no currents and is an eddy where sailing ships would get caught and could not get out. I decided to go swimming there, and though I didn't find any old wrecks, I collected a bunch of Sargasso weed, a yellow seaweed with little berries on it. I guess that is the only place in the world it thrives.

We continued on through the English Channel and up to Leith, the port for Edinburgh. The grain was sucked out of the hold by a vacuum, an operation that took two weeks and gave us some time for sightseeing. I found a girlfriend there, rode the tram to Edinburgh, and toured Edinburgh Castle across the valley. They had a bar that was half in Leith and half in Edinburgh, and because of the difference in local ordinances, one side closed a half hour earlier than the other.

We took on ballast, water in the double bottom, and headed for San Francisco. The propeller would come out of the water in the seas, and I thought the ship was going to shake apart. We had a crew of about forty-five, including ten sailors and ten firemen, divided into three watches. I was on the twelve to four watch, morning and evening, two hours at the wheel and two on lookout on the fo'c's'lehead. Even with the painting and scrubbing chores, there was not much to do, so I read most of Jack London's and Zane Grey's books.

When we got back to San Francisco, I was surprised that the captain, William S. Harriman, asked me to make a second trip. Common practice was the crew only made one trip on a ship. But I accepted the offer. We loaded general cargo in Portland and San Francisco and head-

Cargo ship WEST KEDRON, *sunk as the British ship* EMPIRE ELAND *in the North Atlantic in September 1941*

ed back to Europe, picking up oil at Trinidad Island on the way. This trip we visited Hamburg, Antwerp, and Rotterdam, then across to Hull, England, and back to Leith again. We went all the way up the locks to Antwerp just to deliver sixty-five tons of cargo, but as I said before, the European Pacific Line was trying to establish the run. In one port, an ordinary seaman and I painted one whole side of the ship, except for the bow and stern, in eight hours. Then we started back home, again in ballast.

It was the spring of 1921 when we arrived in San Francisco. I collected my pay, which for an A.B. at that time was $90 a month, and decided to do some sightseeing around the area. The ferryboat I took across the bay both ways just happened to be the *BERKELEY,* because I remember distinctly it had propellers, an oval stack, red and white jigsaw-puzzle inlaid tiles on the passenger deck, and individual veneer seat panels. With $300 of my pay I bought a 1917 Harley Davidson motorcycle. Though I had never been on a motorcycle before, I rode it all the way down to Long Beach in three days.

My family was still living there, where my father worked for the California Edison Company. He talked me into going to work for them, too, and they gave me a job oiling their equipment in a substation up near Visalia. That job didn't last long, as I was anxious to get back to sea. One day I was visiting down at Wilmington at the dock and saw the *EASTERN MERCHANT,* a 15,000 ton, 445-foot, twin-screw cargo ship also belonging to the European Pacific Line. The purser and wireless operator had been with me on the *WEST KEDRON* and asked the mate if I could come on the crew. We left in September 1921 and took a run out to Europe, making pretty much the same ports as on the second *WEST KEDRON* trip, along with London and Liverpool. This trip home we had some cargo for Portland and Seattle, where I was paid off.

Once again I needed to find passage from Seattle home to San Pedro, so I signed on as deck hand on the *CELILO.* It was advertised as a "fast and palatial ocean-going McCormack steamer," but it was really only a little steam schooner, about 200 feet long, and carried a deck load of lumber as well as passengers. We had to brush the snow and ice off the lumber before loading it. On the trip down there wasn't much to do but play with the kids on the deck load while the older passengers played the piano in the lounge. I got home right around Christmas of 1921, completing my fourth and last trip to Europe within two years.

EARLY NAVAL HISTORY IN SAN DIEGO PART 7

By Captain Eddie Fredericks

(*Ed. Note:* This is the seventh in a series of articles by Captain Fredericks tracing the history of the U.S. Navy in San Diego prior to World War II. Previously he covered the role of San Diego as a naval base in the Mexican War, 1846-1848, and the relatively inactive years in San Diego from 1850 to 1898. We now continue with the chronology of events during the first decade of the twentieth century, when early military installations began to appear and work continued toward improving the harbor.)

1900

On 9 January the battleship U.S.S. *IOWA* anchored off Coronado, being unable to enter San Diego harbor due to the twenty-six foot depth over the bar and low water over the Middleground Shoal.

1901

During this year the Navy acquired the north 2,900 feet of the Point Loma Military Reservation for its exclusive use. A Navy Coaling Station was established on Point Loma.

U.S.S. BENNINGTON *(PG-4) removing the dead following the ship's boiler explosion at San Diego, 21 July 1905*
Courtesy of CDR. D.J. Robinson

The first military installation on North Island was initiated by the U.S. government acquiring a 38.56 acre site on the south tip of the island for the construction of Fort Pio Pico.

1903

Dredging operations by the Army Corps of Engineers to deepen and widen the main channel in San Diego Bay and to remove sand bars and shoals within the harbor proceeded on a continuing basis from this period to 1909.

The iron gunboat U.S.S. *ALERT* operated in San Diego as a training ship for the Third Division of the Naval Militia of the State of California, forerunner of our U.S. Naval Reserve.

1905

On 21 July the gunboat U.S.S. *BENNINGTON* was severely damaged by a boiler explosion while at anchor in San Diego Bay. There was a loss of sixty lives and a toll of forty-six injured. Only through the heroic actions of tugboat Captain Joe Brennan and Navy Chief Boatswains Mate "Whitey" Gauthier was further loss of lives prevented. Gauthier managed to slip the anchor chain from a steam searing anchor locker, and Brennan towed the ship to shallow water. Gauthier died the next day from severe burns and steam inhalation. On the 23rd of July the Bennington Cemetery on the Point Loma Military Reservation was dedicated at the internment of the *BENNINGTON* men. It became the Fort Rosecrans National Cemetery during World War II. Next to the loss of the U.S.S. *MAINE* in Havana harbor, this was the worst peacetime disaster in the Navy's history.

1906

On 12 May the Naval Radio Station on Point Loma was commissioned. This station provided communications support for the Great White Fleet in 1908 and in 1920 became the first radio station on the West Coast to handle transcontinental radio traffic.

1908

The Great White Fleet visited San Diego during 13-18 April on its historic cruise around the world. The sixteen battleships anchored off Coronado, being unable to enter the harbor due to shallow waters. The Fleet destroyers were able to base inside the port.

William Kettner, San Diego businessman and future congressman, made his first contact with the U.S. Navy as chairman of the reception committee for the Great White Fleet during its San Diego visit. At this time he became aware of the importance of San Diego harbor as a future naval base. Kettner, as a congressman, was to play a prominent part in the future development of San Diego into a major naval base.

WINGS

The latest addition to our family of vessels is the 1931 Kettenburg PC (Pacific Class) sloop number 8, *WINGS*. She was donated to the Museum by the family of the late Paul Hartley, Sr., who owned and sailed her in San Diego Bay for over forty years. After initial cleaning and dismantling at the Kettenbrug Marine yard where she was built, *WINGS* will be moved to the Maritime Museum for final restoration and exhibit.

PC #8 WINGS

Photo courtesy San Diego Yacht Club

FLEET TUG

By Don Snowden

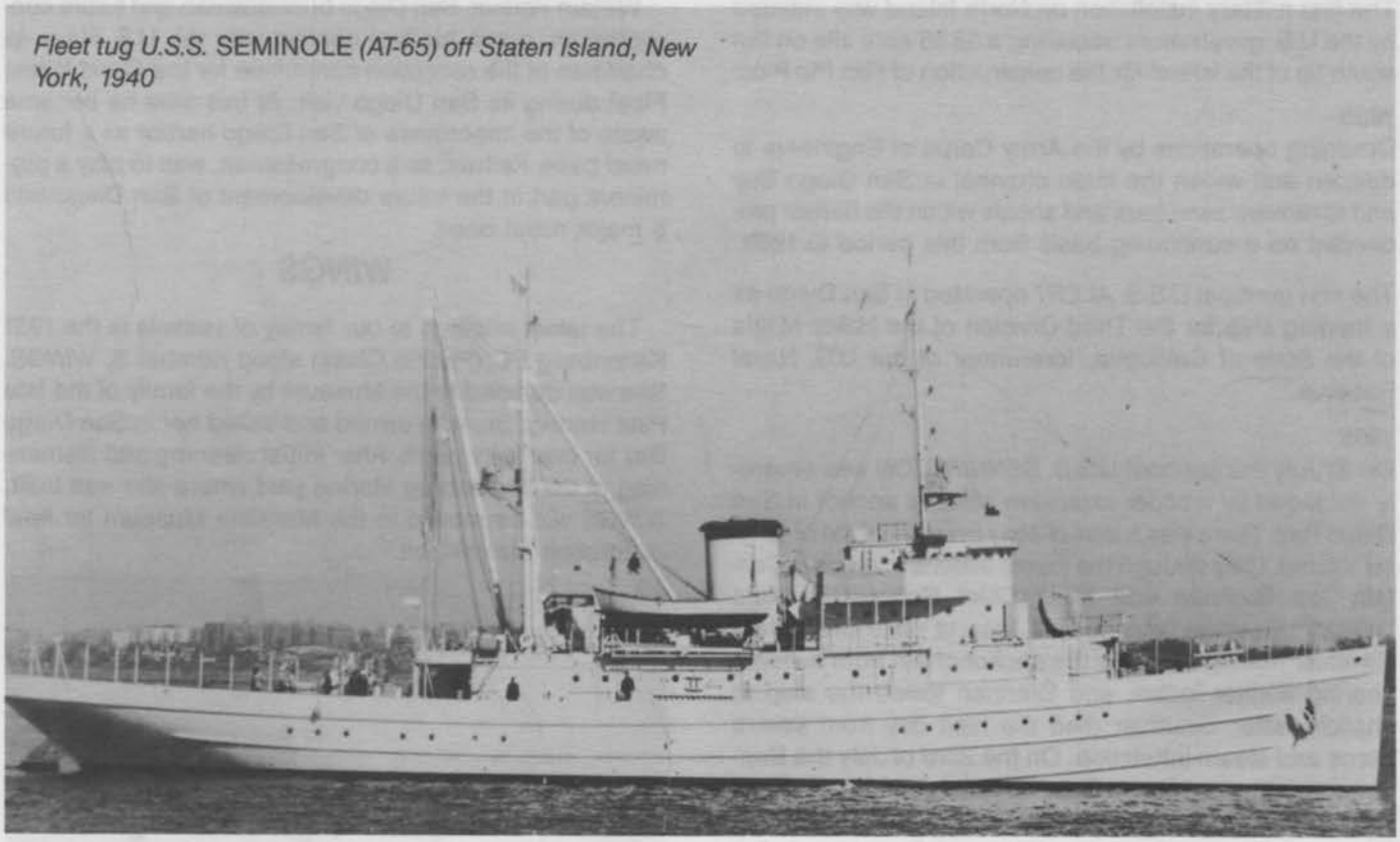
"You're on a what—a tugboat?"

Several times I heard almost those exact words along with a sort of pitying look that seemed to say that there must be something amiss when a man in the Navy is not serving in a carrier, a cruiser, or at least a destroyer. But a large ocean-going fleet tug is a ship that demands the best of all hands, regardless of rank or rating.

It is only natural, when landsmen think of the Navy, that their thoughts are colored by what they see in the theater or on the TV screen. The picture that comes to their minds is one of great and powerful ships, such as battleships and carriers flanked by destroyers maneuvering through a surging, windswept ocean, and not a tug in sight. No one ever thinks of a tug as part of the battle fleet. When a tug is mentioned, the picture that comes to mind is that of a small, snub-nosed vessel either pushing against the side of a large ship to assist it in docking or towing a barge.

Not so the large fleet tugs of the Navy. They were (and are) full-grown ships designed and powered for deep-sea, long-distance towing, and when called upon to do so, they can move into a combat area and take a disabled ship in tow.

In the years prior to 1940, all the fleet tugs of the Navy were steam powered and had Indian names. When the new fleet tugs began to make their debut, they had little if any resemblance to the old tugs, except that the Indian names were continued. The first three of the new class were the *NAVAJO* (AT-64), *SEMINOLE* (AT-65), and



Fleet tug U.S.S. SEMINOLE *(AT-65) off Staten Island, New York, 1940*

CHEROKEE (AT-66), all commissioned in 1940. Of the three, only the latter survived World War II. The first two were lost to enemy action in the Pacific—the *NAVAJO* by a Japanese torpedo while towing a gasoline barge, and the *SEMINOLE* by gunfire from three Japanese destroyers. But for the *SEMINOLE* at the time of her commissioning, that tragic event was more than two years in the future, and many sea-miles and adventures lay in between.

After being commissioned, *SEMINOLE* made the run from Brooklyn Navy Yard to Newport, Rhode Island. There I reported aboard with two shipmates on a cold, blustery March afternoon in 1940 after a chilling trip in a motor launch through the choppy waters of Narragansett Bay. The next morning we were underway for Brooklyn through Long Island Sound, past Point Judith (which is sometimes referred to as the Cape Hatteras of New England), through that rough stretch of water called "The Race," and so on down the sound, through Hell Gate, and down the East River to the Navy Yard at Brooklyn.

Following some changes and alterations, *SEMINOLE* was underway on her shakedown cruise past the Statue of Liberty, through the Narrows, and down the coast to the first stop at Norfolk, Virginia. Next port of call was Guantanamo Bay, Cuba, and from there we cruised to the port of San Juan, Puerto Rico, where a good time was had by one and all. After three days, we were underway again, non-stop back to Brooklyn. On this trip, *SEMINOLE* got her first baptism of heavy weather, the sea being so rough that only coffee and sandwiches were served at mealtimes for two days.

Following more changes and alterations and some excellent liberty in New York for all hands, *SEMINOLE* began her life work of towing.

1940 was a hectic year. The battle of the Atlantic and the war in Europe were front and center on the world stage. The armed forces of our country were building, most classes of reserves were being called to active duty, the draft was starting, and ships were being pulled out of Redlead Row. After a facelift and perhaps some alterations, they were given a new lease on life.

Our first real towing job took us to the Philadelphia Navy Yard, where we made up alongside the U.S.S. *COLHOUN,* a four-stack destroyer and flush-decker of World War I vintage. She had been pulled out of the nest of decommissioned ships and was being made ready for towing. The exterior was completely coated in redlead, speckled somewhat with rust spots and seagull droppings. The outward appearance contrasted sharply with the interior, which looked as though it had left the builder's yard the week before.

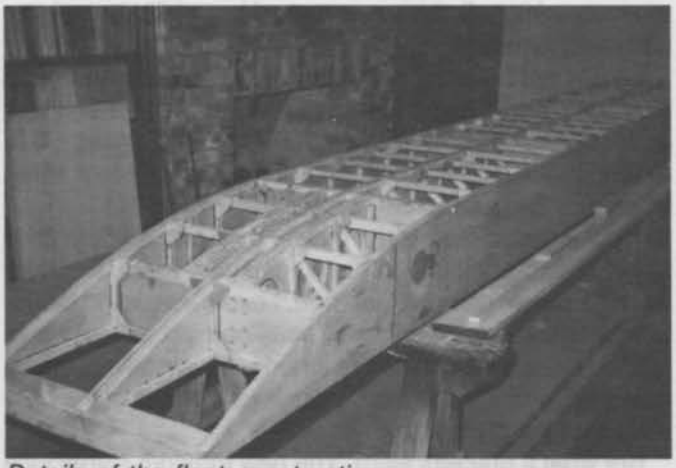
So we took the ship in tow, down the river and south along the coast to the Navy Yard at Portsmouth, Virginia. There she was not only given an overhaul and a facelift, but she was converted into a fast troop transport. Successively we towed the old destroyers *LITTLE* and *GREGORY* to the Navy Yard at Brooklyn, and they all followed docilely on the far end of *SEMINOLE*'s towing cable. All three of the forenamed ships were lost to enemy action in the battles for the Solomon Islands, and so was *SEMINOLE,* but we will come to that later.

(*Ed. Note:* Don Snowden served in the Navy from 1935 to 1953 and has been employed at the Maritime Museum for over six years.)

Replica 1911 Curtiss A-1, first Navy seaplane, over San Diego Bay, January 1984

AND IT FLOATS, TOO!

On January 26, 1911, Glenn Curtiss lifted his floating biplane off San Diego Bay for the first successful seaplane flight in the United States and the birth of naval aviation. Seventy-three years later to the day, a replica 1911 Curtiss A-1 (so designated as the first U.S. Navy seaplane) duplicated the flight before being turned over by its owner Hank Wheeler to the San Diego Aero-Space Museum. It will replace another replica A-1 destroyed in the 1978 Aerospace Museum fire.



Details of the float construction

When veteran pilot and Maritime Museum member Jim Dalby took the controls of the 1984 version of the A-1, he may not have been sure about its flight characteristics, but he could have full confidence in the float. Curtiss's original float in 1911 had been inadequate in taxi tests, so he commissioned Captain Robert H. Baker (later a founder of the Maritime Museum) to build another, planked with spruce. That one was used for the historic 1911 flight. For the latest A-1 replica, Maritime Museum member Tom Faulconer calculated weight and balance requirements, and Museum Trustee Paul Kettenburg constructed the 16'8" float in six months out of wood donated by Museum Trustee Gordon Frost's Frost Hardwood Lumber Company. Two years later the float was launched in San Diego Bay, topped by the newly-completed Curtiss A-1. Our congratulations to pilot Jim Dalby and builders Hank Wheeler, Elton Ballas, Gus Banthien, Dr. Edwin "Bud" Thomas, and about forty other dedicated volunteers, for their faithful revival of an important bit of naval aviation and San Diego maritime history.

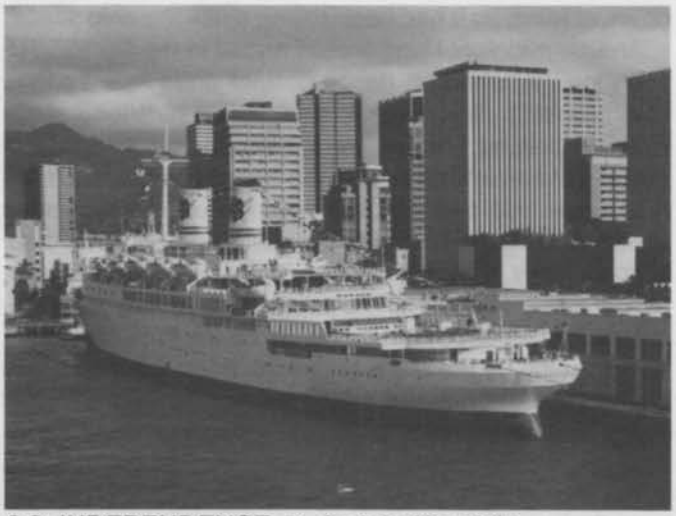
CHRISTMAS CROSSING

By Richard W. Tatelman

Can you name three memorable things that are vanishing from the ocean travel scene? One would be the American passenger ship. Another might be any grand old passenger liner. A third could be the mainland-Hawaii crossing. These three came together on Monday, December 19, 1983, when the S.S. *CONSTITUTION* sailed from San Francisco to Honolulu after her annual West Coast refitting. I was fortunate enough to be aboard the 11:00 p.m. sailing.

Actually, it was more like midnight. The Coast Guard was not happy with one of our lifeboats, but finally cleared us with two engineers aboard, who continued to service this surplus but legally required boat after we sailed.

