



MAINS'L HAUL



MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

VOL. XVII

OCTOBER 1980

NO. 1



STEAMBOATS' 'VOICES' WERE KNOWN TO DWELLERS ALONG SEA, LAKE AND RIVER

*Photo Credit Union Title
Insurance Co.*

By

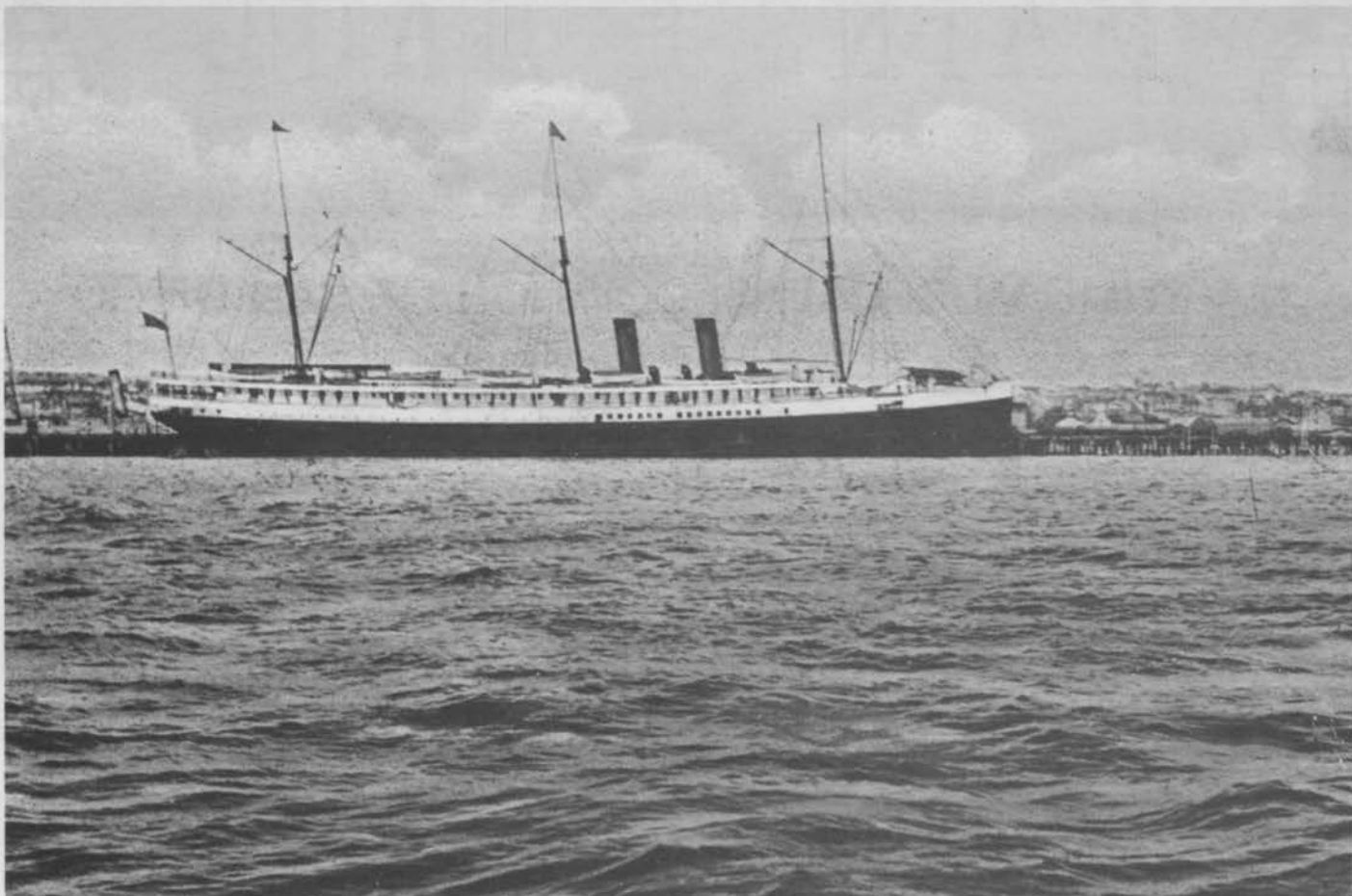
Jerry MacMullen

It's less than a century since steamboat whistles came into use—it started with a Fall River boat in 1837, to be exact—but the various voices of ocean and river boats have long been recognized by dwellers along sea, lake and river, just as are the voices of human beings.

Back in the early days when the owner of that eastern steamboat first heard a locomotive whistle and decided to buy one for his vessel, the idea of whistles was not

popular. Steamboat captains hailed it as a dangerous blow at something or other, and preferred to keep on exchanging crossing signals by the medium of a blast of Billingsgate from the pilothouse windows. But the whistle had come to stay—and with it has grown up a study in marine personality which is not without interest.

To the landsman all the whistles are alike. To the dweller by the shore, however, they have as much



personality as have the voices of people. Of course, when whistles are manufactured in huge quantities, individualism is lost—but any bright youngster along San Diego's waterfront today can tell you whether a whistle which you hear is on a destroyer, a minesweeper, a cruiser or a tug.

In the early days on the Sacramento river, steamboat owners vied with one another in getting unusual whistles. The climax of the affair came when the famous old sidewheeler *New World* steamed up to Sacramento one day with a steam calliope between her slender, towering smokestacks. Back and forth between the Sacramento and Yolo shores echoed the strains of "Yankee Doodle" and other popular airs. There was no mistaking when the *New World* came 'round the bend.

They tell a story of the whistle of the old liner *Santa Rosa*, which became well known to folks living along the coast from here to San Francisco, especially in the settlements around Pt. Conception. The *Santa Rosa* was wrecked there one thick night, but, the story goes, her whistle was saved, and went to sea again as the fog whistle of the *Harvard*. The first time the *Harvard* whistled, off Point Conception, the good people of Lompoc all but fainted, and talk of ghosts became prevalent. Finally they got used to it—and finally, the *Harvard* laid her bones beside those of the *Santa Rosa*, off that grim Pacific graveyard.

