

205 Pa Hind Dr.
Honolulu, Hawaii, 96821
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F148-6

Dear Gerry:

Many thanks for the clipping on OMEGA and LISBETH. Always glad to get something new on those old German ships. I'm constantly gathering new material and expanding an overworked scope of correspondence which is highly profitable on this subject, and in time I hope to have a vast pool of material -- both personal and otherwise just factual -- to resume my "book writing".

Re OMEGA: The first time I knew of her coming to San Diego, when I wrote to you some years ago, was when I first got acquainted with an interesting old sailorman named W. H. Meyer who lives in Hayward, Calif. He was the one who told me the OMEGA had lifted that full cargo of decking in Portland for Europe, bound for the newbuilding WATERLAND. I have seen him recently and pumped some more information out of him on this OMEGA voyage which adds a bit of color to it too. When OMEGA got into San Diego, many of her sailor ran off. In his last letter dated 28 Sept 1965, Billsays:

"The four men who paid off in Portland were --

"The four men we got in plays (place) of the 14 men that stepped off in San Diego. Captain Olrich called all hands on deck before we left. He spoke to us like this, 14 men short, I count for 2, three mates count for six, that is six men short. Are you willing to go? Our answer was yes. We let go, got towed clear off Point Loma. 29 days to Columbia River. 1 man was colored man, all sailor. One was a butcher, and two were Mexicans. Those four are the men who got payd off in Portland, Ore."

And so forth.

That is a choice bit of warping the manning scale of a four-masted bark; but it could be done in those days, and it just meant that everybuddy worked harder and saved the owner money -- besides risking his ship with an undersized crew.

I was in Central America for three weeks, chasing along with one of our cotton ships and seeing what our company's operation was like there. Flying back, via Mexico City, we went over San Diego, but I was on the wrong side to look down on the harbor. I had hoped to see the STAR OF INDIA, but maybe that can be done later this summer.

We're moving to San Francisco Bay sometime this Summer, June, July or August. and my new areas of operations, based in SF, will be Mexico and Central America.

FALLS OF CLYDE has no strong organization at all, nor any money. A very eager-beaver individual is in charge of the ship now, using sea scouts and crews of kids to knock scale off the ship's hull, but that is about the extent of their activity -- with no money coming in or no funds to draw upon. It will take a whole new approach to do what is needed there-- and the leadership is nil. I tried to get involved, but my own work took up most of my spare time -- and I found out too I wasn't wanted. Still, the ship will last longer than those now working on her, so some day some new faces will appear which will take hold and make her a respectable fullrigged four-masted ship again.

Thanks again for the clipping, and for remembering my interest.

Best wishes.

Harold Hays