The midnight sailing was absolutely spectacular under a full moon and corona directly overhead and the Bay Area glittering with Christmas lights from buildings and ships alike. As we sailed under the Golden Gate Bridge, two dozen younger crew members let out a loud howling at



S.S. INDEPENDENCE *at dock in Honolulu*
Photo by Richard W. Tatelman

the moon. After all, this crossing had been billed as a "sentimental journey."

I could not help but reflect on this grand old American liner once again flying the Stars and Stripes. When I was a teenager, this giant, along with her sister, S.S. *INDEPENDENCE,* was among the top twenty liners afloat when she was launched September 16, 1950.

I was disappointed at the time in their ultramodern, low-keyed interiors. All that has changed with years, and they are now plush, colorful, and rich. I experienced no disappointment, however, in the streamlined yet conservative profile. These sister ships are among the last twin-stackers launched, and that "counter" stern is at least out of the 1890 era if not the dark ages!

But what a graceful stern. The new transom sterns look to me as if the ships backed into something during launching.

After clearing the Golden Gate, I settled down to my first quiet day at sea, letting my sea legs grab hold. My single cabin with king-sized bed was on Coral Deck aft. The size in old deck plans indicated to me that it was once two tourist cabins rebuilt, so I was alone where once six or eight people had slept.

Naturally, the first day out was a little choppy, as a Christmas crossing should be, but by Wednesday the weather had abated. Thursday morning promised even nicer weather, but not Thursday afternoon. The wind had shifted from southwest to northwest. Our previous speed of 23½ knots came down as the 50 knot winds heeled us over.

I later heard from the bridge that we were taking 70-75 knot gusts over the bow and were down to 15 knots land speed. But we had not changed course, nor were we rolling excessively. To the uninitiated travelers I pointed out that the *CONSTITUTION* did not have stabilizers and obviously did not need them. Of course, they didn't believe me.

I feel that one of the newer seagoing "Holiday Inns" would have had to head into the weather and radically reduce the engine revs. We did sustain minor damage with the gift shop a shambles and all bars closed except the disco. (I overheard one of the officers say to keep that bar open, at least, as it had been rolling since the ship sailed.

Around midnight I had braced myself in the *CONSTITUTION* lounge, when my dance partner and I heard a loud crash topside. Since Les Brown's band had long since stopped playing and we were not dancing anyway, we poked our noses topside into the Beachcomber Bar. How many ads and commercials I had seen in magazines showing the great sliding glass wall of the poolside club. Unfortunately, it had taken one slide too many and was almost totally shattered. The chief engineer was supervising his maintenance men in shoring up the huge steel door and cleaning up the glass before the early morning risers showed up for coffee at 6:00 a.m.

The weather cleared up and so did the passengers' spirits. It is a tribute that my table mates showed up for lunch in the diningroom. They were a retired naval officer and his wife from Point Loma, who had sailed previously on the *CONSTITUTION* to the Mediterranean, and a couple from Los Angeles, who had been amused during the trip by the "forest" outside their cabin aft on the main deck. That was where the line stored the fresh Christmas trees that slowly appeared in the lounges as we got closer to our Christmas Eve arrival.

I spent the last night out in the main lounge by the Christmas tree watching the children (we had about forty aboard) exchange presents, sing carols, and make their last-minute decorating additions to the tree. The tree had survived our gale force winds since it was bolted to both the deck and overhead.

No cruise on the *CONSTITUTION* would be complete without mentioning her second sponsor, Princess Grace of Monaco, who rechristened the ship on April 20, 1982. Her interest dates from crossing for her wedding in 1956 and later voyages with her husband, Prince Ranier. Her friend Cary Grant also used the *CONSTITUTION,* or very good replica sets, for his film "An Affair to Remember" with Deborah Kerr. Even Lucille Ball missed the boat and had to be flown out in a helicopter for one episode of "I Love Lucy."

Christmas Eve dawned with the famed Hawaiian sun and warm breezes. The swimming pools were filled with fresh sea water, and everyone came out to witness our approach off Diamond Head. We docked at the Aloha Tower pier stern to stern with sister ship *INDEPENDENCE.*

S.S. CONSTITUTION *looking forward port side, upper deck, from after docking bridge*
Photo by Richard W. Tatelman

It took some doing to swing around in the small harbor, but the new bow thrusters must have made that maneuver easier for Captain Wu. Then the crew members really had to earn their pay preparing the ship for her usual one-week inter-island cruise starting that night.

For me the voyage was over but not the pleasant memories. I hailed a taxi and made a dash to the airport for a 4:00 p.m. departure on a 747 back to the mainland. To a ship lover the 4½-hour flight back home, complete with two movies and turkey dinner, was like comparing Brand X beer to Chateau Neuf de Pape.

I salute American Hawaii Cruises and the S.S. *CONSTITUTION.*

S.S. *CONSTITUTION:*
Length 683 feet
Beam 89 feet
Gross tonnage 30,293
Launched September 16, 1950
Reentered service, Hawaiian Islands, 1982

(*Ed. Note:* Richard W. Tatelman was born in the Panama Canal Zone in 1935 and educated at the U.S. Merchant Marine Academy at Kings Point, New York, and the University of Colorado at Boulder. He served in the U.S. Navy and Merchant Marine and has been employed by Pacific Southwest Airlines for the past twenty-two years.)

CHANGE THE WATCH

A new year means a new Board of Trustees with a few new faces added to the familiar ones. John Hamrick remains in the office of president, but Paul Kettenburg and Merrill Day have taken over the offices of first and second vice president, respectively. Bob Baker continues as treasurer, joined by Ward Waddell as secretary. At the November 1983 membership meeting, Jack Dubbs, Marilyn Fulton, and Frances Zeluff were elected as new trustees, and Mary Allen, as the Star of India Auxiliary president, also serves on the Board. Rounding out our Board of twenty-two trustees are Ken Baker, Carl Bowman, Gregg Chandler, Art DeFever, Roy Drew, Gordon Frost, Gary Gould, Morris Landon, Ben McKesson, Norman Neely, Ed Paxton, Bob Phillips, and Roy Weber.

KINGSBURY COLLECTION UPDATED

Merrill Day, who originally set up the eight-drawer file of passenger liner memorabilia from the Kingsbury Collection, has spent the last several months updating and cross-indexing these files. The cross-indexing includes the following classifications: deck plans, accommodation plans, cruise brochures, general brochures, menus, newsletters, rate schedules, and sailing schedules. These cover over forty shipping companies and some thousand passenger liners. Merrill has also updated the files by adding brochures and other memorabilia from the major cruise lines operating today. The cross-indexing classification should be of considerable help to researchers interested in the great passenger liners of yesteryear.

PRESIDENT'S MESSAGE

An excitement is beginning to develop along the waterfront—cruise ships, new hotels, a convention center. Perhaps all of this activity signals a transition for our beautiful harbor. It should be a transition that bodes well for your Maritime Museum, providing we too make certain changes.

Let's reflect for a moment. For many months now the sleek tuna clippers have sat at the docks, unmanned, rusting, slowly dying. It has been disturbing and depressing, and a cause for the decline in tourists along our waterfront. The Embarcadero was becoming rather dismal.

Now, however, the Broadway Pier comes alive with a weekly cruise ship, the schooner *INVADER* operates from there, and the harbor excursion vessels still ply their trade and keep tourists interested in the waterfront. Then we have the new Intercontinental Hotel with its large marina; the recent signing of even another cruise ship which will be based in San Diego, perhaps right near our own location on the "B" Street Pier; and the construction of the revenue cutter *CALIFORNIAN* on Spanish Landing.

The dramatic development for the future is the approval of a new convention center. Thousands of visitors will be brought to our town and to our waterfront. We expect that many of these will discover in the Maritime Museum a unique visit into the past.

In preparing ourselves for this transition, your Board of Trustees is establishing a new committee structure. These committees will be designed to handle change more quickly and to plan to meet change. For example, we hope to be able to negotiate with the Port Commission for additional shoreside facilities to display artifacts better, such as the *BUTCHER BOY* and the recently donated Kettenburg PC sloop *WINGS.*

Your continued help is needed. The committees need additional members who are willing to give time and effort. These needs are so diverse that whatever your interest, I am confident your talents can be well applied.

Your continued financial support is also welcome. As reported to you last month, our revenues from tourism are off rather substantially. Just through support from members and benefactors has your Maritime Museum weathered the recession storm.

Yes, we welcome change, and we are readying for change. Won't you take an active role in it? It is great fun and very exciting!

John Hamrick, President

CURATOR'S CORNER

1983 was a productive year with fifteen exhibits being completed. The major one was the renovation of the *STAR OF INDIA* galley. Three compartments in the deckhouse were cleaned, painted, and set up with appropriate artifacts and reproductions so that shipboard cooking during the Alaska Packers Association period from 1901 to 1923 could accurately be represented. This important exhibit is a memorial to Warren B. "Skip" and Mary Jane Calkins and was funded by their family. The galley renovation is in keeping with the Long Range Exhibit Plan for the *STAR OF INDIA* to present her to the Museum's 180,000 yearly visitors in a more period appearance.

The next phase of the exhibit plan is to complete the crew's quarters in the fo'c's'le during 1984. The objective is to present the fo'c's'le as lived in by the sailors at the turn of the century. Lois Dahl of the Star of India Auxiliary is contributing much time and enthusiasm. Through her efforts phase one of the fo'c's'le was completed in November, so that new straw-filled mattresses and pillows now fill each of the twelve berths. Even the straw was produced authentically, courtesy of the Vista Farm Museum, with steam-driven farming equipment.

Other exhibits completed during 1983 were of both short and long range duration. Short term exhibits included pre-World War II aircraft carrier history, the American battleship, surface effect ships using material donated by RMI of San Diego, the 1923 U.S. Navy disaster at Point Honda, Salute to the 12 Meters, the Art History of the America's Cup on loan from Mumm Champagne, and photographs from the Underwater Film Society.

Longer term exhibits included blocks used in the running rigging of a sailing ship, shipboard lighting devices for navigation, and a fine macrame exhibit with items donated by Eric Dahlin of Santa Barbara.

An additional major exhibit for 1984 will be a revised Pleasure Boating Exhibit. Various artifacts, photographs, and yacht club histories will be combined to show the past and present and the wide range of organized and individual pleasure boating activity in the San Diego area.

On a different tack, the 1984 membership programs are off to a good start, as attested to by over 125 members aboard the *BERKELEY* on January 25 for a presentation titled "Literature and the Sea." One movie gave a good overview of maritime literature, while a second movie examined Herman Melville's writing career. Speakers were Trustee Gregg Chandler discussing maritime authors in general and the steadily increasing resources of the Museum's Jerry MacMullen Library; professor and Museum member Bob Eberhardt presenting a synopsis of his research into the special vocabulary of the sea novel; and myself on the variety of maritime literature and shipboard libraries.

The next membership program is Wednesday, March 21. The program will focus on an excellent movie, "Down to the Sea in Ships." Hope to see you then.

Dave Brierley, Curator

JOIN US FOR MEMBERS DAY—MAY 5

On Saturday, May 5, the Maritime Museum will conduct the first Members Day as a behind the scenes presentation of the *STAR OF INDIA*, *BERKELEY*, and *MEDEA*. The program will begin at 10:00 a.m. and conclude at 3:00 p.m. The content will include tours, ship preservation discussions, *STAR OF INDIA* movie, exhibit insights, and demonstrations. Members are invited to bring a bag lunch for a picnic on the weather deck of their favorite ship. Coffee and soft drinks will be provided. Families are welcome. Further announcements will follow, but please mark your calendar now for what should be a fun and informative day.

RUMMAGE RUMMAGE RUMMAGE

The Star of India Auxiliary's annual Rummage Sale will be held Saturday and Sunday, April 14 and 15, aboard the *BERKELEY*. Please help us to make this a real blockbuster. That stuff in your garage that you keep meaning to get rid of—GIVE IT TO US. Those clothes in your closet that you haven't worn for years—GIVE THEM TO US. That catch-all cupboard in the kitchen (we all have one, right?), empty it out—GIVE IT TO US. Rummage may be delivered to the *BERKELEY* front desk every day. If you need larger items picked up, call Ro Keith at 565-2960. We appreciate your assistance.

WANT ADS

Here's another chance to support your Museum with a tax- deductible donation. If your are thinking of discarding any of the following items, you can be sure we will give them a good home.

Two-drawer metal file cabinet
Small microwave oven for crew's galley
Two small portable electric vacuum cleaners with attachments
Videotape VHS playback unit—½" tape
Twelve sets of *used* black rubber foul weather gear
Twelve *used* Navy surplus blankets
(The last two items are for display in our new fo'c's'le exhibit.)

WIN A RIDE ON *MEDEA*!

Find out what it's like to tour San Diego Bay in style—enjoying an elegant catered luncheon on the deck of our 1904 steam yacht *MEDEA*. That will be the prize awarded to the first ten members and their spouses who sponsor five or more new members. This year's contest will end October 1, and the cruise will be soon after that. Pick up membership application forms at membership meetings throughout the year or call the Museum office (234-9153) for additional information or assistance.

DIRECTOR'S COLUMN

As we start a new year in our mission of preserving and perpetuating our maritime heritage for our present and future generations, I am pleased to report that your Museum has been able to weather a very trying year and maintain a sound financial and operational status. This could not have been possible without your loyal and dedicated support along with that of friends and charitable agencies who rallied to our cause in time of need. In the face of a soft economy with attendance and related revenue down, we were able to build up our membership and raise sufficient funds to move forward on all fronts. We are now stronger in members, funds, and spirit to be able to proceed on our vitally important mission.

On behalf of our Board of Trustees and our membership, the Star of India Auxiliary has been complimented for its special holiday efforts in providing a Christmas party for our crew members and their families and a festive and exceptionally successful Parade of Lights party on the *BERKELEY.* The beneficial impact of these two events on the morale and well-being of the Museum personnel and the Museum itself is immeasurable. We all owe a special vote of thanks to this wonderful group of ladies.

In this issue we are paying tribute to a very special group of supporters. These are the foundations, corporations, and family trusts organized to support deserving organizations and activities, generally within their local communities. Larger foundations spread their support throughout the state and some nationally. This year we were privileged to be recognized and to be among the recipients of their generous support, which was a vital factor in our successful year of 1983.

Within the Museum, restoration and preservation work continues on all three of our historic vessels, with emphasis on interior work during the rainy season. Generous contributions from the Ahmanson, J. W. Sefton, Copley, and Parker foundations will enable us to make considerable progress during the forthcoming year.

Eddie Fredericks, Executive Director

STAR OF INDIA AUXILIARY

1983 was a tremendous success both financially and socially. In November the always popular "Luncheon is Served" drew 150 members and guests. Maxine Telford and her committee decorated the tables in fall colors. Maple leaves in needlepoint baskets served both as table decorations and door prizes. Kate Miles and the Arts and Crafts group had worked long and hard to produce an outstanding display of Christmas decorations and gifts which were for sale.

Each year the Auxiliary board gives a Christmas party for the crew members and their families. This year's, arranged by Renee Rasmussen, must surely have been the best. Antheriums, white mums, and pine sprays decorated red and green covered tables. A fork supper of ham, scalloped potatoes, salad, and pies was served to 126. The Mariner Scout Troop, some dressed as clowns, entertained the children with balloon sculptures until Santa Claus (Jack Bauer) arrived with a sack of presents. The Auxiliary gave the Maritime Museum, in honor of the crew, an electric hand planer and two electric drill motors, which were accepted by Captain Fredericks and head carpenter Dick Yount.

Two nights later was our Parade of Lights party. What can be said that has not already been said by the *San Diego Union,* the *Tribune,* or the *Los Angeles Times*? Everything planned by Kay Black for the 350 who attended that evening turned out perfectly, from the valet parking to the lush gourmet buffet—even the weather cooperated.

Our thanks to John Hamrick and Captain Fredericks for their cooperation and support in planning these events—and to indefatigable veteran bartenders Merrill Day and John Allen.

We're not resting on our laurels; already plans are being made by Lenora Witt for the April 4 Luncheon and Fashion Show. Ro Keith and Liz Murphy are hard at work on the Rummage Sale, which will take place April 14 and 15. Founders Day is being planned for May 13 by Norma Day. Just for fun, Barbara Benedict is arranging a bus trip to the Huntington Gallery on February 7.

Mary Allen, President

A TRIBUTE TO OUR CHARITABLE SUPPORTERS

As a charitable, non-profit, non-tax supported organization, our Museum depends heavily on community support. Over the years, foundations, family funds, and corporations have played a key role in this support. During the past year, the following foundations, funds, and corporations, predominantly from our community, provided this much needed support. We salute them and express our gratitude for joining us in preserving our maritime heritage.

The Ahmanson Foundation
J.W. Sefton Foundation
James S. Copley Foundation
The Parker Foundation
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"Mainsail Haul—An order in tacking ship bidding 'Swing the main yards.' To loot, steal, or 'acquire.'"
—John Masefield

Carol Kettenburg, Editor
Gregg Chandler, Associate Editor

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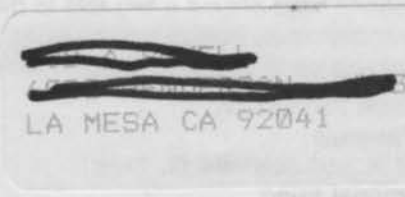

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MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

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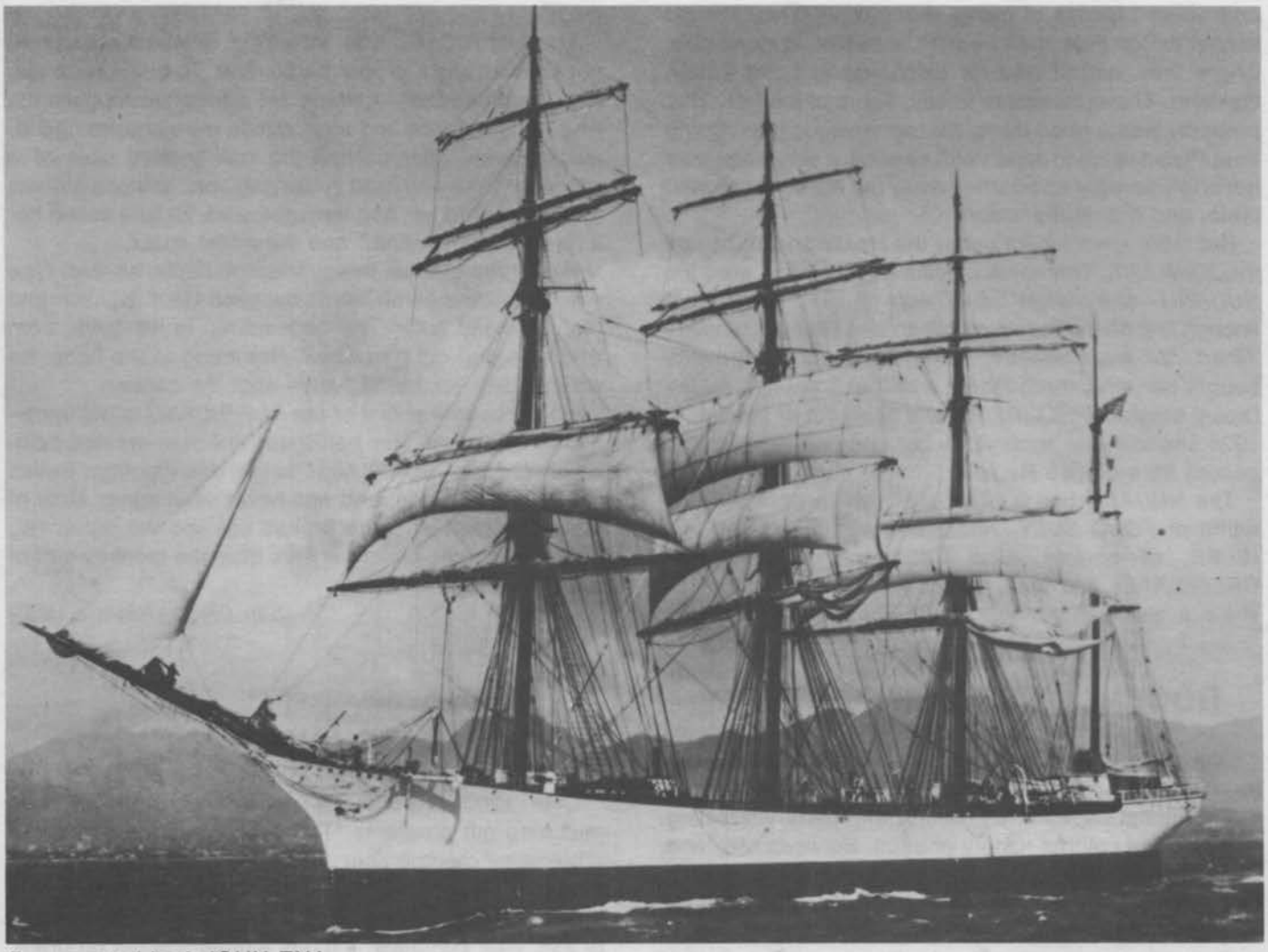


Four-masted bark JOHN ENA

MacMullen Collection

HAWAIIAN WINDJAMMERS HELPED IN DEVELOPMENT OF PACIFIC TRADE

by Jerry MacMullen

Nowadays, should you see a flag with the British union jack in the corner, but with red, white and blue horizontal stripes in place of the solid red of the British mercantile colors, you probably would pay a worried call to a psychiatrist.