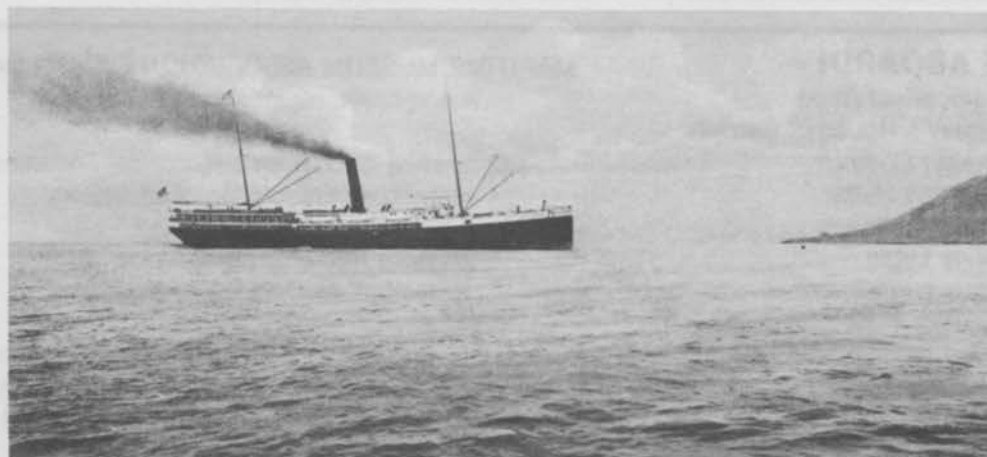
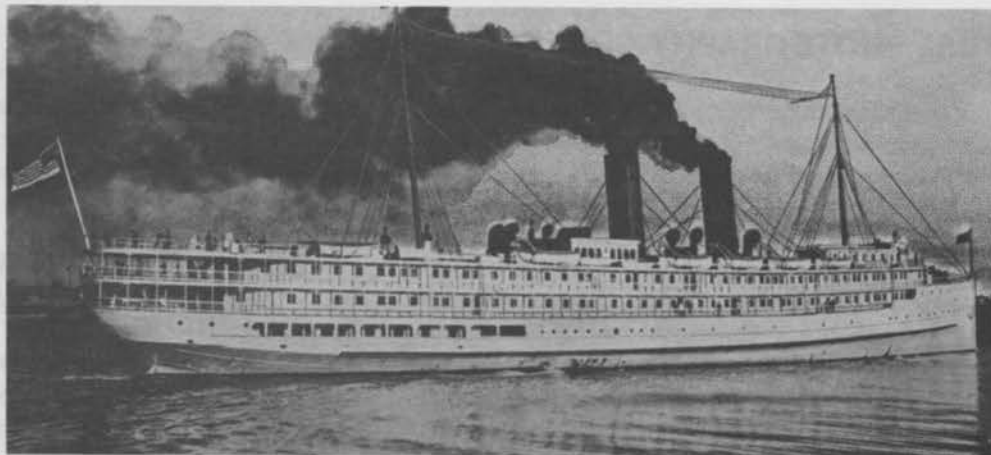
Ships' officers became greatly attached to whistles—as, indeed, many of them do today. During an extensive overhaul of the old liner *State of California*, which involved putting in a new funnel, Chief Engineer Miller personally climbed up, tenderly removed the whistle, and kept it wrapped in tissue-paper in his stateroom until it was ready to go up again.

The old sidewheeler *Coronado*, on the transbay run here for many years, had a sonorous, deep-toned whistle on one end, and a replacement, in the form of a quavering soprano, on the other. When she was leaving the San Diego slip she spoke in contralto tones, but when she left the *Coronado* slip, the squalling note of her whistle was a different affair. It is said that the soprano whistle was installed when the original one—they were a matched pair—became cracked, and could not be replaced.

When the *Coronado's* successor, the *Ramona*, was broken up, two beautifully toned whistles were silenced. One of them passed into the ownership of an accomplished organist, who declared it the finest whistle he ever had heard.

Today, the most beautifully resonant whistle coming into San Diego bay is that of the U.S.S. *Chaumont*, a chime affair with deep tones. It's a far cry from a whistle of this type to the blat of the modern motorship with its compressed air horn, and one is led to believe that the modern whistle-maker has discarded the pipe organ as his model, in favor of the rubber raspberry!

(San Diego Union, Sunday Morning, August 23, 1956)



Tacoma Dock—
Sailing Ships
Credit San
Francisco
Maritime
Museum

A STORMY TRIP AROUND THE HORN IN 1906

Shortly before noon yesterday, the Four Masted British Bark *Glenericht* Captain Thomas G. Evans dropped anchor off the Bunkers, 146 days out from Rotterdam. The *Glenericht* reports an interesting and, in some respects, an eventful trip around the Horn. She left Rotterdam Sunday, May 13th and three days later passed the Lizards, and put out to sea. Fair weather was encountered and the Equator crossed June 10th, 27°36' W. Longitude.

The South East Trades were struck and an average of 196 miles a day was made crossing these. Several gales were then struck, and Staten Island was sighted July 10th, 58 days out. Until the 12th of the month good winds were encountered from the North to the South West, and then 60 days out Diego Ramirez was raised. Immediately a heavy South West gale began blowing and after the gale a heavy frost set in which completely froze the sails, rudder and rigging. In fact, it made the ship one mass of ice. From then on the ship became indirigible, and the entire crew forced to wait inactive, while the vessel stood towards the South Pole before a strong breeze. This lasted three days until finally the wind moderated and the rigging thawed out.

The *Glenericht* then made north for the Horn again and upon sighting Diego Ramirez was caught in another heavy gale which again drove her south. Three days later Diego Ramirez was sighted for the third time. Then a dead calm prevailed, and this time the vessel came near drifting on the rocks and being lost. However, a fresh breeze soon sprang up from the north and nor-west, and the ship hauled out of danger.



Cabin Boys on Bank "Marion Joseph" 1906

While being driven unwittingly south, the *Glenericht* saw many icebergs. All of these, Captain Evans reports, were exceedingly large, most of them being over two miles in length, and some over three miles. In height, he said they measured about 200 feet or more, and looked much larger than Diego Ramirez Island.

Juan Fernandez was passed August 3rd in a gale of wind and a drenching rain. Then the South-east trades were struck and through these the vessel made from 170 to 230 miles per day, passing the Equator August 31.

Last Wednesday the Island of San Nicholas was sighted and the day following the Island of San Clemente. Wednesday night a gale rose, and before sail could be taken in, seven were cut into ribbons by the wind.

Saturday, P.M., she rounded the whistling buoy and dropped anchor, 146 days out.

Article from the San Diego Union, Tuesday, Oct. 8, 1906

As related by the Master, Captain Thomas G. Evans
(Article and accompanying photos
furnished by Wayne Kenaston)

PRESIDENT'S REPORT

With the support of the Transpacific Yacht Club, we are about to publish a beautiful book covering the history of Transpacific yacht racing. The book was compiled and written by Jack Smock, and is a detailed account of each and every race, beautifully illustrated and amply supported (but not smothered) by all pertinent statistics. Such a book has long been needed and we're very happy that the Transpacific Yacht Club has chosen us to join them in the project.

Vice Commodore Richard Steele of Transpac, a long time member and active supporter of this Museum association, has sparkplugged this project and given it the necessary financial support to bring it within our reach. The book will be ready in time for Christmas for those members who may want a copy at the special pre-publication price of \$35. The regular price will be \$50.

Otherwise, things are rolling in a normal manner. We have had a good year to date with attendance again above the previous year. The Annual Meeting will be on November 17, 1980 at 6:30 P.M. David Brierley is working up a program and I hope for a good turnout.

Carl Bowman, President

GROUSE HUNTING CONTINUES FROM MEDEA'S DAY

When the museum's steam yacht *Medea* was built in 1904, her intended use was for grouse hunting in Scottish waters, plus transporting hunting parties to offshore islands for deer. Her original owner Captain MacAllister Hall would no doubt be interested to learn that present day grouse hunting in Great Britain has maintained the exclusive air of the turn of the century. The elegance of the *Medea* served her owner and his friends well while engaged in grouse hunting. Today, one figure for a "proper" grouse hunting part, according to Time Magazine, is in the range of \$25,000 a week. Clothing, shotguns, and Glen Fiddich would add to the cost.

Many of the grouse are now shipped to London. Haste in shipping has involved helicopters, Ferraris and jogging shoes. Such is the demand for grouse on opening day (August 12th). To prepare a grouse properly, however, gourmets prefer a three day aging to improve the flavor before roasting the grouse in the bird's own juices. The cost for a grouse dinner at a fashionable restaurant is often left blank on the menu; the saying "if you have to ask the cost, you can't afford it" applies.

THE LADIES ARE BUSY AGAIN!

The Ladies Auxiliary of the *Star of India* have set their sails, and are now embarking on their Fall Program. The first port of call will be a Halloween Party on the *Berkeley*, October 24th. It promises to be a bewitching affair, so scare up a few friends, and join the rest of us 'ghosts and goblins'. On December 9th, the Ladies will conduct a Bus Tour to the Merle Norman (Cosmetic King) home in Sylmar, California.

If you have any articles for the Rummage sale next April, drop them off at the *Berkeley* any weekday from 9 to 4.