That flag has passed into history. But 40 years ago, it played an important part in the trade development of the Pacific Coast. And under that flag—the Hawaiian—were some exceedingly able vessels. Among them, incidentally, was the *STAR OF INDIA*, then the Hawaiian ship *EUTERPE*. In the interim between British and American registry, her colors were those of the island monarchy.

Andrew Thomas, who has interspersed jobs in San Diego with those on the high seas for many years, recalls

vividly the old Hawaiian fleet. He served in one of the largest—and hardest—of those ships, the four-masted bark *JOHN ENA*.

Named for a Honolulu merchant and built to carry case-oil to the Orient, the *JOHN ENA* was painted white, and was a beautiful ship. She was built in Greenock in 1890, and registered 2872 tons—quite a lump of a ship.

But the *JOHN ENA*'s beauty was only skin-deep. For one thing, she wouldn't tack, and when they were working to windward, Thomas says, they always had to wear ship.

He joined her at Port Townsend in 1898, by the simple and direct process of being shanghaied. They carried lumber to Port Pirie, then went on, in ballast, to Newcastle, where they loaded coal for discharge at Long Wharf, Oakland. There, needless to say, Thomas left her. That probably was a good thing, for two voyages later, going from Philadelphia to Japan with case-oil, a sea swept over her one wild night and carried away the mate, the second mate, and one entire watch.

But there were others under the Hawaiian flag beside the *JOHN ENA*. There was a beautiful little bark called the *NUUANU*—she visited San Diego in 1913, and lay at anchor, first off the Spreckels Wharf and later off Benson's Wharf, for many weeks. Later Capt. John Barneson bought her, and she became a barge. Still later, as the Diesel freighter *PROGRESO*, she plied out of Manila. In 1924 she still was in service—but she has since disappeared from Lloyd's Register.

The *NUUANU* had a sister-ship, which bore the odd name of *FONG SUEY*. And there was the *HAWAIIAN ISLES*, of course. She became the *STAR OF GREENLAND*, and now, as the *ABRAHAM RYDBERG*, she's a Swedish training ship. There were the ship *RODERICK DHU* and the barks *ANNIE JOHNSON* and *SANTIAGO*; there was the *ANDREW WELCH*, and there was the *R.P. RITHET*, which bore the seldom-seen rig of a two skysail-yard bark.

But the strangest of all the Hawaiian ships was the *AMERICANO*, a big steel four-master.

Every now and then someone comes forward with an idea which is going to revolutionize everything. It happens even among naval architects, and when the *AMERICANO* appeared, grizzled shell-backs all but swallowed their chewing-tobacco, and chorused "Now, what in blazes is that?"

The *AMERICANO* was not a ship. She was not a bark, nor yet was she a proper barkentine. To begin with, she was "bald-headed"—nothing set above the topgallants. And while her fore and main masts were square-rigged, mizzen and jigger carried the gaff-headed sails of a schooner. She was used in carrying coal, and one gathers that life aboard her had its drawbacks. Sailors called her a "jackass barkentine," and the name stuck.

From time to time, things became hectic aboard. One day there were harsh words between Capt. Benson and the Japanese cook. The cook retired to his bunk, from which he dug out a revolver. Returning to the poop, he very politely—but effectively—shot the captain.

What became at last of the *AMERICANO* is not immediately of record. Her half-sister, the four-masted baldhead schooner *HONOLULU*, sailed one day from British Columbia for Japan, and was never seen again. Most of the rest eventually were broken up, and the proud flag of Kamehameha no longer flies from the monkey-gaff of the windjammer.

(*San Diego Union*, c.1938)

DOCENT AND TOUR PROGRAM

One of the functions of the Star of India Auxiliary is to train docents and guides to conduct tours of the ships of the Maritime Museum, explaining the many interesting features and colorful history of each. Between May and December of 1983, our guides conducted tours totaling 949 school-aged children and 183 adults. The children came from many schools, including nursery, elementary, junior and senior high schools, handicap and church schools. Other groups came from camps, Boy Scouts, Cub Scouts, Girl Scouts, Brownies, YMCA and YWCA, and hospitals. The adults came from senior citizen groups, hospitals, and military groups, as well as adult-oriented pleasure groups.

The girls of the Auxiliary-sponsored Mariner Scout Troop and several gentlemen also serve as tour guides. We are fortunate to have these dedicated and knowledgeable people contributing to the public's awareness of the Maritime Museum. If anyone is interested in becoming a tour guide or arranging a tour for any group, please contact the Maritime Museum office (234-9153).

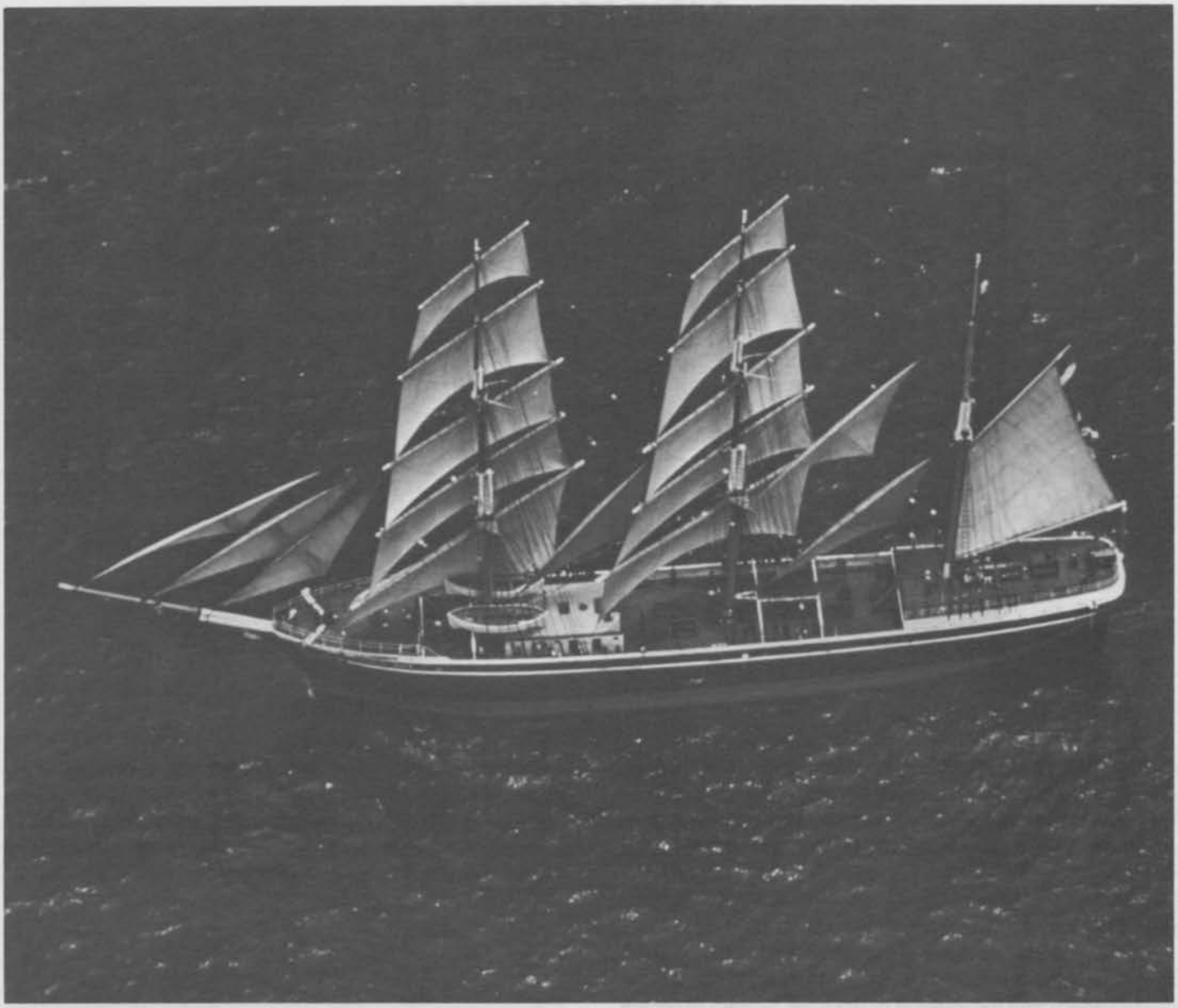
MATCHING GIFTS

Over 1200 corporations in the United States have matching gift programs. These corporations will match employees' membership dues and monetary gifts to our Maritime Museum. This means that if you have a $25 family membership and give the Museum an annual gift of $50, your company, if it has a matching gift program, will match your $75, thereby doubling the donation to the Museum, making it $150.

If you are not sure if your employer has a matching gift program, contact your personnel office. Just by completing a form each time you pay your annual dues or make a donation, you can double your support to your Museum.

A number of our members are actively participating in matching gift programs.

Eddie Fredericks, Executive Director



Maritime Museum Collection

SAIL THE *STAR* IN '84!

PRESIDENT'S MESSAGE

Remember the sailing of the *STAR OF INDIA* on July 4, 1976? It was a Bicentennial that San Diego will long remember. It was also the first sailing voyage for the *STAR* in fifty-three years, and she really took the spotlight. Thousands of people and boats jammed the roadways and waterways to get a view of the historic voyage. Both Shelter Island and Cabrillo National Monument were closed for the first time in history because the spectator and vehicle count reached capacity.

Let's do it again! The *STAR* is scheduled to be hauled from the water for a bottom cleaning and painting early in the fall. Your Board of Trustees has decided to take advantage of her clean hull by sailing her shortly thereafter, probably in November.

This is also an opportunity to renew interest in what your Museum is all about—perpetuating our maritime heritage. The preparation for sailing will require a lot of financial and physical participation from a lot of people. Ed Fredericks in the Director's Column lists those who have already taken an interest by donating funds to replace our most worn sails. Additional donations will be needed to finance the purchase of new running rigging, some 22,000 feet (nearly four miles!) of new cordage. Willing hands will be needed to pack and remove fragile displays now aboard the *STAR* in anticipation of the sailing. Though participation in the actual voyage will be limited by law to the crew, there will be a role for anyone who wants to lend a hand in preparation. This is a great opportunity for the membership to work together to bring local and even national attention to your Museum.

Let's make it happen again!

John Hamrick, President

GREAT SEAPORTS OF THE NORTHEAST

By Gregg Chandler

U.S.S. CONSTITUTION *at Boston Navy Yard*

Postcard from Chandler Collection

(*Ed. Note*: In the last two issues of MAINS'L HAUL, Gregg Chandler has taken us on an armchair tour of some of the great ports of the North Pacific and around South America. Our next stops are in our own continental Northeast.)

BOSTON

Oliver Wendall Holmes once remarked, "The Boston State House is the hub of the solar system!" In light of our development and exploration of the solar system in recent years, it is doubtful if this statement would be regarded seriously today. To many Boston residents, however, the city is still known as "The Hub."

The harbor is large, interesting, and, when steaming into it in the early morning light, very beautiful. With the rising sun at your back, the city's skyline comes into view several miles out. As you approach closer, the steeple of the Old North Church and the Bunker Hill Monument remind you of the many historical spots that can be found in this fine old city.

The Boston Navy Yard was one of the largest on the Atlantic Coast and was extremely busy in World War II as the home port of many United States warships. Probably its most famous ship, U.S.S. *CONSTITUTION*—"Old Ironsides"— is still one of Boston's most popular tourist attractions. In the 1920s and '30s many of the large transatlantic passenger liners called at the Port of Boston, and coastwise passenger trade between Boston and other Atlantic Coast seaports was very popular. The famous Fall River Line and the "night boat" between Boston and New York through the Cape Cod Canal still bring nostalgic memories to many old-time lovers of steamboat travel.

A visit to this city and its interesting harbor is a real treat to those who would like to retrace some of the early history of this great nation of ours.

Old Town Clock at Halifax

Photo by Gregg Chandler

HALIFAX

This beautiful and historic seaport was founded in 1749 by English settlers headed by Governor Edward Cornwallis. It was named after the Earl of Halifax in England. Called "Chebucto" or "the great long harbor" by the native Indians of the area, Halifax is the capital of Nova Scotia and the largest city on Canada's eastern seaboard with a population of over 225,000.

A center for shipbuilding and ship repair, the city serves as the home base for Canada's Atlantic Fleet. The naval dockyard dates from 1757, and the port also served as a naval base against the colonies and against the United States in the War of 1812. In both world wars it was an embarkation center for troops and the terminus for Altantic convoys. On December 6, 1917, one of the world's great maritime disasters occurred here when a munitions ship caught fire after a collision and blew up, killing over 2000 people and injuring another 20,000. Most of the northern part of the city was leveled.

One of the points of historic interest is Citadel Hill, which supports the large fortress overlooking the city and which has served as the key to the defense of Halifax since 1829. It is now a national historic park, and at noon every day for over 150 years a cannon is fired. At the entrance to the Citadel is famed "Old Town Clock" dating from 1803. The waterfront itself has many historic properties that have been preserved, and in the summer one can see *BLUENOSE II*, a replica of the original schooner that dominated international racing for over two decades. Also the city boasts the first yacht club in North America, the Royal Nova Scotia Yacht Squadron, founded in 1837. The new maritime museum on the waterfront is well worth a visit with many excellent models and historic exhibits.

To anyone interested in maritime history, Halifax certainly has its appeal and in addition is a beautiful city where the inhabitants are very gracious and hospitable.

QUEBEC

This beautiful city located on the banks of the St. Lawrence River was founded in 1608 by the French explorer Champlain. In 1541, Jacques Cartier had attempted to start a settlement, but the little band of French colonists was soon wiped out by the Indians and the elements.

The Citadel, Quebec, from the river
Postcard from Chandler Collection

The town founded by Champlain was divided into two parts—the lower town at the base of the plateau developed on fur trade and commerce, while the upper section built around a small fort provided for administration and defense. Quebec became North America's only walled city, and it was the key to the interior of the North American continent and the main base for French explorers who journeyed west to the Rocky Mountains and south to the Gulf of Mexico.

In 1759 a British navy of forty-three ships and 28,000 men under the command of Sir Charles Saunders sailed up the St. Lawrence and, after being joined by an army of 9000 men under General James Wolfe, lay siege to Quebec. The French garrison was under command of the Marquis de Montcalm and consisted of an army of 12,000 men. The battle was fought on the Plain of Abraham and lasted only twenty minutes, during which time both generals were mortally wounded and the French army routed. The Treaty of Paris in 1763 confirmed the British rule of Quebec.

Today the old fortifications stand almost as they did 150 years ago, and of the city's half million population, over 90 percent are of French stock. The riverfront is one of the most beautiful in the world, with the old fortifications and the Chateau Frontenac, an imposing hotel, rising on its banks. The strategic location of Quebec has made it the center of a prosperous commercial trade throughout the years. A trip down the St. Lawrence River and a visit to this important Canadian seaport will long be remembered.

HELP SAIL THE *STAR* IN '84

Volunteers are needed to help our small staff meet the challenge of heavy mailing schedules and special events to generate community-wide funding support for sailing the *STAR* in '84. Tasks will include researching potential supporters, addressing and stuffing envelopes, and processing mailings. Some of this can be done at home. Assistance will also be needed in developing and actively working on special events. We would like maximum membership participation in this exciting event. Your help, no matter how modest, will be deeply appreciated.

We recently received this note from one of our dedicated members:

I am already a member of the Maritime Museum Association and I wish I could give more to help sail the "Star" but you got me at a bad time. But I am sending two dollars inclosed in the letter.
P.S. When the "Star" is hauled for cleaning if you need help in cleaning her bottom I am free on weekends with one weeks notice and would be happy to come down and help in any way I can.

That is the kind of spirit that will sail the *STAR* in '84. If you can help, please call the Museum office at 234-9153 or drop us a note.

FLEET TUG
PART 2

by Don Snowden

(*Ed. Note:* Museum employee Don Snowden served in the Navy from 1935 to 1953. In the last issue of MAINS'L HAUL he began to relate his experiences on the Navy tug U.S.S. *SEMINOLE* beginning in 1940, and we now continue with his story.)

The year 1940 was one of continuous activity for the Navy tug U.S.S. *SEMINOLE* (AT-65). For a time, with little respite between jobs, the ship continued to help get the laid-up ships out of Redlead Row at the Philadelphia Navy Yard. Redlead Row was the name for the groups of decommissioned ships in those days. Now they are called the Mothball Fleet.

Making good time from Brooklyn to Philadelphia, we arrived at that yard promptly at noon on June 9 and learned that our next towing job was the submarine U.S.S. *R-12.* It was one of a total of twenty-seven R-class submarines, all completed in 1918-1919. In three days time, everything was ready, and assisted by a yard tug we maneuvered our charge out of the yard and into the Delaware River. At 1300 on June 12 we were on our way to New London, Connecticut (one of my favorite ports), passing Long Island, rounding Montauk Point into Long Island Sound, and on to New London, where we were relieved of our tow by the yard tug *AQUIDNECK* at about 1630 the following day. By 1800 we were on our way back to Philadelphia, arriving next day, June 14, at 1600. After one day in port we were on our way to Portsmouth, New Hampshire, with the submarine U.S.S. *BARRACUDA* (SS-163) in tow. We arrived there after a two-day run up the coast with, according to my diary, beautiful weather all the way. *BARRACUDA* and her sisters, U.S.S. *BASS* (SS-164) and U.S.S. *BONITA* (SS-165), were three of the largest submarines ever built for our Navy up to that time, being 326 feet long at the waterline.

During the next few weeks we snatched two more submarines from the Philly Yard—U.S.S. *R-7*and U.S.S. *R-9*—taking them one at a time to New London, then back to Philadelphia.

For our final tow that summer we were given the decommissioned oil tanker *KAWEAH* (AO-15) for delivery to the Brooklyn Yard and were assisted by the tug U.S.S. *ALLEGHENY* (AT-19). That ended towing of ships that were being made ready for the war that was soon to be.

Next we began operating from Norfolk, Virginia, with time spent in various assignments, including towing targets for battleships to help improve their gunnery. It is interesting, almost fascinating, duty. The large target was about a quarter of a mile astern of us on the end of our towing cable. The target serves principally as an aiming point, and the object of the drill is not to hit the target raft itself but to straddle it. It is fascinating because the battleship (or cruiser, as the case may be) for which the target is being towed is hull down over the horizon. When one stands on the stern of the tug and looks around from horizon to horizon, the sea seems empty of all other craft with the exception of the target far astern. Then all at once there is a flash just over the "rim of the world," followed by what appears to be two bowling balls traveling at high speed toward the target, one ball just ahead of the other, followed by a couple of mighty splashes. Sometimes the shells ricochet end over end. It is really something to watch.

Fleet maneuvers for the Atlantic Fleet in 1940 were held in the Caribbean area, where *SEMINOLE* was given an unusual job. First of all, we were ordered to the Naval Station at Guantanamo Bay, Cuba. There we were given a barge to take in tow. It was just an ordinary flat-decked, square-ended barge, but a large section of the deck at one end had been cut out, as had a wide section of the square bow, and a ramp had been fitted from the deck to the bottom of the barge, with the sides of the ramp closed in and made watertight. The towing bridle was secured at the opposite end. We towed this modified barge all the way to Culebra, an island close to Puerto Rico, where the maneuvers were being held.

Arriving there, we found that the modified barge was a sort of experimental landing craft to aid in getting tanks,

Submarines BARRACUDA, BASS, *and* BONITA
Photo courtesy Art Patterson

trucks, and artillery ashore. Once the barge was loaded with tanks, *SEMINOLE*'s job was to deliver the barge as close to the landing beach as possible, at which point six personnel boats would make up to it and shove it right onto the sand. When the tanks and all were ashore, the barge was returned to us to pick up another load.

Once when we were back alongside the transport, a tank was lifted and swung out over the sea, and at that moment the lines on the cargo boom carried away. There was a big splash as the tank went to the bottom in ninety feet of water, barely missing the barge. That gave us our next job—salvaging the tank. *SEMINOLE* had a large boom on her tripod mizzen designed for such jobs as hoisting heavy weights. The boom was swung out and lowered, and the hook dropped down to the bottom. Divers slipped it into the lifting ring of the hoisting harness on

the tank, and we brought it up, setting it down on the afterdeck where it dripped water and sand for hours.

At this point Admiral Ernest J. King with the then Secretary of the Navy Frank Knox decided to pay our ship a visit. Our afterdeck was a mess with the tank sitting in the middle of sand and water and various bits and pieces of salvage gear scattered around. Though it was obvious that the ship was not ready for any kind of inspection, Admiral King gave our captain a bad time about its appearance.

This writer happened to be on watch in the motor room at the time, and I did not know of the presence of the Admiral and Secretary on board. The electricians had just completed painting the deck in front of the main control panel. I happened to be standing close to the foot of the ladder that led from the main deck to the motor room when I looked up and saw a pair of brown and white sports shoes topped by tan trousers and a sports shirt and the pleasant face of a man who said to me, "Good afternoon, son." He then proceeded to march through the fresh, wet redlead, while I stood there wondering who the man could be. At that moment our engineering officer came swiftly down the ladder saying, "Mr. Secretary, you're getting your shoes messed up—you're walking in wet paint!" Secretary Knox looked down, saw where he was, and immediately stepped out on the dry paint leaving a series of nice red footprints, which I cleaned up with a rag and Diesel fuel. Since then I have been able to say that I followed in the footsteps of a Secretary of the Navy—in a manner of speaking.

SALTY REMINISCENCES OF A SAN DIEGO SAILOR

PART 5

By Harold Carpenter

(*Ed. Note:* In the last four issues of MAINS'L HAUL we recorded the early years of the seagoing career of Museum employee Harold Carpenter. He had experience on the San Diego harbor excursion boats, California Fish and Game Commission boat *ALBACORE,* training ship *IRIS,* four-masted bark *ANNIE M. REID,* cargo ships *ADMIRAL SEBREE, WEST KEDRON,* and *EASTERN MERCHANT,* and had made four voyages to Europe, all before his twentieth birthday. Though the future belonged to the Diesel, Harold's heart was still in sail, and he was fortunate to find one more job on a schooner before they disappeared from the coast.)

During 1922 out of Fink Hall in San Pedro, I signed onto the five-masted schooner *ROSE MAHONEY.* She was a big one, about 2,000 tons with masts 150 feet high and one squaresail on the foremast. Each one of her trucks was about 18 inches in diameter and made a good perch to sit and enjoy the view. In those days before the unions got into it, the crew would work the cargo on and off the ship, and the longshoremen just filled in. Captain gave us first choice of where we wanted to work, so we took the dock and the longshoremen the hold.

Schooners were used for coastal shipping because the sails were easier to handle, and they could sail one point closer to the wind than square-riggers. We only needed a crew of ten—two watches of one man per mast to climb up and shift the tack of the gaff topsail when the ship came about. This had to be done to prevent pockets from forming in the sails and allow the wind to flow by them smoothly. Otherwise they could hold the ship back. Gaff topsails did not pull much anyway unless the ship was running with the wind. The wind had to be abaft the beam before they would do much more than hang.

We sailed up to Tacoma in ballast (schooners did not need as much ballast as square-riggers) without incident. There we picked up railroad ties and had a deckload piled up ten feet high. It was no problem getting back to San Pedro—once the ship was out in the ocean it just blew down the coast. We almost lost our deckload of ties one foggy day when the coastal passenger steamer *YALE* came so close to us that she took our log line away and just kept on going. Usually the crew would stay with the

Steam schooner SANTA RITA *aground off British Columbia, 1923*

Photo courtesy Harold Carpenter

ship until it was off-loaded, but we got paid off almost the first day in port, and the longshoremen off-loaded all the ties.

From there I shipped onto the *SANTA RITA*, a 1600-ton, 234-foot steam schooner and former Grace Liner. She could pack two million board feet of lumber. I made about four trips on her, averaging one trip a month. The crew worked around the clock to get her loaded with lumber in Tacoma or Seattle, and we piled lumber on until the main deck was six inches under water. The deckload would be ten or twelve feet high. Coming out of the fo'c's'le we used the ends of the planks as a stairway to get up to watch the wheel. When we got down to San Pedro we worked around the clock again to off-load. If we did not go out right away, the crew kept busy chipping rust. Though we worked hard in port, we could rest while underway, as there was not much to do at sea.

On the return trip north, *SANTA RITA* stopped at San Francisco Bay, where we picked up big copper "pennies," about one foot diameter and one inch thick, to take to the smelter in Tacoma. I often worked the steam winches used in loading them. That is where I learned to drive winches, standing on one leg all day working the throttle up and down. Those friction winches with two booms were tricky to operate.

On the Christmas trip of 1922 I stayed ashore and took the next trip off also. The captain took it off, too, so the mate was master on the last run. He got into a blizzard up the coast off Washington and mistook the Tatoosh Light for the Umatilla Light, thinking he had another eight miles to go to the mouth of Juan de Fuca Strait. Next thing he knew they were on the beach in British Columbia. The story I heard from reliable sources was they fired the Lyle gun, but the line did not catch in the cliffs. So a young Danish sailor who was a strong swimmer swam ashore with a line. With that they sent ashore a heavier line, and a breeches buoy was rigged up. Everyone got off safely, but the story goes that the cook was so badly scared, he died a few weeks later. That's one trip I'm glad I missed.

EARLY NAVAL HISTORY IN SAN DIEGO

PART 8

By Captain Eddie Fredericks

(*Ed. Note:* This is the eighth in a series of articles by Captain Fredericks tracing the history of the U.S. Navy in San Diego prior to World War II. Previously he covered the role of San Diego as a naval base in the Mexican War, 1846-1848, the relatively inactive years in San Diego, 1850-1898, and the years of early growth in San Diego, 1900-1910. He now begins the decade of initial development from 1910 to 1920.)

These were very active years for San Diego and the military. The first large ships began entering the harbor. Man began to fly, and one of the best places in the United States to fly happened to be San Diego. Consequently, much of the early aviation pioneering, including the development of military aviation, took place on San Diego's North Island. The Navy was becoming more aware of the many assets of San Diego as a future maritime base, and the City of San Diego was becoming more aware that it wanted the Navy in San Diego to stay. Out of this awareness were to grow joint city and Navy efforts to establish San Diego as a major naval base. World war I provided an added impetus.

Navy Wright seaplane off Spanish Bight, North Island, 1912
Photo courtesy Ivar Shogran

1910

The first powered aircraft flight in San Diego County took place on 23 January, when Charles K. Hamilton flying a Curtiss pusher took off from the Coronado Polo Grounds. On the 25th of January he made the first aircraft landing on North Island with the same aeroplane.

U.S.S. *CALIFORNIA* (later renamed U.S.S. *SAN DIEGO*), an armored cruiser of 13,000 tons, appropriately became the first major warship to enter San Diego harbor on 4 December.

1911

At this point in time, the population of San Diego stood at about 40,000 people. San Diego was about to give birth to military aviation. There were to be many "firsts" and more to follow.

On 17 January Glenn Curtiss established the Curtiss Aviation School on North Island leased land. He trained the first Navy and Army pilots, thus making San Diego the "Birthplace of Military Aviation." Lieutenant T. G. Ellyson, USN, was the first student to be qualified. He ultimately became "Naval Aviator Number One." In addition, the

school had three Army officers and two civilian students. The Curtiss Aviation School and Experimental Station operated for three years on North Island.

On the 26th of January the first successful seaplane flight in the United States was made by Curtiss from the Spanish Bight of North Island. He was assisted in designing the seaplane and preparing it for flight by Lieutenant Ellyson.

Curtiss landed his seaplane alongside the cruiser U.S.S. *PENNSYLVANIA* in San Diego Bay on the 17th of February. He was hoisted aboard and lowered back into the water, demonstrating the adaptability of the seaplane to Navy ships.

The first amphibian aircraft, called the Triad, was developed at North Island by Curtiss. It was successfully flown from Spanish Bight on 25 February. This was the prototype for the first Navy aircraft, A-1 and A-2, which were later procured from Curtiss.

During March of this year, Curtiss invited the Navy to establish an air station on his leased North Island land. The Navy did not accept at this point, but the Army did and thereby gained a foothold on North Island, which proved to be a problem for the Navy in future years. The Navy's first Aviation Camp had been established at Annapolis, Maryland. It was moved to San Diego, however, early in 1912.

A Mexican revolution was in process during 1911, which threatened to spill over Mexican borders into the United States. Just south of San Diego a battle for Tijuana was in the making, requiring the U.S. to take unusual precautions. Rear Admiral Chauncy Thomas, USN, Commander of the Pacific Fleet, arrived at Coronado early in March and was quoted as follows: "The cruisers are now at anchor, the gunboat *YORKTOWN* arrived tonight, and the transport *BUFFALO* with 500 Marines aboard is expected before morning. We don't know where we are going; we don't know what we are going to do, but we are ready for our orders." A force of 4500 naval and marine personnel was being assembled at San Diego, and an Army brigade set up camp at Fort Rosecrans. Reports indicated that by mid-April almost the entire Pacific Fleet was at San Diego. The Battle of Tijuana was fought, and the town was captured by the rebels on 8 May and was held until 22 June, when they were driven out by Mexican Federal troops. Fortunately, all actions were contained within Mexican territory, and no action was required on the part of the American armed forces.

On 28 November the U.S.S. *OREGON* became the first U.S. battleship to enter San Diego harbor.

ON THE TANKER *YANKEE ARROW*

By Hugh Compton

(*Ed. Note:* Presently on display at the entrance to the *BERKELEY* is a model of the 1921 tanker *YANKEE ARROW*. This fine model was built by the ship's carpenter and recently donated by the ship's radio operator, Mr. Hugh Compton of Seattle, Washington. In subsequent correspondence, Mr. Compton related his experiences aboard the tanker, which we thought would be as interesting to our readers as they were to us. He was born in La Jolla, attended San Diego High School, and was well acquainted with Jerry MacMullen and *STAR OF INDIA* in her early San Diego days. Besides his service on *YANKEE ARROW,* he was also radio operator on the *CUBA,* Grace Line's *SANTA CRUZ* and *CACIQUE,* the steam schooner *BARBARA C.,* the *WILLFARO,* tankers *EMIDO* and *ARIZONA,* and the Matson freighter *DIAMOND HEAD.* The following is composed of excerpts from Mr. Compton's letters.)

I sailed in *YANKEE ARROW* as radio operator for thirty-four months, from November 28, 1925, to September 28, 1928. Built in 1921 by New York Shipbuilding & Drydock in Camden, New Jersey, she was one of twelve *ARROW* ships built in groups of four at different yards. They were built for the kerosene trade to the Far East. At the time I joined her, four of the ships were in the trade from the West Coast to the Orient—besides the *YANKEE ARROW,* the *CHINA ARROW, INDIA ARROW,* and *JAPAN ARROW* were involved. All had Chinese crews, which was permissible so long as the vessels were trading foreign and carrying no cargo from one American port to another. At this time the Communications Act stated that any ship with more than fifty aboard was required to maintain a continuous radio watch, requiring at least two radio operators. Due to this law we had forty-nine aboard most of the time. The only Americans were those holding licenses—the captain and three mates, chief engineer and three assistant engineers, and the radio operator. The number one fireman ran the black gang at the bidding of the first assistant. The pumpman was the highest paid Chinese aboard. So we usually had forty Chinese when in the kerosene trade, oil for the lamps of China. Kerosene is also called coal oil, and the company name for it was petrolite.

YANKEE ARROW was 485 feet overall, 62 foot beam, carried about 85,000 bbl, and was a conventional tanker with cargo space divided into cargo tanks. She had ten cargo tanks, but a longitudinal bulkhead ran the length of the cargo space, making a total of twenty tanks. She was owned by the Standard Transportation Company, the shipping arm of Standard Oil Company of New York (SOCONY). *YANKEE ARROW* was a true flush decker, rather unusual. The tank tops, rather than being exposed on the main deck as in the usual tanker, were in the 'tween

Tanker YANKEE ARROW *leaving San Pedro, 1927*

decks, and you could walk from one end of the ship to the other in the 'tween decks; very handy in foul weather.

Another notable feature were the cargo hatches along the shelter deck as in a freighter. The company had packaging plants at some of the larger installations in China like Shanghai, where the kerosene was packaged in the famous square five-gallon cans. These were placed in wooden cases, two cans to the case. In this form the kerosene was shipped all over China by junk, sampan, cart, bearers, etc., and sold everywhere, even in the smallest village, sometimes in quantities as small as a cupful. The packaging plant ties in with the hatches, as the company believed that it might sometimes be desirable to have the capability of transporting tin plate, box shook, and other packaging plant goods in the ships in addition to a full cargo of petroleum products. There was a tremendous amount of space in the 'tween decks for any such cargo, so the hatches were made to handle such cargo. *YANKEE ARROW* never carried any cargo other than petroleum products while I was aboard her, but other *ARROW* ships at other times may have done so. The Shanghai installation also manufactured small coal oil lamps, almost toys, that were distributed free all over China to promote the sale of kerosene. And they sold candles to those who could not afford coal oil, so they took care of the whole market spectrum.

I joined the *YANKEE ARROW* when she was loading at Point Orient on San Pablo Bay across from San Quentin. We sailed with the usual kerosene cargo for "Woosung for orders." Woosung is at the confluence of the Yangtze and Whangpoo rivers, and Shanghai is about fifteen miles up the Whangpoo from Woosung. Our ports of discharge included some up the Yangtze—Wuhu, Chinkiang, Pukao (across the river from Nanking), Kiukiang, and Hankow, some five hundred miles or so upriver. The usual procedure on trips to the Yangtze was first to call at Shanghai and pump out perhaps a third of our cargo. The thus lightened ship went upriver with a river pilot (usually a Limey, who brought his own leadsman, who took soundings whenever the pilot needed them), and the upriver sojourn usually took anywhere from five to ten days, anchoring at night. On completion of the upriver trip, another call at Shanghai was made for clearance, stores, and bunkers. The ship had a bunker capacity for about nine thousand miles, and the round voyages were about twelve thousand, so it was necessary to take on fuel to get home. While I was on the ship our bunkering ports were Shanghai, Hong Kong, and Nagasaki, depending on our ports of discharge. No drinking water or fresh stores (meat, produce, etc.) were taken in any Asian ports, and only canned goods if they were of U.S. or European origin.

I made thirteen round voyages transpacific in *YANKEE ARROW* while she had Chinese crew. Probably eight or nine of these were to the Yangtze, and other trips took the ship to Cebu and Manila in the Philippines, a couple full loads to Hong Kong, and a couple trips to Dairen (in what was Manchukuo at the time), Newchwang, and Taku Bar, where cargo was barged to Tientsin. A serious situation militarily was developing in north China, with several rival armies sparring for the upper hand, and many merchants shuttered up their businesses rather than be forced to accept worthless military currency and give change in good money. *YANKEE ARROW* was withdrawn from the trade along with another sister ship.

On returning to San Pedro the Chinese crew was replaced with an American crew. *YANKEE ARROW* was finished with kerosene for awhile and immediately put in the gasoline run intercoastal from San Pedro to the East

Coast. We made four straight trips with gas via the Panama Canal; full loads to Providence, Boston, Baltimore, and New York. Next was a coastwise stint, New York to Beaumont, Texas, to load casing-head (liquefied natural gas, and a very dangerous cargo; on a hot sunny day you could throw a cup of it up in the air and nothing came down!) for New York. Four of these Beaumont trips were made, the culinary feature being the huge platter size steaks at Fuller's Cafe in Beaumont. Magnolia Petroleum, very big in Beaumont, was a Standard of New York subsidiary, wholly-owned. After the coastwise jaunts to Beaumont the ship went into the yard at Staten Island Shipbuilding, Mariner's Harbor, for cleaning up and repainting. The hull was sandblasted right down to shiny steel before the paint went on. This was a sort of slack time for cargo, and it was decided to kill some time with the extensive shipyard work. Then one day came word that *YANKEE ARROW* was to proceed to Beaumont and load kerosene for the Far East via the Panama Canal, which was quite unusual; westbound loaded tankers were almost unheard of. A stop for bunkers was made in San Pedro, and we went to Hong Kong and discharged the full load. Then they had a surprise for us!

At Yochow, far up the Yangtze and above Hankow, there was a large amount of kerosene in storage tanks, and the military governor of the province had given Standard Oil an ultimatum to remove it by a given date or it would be seized. On completion of discharge in Hong Kong, *YANKEE ARROW* was to proceed up the coast to Shanghai for fitting out for the upriver trip to Yochow. Iron plates were placed around the pilothouse and on the bridge, and some sandbags were positioned. The military unrest along the river had escalated, and it was difficult to predict what problems might be encountered upriver. Two U.S. destroyers, the four-stackers U.S.S. *SICARD* (DD-346) and U.S.S. *HULBERT*(DD-342), were assigned as escorts. We didn't see much of them on the way upriver, but they showed up at Yochow in case there was a beef there. I was told that the cruiser U.S.S. *MARBLEHEAD* (CL-12), berthed at Standard Oil dock in Shanghai, would keep radio schedules with me, but this never happened—she was a no-show. In due time we tied up at the floats in Yochow and took on the oil stored in their tanks. We also bunkered the *HULBERT* at Yochow. I took a look around her and saw on her plaque she was named after a second lieutenant in the Marine Corps. HMS *CRICKET*, a little river gunboat, was at Yochow escorting a Hong Kong-registered river steamer. We left Yochow for Shanghai, and except for a brief Sunday afternoon incident in which we were fired on downriver near Chinkiang, the downriver trip was uneventful. The shots fell short.