Note: The "What is it?" photo in the last issue was the Ferry Terminus at Coronado.

GUEST PASSES

One of the benefits of membership in the Maritime Museum Association is the receipt of five guest passes upon joining and annually thereafter for life members, and upon renewal by others. To facilitate and encourage your bringing additional guests to visit our fleet, you may henceforth obtain additional passes at half the regular price by ordering them in advance by letter or phone (234-9153). It may prove helpful to purchase additional guest passes to have on hand for special occasions.

CURATOR'S CORNER

Members and visitors who have an interest in naval history will be pleased to see two new exhibits in the Navy League section aboard the *Berkeley*. Tradition and a sailor's pride in his ship are illustrated with the enlisted man's flat hat. From the days of the Civil War until World War II security considerations called for changes, each blue wool flat hat displayed the ship's name in gold letters on a Navy blue ribbon. From World War II until 1962 when uniform changes were made, the flat hat ribbon stated only "U.S. Navy".

About one-half of the Museum's collection of ribbons have been organized and displayed by Captain Edward Fredericks, USN, (Ret.) who is the Navy League representative and a Museum member and volunteer. The collection was started two generations ago by RADM Albert Mertz for his daughter, Selma Mertz Allen. It was later augmented by RADM Burrell C. Allen, whose sons RADM Burrell C. Allen Jr. and Willis M. Allen, donated the entire

DO YOU REMEMBER—?



Want Ads

Through the Want Ads of the last issue of "Mains'l Haul" the Museum received an excellent pair of 7x50 binoculars from Cecil and Betty Libbey. The other items are still needed.

New Items Needed

1. Shop size table disc sander (12"-15")
2. Four-drawer lockable file cabinets

David Brierley, Curator

collection to the Museum as a permanent loan.

The second exhibit is a re-emphasis of the naval ship plaque exhibit. The plaques are displayed overhead to illustrate the differences in design and color while showing the strong heraldic influence. Supplementary information for Pacific Fleet destroyers accompanies the exhibit to give recognition to the Navy and Marine Corps personnel after whom these destroyers were named.

Other new exhibits include a representation of ship's figureheads by the use of prints in the 'tween deck of the *Star of India*, a revision of the *Pacific Queen* exhibit to tie this period of her career together with her years as *Balclutha* and *Star of Alaska*. The opening up of the *Star of India's* forecastle is the final new exhibit. We are particularly pleased to open the forecastle because by closer inspection, a better feel for life aboard a sailing ship will hopefully be realized.

ANNUAL PHOTOGRAPHY CONTEST

As announced in the July, 1980, "Mainsail Haul", there will be an annual photography contest beginning this fall. Two categories have been established to give photographers among our membership the opportunity to take a variety of photographs of the Museum. The categories are interiors and exteriors. Prizes will be awarded for the 1st and 2nd place winners in both categories, plus these photographs will become a display.

The grand prize winner will be chosen from the entries as the one judged to be best for a poster depending on the volume of entrants. The poster will be made and sold through the Slop Chest as the Museum's official poster

for 1981.

Photographs should be submitted in the 8"x10" size, plus negative, and can be in either black and white or color. All variations of closeups and overall views are welcome. Photographs must be received by December 1st. Good Luck!

DO YOUR CHRISTMAS SHOPPING ABOARD THE STAR OF INDIA

As members of this museum, please remember we have an excellent gift shop where fine nautical merchandise is offered to members at a 10% discount from the already reasonable prices.

WELCOME ABOARD!

New Members since last issue

RADM Gill Richardson	Finley's House of Carpets
Paul Mitchell	Walter Cothran
N. Clifford	Thomas Hume
Golden Era Studios	Donald Meyers
Saber Enterprises	Anny Lubin
James Morris	Margaret Kinsey
John Hughes	Clarence Jearls
Roland Swirsky	John Snite—became Life Member
F.P. Boynton	Cecilia Songer
Tommy Kearns	Georgette Kingsbury—Complimentary life Member
Patricia Simmons	James McNeil
Robert Nielsen	

MARITIME MUSEUM ASSOCIATION OF SAN DIEGO
A non-profit, educational corporation

*Conference of California Historical Societies
American Association of Museums
and
Western Regional Conference of the
American Association of Museums*

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

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

—John Masfield

Gregg Chandler, Editor

MARITIME MUSEUM ASS'N. OF SAN DIEGO

Bark Star of India

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



MAINS'L HAUL

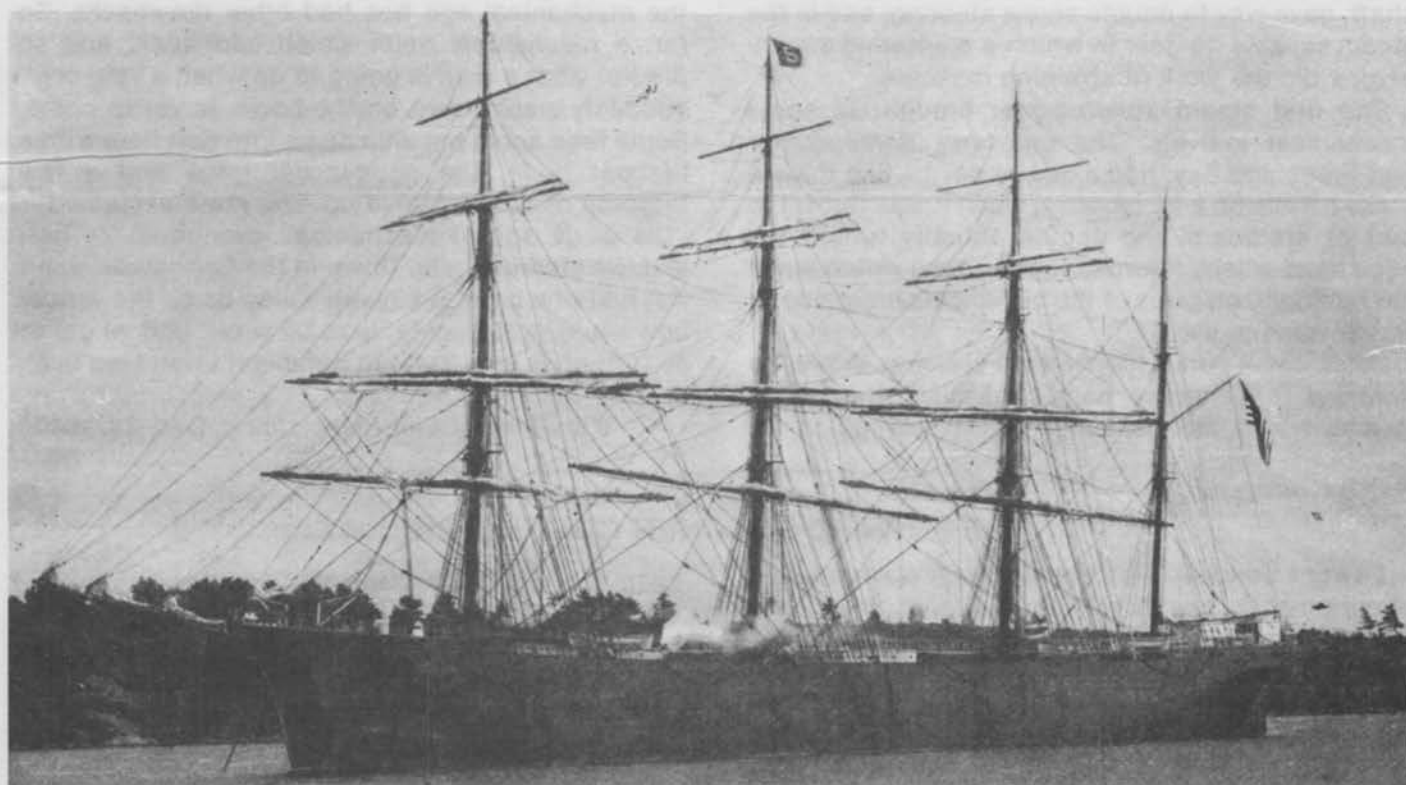


MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

VOL. XVII

JANUARY 1980

NO. 2



Edward Sewall

American 2916 tons

OLD-TIME MARINERS WEEP AS NEW GADGETS DOOM EXPERT STEERING TO JOIN LOST ARTS

by

Jerry MacMullen

"So I go up to the slob who's draped over the wheel, and I say to him—very politely, of course, because he's a union man—I say, 'Listen—when you get tired of steering the course you want to steer, would you mind steering the one I've laid out for you.?'"