The Yochow cargo was pumped out at Shanghai, and after the usual bunkering, stores, and clearance routine, we proceeded to San Pedro. The word in Hong Kong was that we were scheduled for the Straits (Penang, Singapore) in Indochina on the following trip, either of which I was anxious to make. Prior to arrival in San Pedro we received orders—back to intercoastal with gasoline. I decided that I was fed up with the coast-to-coast run, so I told the skipper, Ingomar "Paintbrush" Andersen, that I was getting off, which I did. I had had an interesting thirty-four months (to the day!) on *YANKEE ARROW*, during which time she logged close to 200,000 miles. I consider myself very fortunate to have sailed as her radio operator. There's nothing like a tanker!

THE EUTERPE FAMILY OWEN

By Carol Kettenburg

Anyone who has ever researched a family history will understand the problems of finding reliable records and people who are able to provide information on generations long dead. That problem can be multiplied many hundreds of times when researching the "family history" of a ship such as our *STAR OF INDIA* (ex-*EUTERPE*), which carried thousands of officers, crewmen, emigrants, fishermen, stowaways, and sundry passengers during her sixty year working career. Due to poor record keeping, only a small number of these people can be identified and an even smaller number traced in any depth, but researchers from Jerry MacMullen in 1926 to our current museum curator, Dave Brierley, have made some rewarding efforts.

One emigrant family in particular has been prominent throughout this research, and that is the Owen family. In 1932 Mrs. Belle Benchley, the executive secretary of the San Diego Zoological Society (which at that time owned *STAR OF INDIA*), received a letter from a Mr. Alexander M. Owen of Christchurch, New Zealand. He told of his voyage on *EUTERPE* from London to New Zealand as an emigrant in 1879. He was sixteen at the time, the eldest of four sons traveling with their mother to join their father, who was already in New Zealand. Another letter dated 1948 to maritime historian Harold Huycke came from Mr. E. F. Owen in response to a query in Christchurch newspaper *The Star-Sun*. He was the third son, Ernest Frederick, eleven years old during the 1879 voyage, and his letter filled in many details of the family's experiences. Within the last few months Dave Brierley has been corresponding with Miss Gwyneth Owen, daughter of the youngest Owen son, Llewellyn, and she has added yet more valuable information.

The picture that emerges from these sources is one of a family typical in many ways of the industrious British emigrants who settled New Zealand in the nineteenth century. The father, Alexander Owen, had a drapery shop in London, where his wife also ran a dressmaking establishment and employed three seamstresses. In 1878 he

EUTERPE *immigrant Llewellyn Owen and his "Estudiantina" band*

Photo courtesy Miss Gwyneth Owen

emigrated to New Zealand on the British sailing ship *CITY OF PERTH,* and having procured an accounting position for his eldest son in Christchurch, he sent for the rest of the family.

Mrs. Owen and the boys accordingly booked passage on *EUTERPE,* scheduled to depart London August 1, 1879, but detained due to a collision at Gravesend and contrary winds in the English Channel. The combination of mishaps, light winds, and *EUTERPE*'s naturally slow pace further delayed their arrival in New Zealand until Christmas Eve, by which time the father had nearly given up hope of seeing his wife and sons again. The long passage had its compensations for the boys, however, as Alexander commented that "in spite of the rough living, we were all healthy and had plenty to do. . . . We got quite expert helping the sailors. It all helped to pass the time away." He kept busy by making himself a canvas cap that lasted the voyage and writing the weekly newspaper, *Euterpe Times*, to entertain the other three hundred or so passengers. Ernest, on the other hand, found it "a very tedious voyage," though "I was very proud of a yacht made for me by one of the crew, Bob Bessington."

The sole casualty of the trip was Mrs. Owen, who was "accidentally knocked down by a fellow lady passenger" during a severe storm and suffered a broken leg. She was thus confined to her bunk for the remainder of the journey. This incident was commented upon in all three Owen letters, as well as in the 1879 Lister Diary (see MAINS'L HAUL, Vol. XIX, No. 2), but Miss Gwyneth Owen adds that the unfortunate Mrs. Owen was also hit on the head by a broken spar, later causing her to go blind.

Recalling their Christmas Eve arrival in Port Lyttelton, New Zealand, Alexander writes, "I shall never forget the first sight of the little wooden houses on the hills. We had not seen wooden houses before. What a strange, empty place it looked to us Londoners, used to rows and rows of ugly brick houses." The Owen brothers were further fascinated by the train ride through Lyttelton tunnel to Christchurch, where they learned they "must avoid certain streets as the Orangemen and the Hibernians were rioting." To make up for this inconvenience, New Zealand presented them with the "novel experience" of a warm summer day on Christmas morning.

Eventually the family adjusted to its new life in New Zealand. Miss Gwyneth Owen relates that the father "after trying several things . . . finally settled into a land & estate agency in Christchurch." Young Alexander, who completed his schooling and accounting course in England, practiced his profession at Strange & Company in Christchurch and later was secretary for the Municipal Electrical Department there. After retiring from that position, he died just one day short of his eightieth birthday. Alexander had a talent both for writing and music, as he played the organ in city churches and was relief organist at the Christchurch Cathedral.

The entire family was apparently blessed with a gift for music. The second son, Sydney Charles, one year younger than Alexander, also played organ for churches in Christchurch, where he was a school inspector. Ernest, a grocer by trade, displayed his musical abilities on the flute and also gave Shakespearean readings. But the plaudits of a professional musician were reserved for the youngest son, Llewellyn.

Just a small boy during his trip on *EUTERPE,* Llewellyn had to travel in the women's cabin aft with his mother instead of forward with his brothers in the men's quarters. At this point sources disagree on his exact age, brother Ernest recording it as nine and daughter Gwyneth mentioning he was under seven. He was old enough for the ship to make a lasting impression on him, however, for he later named a composition "Euterpe Waltz." Llewellyn trained to be a school teacher, resigning after fourteen years to concentrate on teaching music. When the First World War broke out, he returned to school teaching but continued to instruct music students in his home. His musical accomplishments included playing organ and piano, teaching brass and stringed instruments, and teaching singing for teachers' examinations. He conducted choral concerts as well as brass and stringed bands, and his popular all-woman "Estudiantina" band of "banjos and mandolins" was formed in 1896. Among his many compositions were marches and barn dances, such as "The Royal Cambrian Barn Dance," and of course waltzes. "Euterpe Waltz" was his third composition, but according to brother Alexander, it was his first and most popular waltz. The entire family must have been especially proud when it was played in 1907 during a Royal visit. When Ernest wrote in 1948, Llewellyn was residing Dunedin, New Zealand. He died in 1950.

Band concerts, choral groups, and Shakespearean readings are all reminiscent of the amateur entertainment enjoyed by the emigrants aborad *EUTERPE* in 1879.

Though we have no record that the Owen boys participated, they probably did and were certainly spectators at those events along with the rest of the ship's company. In any case, the voyage was more than just an interlude in their lives. It was a time for Alexander to develop his writing skills, Llewellyn to be exposed to imaginative musical innovations, and all of them to prepare for life in their adopted home. While *EUTERPE* was doing her part to help populate New Zealand as a means of sure if slow transporation, she was also making her small contribution to shaping the culture of that infant society.

THE CABIN BOOKRACK

By Craig Arnold

(*Ed. Note:* Beginning in this issue, MAINS'L HAUL is featuring book reviews by local free-lance writer and Museum member Craig Arnold.)

Shipwreck. Text by John Fowles.
Photography by the Gibsons of Scilly.
Boston: Little, Brown. Illustrated.
Softbound. 48 pages. $10.00

The Manacles—the Lizard—Land's End—the Gunners. Even in this age of computers and radar, the names have a jagged edge to them. These, to sailors, are the last bony claws of Europe. In the southwest corner of England, on the coasts of Cornwall and the Isles of Scilly, they grasp seaward for the unwary. These are the final headlands and reefs, the steeps and islets harrowed by tempest into a mariner's nightmare.

Shipwreck is a chronicle of the havoc these coasts have wrought upon ships and seamen. Powerful indeed are the images recorded by the Gibson family from 1872 to the present—images of sailing ships and steamers caught fast and breaking up; of the bark *GLENBERVIE,* her tops'ls set, dragged to her doom across the Manacles; of the great German four-master *PINDOS,* carried broadside over the reefs of the Lizard; of the hard-luck *HANSY* another bark, heeling to port as she grounds and spills her last cargo in Housel Bay.

There is particular melancholy to those wrecks which occasioned heavy loss of life. The windjammer *BAY OF PANAMA,* resting on Nare Point in 1891, seems to wear the tatters of her sails in mourning for her 23 souls lost—including the master and his wife. The luxury liner *MOHEGAN,* which struck the Manacles in 1898, has only her stack and four bare masts left above water to mark the grave of 106 persons.

(Lest anyone assume that such disasters occurred only in the distant past, the final portrait is that of the supertanker *TORREY CANYON* ripped open on the Seven Stones, March 18, 1967.)

Though the photographs largely speak for themselves, the book is enriched with an introduction by John Fowles, author of *The French Lieutenant's Woman.* Once more Fowles focuses on the darker side of the Victorians. He probes the legends of the Cornish wreckers, who as late as 1901 were plundering stranded vessels—and sometimes slaying survivors to do so. "In earlier times," writes Fowles, "every sailor wrecked on these coasts knew he had two ordeals to survive: the sea and the men on shore, with little likelihood that the second would be kinder than the first."

For all the tallies of tragedy, this is a fascinating study. The shadows preserved of these shattered craft serve to remind the reader of Neptune's might—and of "that lust that drives men to taunt the sea with ships. . ."

A Seafaring Legacy by Julianna FreeHand.
New York: Random House. Illustrated.
Hardbound. 21 pages. $18.50.

A Seafaring Legacy is a book of different bequest. The "gift" came from a trove of papers long hidden in a musty house in Maine. Salvaged by Ms. FreeHand, they proved to be the journals, letters, and photographs made by a Captain Sumner Drinkwater and his wife, Alice Gray Drinkwater.

Sumner and Alice married in 1882, when in their early twenties. After his marriage, Sumner, a mate, worked his way up to the position of master. He took Alice to sea with him whenever possible; when it was not, they corresponded voluminously. The author intersperses her own prose with the Drinkwaters' writings, linking their comments to form her narrative. Ms. FreeHand includes a gallery of snapshots (photography was Alice's hobby), which give a fine, personal vision of life in the sunset of working sail.

The book drags its anchors in the opening chapters but gathers way when Sumner takes command of the bark *GRACE DEERING* in 1897. For the next four years he would course this sleek wooden craft around the world. Alice came along, too, and together they enjoyed the sights and sounds of Singapore, Australia, and New Zealand.

Both the *GRACE DEERING* and another bark that Captain Drinkwater later helmed, the *BENJAMIN F. HUNT, JR.,* were of the "down-easter" breed. The author writes: "The down-easter, built to the profile of the clipper but with increased cargo capacity, handiness and lower operating costs is now considered by some sailing historians to be the highest development of the wooden sailing ships."

But the human side of the seafaring life is shown by the letters between captain and lady. Many of their missives are taken up with worrisome concerns: she struggles to keep their property in Maine intact while Sumner is at sea; he complains of the constant difficulty, when in port, of shipping aboard good crewmen. One of his more trying days must have been July 18, 1897, for which he noted: "Mate received bad scalp wound inflicted by Seaman Christian Nelson with capstan bar—Seaman John S— — received several small scalp wounds by Mate

with Iron stove poker. Seaman Frank K— —received blow from Steward with fists in Steward's Galley. Seaman Chris arrested & taken to lock up. Had Doctor to dress wounds of Mate and Seaman John."

On the whole, however, the letters and journals convey a tone of idyllic calm. Sumner was a capable master yet did not run the "hell ships" of seagoing legend. He and Alice seem, in fact, to have spent their happiest years under sail.

A Seafaring Legacy bestows on the reader a sense of the Yankee voyaging spirit. This was the verve that opened China to American trade, drove the clippers around the Horn, and finished with a flourish in the downeasters. Surely an "inheritance" worth the treasuring.

DIRECTOR'S COLUMN

As we move along into 1984, I am pleased to report that your museum continues to maintain a sound financial and operational status. Attendance and attendance-related revenues are down from the previous year, but membership continues to grow, and we are experiencing increased activity in the rental area of the *BERKELEY*. Restoration and preservation work continues on all of our historic vessels.

Col. and Mrs. Theodore R. Tate with their STAR *sails nos. 4 and 5 in the background*

Photo by Dave Brierley

By now most of you are aware of our plans to sail *STAR OF INDIA* in 1984. This is being done in response to the wishes and urgings of many members of our community and members of our own Association. It will involve a major administrative and financial effort above and beyond our normal Museum operations.

The donation of three new sails last year by the San Diego Community Foundation, Colonel Frank C. Wood Fund, and two more recently by Colonel and Mrs. Theodore R. Tate, along with indications of possible further support, provided the basis for the decision to sail the *STAR* once more. A major fund raising effort will be required to finance the operation. This was initiated on 12 April 1984 with the unfurling of two new sails for the *STAR OF INDIA* and the donation of an additional sail by Senator James R. Mills.

The campaign to "Sail the *STAR* in '84" is an all-hands operation for our Association. I hope each member will be able to make a significant contribution in some way to this exciting historic event. We will need a lot of help in spreading the word and soliciting community-wide support. Our flyer, which most of you have already seen, will be the primary means of communicating with the public. I will appreciate your help in getting this into the hands of as many persons or organizations as possible. You can help with our mailing campaign, which is now being organized, and you can help by personally making our flyer available to friends and organizations with whom you are associated. The Museum office will provide any materials or information you may need. There will also be other ways you can help as we move along. I will be in touch with many of you as needs develop.

With your all-out support, our *STAR* will soon sail again!

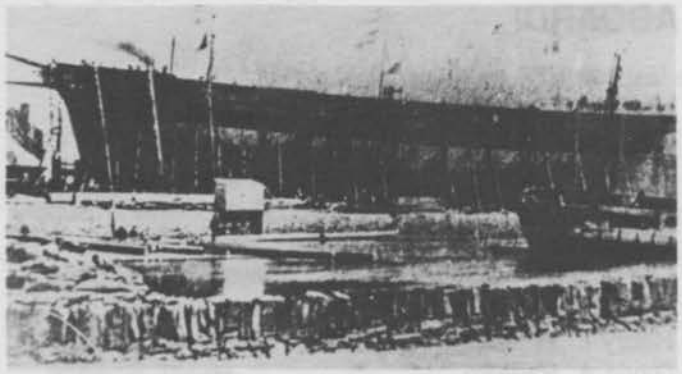
Eddie Fredericks, Executive Director

CURATOR'S CORNER

With the unveiling of the plan to sail *STAR OF INDIA* in November 1984, it seems appropriate to discuss her launching ceremony on the Isle of Man and the shipyard in which she was built as *EUTERPE*.

Shortly after 12:00 noon on Saturday, November 14, 1863, the command "Out shores!" was given, and Mrs. Brown, wife of one of the ship's owners, christened the full-rigged ship *EUTERPE* by smashing a bottle of wine across her bow. At 12:10 the new ship slid into Ramsey harbor. It was expected to take about three weeks to rig her at the shipyard, and then she would sail for Liverpool to begin service in the East India trade for Wakefield, Nash, and Company.

EUTERPE (renamed *STAR OF INDIA* in 1906) was built for approximately £25,000. She was the second of five full-rigged ships to be built at Ramsey. A total of nine ships for Wakefield, Nash and Company was envisioned, and all were to be named after the Greek muses, according to Captain Brown of the shipping company.



EUTERPE *dressed for launching, 1863*

MacMullen Collection

After the short ceremony observed by hundreds of spectators at the Gibson, MacDonald, and Arnold shipyard and across the harbor, about sixty invited guests collected in the decorated sail loft for a catered luncheon hosted by the shipyard owners. Mr. Gibson chaired the celebration and began the many statements of goodwill with a toast and a call for three cheers for the Queen of England.

The Lord Bishop gave his blessing to *EUTERPE* and wished Mr. Gibson and the Isle of Man a successful future in shipbuilding. He hoped "that it may be said whenever a good ship goes to foreign parts of the world, 'Here comes a good ship, because she was built in the Isle of Man.'"

Other speakers followed. One speaker called for the deepening of the Ramsey harbor for the second time so that steamers of 2500 tons could be launched there, to which the harbor commissioners replied they would study the request. They were not too optimistic because of limited funds but would do their best.

Much optimism for future shipbuilding at the Ramsey shipyard of Gibson, MacDonald, and Arnold was voiced at the two hour celebration. The shipbuilding company was a significant yard and one whose prosperity would be a great assist to the economy of the Isle of Man.

The shipyard's roots stemmed from the 1830s with the establishment of John Taggart and Company on the same site. In 1837, Humberston and Frodsham of Liverpool bought the yard but went bankrupt in a year. Thomas Cummings Gibson and associates bought the shipyard later and went on to a successful, long-term enterprise.

The Gibson, MacDonald, and Arnold shipyard endured for many years and was employing between 300 and 400 men in the 1880s. The yard built vessels from small yachts to pilot boats to ships like *EUTERPE*. They could build ships of up to 2000 tons.

Two reminders in Ramsey of the shipyard and the heritage of *STAR OF INDIA* are Gibson Street, leading to the shipyard site, and a nearby town square named Marsden Square after Gibson's son. Bob Wright, a Museum member and former employee, has offered to do further research while on vacation on the Isle of Man this year. We look forward to learning more about the shipyard and birthplace of the pride of the Maritime Museum.

Dave Brierley, Curator

STAR OF INDIA AUXILIARY

The Spring Luncheon and Fashion Show arranged by Lenora Witt was a great success. It's nice to have fun while making money to benefit the Maritime Museum.

A few days later we were all back in working clothes to set up the Rummage Sale under the direction of Ro Keith. Five days of hard work preceded the two-day sale, which has to be experienced to be believed. When we totaled the sales, it was worth the aching muscles and broken fingernails.

Founders Day, May 13, will be an attention getter. Norma Day has arranged for the Marine Corps Band to play prior to the ceremony, and presentation of the colors by the Marine Corps Color Guard will start the proceedings. The highlight of the day will be the newly restored *STAR OF INDIA* fo'c's'le. This has been a project of the Auxiliary made possible by the Zella Burnham Memorial Fund. Exhibits Chairman Lois Dahl has worked closely with Curator David Brierley to ensure the authenticity of the exhibit.

Over a thousand school children and two hundred adults have been given an insight into our maritime history by Bev Snyder and her tour guides. This is in addition to the many hundreds of other visitors who have had an opportunity to discuss the Museum fleet with a docent.

My term of office has passed quickly and, I believe, successfully. This is due to a dedicated and hard-working board and membership. In addition to fund raising events we have held throughout the year to benefit the Museum, I am very proud of the many hours spent by Auxiliary members putting out the Museum's mailings and telephoning dues delinquent members.

My special thanks to David Brierley for a year of assistance and patience.

Auxiliary officers for the coming year who will be installed on May 16 by our Charter President, Mrs. Chauncey Clark Woodworth, are:

Mrs. Wm Duncan Fulton	President
Mrs. Dean S. Rasmussen	First Vice President
Mrs. Lee Tracy	Second Vice President
Mrs. Winston C. Hall	Third Vice President
Mrs. Lawrence Oliver	Recording Secretary
Mrs. Donald C. Snyder	Corresponding Secretary
Mrs. Alex H. Quartly	Treasurer

I wish them all a successful and satisfying year.

Mary Allen, President

DINE AT THE MARITIME MUSEUM

Members are invited to enjoy the ambience of San Diego Bay and the ferryboat *BERKELEY* by bringing their lunch to the *BERKELEY*'s upper deck at the after or bay end. The *BERKELEY*, on one of San Diego's many fine days, is a great site to watch the harbor activity. It's a five-star location.

WELCOME ABOARD!

New members since the last MAINS'L HAUL:

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

—John Masefield

Carol Kettenburg, Editor
Gregg Chandler, Associate Editor

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MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

VOL. XX SUMMER 1984 NO. 4

Sacramento River Steamer SENTINEL—*why is the top deck called the 'Texas'?*

Chandler Postcard Collection

'STATEROOM' HAS AMERICAN ORIGIN; TERM IS RELIC OF STEAMBOAT DAYS

By Jerry MacMullen

Not so long ago a San Diegan, vacationing in the north, turned his bags over to the smiling Chinese steward on one of the big "inland liners" which run between San Francisco and Sacramento, and walked up to the purser's office to get a stateroom.

"Yes sir," said the purser's obliging assistant. "I can give you a nice outside room on the next deck above—or, if you'd rather, I can give you one on the Texas deck."

"The Texas deck? I remember a reference to a steamboat's 'Texas" in *Huckleberry Finn*—but what is it?"

"The top deck, sir. See, here's the berthing plan—you can see the top deck is labelled 'Texas Deck.'"

"O.K.—let me have a room on the Texas deck. And then tell me why it's called Texas."

That one stopped the purser's assistant. He went over to where the purser sat at his desk.

"Why is the top deck the Texas?" he whispered in the purser's ear.

"Why shouldn't it be the Texas—or the Kentucky—or the Arizona?" answered the long-suffering officer. "And besides, how should I know? I just work here."

The assistant went back to the counter, apologized for not knowing why the Texas deck is the Texas deck, and handed out the ticket. Later the traveler, his curiosity unsatisfied, started digging into books of steamboat lore. At last he tracked down the origin of the Texas deck—and with it, the reason why we call a room aboard a ship—or a train, these days—a "stateroom."

The dictionary's definition of a Texas was not satisfactory. It merely said that it was a "cabin or house on the upper deck of a steamboat, generally housing the officers' quarters. (Western U.S.)" and let it go at that.

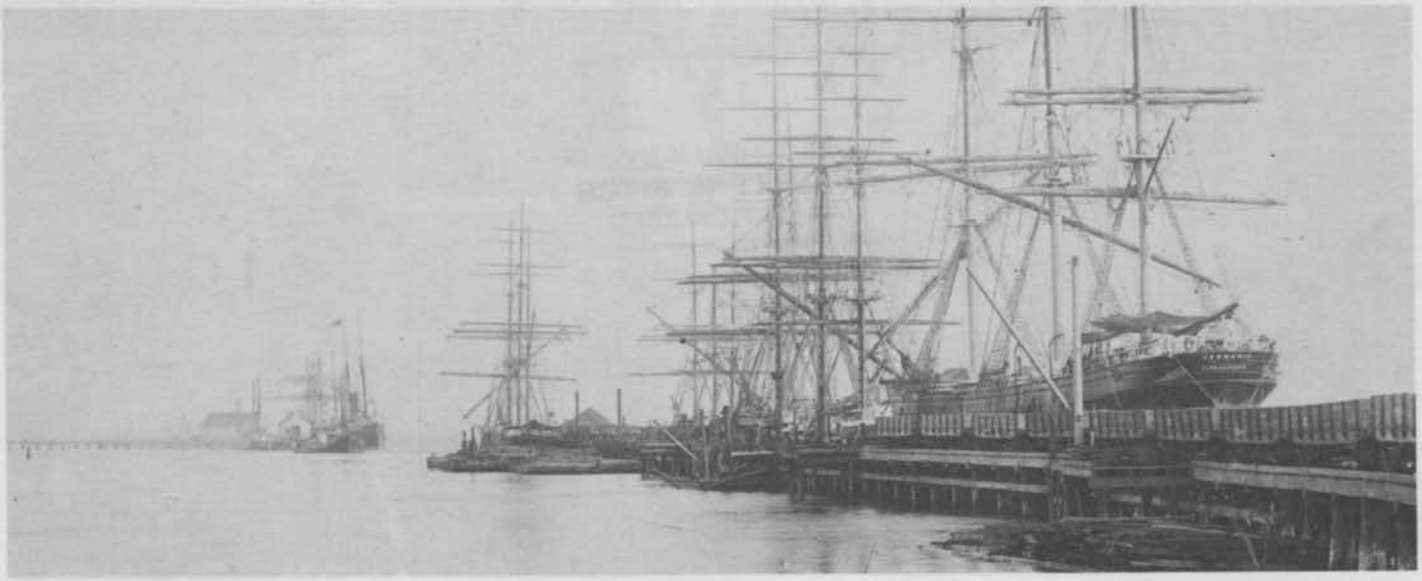
Other volumes, however, were more enlightening. Finally the search ended, with the origin of "stateroom." With its ending, the elusive Texas had been tracked to its lair.

It seems that many years ago, it was the custom to name not only boats themselves, but the private cabins which they contained. Boats were not so large, and someone conceived the idea of naming each room for a state. So, on your trip down the Mississippi, you put your carpet-bag in Kentucky, rather than in Room 6, and so on. The idea spread, and out of it came the custom of naming the largest stateroom for the largest of the states—"Texas." This room was invariably on the broad upper deck of the steamboat, either just abaft or just under the pilot-house. In time, this whole deckhouse, whether consisting of one stateroom or several, came to be known as the Texas, and the deck on which it was located was, naturally, the "Texas deck."

And so today, even though few of the officers or crew may be able to tell you why, the upper tier of cabins on a steamboat will be called the Texas deck, whether the steamboat operated near or hundreds of miles away from the Lone Star state.

(*San Diego Union,* December 6, 1936)

A GLIMPSE OF 1893 SAN DIEGO



Santa Fe Wharf in late nineteenth century San Diego MacMullen Collection

(*Ed. Note:* This excerpt giving a first-hand impression of late nineteenth-century San Diego was submitted to MAINS'L HAUL by Senator James R. Mills, Jr., who writes, "The following account is taken from the book *Master in Sail* by Captain James S. Learmont, which was published in London by Percival Marshall in 1950. The circumnavigation here described began in July 1892 and was Learmont's first voyage as an able seaman. It was a typical one for a British sailing ship in the 1890s. The cargo of coal the *CHIPPERKYLE* brought from Newcastle, New South Wales, to San Diego was undoubtedly discharged at the Santa Fe Wharf where Seaport Village is today. In those days the trains on the western reaches of the Santa Fe Railroad were run on coal brought here by ships like the *CHIPPERKYLE.*")

I . . . joined the new barque *CHIPPERKYLE* owned by Messrs. J. and J. Rae and Coy, then loading in Liverpool for Sydney and Newcastle, N.S.W. I was now able to sign on as A.B. more on account of my size than my age, which was now sixteen and a half.

The *CHIPPERKYLE,* built in 1892, 1,592 tons net reg., was a carrier, not a sailer. This was a new departure for the firm as she was the largest ship that they had ever owned or built. A stranger in a sense was given command, Captain David Wilson, of Dumfries, who had sailed in Sproat's *LOCH*s, mostly in the New Zealand trade, his last ship being the *LOCH KEN,* about 500 tons net reg. This new command was a big jump, but D.W. could rise to the occasion.

He was a queer type, now that I look back. If the winds

were light or unfavourable he would not come on deck, remaining in his cabin for days. When the winds were favourable he seemed to be always up and about. It would have been more profitable had he remained on deck when distance was hard to make and a gain of a few miles might have taken you out of a calm belt and on your way.

My voyage in that ship was a very happy one. Liverpool to Sydney and Newcastle, N.S.W., where we loaded coal for San Diego, California thence to Iquique in ballast to load nitrate for Hamburg. On the outward passage damage was sustained by a tremendous sea breaking aboard in the waist, snapping the spare spar as if it had been a carrot and causing the beams in the wake of the main hatch to settle considerably. I was at the wheel at the time. This mountain of water ran up along the port side almost as high as the mainyard and then broke amidships with a roar like thunder.

The majority of the crew were British with a big percentage of Liverpool Irish, including two stowaways. They were a fine body of men, all of them drunkards when they had the chance, but always ready to lend a hand if they were around in the dog watches. It was an education to hear them talk about ports, ships and men. Behind it all was the dislike of the big four-masters that were coming into service. In this as in other matters, sailors were very conservative. Strangely enough, the *QUEENS ISLAND,* 2,037 tons net reg., 3,500 deadweight, was quoted as being far too large for a barque because she had made an extraordinarily long passage out of Frisco. Later I sailed in this vessel and learned why she was wrongly condemned as unwieldy.

We spent Xmas in Sydney undergoing repairs at Morts Dock and sailed from Newcastle, N.S.W., at the end of January. As we neared San Diego my interest was most keenly aroused as I had read and re-read that book given to me as a boy, Dana's *Two Years before the Mast,* which dealt with this part of the coast. We rounded Point Loma in the evening and anchored where no doubt the *PILGRIM* or the *ALERT* had anchored seventy years before. It was my turn to keep anchor watch, and I can remember how I enjoyed it. It was, in the silence of a ship at anchor after a passage, pleasant to let one's fancy imagine the mixed crews spending their evenings in the huts after a hard day's work preparing the hides for shipment to the Eastern States. Dana's sea terms are really fine. 'Alow and Aloft' for instance in describing sails drawing is full of real beauty and meaning. When in command it was always my policy to retain those terms.

San Diego in 1893 was quite an undeveloped town, the streets were not made up, and between the roadway and the sidewalk there was a railing. Outside the saloons the patrons hitched their bronchos to the post whilst they indulged in poker games. Looking over the half doors one could see their guns on the table.

We had a very quick turn round and were off in less than a week having discharged two thousand eight hundred tons of coal and taken in ballast. Before reaching Iquique the ship required much care as the sand ballast sucked up from the harbour was very wet. As we baled the ship out we returned the water to the sand as she wanted all the weight we could muster.

SALTY REMINISCENCES OF A SAN DIEGO SAILOR

PART 6

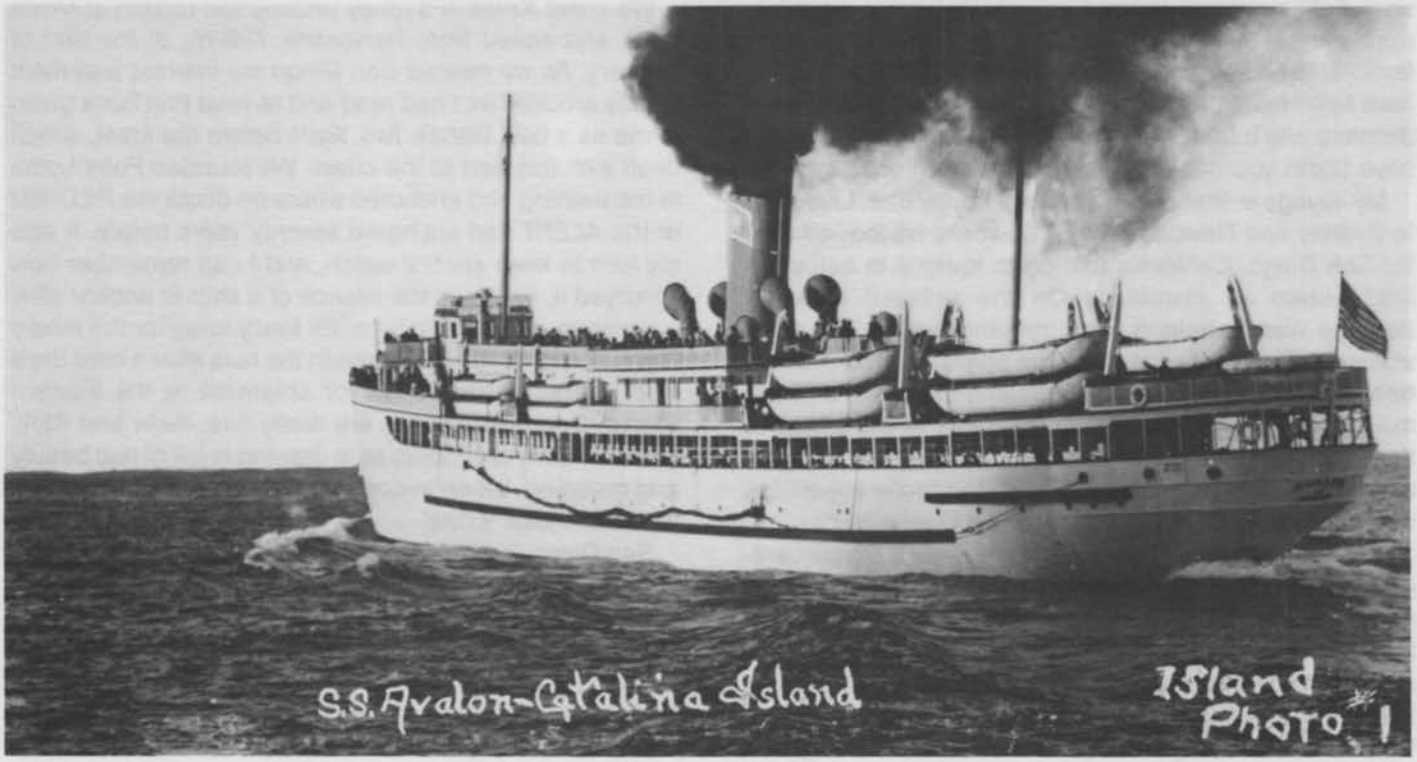
By Harold Carpenter

(*Ed. Note:* Museum employee Harold Carpenter fell in love with sailing ships as a small boy and signed onto his first one, the four-masted bark *ANNIE M. REID,* at the age of seventeen in 1919. From there he alternated steam—cargo ships *ADMIRAL SEBREE, WEST KEDRON, EASTERN MERCHANT,* and steam schooner SANTA RITA—with sail—five-masted schooner *ROSE MAHONEY*—before finally settling down to steam. Harold has logged his experiences with these and other ships in the previous five issues of MAINS'L HAUL, and he now continues with an insider's view of the famous *YALE.*)

YALE and *HARVARD* were the elite passenger steamers on the Pacific Coast in the 1920s next to the *H.F. ALEXANDER,* which was faster. *YALE* ran about twenty-two knots. I thought working on her would be a nice job, so in the spring of 1923 I signed on as a seaman but was hoping to get some quartermaster time so I could sit for my license. My job was to keep my station up on the hurricane deck near the smokestack clean and to help dock the ship as it went in and out. We would leave Wilmington at 4 p.m. and arrive in San Francisco at 10 the next morning. That afternoon we would sail at 4 and get back to Wilmington at 10 a.m.; an eighteen hour run each way. But I didn't like the *YALE.* It was so rough that I was seasick all the time, and the management insisted on strict separation between passengers and crew. We were not allowed to mingle with the passengers and could not even go in the dance hall or diningroom. That job only lasted for about two months.

The summer of 1923 I spent skippering a 38-foot sport fishing boat called *EAGLE,* which carried sixty-five passengers. We took them from the end of old Long Beach Pier out to a fishing barge off Long Beach, and on weekends we had sightseers going out to look at the battleships anchored off Long Beach.

That winter I got involved with the Fresno United Oil Company, bought one hundred shares at a dollar a share, and went to work roughnecking in Raisin City near Fresno. We were drilling and pumping with steam, and my job was



Catalina steamer AVALON Chandler Postcard Collection

to fire the pots or boilers. There was oil all around, but all we ever got out of the ground was water. We finally ran out of money and had to pack up and go home.

Back in Long Beach I went to work for Merritt, Chapman & Scott building an outfall sewer for Los Angeles. They had a big dredge called *ARGYLE* that scooped the sand off the bottom and a barge that carried four sections of 10-foot pipe. As soon as the dredge dug a trench, they dropped the pipe down, and divers fastened them up. The operation went four miles out into the ocean. I worked my way up to captain of the little 60-foot tug *PUTNIK* that towed the barges out and put them in place for the pipe to be lowered down. I did that for about six months.

In the summer of 1924 I started working on the Wrigley steamer *AVALON* running once a day between San Pedro and Catalina. On weekends and holidays we made two trips a day. She had two triple-expansion steam engines like the *BERKELEY*'s, and in the after dance hall there was a window that looked down into the engineroom so you could watch the engineers working and the push rods with the little Wrigley brownies on the tops going up and down. She was a beautiful, clean ship, carrying about 1,800 passengers. That year the *CATALINA,* which held 2,200 passengers, was built, and I worked on her also. There was supposed to be another new ship called *MAGIC ISLE,* but for some reason it was never built.

It was a good job for a sailor, being home every night. In 1924 I got married, and we rented a little cottage over in Avalon. Every week I had one day off, when we would take the excursion boat *CABRILLO* around the island. It had a quadruple-expansion steam engine and used to do the run between the mainland and Catalina along with the *HERMOSA* before they were replaced by the *AVALON* and *CATALINA.* The Catalina Island Company had an excursion to Catalina harbor to see the remains of the famous old Chinese junk, *NING PO,* which was back in around the spit or bight in a little protected basin. I used to go aboard her and look around. At that time she was just an empty hull, though still fairly well intact, but the last time I saw her around 1945 or '50 she was about gone.

Mr. Wrigley knew how to get people over to Catalina. Every year he had something new, which he advertised all over the country. One year it was the bird farm; one year the Casino with a floating dance floor; and one year a swim marathon from Catalina to the mainland. That year I was working on the *AVALON,* which rode herd on the swimmers. Florence Chadwick was one of the winners, making it all the way to the breakwater.

I really loved those Catalina steamers, but after working on them two summers, I was put on the Wrigley tugs where I stayed until 1930, except for a period in 1928 when I was laid off and went back to roughnecking up on Signal Hill. At that time I was involved with a Sea Scout troop in Long Beach. The skipper of the troop had just bought a 26-foot sailboat called *MARINER* in Vallejo and wanted it brought down to Long Beach, but he couldn't find a trailer. So he asked me if I would take a couple of scouts and sail it down. We drove all night to Vallejo and spent the day checking out the boat and provisioning it. According to the tide table, 1 a.m. was the best time to leave so the tide would be with us going downriver to San Francisco, where we arrived early in the morning and stopped for more provisions before heading out the Golden Gate.

The boat had a low freeboard aft, and every other wave

broke over our head. We sailed south all that day and toward evening spotted the aircraft carrier U.S.S. *LANGLEY* (CV-1) about a mile away. I went below to look at the charts, but before long one of the kids came down and told me the *LANGLEY* was right alongside us. Coming up on deck, I looked straight up to *LANGLEY*'s bridge towering over us, where the captain on a megaphone hollered down, "Are you all right?" I told him yes, and they went on their way. But that night we were all so tired from being up three nights in a row, that the kids passed out. I was on the tiller and kept hearing a roaring noise like a train going by. The train turned out to be breakers, and we were almost in them. Somehow I got the little one-cylinder engine started in time to get us back on course. When the wind came up the next day, we put the sails up. Then the wind died, so we pulled them down and started the engine again. The wind picked up, so we put the sails back up, and the wind died. We finally made it to Long Beach in three and a half days, which was not bad time for a small boat, but the owner was getting worried and was about to send the Coast Guard out looking for us.