The speaker was the Master of an intercoastal freighter which came in from the Atlantic ports not long ago. In his remarks was a hint at the passing of the art of helmsmanship—a hint which has made more than one old-timer weep into his grog, of recent years. The definition of able seaman used to be "—one who can reef, and furl, and steer." Today you

will find few, except in foreign ships, who even know what it means to reef and furl—and you won't find any profusion of what you would call really hot helmsman. Progress has its drawbacks.

In the sailing-ship days, which Masefield says "are definitely gone—Thank God!" It was customary for the helmsman to stand out in the open, on the wind-swept poop of a ship, steering her by a combination of brawn and brain.

Probably the first refining influence was when some of the windjammers came out with a house over the wheel. It wasn't much of a house, being open on the forward end, and having enough of the

roof cut away so that the helmsman could watch the weather leech of the topsails, and hence keep her going "Full and Bye". There were plenty of old-timers who viewed this with alarm; it was a dangerous move, a radical move—in spite of the fact that the wheel shelter saved many a man from being swept overboard in nasty weather. In the Sewall ships, this afterhouse was semi-circular, housed both of the helm and the signal-locker, and provided a bit of real shelter for the man at the wheel.

As mechanical ingenuity progressed, helm wheel-ropes passed around a wooden drum on the wheel-shaft, gave way to double-screw steering; and in the steam vessels, to gear in which a sputtering steam-engine did the work of straining muscles.

The first steam steering-gear brought in some mechanical marvels. The old ferry *Berkeley*, on San Francisco Bay, had a quaint device like the air-brake handle on a locomotive; when it was thrown to port or starboard, the engine actually turned the huge hand wheel. It turned it at a speed which made the flailing hand-grips of the big wheel something to watch—and to avoid!

Later, came purely mechanical steering. While the freighter is generally hand-controlled, the newer steamers and the passenger craft now go in for

mechanical steering, which the helmsman merely has to watch.

From the master gyro which governs the compass and repeaters, currents are sent out which control the rudder, and once a ship is set on its course, she stays there, meeting each yaw and swing as the compass shows her to be off from her set course. For ships not having gyros, the photo-electric pilot scans the compass-card, and does the same thing. It's small wonder that steering, as such, has deteriorated.

In addition to making a good helmsman a rarity, the mechanical age has had other drawbacks. So far, a mechanical helm which can think, and so predict what a ship is going to do when a "big one" suddenly slaps down on the bows, is yet to come. Some time ago a big ship came into port here with a lifeboat gone, the spud-locker gone and a few fathoms of rail crumpled up. The mate explained—"Dis is de age of mechanical inventions. Ve haff electric steering gear. Down in the Caribbean, ve hit vun hell of a blow. A big vun vallop us on the vedder bow—und yust den de fuse blow out und ve get in do troff of de sea! Yumpin Yimminy! I vish I vas back in sail!"

(Courtesy of *San Diego Union*, Dec. 22, 1940.)

THE EDWARD STEICHEN COLLECTION

Edward Steichen was the foremost photographer of our time. He was born in Luxembourg, grew up in Milwaukee, came to New York in his teens, spent his early 20s in Paris. At twenty-one he took the most famous portrait ever taken in America—of John Pierpont Morgan. He was in charge of photography in the U.S. Army in World War I; the U.S. Navy in World War II; and became director of photography of the Museum of Modern Art at sixty-eight and remained active until his eighty-fifth year.

Edward Steichen had many things in his life to be proud of, but his Navy title of Captain Edward Steichen, Navy Photography, was the one he cherished the most. His assignment during World War II at age sixty-three, was to photograph the war in the Pacific. To do this he organized a team of some of the most talented young photographers in our nation. Their works, including numerous photographs by Edward Steichen himself, comprise a collection of some of the finest photographs in existence. There have been great photographs in American wars from the Civil War, but in scope, value and validity this is far and away the best collection of all.

In honor of Edward Steichen's one hundredth anniversary, his World War II Photographic Collection was allocated to a number of the most prominent museums in our country. The Maritime Museum of San Diego was fortunate to receive over sixty prints of the collection. These have recently

been processed by Captain Eddie Fredericks and Commander Allan Thewlis and now occupy a position of prominence in our Maritime Research Library. Our Curator, Dave Brierley, has plans for developing future exhibits relating to this exceptional photographic collection.

WHO ARE OUR VISITORS?

The question, "Who are our visitors?", is one that Museums need to answer. This question, in the form of a visitor survey, consists of sixteen questions now being distributed to our museum's visitors by Sandy Reiss and our ticket personnel. The results are being used by the Curator to shape exhibits for both the short and long term, as well as a number of other museum considerations.

This year-long survey asks such questions as: How did you hear about the Museum, what is the age group distribution, where are you from, what were your most and least favorite exhibits, what form of information (labels, staff, cassette tour) helped the most, and general impressions?

The input is proving helpful and is being augmented by a guest book in the after cabin of the *Star of India*. We have a national audience, but the large majority of our visitors are from southern California. Our foreign list of visitors encircles the globe as did the *Star of India* as *Euterpe*.

CURATOR'S CORNER

Since the last issue of "Mains'l Haul", we have made progress with a number of new exhibits and additional labels in existing exhibits. Through the generosity of Barbara and Robert Sharp, we now have a fine diorama of a scene off the Hotel Del Coronado of the 1905 race between the "fish boat" *Butcher Boy*, and the racing sloop *Detroit*. This diorama is included in the Pleasure Boating Exhibit compartment aboard the *Berkeley*. The *Butcher Boy* may have lost the race, but she won in the end. She is now fully restored, and when space permits she will be placed on exhibit by the Museum.

Also in the Pleasure Boating Exhibit are other revised exhibits. The Ancient Mariners exhibit now reflects the active use and maintenance (sometimes more of this than the former) of traditional sailboats by these San Diego sailing enthusiasts. Various comparisons are drawn between the models in the exhibit cases of the differences between yachts. For instance, models of the 1851 schooner yacht *America* can be compared with the 50 years later schooner *Atlantic* which still holds the monohull transatlantic crossing record. Another case displays photographs of some of the many early yacht races in San Diego Harbor.

In pursuing the idea that maritime history is being continually generated, a current events panel in the Pleasure Boating Exhibit is being periodically updated. Clippings from newspapers, magazines, or other sources, tell of new ideas on yachting, carrying cargo under sail but with the aid of computers, or the return to coal as a fuel because of oil prices.

Members who attended the Annual Meeting on November 17th were able to see a new exhibit on Commercial Sail aboard the *Berkeley*. A series of prints of commercial sailing ships, a fine model by C.G. Davis of a ship under reduced sail rounding Cape Horn, and a clip log are among the items displayed.

Donations of artifacts and material gifts are being generously offered to the Museum to help with the presentation of maritime history or with museum operations. Artifacts received recently include a World War II salvage tug model from Commodore Sullivan, who lead the American Naval salvage operations during WWII, a fine model of the *HMS Bounty*, built and donated by William Brown, Isle of Man photographs from Richard Kelly, a maritime lamp from Ronald Barker, and office equipment from the Scripps Newspaper Group.