Soon after that little adventure, I went back to work on the Wrigley tugs. I had worked on all eight of them, but now I was to be mainly on the *JOHN N. STEWART,* an 87-footer with Diesel electric drive, and I had it polished up like a yacht. The decks looked like mahoghany though they were just old pine. It looked so good that they sent us out on the movie jobs. Lots of movies were being made around there at that time, but one in particular I remember doing was "Divine Lady" about Lady Hamilton and Lord Nelson, because they shot up a lot of ships for that one.

When the Depression hit in 1930, I got fired from the Wrigley tugs for the last time, and after picking up odd jobs around the harbor and getting acquainted with Jim Craig, I went to work for him at Craig Shipyard. They were just finishing up the big 184-foot steel yacht *VELERO III* for G. Allan Hancock of Hancock Oil and put me to work fairing the sides. It was a beautiful vessel with two Winton engines putting out 1700 horsepower. It was so nice that they later gave it to the Saudi Arabian king. After that job, which was my last in Long Beach, I was ready to turn my attention elsewhere.

GREAT SEAPORTS OF SCANDINAVIA

By Gregg Chandler

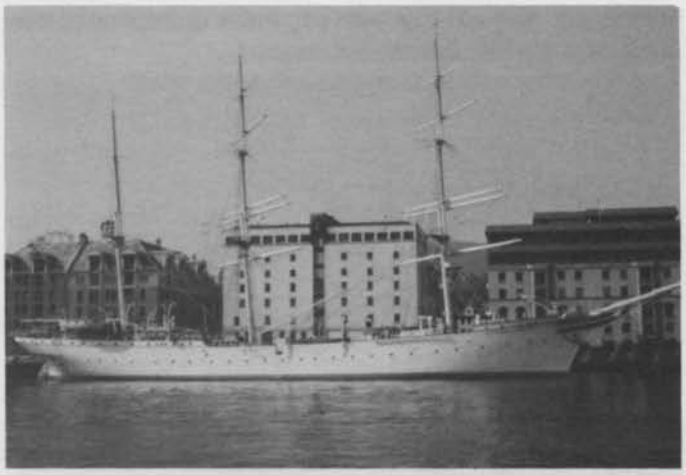
(*Ed. Note:* In the last three issues of MAINS'L HAUL we have visited some of the great ports of the North Pacific and North and South America through the eyes of seasoned traveler Gregg Chandler. He continues as our tour guide into Scandinavian waters.)

BERGEN, NORWAY

Bergen is a seaport in every sense of the word. Founded by King Olav Kyrre about 1070, it has grown over the past nine centuries to become Norway's leading fishing and shipping center. If you come by ship to this beautiful port, you will find the dock is within walking distance of Bergen's famous fish markets, where fishermen unload at pierside and sell their catch throughout the day. Nearby flower markets are most attractive and catch the eye of the tourist. The spacious, sheltered harbor always presents a scene of bustling, colorful activity.

Bergen has a population of over 200,000, is Norway's second largest city, and depends mostly on commerce from the sea. It has many attractions for the visitor, some of which are available by walking through the cobblestone streets and getting a feeling of the past charms of this old city. The annual spring Bergen International Festival honors Bergen's most famous native son—composer Edvard Grieg. A visit to his home high on a hilltop six miles south of the city is a must for all those interested in his beautiful music.

In the harbor is a most interesting maritime attraction, the bark *STATSRAAD LEHMKUHL,* the Norwegian training ship for naval cadets. On the way back to the dock one passes the old town hall, which dates back several centuries. After boarding your ship and leaving this wonderful old seaport, a person cannot help but feel that this visit has brought not only a real insight into Norwegian life as it is today, but also a glimpse of its colorful past.



Bark STATSRAAD LEHMKUHL *at Bergen, Norway*
Photo by Gregg Chandler

OSLO, NORWAY

This lovely city is located at the head of Oslo fjord, a sixty-mile deep inlet of the Skagerrak. It was founded about 1050 by Viking King Harold III and was originally settled to the east of the Aker River. A fire destroyed the settlement in 1624, however, and it was relocated closer to Akershus Castle for protection and was renamed Christiania after King Christian IV of Denmark and Norway. This name was changed in 1877 to Kristiania and again in 1925 to its original name Oslo.

Oslo is the capital and largest city of Norway and is in fact one of the largest cities in the world, with an area of 175 square miles. The population is relatively small, around one half million. The beautiful harbor is capable of handling large ships from all over the world and is kept ice-free in the winter.

The city and its surrounding area is a tourist paradise, with museums, parks, palaces, and even a medieval castle. Few cities in the world can boast the quantity and variety of Oslo's museums. The Viking Ship Museum is noted for its nautical collections and houses three Viking ships that were discovered in the vicinity of Oslo Fjord dating from the eighth and ninth centuries. The Fram Museum houses ships of more recent vintage, including the tiny 128-foot *FRAM* that carried Nansen to the North Pole in 1893 and Amundsen to the South Pole in 1910. Outside this museum is the ship *GJOER,* which carried Amundsen to the Northwest Passage in 1903. Some of us may remember having seen it in Golden Gate Park in San Francisco in the 1920s. The Kon Tiki Museum houses Thor Heyerdahl's balsawood boat that he sailed from Peru to the Tuamoto Islands in 1947 to prove Polynesia could have been settled from the east. There are many other beautiful museums and art galleries for a visitor to enjoy. Another interesting attraction is Frogner Park, where the works of the controversial sculptor Gustav Vigeland may be seen.

As you leave Oslo and cruise down Oslo Fjord into the setting sun, you will take with you many memories of this most beautiful Scandinavian seaport.

Amundsen's ship GJOER *at Oslo, Norway*
Photo by Gregg Chandler

"Little Mermaid" in Copenhagen harbor
Photo by Gregg Chandler

COPENHAGEN, DENMARK

"Wonderful, wonderful Copenhagen, salty old girl of the sea"—the words of the song made famous by the Lombardos aptly describe this delightful old Scandinavian city. Besides being the capital of one of the oldest kingdoms in the world, it is also the largest city in Scandinavia and the center of Danish national life.

Copenhagen is located on East Zealand and North Amager islands, separated by a channel. The town was laid out by a Dutch architect and thus today has a Dutch atmosphere with its many canals. Copenhagen was bombarded by the English during the Napoleonic Wars and over a century later was occupied by the Germans from 1940 to 1945.

Today this is one of the more beautiful cities in the world and has over one and a half million people in its metropolitan area. It is a major commercial, fishing, and naval port, and ships from all over the world enter and leave its large harbor. One of the outstanding amusement parks in Europe is Tivoli Gardens, which is a *must* on every tourist itinerary. Also of interest is the bronze statue of Hans Christian Andersen's "Little Mermaid" at the entrance to the inner harbor. After strolling through the interesting streets and viewing the churches, the town hall, the large railway station, the beautiful palace, and the colorful nightspots, one is ready for relaxation in a sidewalk cafe in Tivoli Gardens—a good place to listen to a band and enjoy the Danes' famous nightcap of Cherry Herring.

EARLY NAVAL HISTORY IN SAN DIEGO
PART 9

by Captain Eddie Fredericks

(*Ed. Note:* This is the ninth in a series of articles by Captain Fredericks tracing the history of the U.S. Navy in San Diego prior to World War II. Previously he covered the role of San Diego as a naval base in the Mexican War, 1846-1848; the relatively inactive years in San Diego, 1850-1898; and San Diego's early years of growth, 1900-1910. He now continues the decade of initial development.)

1912

During this year the City of San Diego commenced dredging channels on either side of the proposed Broadway Pier to the middle of the main channel with a turning basin.

On 15 January the Navy's first Aviation Detachment arrived from Annapolis, Maryland, under the command of Lieutenant T.G. Ellyson, USN. Other officers were Lieutenants Towers and Rodgers and Ensign Herbster. The unit remained on North Island until 3 May, conducting flight instruction and wireless experiments and developing new aircraft designs. The Navy Camp was located on the northeast corner of North Island across from the Broadway Pier.

The first Army Aviation School was established on North Island on 4 November at the invitation of Glenn Curtiss on the basis of his land lease. Ultimately this operation grew into Rockwell Field. By mid-1913 all Army Aviation was located on North Island, and the unit was designated the "Signal Corps Aviation School."

Congressman William Kettner commenced his first term in Congress. He immediately found out that he was a greenhorn member from a town so little known that it was listed in the first Congressional Directory as "Santiago."

In an effort to obtain federal funds for the dredging of San Diego harbor, the newly elected congressman solicited and received a letter from Admiral of the Navy George Dewey, President of the Navy General Board, to the Secretary of the Navy, justifying the project. Dewey's letter of 19 December 1912 cited the geographical location of San Diego as "the nearest United States port to Panama on the Pacific coast," and "its being a frequent port of call for the Navy as well as for commercial vessels when the canal is in operation." Furthermore, "the Navy now has a coaling wharf in San Diego, and the harbor is used as a base for a part of the drills of the Pacific Torpedo Flotilla. . . . There is room in the inner harbor for at least 16 capital ships in quiet, perfectly protected water." Admiral Dewey continued to say that "it is desirable that a depth of 35 feet over the middle ground and 40 feet over the bar be provided to permit the entrance at all times to the inner harbor of capital ships of the Navy." An appropriation of $249,000 was obtained. During his term in office, Congressman Kettner was able to obtain appropriations totaling $1,100,000, which resulted in harbor improvements to a point where the largest Navy ships of his time could come in over the bar. (William Kettner, *Why It Was Done and How,* 1923, p. 14)

1913

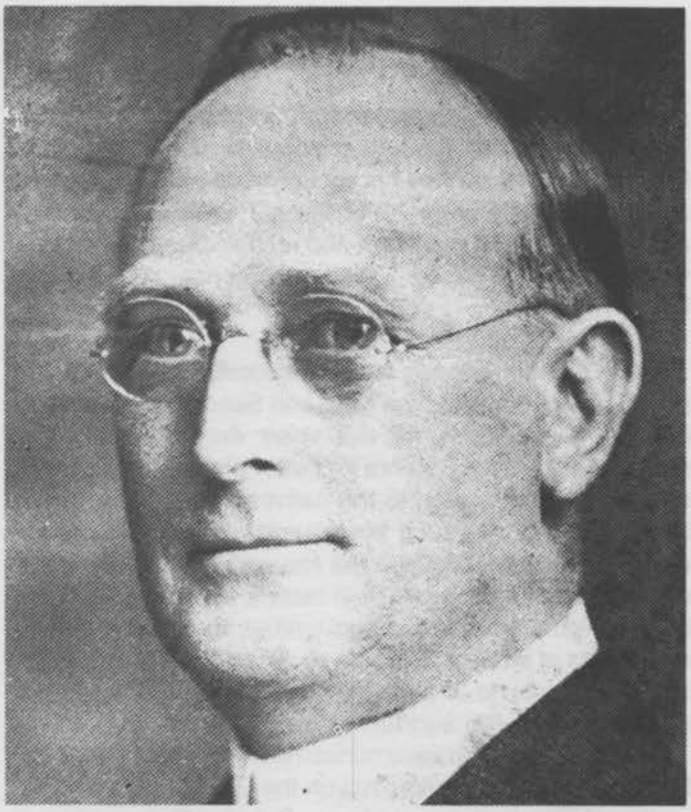
Development continued through the year; no significant naval events.

1914

During this year Congressman Kettner secured an appropriation of $45,000 for the completion of the coaling wharf, which had been started in 1898, and also $50,000 for the establishment of a fuel oil storage station in San Diego.

On 10 January the Navy acquired the site for the Chollas Heights Radio Station, which when completed would be one of the largest and most powerful in the world. Congressman Kettner played a key role in bringing this station to San Diego.

On 3 July the Fourth Regiment of the U.S. Marine Corps under the command of Colonel Joseph H. Pendleton, USMC, established a temporary camp on North Island known as Camp Howard. Ultimately this operation grew into what is now the Marine Recruit Depot.



Congressman William Kettner
Photo from Kettner, *Why It Was Done and How*

At this point in our naval history the new battleships were being named for various states. Armored cruisers, which had previously held names of states, were being named after prominent cities. Through the efforts of Congressman Kettner, the name of the armored cruiser U.S.S. *CALIFORNIA* was changed to U.S.S. *SAN DIEGO,* and the ship was rechristened in San Diego harbor on 16 September. Captain Ashley H. Robertson, USN, commanded the ship at that time. At a banquet on this date, relating to the rechristening ceremony, Colonel Pendleton delivered a speech entitled "San Diego as a Marine Advanced Base," advocating the establishment of a permanent Marine Base in San Diego.

In a letter to Congressman Kettner dated 9 October 1914, Secretary of the Navy Josephus Daniels made the following statement:

Since my visit to San Diego early in my term, I have been very glad to co-operate with you in translating into reality your vision of making San Diego an important naval base. It gave me real pleasure to comply with your earnest request to give to one of our finest cruisers the name of San Diego and to make other orders that will insure the growing importance of San Diego in all naval affairs on the Pacific. (*Ibid.*, p. 33)

On 9 December the Second Battalion of the U.S. Marines moved from North Island to a site in Balboa Park to prepare to participate in the 1915 Exposition, celebrating the opening of the Panama Canal.

FLEET TUG
PART 3

By Don Snowden

(*Ed. Note:* Museum employee Don Snowden served in the Navy from 1935 to 1953. In previous issues of MAINS'L HAUL he has recounted his experiences on the Navy tug *SEMINOLE* beginning in 1940, when it participated in fleet maneuvers in the Caribbean and received an unexpected visit from Admiral Ernest J. King and Secretary of the Navy Frank Knox.)

The 1940 maneuvers ended—successfully or not we never heard—and Admiral King and Secretary Knox went back to Washington. All the ships except *SEMINOLE* steamed away from Culebra for better places, leaving that small Caribbean island to the natives and to the crew of the *SEMINOLE* for such liberty and recreation as local facilities afforded. As life in the Navy afloat does not consist only of sea-going and fleet tactics, there are, as often as duty will allow, many opportunities to visit the sights and points of interest in the various seaports of the world and in that way to improve the shining hour, or perhaps the hours after the sun has gone down.

Where liberty ports were concerned, Navy men had their favorites, but Culebra was not on the list. The village and center of life was named simply Culebra Town and was made up of a number of houses scattered along a main street at the far end of which was a general store. The opposite side of the street featured a bar. For lunch while ashore small relief to the appetite could be achieved at the little store by purchasing a box of crackers, a can of sardines, and a bottle of that universal drink, Coca Cola. That was "fast food" service down there in those days. Points of real interest were non-existent, so there was nothing much to do but wait for evening and a spot of night life at the bar, where four drinks were available—beer, Coca Cola (again), rum, or the latter mixed with Coke. Entertainment was handled by a teenage girl playing records of 1920s vintage on a hand-cranked phonograph, while the lights alternated constantly between bright and dim. Evidently their generator lacked a voltage regulator. Such was life in the fast lane in Culebra, circa 1940.

Late in the year we were back in Norfolk, where we learned that after the first of the new year, 1941, we would be leaving for the West Coast. The Christmas leave for the crew was being arranged, with the ships company being equally divided into two leave parties of ten days each. We did not know then, of course, but it was to be the last real Christmas leave for many years to come. Though many people continued to take some sort of comfort in the belief that our country would never become mixed into the war in Europe, it became increasingly evident that our involvement was just a matter of time. The Navy began taking over yachts, small tugs, fishing trawlers, and various other small vessels, some of which were fitted with deck guns and depth charge racks and used on patrol work to help keep an eye on the German submarines that were operating off the Atlantic coast. Some were being assigned to the Caribbean area and were grouped into a sort of squadron of small ships with *SEMINOLE* given the job of shepherding them to Guantanamo and Panama.

Shortly after the first of January, 1941, we left Norfolk for the last time at the head of our small fleet. That made *SEMINOLE* a sort of flagship, so, jokingly, we could not decide whether we should be designated as ComTugRon (Commander, Tug Squadron) or ComYachtRon. The run to Guantanamo was uneventful, and there we parted with several of our charges. Then it was on to Panama, where we left the remainder of our fleet on the Atlantic side of the canal while we proceeded through the big ditch to Balboa on the Pacific side. There we waited for the arrival of another ship, a small cargo vessel, which we were to convoy to San Diego. We had about a ten day wait moored to a pier, which we shared with some of the recommissioned R-class submarines that we had towed from Philadelphia to New London the previous summer. When the small freighter arrived (I don't recall the name of it), we proceeded to San Diego—up the coast of Central America and Mexico with good weather all the way, even through the Gulf of Tehuantepec, which is noted for rough seas and weather.

Arriving in San Diego we had a feeling of being home again. For one thing, our wives were waiting for us; for another, we were now part of the Pacific Fleet, though at that time the port was rather empty with most of the fleet based at Pearl Harbor. For the *SEMINOLE* there were busy days and weeks ahead and many miles of sea to cover with heavy tows, plus participation in two battles. The sands of time were running out, as *SEMINOLE* had about

eighteen months to live.

Along about April 1, *SEMINOLE* left San Diego, another port she would never see again, and headed for Portland, Oregon. It is a scenic cruise, steaming up the Columbia River, and Portland has always been a favorite port of Navy men. For most of us who had never been there before, it was an enjoyable visit. We took on fuel and stores to full capacity in preparation for a long, heavy tow—taking a big dragline dredge across the Pacific to Wake Island, where it was intended to clear the lagoon for use as a seaplane base. We left Portland with the dredge, and though it finally arrived at Wake Island, it was not with the help of the *SEMINOLE,* for part way to Wake, our ship was relieved of the tow, and we were ordered to the Caribbean. And we never arrived there either, but as Mr. Rudyard Kipling often said, that is another story.

THE CABIN BOOKRACK

By Craig Arnold

(*Ed. Note:* In the last issue of MAINS'L HAUL, we began to feature book reviews by local free-lance writer and Museum member Craig Arnold.)

The Complete Encyclopedia of Battleships by Tony Gibbons. London, U.K.: Salamander Books Ltd.
Illustrated. Hardbound.
272 pages. $25.00.

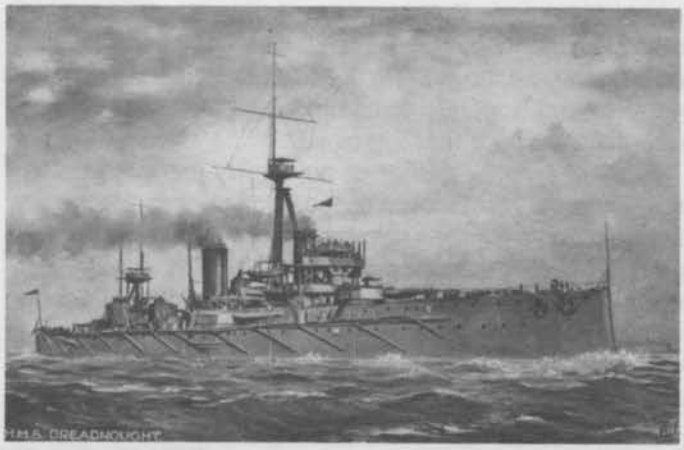
Beginning in the year 1860, the "wooden walls of England" crumbled, to be replaced by stouter sides of iron and finally steel.