During November, Captain Chandler and myself attended the first annual Western Maritime Conference in San Jose. The topics covered included lumber schooners, San Francisco waterfront archaeology, and the Pacific Mail Steamship Company (Captain Chandler served as the commentator). The two-day session was productive from the content and good contacts were established.

MARITIME ARTIFACT COLLECTING

As people are becoming more interested in Maritime History and collection items related to Maritime History, many interesting artifacts are changing hands between buyer and seller. Maritime artifacts are in demand and the increase in prices reflect this. Different parts of the country have different prices on similar items partially due to supply and demand.

The July 1980 issue of "Mains'l Haul" stated that fakes and forgeries are an increasing concern of the collector or one-time buyer of maritime artifacts. Very seldom will a buyer get something for nothing. In the case of a fake, you may get nothing for something. By reading about and viewing items you want to collect, an understanding and basis of comparison will gradually form. Public libraries, college libraries, museums (exhibits, libraries, and staff) and dealers familiar with your interest area can be of help.

A word of warning: Books are generally helpful, but there are some that have considerable errors, so consult more than one source. Reading about your area of collecting has an important side benefit in that you will increase your interest and satisfaction in collecting maritime artifacts.

A close inspection of the item is often warranted. Generally, the higher the value, the closer the inspection should be. At times a fake is recognizable by finding jeweler's rouge inside the nerve cavity of a whale's tooth; a painting of a ship may have inconsistent flags; a figurehead may have been partially recarved with shadow lines of previous features remaining recognizable; or a ship's wooden binnacle may have been "antiqued" by beating it with a chain. Look for inconsistencies in tools or lamps to see if the patent dates, manufacturing date, trademarks, and glass globes or shades are in keeping.

Repairs made to an artifact are often legitimate. A black light used to inspect an oil painting may show inpainting necessary to restore a painting, but look for changes to the painting that has changed features or an added signature. A figurehead may have non-original pieces of wood glued in that reflect conservation or a hard life as with the figurehead of *Euterpe*.

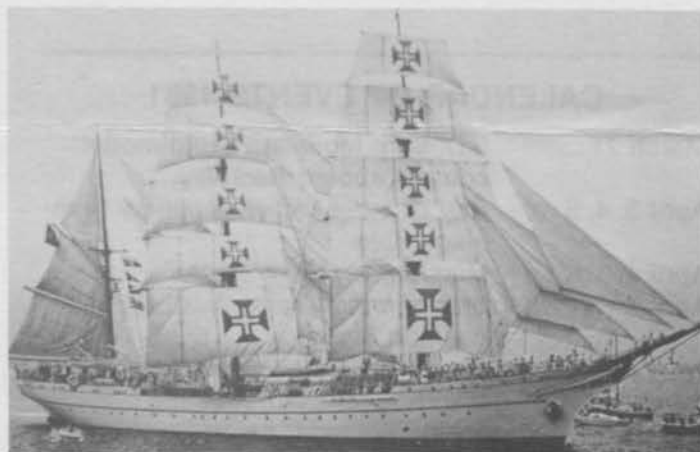
There are many reproductions of maritime artifacts now being manufactured. Our own Slop Chest has a fine selection. A reliable dealer will sell an item as a reproduction and nothing more. Look closely and ask the dealer if you have questions or doubts about the age of an item.

This discussion is by no means complete. Decide between a reproduction or an original for your need and investment level, discover the item, research, and enjoy it. Visits to this museum will hopefully enable members to see similar items on display or items related to the one(s) in your collection.

Davie Brierley, Curator



American Ship Falls Of Clyde

Portuguese Bark *Sagres II*

U.S.C.G. *Bark Eagle*



American Packet Ship *Aurora*

EXPLORE SAN DIEGO FERRYBOATS EVENING

During the evening of April 23, 1981, a joint membership meeting of the Coronado Historical Society and this Museum will be held. The topic will be "San Diego (and related) Ferryboats." Activities will begin at 7:30 P.M. aboard the *Berkeley*. Featured will be a movie of the ferryboat *San Diego* and a slide talk about ferryboats in general. Please bring a memory or two and perhaps a new member. The "no charge" evening will conclude about 9:30.

CALENDAR OF EVENTS 1981

March 21	S.D. Ship Modelers Guild model contest aboard <i>Berkeley</i>
April 3, 4, 5	<i>Star of India</i> Ladies Auxiliary Rummage Sale
April 4	Mission Bay Crew Races
April 7	<i>Star of India</i> Ladies Auxiliary Fashion Show
April 23	Coronado Historical Society-Maritime Museum Meeting
May 16	Armed Forces Day (on North Island)
May 17	Maritime Memorial Service in honor of Merchant Seamen lost at sea. (on Broadway Pier)
June 20	"Yesterday Regatta" (Ancient Mariners)
July	TransPac Race to Honolulu
July (tentative)	San Diego Historical Society-Maritime Museum Meeting.
August 15-23	America's Finest City Week
September 19-27	Cabrillo Festival
November 10	Maritime Museum Membership Annual Meeting
November 14	STAR OF INDIA BIRTHDAY CELEBRATION
December 20	Parade of Lights in San Diego Harbor

WANT AD

Needed for ship model restoration, one older style dental drill (foot switch, non-water).

PASS THE WORD FORE AND AFT

We are seeking to increase the membership of our Museum, and would like to call on our members for assistance. A gift membership is a year long gift of free admission, a 10% gift shop discount, special events, and our quarterly mailing of "*Mains'l Haul*". Please contact the Museum (234-9153) for an application.

Classes of Membership

Individual	\$15.00	Development	\$100.00
Family	25.00	Life	500.00
Supporting	50.00	Business/Corp.	75.00

After some delay of our first publication "TRANSPAC" is now in the hands of over five hundred original subscribers. All who have seen the book are very pleased. We are happy to have participated in this endeavor with the Transpacific Yacht Club.

For those of you who have not already purchased this book, we still have a limited number of copies available at \$50. per copy.

The Ladies Auxiliary of the *Star of India*, under the leadership of Doris Briggs, President, entertained the members of the crew of the Museum and their families at a lovely Christmas party preceding the Annual Parade of Lights in San Diego Bay. Isabel Murphy and her Committee did a great job in putting on the party, and it was enjoyed by all who attended.

The Auxiliary's annual Rummage Sale will be held on April 3, 4, and 5, so hurry and scan your garage, attic, and closets, and get your "white elephants" down to the *Berkeley*.

Also the Ladies are planning a fine Fashion Show on April 7, so make your plans now to set aside that date.

We are eagerly awaiting our new expansion room for the Library which is aft of our present quarters on the *Berkeley*. Books and photos have been pouring in from Donors too numerous to mention. However, special thanks must be given to Capt. Henry Rumble for his donation of several hundred books and magazines from his own collection, and to Joe Jessop and Admiral Dornin for passing on memorabilia of the late Admiral Ted Sherman. We are displaying some of these in a display case outside the Library. Our latest volunteer, Carol Kettenburg, is setting up a clipping file in our library, so please bring in any Maritime clippings you may have. Carol is also assisting in the preparation of this edition of *Mains'l Haul*.

PRESIDENT'S MESSAGE

At the annual meeting Eddie Fredericks and Merrill Day were elected to succeed Bud Hall and Bob Foster as members of the Board of Directors.

The By-Laws were then amended to change the title of Board members to TRUSTEES. This conforms to general museum practice and provides a distinction between the staff title of Director and the members of the governing board.

When the business was completed we enjoyed watching the film "Sail to Glory".

Carl Bowman, President

WELCOME ABOARD

New Members since last issue

Hyde Gillette
Edwin Gillette
Frederick Brennan
Robert Parkin
Charles Woodruff
Richard Mott
John Rust
Richard Pearson
Richard Ettinger
Frank Anderson
Robert Wright
Capt. Henry Rumble
USN (Ret.)
Peter Ambler
Pat Perlson
Russell Scott

Dennis Oulela
John Taylor
Steve McGee
Mrs. Richard Livesey
Michelle Winette
George Brokaw
George Wilkens
Thomas Black
Gene McCormack
Wayne Alexander
Fred Krone
G.E. Dooley
Roblee McCarthy
Frontier Challenger
Expedition (Business)
Mr. George Anderson,
Executive Director

MARITIME MUSEUM ASSOCIATION OF SAN DIEGO
A non-profit, educational corporation

*Conference of California Historical Societies
American Association of Museums
and
Western Regional Conference of the
American Association of Museums*

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

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

—John Masfield

Gregg Chandler, Editor

MARITIME MUSEUM ASS'N. OF SAN DIEGO

Bark *Star of India*

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MAINS'L HAUL



MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

VOL. XVII

MAY 1981

NO. 3



GERALD F. MACMULLEN 1897-1981

Many of us were fortunate enough to have known Jerry MacMullen personally. Others knew and loved him through reading his fine books and interesting articles published for many years in the San Diego Union. All of us deeply regret his passing in February, leaving a place among maritime historians that will be hard to fill.

Jerry was born in San Francisco in 1897 and at an early age came to San Diego, where he promptly fell in love with the beautiful harbor and the ships that plied in and out of its waters. This love affair was to last the rest of his life. After graduating from the University of California at Berkeley, where studies under Professor Herbert Bolton created an early love



of California history, he returned to San Diego and became a staff writer for the Evening Tribune and later the San Diego Union.

During World War II, MacMullen served four years as a Naval Intelligence Officer, assigned to the Eleventh Naval District in San Diego, and later with Western Sea Frontier in San Francisco and San Pedro. After the war, Jerry retired as a Commander in the U.S. Naval Reserve. In 1948, he brought out his first book, *Paddle Wheel Days in California*. It was illustrated with his own pen and ink drawings, for among his many accomplishments, Jerry was a fine sketch artist and painter. Later, he co-authored *Ships of the Redwood Coast* with Jack McNairn, again using his own drawings. This book is about the lumber schooners which operated up and down the Pacific Coast—the “little steam tea-kettles” as Jerry called them. His *Star of India: Log of an Iron Ship* is the wonderful story of this great old sailing ship which has become the headquarters of the San Diego Maritime Museum. He was one of those persons instrumental in bringing the *STAR* to San Diego, and later he devoted much of his time in supervising the restoration work on this fine vessel. His last book *They Came By Sea* is a story of San Diego from its very beginnings to modern times and is illustrated with many fine photographs of the harbor and waterfront.

Along with his fascination for the sea and maritime history, Jerry also was interested in Western Americana. In 1967, together with John Jeffery, Richard Yale, Ray Brandes, and Al Jacoby, Jerry helped to found the San Diego Corral of the “Westerners.” In the first group of Trail Bosses, he served as Librarian and continued to work in this organization, contributing his time and efforts as well as writing articles for their publications.

To list all of the historical societies that Jerry helped to found and belonged to would take several pages. Among the more important ones: Serra Historical Museum, where he was Director for ten years; Conference of California Historical Societies, President in 1962-63; Pioneer Hook and Ladder of San Diego; Coronado Historical Society; Maritime Research Society, President in 1948; and, of course, San Diego Maritime Museum Association, where he served as President and was a member of the Board of Directors until his death.

Jerry MacMullen will be sorely missed by his friends and followers, but in his long and memorable life, he left a legacy that will surely be remembered and enjoyed.

He is survived by his wife Roberta.

DEDICATION OF THE JERRY MACMULLEN LIBRARY

On April 11, the Maritime Museum Library was formally dedicated as the JERRY MACMULLEN LIBRARY. A brief memorial service was held in the passageway outside the Library on the ferryboat *BERKELEY*. Roberta MacMullen, Jerry's widow, and a cousin, Col. Douglas MacMullen and his wife from Los Angeles were in attendance, along with many of Jerry's friends from this area. Bob Weinstein, the Marine author and photo historian, and his wife drove down from Santa Monica. Bob was a close friend of Jerry's for many years.

MARITIME RESEARCH ASSOCIATION

At their last meeting, Professor Bob Eberhart, President, presented two books, signed by the members, to the San Diego Maritime Museum Library in honor of Jerry MacMullen. Jerry was a founding member and past President of the Association.



OS-H438

LIBRARY HOURS

Starting June 1st, the JERRY MACMULLEN LIBRARY will be open to members of the Museum, from 10 a.m. to 2 p.m. on Mondays, Tuesdays, and Fridays. Members may borrow books from the Loan Section for a period of two weeks.

THANK YOU!!!

Our fine volunteers, Ed Fredericks, Merrill Day, and Alan Thewlis did a yeoman job in getting the Library ready for the dedication. A new member of the Museum, Angela Humphrey, joined our group of volunteers in the Library this spring. Carol Kettenburg is now a staff member of the Museum, and is assisting Dave Brierley in working on the artifacts, as well as helping in the library and on MAINS'L HAUL.

VOLUNTEER HELP NEEDED

Increasing numbers of adults and children are scheduling group visits to the Maritime Museum. In order to meet the demand and provide an educational service, additional tour hostesses and hosts are needed. The groups all pay for their visits, which provides a helpful source of revenue for the Museum. Members interested in volunteering to guide scheduled tour groups are encouraged to contact Mrs. Doris Chidgey at 566-8786 or 234-9153 for more details. Training sessions will be provided. Your support will be appreciated.

'MILITARY SECRET' OF BALLAST POINT REVEALED BY 18-POUND CANNON-BALL ABOARD STAR OF INDIA

by
Jerry MacMullen

Historians always have held that the Spanish fort at Ballast Point was armed with a battery of eight brass 9-pounders—but it is possible that they were wrong.

At any rate, there has been presented to the maritime museum aboard the old bark *Star of India* an 18-pound shot which hints at heavier armament. The shot was picked up several years ago by the army dredge, A. Mackenzie, while at work on the bar at the harbor entrance, and there is a strong suspicion that it is one which was fired at the fleeing American brig *Lelia Byrd*, on the morning of Mar. 22, 1803.

Before the battle, one Richard Cleveland, supercargo and part owner of the *Lelia Byrd*, got ashore and went nosing around the fort. He reported the brass 9-pounders, but adds this significant remark:

"As the examination of a battery belonging to a people the most jealous and suspicious on earth was a delicate business, we did not remain long in its precincts."

Had Mr. Cleveland's espionage been a bit more thorough, he might have uncovered a Long Tom, concealed from prying eyes.

CURATOR'S CORNER

The Ferryboat Evening on April 23rd was a memorable one for members of the Coronado Historical Association and the Maritime Museum. The many aspects of ferryboat history and operations were presented by a movie and slides with comments from ferryboat crew members, passengers, and historians. Interesting question and answer sessions added extra depth to the understanding of the San Diego ferryboats and provided some amusing stories as well. Afterwards, members viewed the ferryboat models aboard the *BERKELEY* and toured the newly dedicated Jerry MacMullen Library.

Among the new exhibit revisions and additional labels is an exhibit about the Transpac races. This coincides with the recent release of the Maritime Museum's publication *TRANSPAC 1906-1979* by Jack Smock. The exhibit is in the Pleasure Boating compartment aboard the *BERKELEY*. Featured is the impressive schooner trophy won in the Honolulu race in 1928 by San Diegan Clem W. Stose in his yacht *TEVA*. The trophy was presented to the museum by Mr. Stose's daughters, Mrs. John Flachsenhar and Mrs. Frank Wyatt.