"An elegant frigate," HMS *WARRIOR* slipped in amongst the Channel Fleet. From stem to stern she was built of iron and her 'midships bore armor plate. Her Penn horizontal single-expansion trunk engines and screw could push her beyond fourteen knots—faster than any existing warship. In her batteries gleamed ten of the new Armstrong breech-loading rifles. As she came to anchor near the old wooden ships-of-the-line off Portsmouth, revolution rode in her hull.

This superbly illustrated work by Tony Gibbons is precisely what its subtitle claims: "A Technical Directory of Capital Ships from 1860 to the Present Day." Starting with the plans for *WARRIOR* and her French contemporary, *GLOIRE,* Gibbons covers each battleship and near-battleship down to the current reactivation of the *IOWA* class and the appearance of the Soviet *KIROV.*

Firepower, of course, is essentially what battleships are all about. From small, anti-torpedo boat weapons to the mammoth 18-inch rifles of the Imperial Japanese Navy's *YAMATO*s, the idea of the superior gun (now joined by missiles) has dominated this breed. Gibbons traces their evolution from the broadside gun decks of the "wooden walls" through central batteries and box batteries, turrets, open and hooded barbettes—all in a search for the most efficient projectile-delivery system.

Ultimately, in 1906, HMS *DREADNOUGHT* embodied the concept of the "all-big-gun" battleship. Her name became a synonym for power; so much so, that the surest measure of any nation's clout—particularly in global terms—lay in its number of dreadnoughts.



HMS DREADNOUGHT

Chandler Postcard Collection

The great yet frustrating war of these behemoths raged from 1914 to 1918. Hindered by small and "damned un-English" weapons such as the submarine torpedo and mine, the British Grand Fleet only got to grips once with its slippery foe, the German High Seas Fleet. The Battle of Jutland—however spectacular—did not lead to any fundamental changes in the battleship's tactical function.

World War II told a different story. Now the proud and once "invincible" battleship took some fierce maulings, mainly at the hands of aircraft. Taranto, the pursuit of the *BISMARCK,* Pearl Harbor, the horrifying slaughter of *PRINCE OF WALES* and *REPULSE*—all seemed to prove that the dreadnoughts had more than met their match. Even the Japanese super-battleships *YAMATO* and *MUSASHI* went to the bottom under waves of airborne attackers, as if a swarm of bees had slain the last two tyrannosaurs.

But were the "dinosaurs" really dead? New roles developed for the surviving battlewagons; they became "backup protection" for the new monarchs of the seas, the aircraft carriers, and also for the amphibious forces. Fire-support directed ashore was further refined in Korea, Vietnam, and most recently, Lebanon. The well-preserved *IOWA*s are now undergoing a rejuvenation and transfor-

mation. Nor have the Soviets been wholly idle; in 1980 they unveiled the *KIROV,* which the author contends is a new type of battleship, one whose punch comes from missiles.

WARRIOR . . . DREADNOUGHT . . . KIROV: the saga would seem to continue. Author Gibbons presents the story in a useful and enlightening way.

The Great War at Sea: 1914-1918 by Richard Hough.
Oxford, U.K.: Oxford University Press.
Illustrated. Hardbound.
353 pages. $15.00.

Most histories state that World War I began on July 28, 1914. A better case might be made for February 10, 1906—the "chill, dour day" HMS *DREADNOUGHT* entered the water.

With her main armament of ten 12-inch guns, all-turbine power plant and other innovations, this "enormous ship" at once rendered all existing battleships obsolete. In a sense *she* fired the starting gun, and Britain and Germany commenced a race to build more and ever more dreadnoughts—a sprint that led to war.

Richard Hough, author of numerous maritime works, rightly opens his account of the conflict here. He traces how this Anglo-German naval race accelerated into the first global Armageddon. He describes the ships, the leaders, the tactics. He carries the reader to amorphous locales where the battles were fought—empty stretches on the sea's gray plain, with names like Dogger Bank, Coronel, and Jutland. ("There are no roses on a sailor's grave," as a German song of the period put it.)

For the British, three men set the pace: Winston Churchill, First Lord of the Admiralty—impetuous, eloquent, hungry for glory; Admiral Sir John "Jacky" Fisher, First Sea Lord—brilliant, pugnacious, a man so driven that even his friends at times thought him mad; and Admiral Sir John Jellicoe, commander of the Grand Fleet—the full opposite of Churchill and Fisher, a man of pursed lips and precise mindset, who bore his burden with agonized care.

Across the North Sea the Kaiser's *Kriegsmarine* raised steam and sallied forth to raid and battle. Led by such able sailors as Reinhard Scheer and Franz von Hipper, the Germans acquitted themselves well. They sank one English squadron off Chile in a brief but blazing surface action, and their U-boats took a fearsome toll of Allied shipping in the Atlantic. (The Fatherland's seamen faced severe handicaps, however, not the least of which was the meddling of their "All Highest," Kaiser Wilhelm himself.)

On May 31, 1916, the battle fleets clashed at Jutland. Hampered by mists, the fast-falling night, and clouds of cordite and coal smoke, the Grand Fleet and the High Seas Fleet fought a duel that ended without a victor, yet determined the war's outcome. For the Germans, despite their tactical edge, finally had to leg it for harbor. And there they remained for virtually all of the Great War's last two years, their morale ebbing and their once-proud ships rusting. With the war at sea lost, the British blockade holding intact, and American forces streaming toward Europe, Imperial Germany was doomed.

STAR OF INDIA AUXILIARY

Summer is a time for planning the upcoming year's events for the Auxiliary. There will be a "Sail the STAR" party in November, an exciting event you won't want to miss. Our second annual "Parade of Lights" party in December is sure to be a sellout.

The Museum mailings are being handled efficiently by Ruth Chambers and Penny McKittrick. Our Telephone Committee, co-chaired by Alice Patterson and Mary Brandt, calls Museum members whose dues are delinquent, urging them to renew their memberships. We don't want anyone to miss the excitement of this year! The Auxiliary also provides hostesses for the monthly *MEDEA* luncheon cruises.

In June, two of our *STAR OF INDIA* Girl Scouts participated in the Gold Awards program. This is comparable to the Boy Scouts' Eagle Award. Honored this year were Quinta Bauer, Gold Award, and Mellanie Collins, Silver Award. Our congratulations to these outstanding young ladies.

The officers and members of the Star of India Auxiliary are looking forward to another successful year of service to the Maritime Museum.

Marilyn Fulton, President

PASSENGER LINER MEMORABILIA

The Maritime Museum's Jerry MacMullen Library recently purchased a collection of over 800 items of passenger liner memorabilia, including travel brochures, sailing schedules and rates, menus, and magazines covering the 1950s, 1960s, and 1970s. This collection was purchased with the monies obtained from the sale of triplicates in the Kingsbury Collection.

We now have over 15,000 items of passenger liner memorabilia covering the period from the early 1920s through the 1970s. Also, we are continually updating our collection on present-day cruise ships, thanks to donations from Ward World Travel agency.

Merrill Day has taken a great deal of time in organizing this collection. It is filed by steamship line and by ship under the steamship company, if there are enough items to warrant it. All items have been set up in a Kardex file for quick reference. In our opinion, this is one of the finest collections of its kind anywhere, and we invite our members to come and view it during regular Library hours.

LAST CHANCE TO WIN A RIDE ON *MEDEA!*

October 1, 1984, is the closing date for our membership contest. The first ten members who sponsor five or more new members by that date will win a catered luncheon and tour of San Diego harbor aboard our 1904 steam yacht *MEDEA*. The cruise is scheduled to start at noon on Friday, October 5, so sign up your friends and relatives for a Museum membership and join us for an afternoon aboard *MEDEA*.

MUSEUM VISITORS

Summer months bring visitors and groups of visitors to the Maritime Museum. Among the groups this summer have been the staff and clients of San Diego's Project Enable from the Neighborhood House Association and the Juniors from the San Diego Yacht Club. If you belong to a group or know of one that would enjoy touring the Maritime Museum, call our office at 234-9153 for information on tour guides and group rates.

Steam yacht MEDEA

YOUR MUSEUM ON THE MOVE— MEMBERSHIP MEETING CANCELED

By the time you read this, the Maritime Museum could well be in a new location. September is the designated month for big changes at the Museum. Besides the scheduled haulout of the *STAR OF INDIA* during this month in preparation for her November sailing, the *BERKELEY* is also preparing for a harbor cruise, planning, as of this writing, to take up residence at the *STAR*'s former location on the Embarcadero. This may sound like a short trip, a mere turn around the corner from "B" Street Pier, but due to the necessity of transferring utility lines and modifying gangways, it promises to be a major operation. Visitation and party rentals will be disrupted during this time, and our membership meeting scheduled for September 26 will have to be canceled. For all of us looking forward to the program, "Around Cape Horn with a Cape Horner," this will be a disappointment, but we hope to reschedule it at a later date. Meanwhile, we are planning a program tentatively for October 31 on the raising and restoration outlook of the *MARY ROSE*. More details will be sent to you later.

If the *BERKELEY* shift takes place while the *STAR OF INDIA* is in drydock, the *STAR* will probably come back to the Embarcadero to a dock on the opposite side of Anthony's restaurant. This new museum configuration would allow more room at the "B" Street Pier for the cruise ships expected to be calling at San Diego soon. We apologize for the inconvenience this move will cause our many visitors and members, but we look forward to an exciting future for our Museum. Watch for more developments in the next MAINS'L HAUL.

PRESIDENT'S MESSAGE
A TIME FOR VISION

Wouldn't it be great to be able to look into the future, to know what great medical breakthroughs lie just over the horizon, or to have some idea of the direction of the stock market or of interest rates? Countless lives could be saved and fortunes made. Unfortunately or fortunately, depending on your view, that knowledge is denied us, and each of us must make decisions based upon our own knowledge, instinct, and judgment.

The Board of Trustees wrestles with the future on a continual basis, laying plans for what your Maritime Museum should be in the year 2000 and beyond. In anticipating the future, we reflect upon past accomplishments and view progress made over the years as stepping stones to what we should strive to be in years to come. Let's look back at some of those stepping stones.

It all started on the foggy morning of July 9, 1927, when a rusty and unkempt *STAR OF INDIA* began her association with San Diego on her arrival at the Broadway Pier after a long tow from San Francisco. In the years to come that association was not always a pleasant one. She lay at the dock in almost total neglect, ending up as a dismasted hulk at the end of World War II.

In 1957 a group of citizens determined that this was not a fitting fate for a grand old lady. She was drydocked, found to be sound basically, and during the next twenty-five years restoration proceeded—always with the idea of making the *STAR* a representative of the age of merchant sail. All the blood, sweat, and paint applied over those years culminated in the grand and glorious sailing of the *STAR* on July 4, 1976.

September of this year will once again see the *STAR* in drydock for a good bottom cleaning, a thorough examination of her condition, and a new coat of bottom paint. This will prepare her for the scheduled 121st birthday sail in November.

Following the drydocking, when the *STAR* comes back, it will not be to her regular berth. The exciting new development of cruise ships coming to San Diego requires the Port District to make changes along the "B" Street Pier. To facilitate that change, the *BERKELEY* and *MEDEA* will probably be moved to the *STAR*'s present location, with the *STAR* berthed alongside Harbor Drive just north of Anthony's Star of the Sea Room. It is hoped that this temporary move will not be for long. The separation of the ships is bound to have a negative impact on tourist visits.

The change does give us an opportunity to do the forward-looking thinking that we need to do. In evaluating ourselves objectively as a museum, one sees three valuable and attractive ships, each an artifact in itself. Many additional artifacts are on display within the ships plus even more in storage, unable to be placed on display for lack of space. Yet the three ships, for all their value and attraction, do not stand out in an environment that enhances the value they represent. They are not presented well.

The ideal presentation would be the creation of a turn-of-the-century environment into which the ships would have appropriately fitted in their heyday. Shore space is needed to exhibit our smaller vessels, such as the *BUTCHER BOY* and the PC sloop *WINGS*. Space is needed, too, for small buildings to house woodworking and metalworking shops. Ideally, this space might be a separate pier created in the style of the early 1900s with wood planking and an entrance through which one would be transported eighty or ninety years into the past.

A special committee is working with the Port District to explore all possibilities for the future of your Museum. Port officials assure us of their interest in enhancing the Museum and have been most receptive to suggestions.

Yes, we do dream when we look into the future. But out of dreams comes reality. Perhaps one day the Maritime Museum will become a representation of San Diego's commercial maritime past.

John Hamrick, President

MORE NEW SAILS FOR THE *STAR*

Two recent Maritime Museum events have insured two more sails for the *STAR OF INDIA*. On Thursday, July 6, 1984, the new inner jib donated by Senator James R. Mills, Jr., was dedicated in a ceremony held on the fo'c's'le head of the *STAR*. Senator Mills presented the inner jib (the middle triangular sail on the jibboom at the bow) to the Maritime Museum, and he related several interesting anecdotes covering his long association with the *STAR*. Museum President John Hamrick gratefully accepted the sail on behalf of the Board of Trustees and Museum members. Captain Fredericks gave an update on the progress of the campaign to "Sail the *STAR* in '84," and Captain Bowman spoke about the significance of the inner jib before he gave the command to "set the inner jib."

A splendid fund raising benefit hosted by Mr. Larry Briggs of the Invader Cruises on Wednesday, July 18, was a very successful evening enjoyed by about 125 people. The two hour dinner cruise aboard the *INVADER* raised approximately $7,000, which is being applied toward sailing the *STAR*. A portion of this amount covered the balance of the expense of the new spanker (large lower sail on the mizzen mast) to be dedicated on August 23. Other contributors to the spanker are the Fox Foundation, Las Patronas, and Mr. and Mrs. Paul Wolcott, Jr.

The Maritime Museum is indebted to the above-mentioned donors of the two new sails. These contributions from private individuals, organizations, and a maritime business illustrate the diversity of the growing support to "Sail the *STAR* in '84."

MEMBERS DAY

The Maritime Museum's first Members Day was held on Saturday, May 5. More than one hundred Museum members enjoyed the day peeking behind the scenes of the fleet and visiting with various members of the crew. Brown bag lunches, supplied by the attending members, were enjoyed on the *BERKELEY,* with cold drinks and coffee provided by the Museum. Comments from all hands were favorable, and we are planning to make this event a yearly affair.

CURATOR'S CORNER

An exciting new development was launched aboard the *STAR OF INDIA* on May 14. The crew's quarters exhibit in the fo'c's'le was formally dedicated during a festive Star of India Auxiliary Founder's Day celebration.

The completion of this long-needed exhibit helps bring new life to the *STAR OF INDIA,* our "Iron Lady of the Sea." It is another phase in the representation of the interior decks and compartments in a historic appearance. The fo'c's'le follows upon the deckhouse galley dedicated in 1982 and work completed in the main saloon during 1981.

Our fo'c's'le now features the personal effects of sailors who would have sailed in the *STAR OF INDIA* from 1902 to 1923. Sea chests, clothing, knives, photographs, musical instruments, etc., are all representative of the time period. Two bunks have been left without barriers on purpose so that Museum visitors can try resting on a straw mattress and pillow.

The fo'c's'le exhibit was funded by the Star of India Auxiliary and the Zella Burnham Memorial Fund. It was a pleasure working with Auxiliary member Lois Dahl. She made the mattresses, collected items, and helped install the exhibit, and her interest and enthusiasm were gratefully appreciated. Special thanks are also in order to Mary Allen, President of the Star of India Auxiliary during the fo'c's'le exhibit project and to Dean and Renee Rasmussen for their excellent volunteer help in constructing the exhibit barriers. The Gas and Steam Museum in Vista, California, donated the mattress straw, which was produced by period farm equipment.

We hope that as members of the San Diego Maritime Museum you will enjoy viewing our progress. Members who attended the first Members Day on May 5 were given a behind the scenes preview of the fo'c's'le exhibit and are invited to return to see the finished product.

Due to the upcoming haulout and sailing of the *STAR,* many of the exhibits will have to be removed for the duration of the events to safeguard the artifacts against possible damage as shifting cargo. Volunteer help in packing the artifacts is needed. If you are able to assist beginning in late August, please contact me for more information.

Dave Brierley, Curator

DIRECTOR'S COLUMN

As we move along in 1984, I am able to report that your Museum continues to maintain a sound financial and operational status. Attendance and attendance-related revenues are still down from last year. Other San Diego museums are experiencing this same problem. We are taking steps to counter this trend by improving our attractiveness to the visiting public and featuring special events.

Our "Sail the *STAR* in '84" campaign is progressing but not quite as well as we would like. With a target of $200,000, we have thus far received approximately $30,000 toward new sails; assurance by Southwest Marine of a major portion of drydocking expenses equivalent to approximately $50,000; towing services by Pacific Towboat equivalent to approximately $10,000; and approximately $25,000 toward other requirements in order of priority. We have experienced gratifying support from many small contributors but very little from major contributors other than the above at this point. This project has not reached a point of complete assurance, so much more remains to be done, and the continued support of every member and many others is needed. Volunteers are still needed to help with typing, mailing, and special fund raising activities.

Our membership continues to grow along with our *STAR* sailing campaign. We are now about 1,500 strong, up from about 700 two years ago.

To accommodate forthcoming cruise ship operations, our Museum vessels must be repositioned to clear the north side of the "B" Street Pier prior to the first of the year. Planning is now underway to determine new locations in the vicinity. The move has been tentatively scheduled to coincide with the drydocking of the *STAR OF INDIA* in September. This will be a period of disruption and uncertainty of Museum activities and community use of the *BERKELEY* and *STAR OF INDIA.* In view of these circumstances it has been deemed advisable to cancel the September membership program and most community activities in our historic vessels until the situation moderates. Your cooperation and understanding are solicited.

Eddie Fredericks, Executive Director

WANT ADS

½" or larger galvanized shackles
¾", 1", and 1¼" wire rope clamps (Crosby clips)
3 ton chain fall or grip hoist
(Our thanks to Mr. Lawrence E. Oliver for his donation of a radial arm saw after seeing our Want Ad in the last MAINS'L HAUL.)

WELCOME ABOARD!

New members since the last MAINS'L HAUL:

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Daniel P. Duvall
Jonathan Kjaerulff
Jay W. MacMaster
Christopher A. Williams
Logan T. MacMillan
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Nicholas Fintzelberg
Gwendolyn Schroeder
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Edwin Chester

Keith McKinnon
Gordon D. Carrie
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Robert A. Cox
Ann H. Williams
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Dorothy Gaffney
George William Webster
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Karl's Glass Company
William A. Waite
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"SAIL THE *STAR*" SALE
GIFT SHOP INVENTORY REDUCTION
AUGUST AND SEPTEMBER 1984

In preparation for the sailing of the *STAR OF INDIA* later this year, our gift shop, "Slop Chest," is holding an inventory reduction sale during the months of August and September. A wide variety of choice items are available to members and visitors at price reductions up to 50 percent.

Large assortment of maritime brass

STAR OF INDIA *vessels—non-skid coffee mugs, beer/soda mugs, and plates*

So come aboard the *STAR* and take advantage of this unusual opportunity for an early holiday shopping spree that will benefit both the eager shopper and the Museum.

Timely gift selection of ship's clocks and sandglasses

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
Western Regional Conference of the
American Association of Museums
International Congress of Maritime Museums

MAINS'L HAUL is published quarterly (wind and weather permitting) at the headquarters of the Maritime Museum Association 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

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