Another exhibit depicts the evolution of cargo and passenger vessels from sail to steam power. This was an evolution that certainly did not happen overnight, but occurred as technology and demands changed. The exhibit features a model of the 1876 half clipper *NORTH AMERICAN* and the steam powered merchant ships *CALIFORNIA* and *DOLLY*. Sail and Steam are separated by a model, donated by Mr. Alexander Kiralfy, of a triple expansion steam engine which is symbolic of the transition.

A measure was recently taken to increase the protection of the artifacts on exhibit aboard the main deck of the *BERKELEY*. The windows along the south side have all been covered with a sun screen film. The harmful ultra-violet rays, which cause a high percentage of deterioration to most materials, have been reduced by 99 percent. Heat and glare have been reduced by 45 percent. Museums and libraries are using this plastic film in increasing amounts to safeguard their artifacts. Private collectors would be advised to consider shielding their artifacts with similar window material.

As members of the Maritime Museum attend special museum functions or parties aboard the *BERKELEY*, they will see a bright new addition to the passenger deck. During the evening the stained glass windows are backlighted to draw attention to their elegant colors and designs. Funding for this colorful project was provided by the STAR OF INDIA Ladies Auxiliary Rummage Sale last year.

David Brierley, Curator

THE ONLY WAY TO CROSS

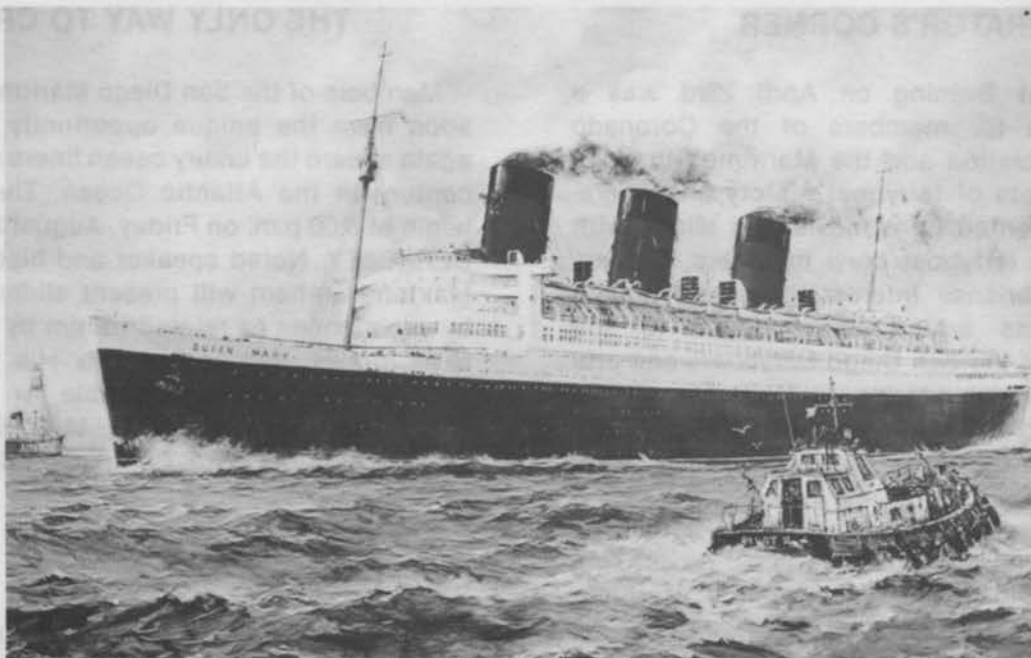
Members of the San Diego Maritime Museum will soon have the unique opportunity to travel once again aboard the luxury ocean liners of the twentieth century in the Atlantic Ocean. The crossing will begin at 8:00 p.m. on Friday, August 28th aboard the *BERKELEY*. Noted speaker and historian Mr. John Maxtone-Graham will present slides accompanied by experiences as related to him by the liners' captains, crews, and passengers. His book *The Only Way to Cross* will be available for further reading about the liners from the *MAURETANIA* to the *QUEEN ELIZABETH II*. Come aboard!

LADIES AUXILIARY OF THE STAR OF INDIA

The Annual Rummage Sale was held on April 3, 4, and 5, and as usual was well attended and a great success. The following week, on April 7, the past Presidents put on a Fashion Show and luncheon, which was enjoyed by all those who attended. On May 15th, a dinner dance is being held on the *BERKELEY* to celebrate the lighting of the stained glass windows on the ferryboat. This was made possible by a donation from the Ladies Auxiliary. On May 20th, the annual luncheon meeting with the installation of the new officers for the coming year will be held on the *BERKELEY*. The officers who will serve for the next term are as follows: President, Mrs. Merrill Day, (Norma); 1st Vice-President, (Membership) Mrs. Charles A. Isham, (Clara); 2nd Vice-President, (Ways and Means) Mrs. John W. Allen, (Mary); 3rd Vice-President, (Hostess Guides) Mrs. Jack Chidgey, (Doris); Recording Secretary, Mrs. Ernest E. Phinney, (Connie); Corresponding Secretary, Mrs. Robert Tovey, (Edie); and Treasurer, Mrs. Edward H. Fredericks, (Maudie).

POINT LOMA LIGHTHOUSE

The original lighthouse at the Cabrillo National Monument reopened on May 1st, after a period of architectural restoration. This lighthouse was one of the earliest built on the West Coast, and as such served as a navigational aid for ships in the vicinity of the entrance to San Diego harbor. The next major restoration project is the replacement of the current 4th order Fresnel lens with an original size 3rd order lens. This project is being coordinated between the National Park Service and the United States Coast Guard.



So much for the 18-pound shot, and the brass 9's.

It was March 17 that the Lelia Byrd—William Shaler, master—came in past Ballast Point and dropped anchor in the general vicinity of where the quarantine station later was built. The Lelia Byrd was a diminutive thing of only 175 tons; she had been cruising in Southern American waters—and in hot water—for some time. She hailed from Boston, and was a trader.

Forthwith a company of dragoons galloped up alongshore, and hailed. The Lelia Byrd sent off a boat which returned with the comandante and an armed guard. He told them that they might have supplies but forbade any trading with the natives—especially in the matter of otter-skins, which were his own private pidgin. Of the comandante, Cleveland later had this to say:

"Their previous experiences with the characteristics of Spanish officials had prepared them to expect a display of fuss and feathers, with a substratum of avaricious duplicity and cowardice. But all previous exhibitions of these traits were surpassed by that of Don Manuel Rodriguez, the commandant of San Diego."

Mr. Cleveland did not care for Mr. Rodriguez.

Leaving the armed guard, a few days later Cleveland and a few others rowed ashore. With the comandante out of the way, they engaged in conversation with a helpful lad named Jose Valesquez, a corporal. He allowed as how the comandante had 1000 otter-skins cached away somewhere, and that he, Velasquez, knew where. He also hinted that . . . you know . . . for a consideration . . .

That night the Lelia Byrd's longboat rowed ashore. It returned full of otter-skins, which were stowed below practically under the noses of the

guard. Then it went back—and it did not return. In the morning, those aboard saw why. The boat was pulled out on the beach, the crew lay on the sand, bound hand and foot, and nearby sat some Spanish soldiers. The brig's afterguard went ashore for a parley—a parley which ended in overpowering the soldiers, dipping their muskets in water so that they couldn't shoot, and taking the prisoners home.

Aboard and ashore, there was tumult. The brig's guard was rushed and disarmed, and preparations were made for getting under weigh. Meanwhile, the brig's only armament was overhauled—half a dozen 6-pounders, only four of which would shoot. From Ballast Point, puffs of white smoke already were coming and cannon-balls were falling in the general direction of the brig.

Fortunately, the wind that morning had a nor'westerly slant, and the Lelia Byrd could make it out past Ballast Point on one tack. But that meant passing the fort close aboard—and the fort was not inactive.

As topsails and topgallants slithered home, the Lelia Byrd gained speed for the harbor entrance. Not without damage she proceeded, for shots were beginning to cut rigging, and do certain damage to the hull. But Shaler's worthies held their fire until they were directly abreast Ballast Point—

Then they let them have it. She fired only one broadside, but the fort disappeared in a cloud of dirt, and when it settled, the garrison was legging it for the canyons of Point Loma.

Outside, the Lelia Byrd hove to. The terrified Spanish guard was sent ashore, and the brig proceeded on down the coast to San Quintin to refit. San Diego's first—and only—naval battle took its place in history.

(Courtesy of *San Diego Union*, June 18, 1939)

PRESIDENT'S MESSAGE

Our first venture into publication has been most happy. Compliments on TRANSPAC continue to pour in, as do orders. Proceeds from sales have already equalled the investment.

We were able to undertake this venture by virtue of a generous donation from Mr. Richard Steele, a constant supporter of the Museum, a frequent participant of the races and an active member of the Transpacific Yacht Club.

Our Trustees were very happy to have Dick and Betty Steele with a group of their friends who had actively participated in this production of the book

as our guests at a luncheon aboard the BERKELEY on the 29th of April. This served as an opportunity for Gordy Frost on behalf of the Museum Association to present Dick with a suitably improved teak deck chair as a token of our appreciation.

The *STAR OF INDIA* continues to receive her share of our efforts. The skylight over the saloon has not only been refinished but has been made watertight (we hope!). The dining table is also being refinished and the Ladies' Auxiliary is preparing to reupholster the settees and upgrade the surrounding staterooms.

Carl Bowman, President

WELCOME ABOARD!

New Members since last issue

John Snyder	F. J. Richardson
Arden Thompson	David Cammack
Wayne Hanson	C.P. Guy
George Kelsch	Robert Newsom
Richard Hogan	William Winkes
Robert Brown	Robert Pinkel
R. G. Thomas	Richard Elenberg
Joe & Angela Humphrey	John Van Reeth
Janet Grulich	Waldo Hamilton
John Baer	Raymond Starr
Bradley Closson	John McDermott
Dennis Curry	Mildred Merland
John Gillette	John Johnson
Martin Leach	Thomas Vigrano

MARITIME MUSEUM ASSOCIATION OF SAN DIEGO *A non-profit, educational corporation*

*Conference of California Historical Societies
American Association of Museums
and
Western Regional Conference of the
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"Mainsail Haul"—An order in tacking ship bidding 'Swing the main yards.' To loot, steal or 'acquire.'

—John Masefield

Gregg Chandler, Editor
Carol Kettenburg, Associate Editor

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Bark Star of India

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MAINS'L HAUL

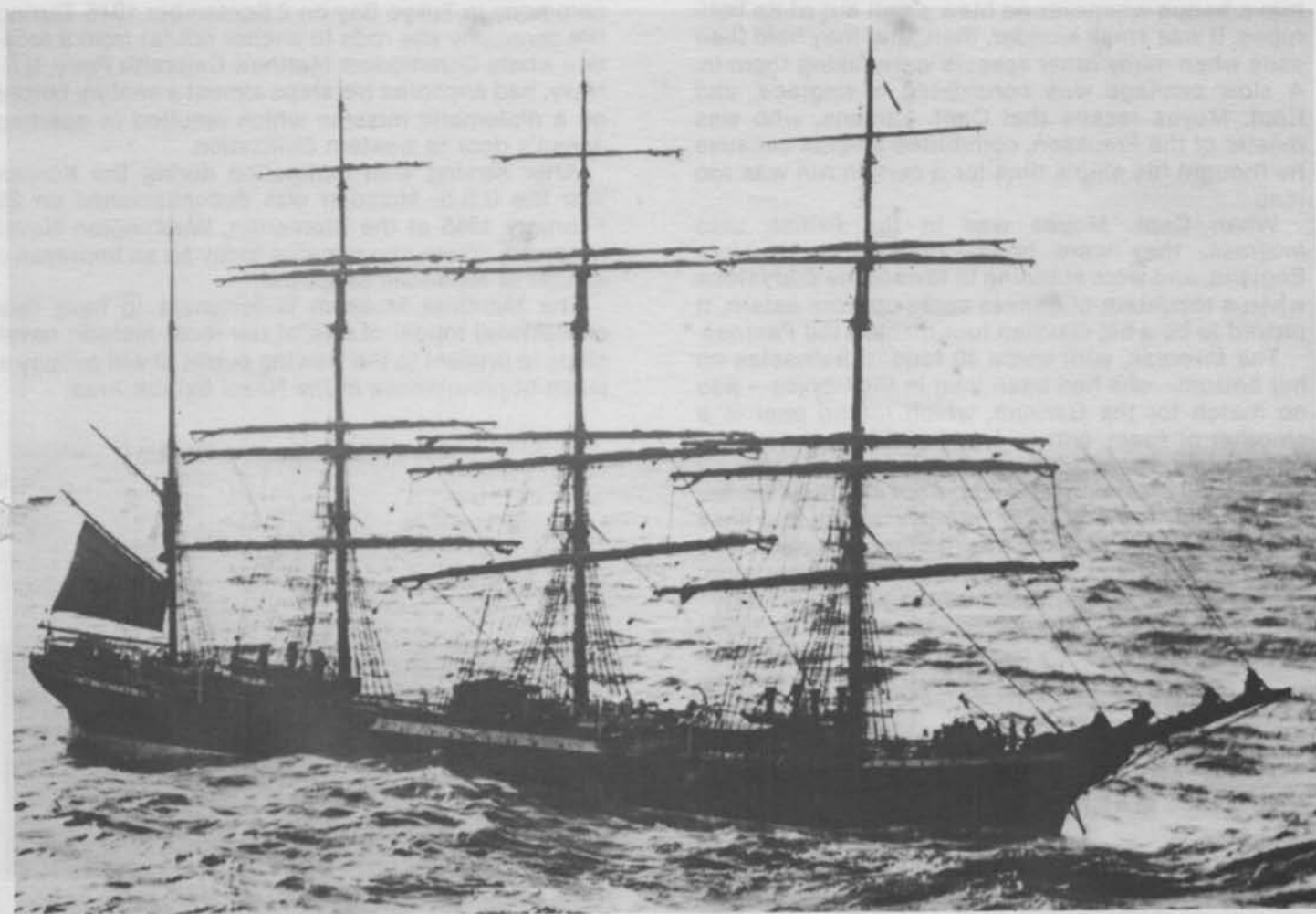


MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

VOL. XVII

AUGUST 1981

NO. 4



GERMAN WINDJAMMERS HAD FAME FOR FAST RUNS, PORT OPERATIONS

By

Jerry MacMullen

"Yankee skippers? British tea-clipper masters? Carry sail? Ah, yes—but you should have seen those Germans in the nitrate trade!"

So says Capt. Roy Moyes, master of the *Pacific Queen*. He has reason to know, for on more than one occasion he had a chance to witness the speed of those big German windjammers of the Laeisz and Rickmers fleets. One of the most outstanding lines in the world—and one of which, unfortunately, about

the least has been written—is the Laeisz line of Hamburg. . . Popularly known as the "P" line, all of its vessels had names beginning with the letter P—*Parma, Passat, Preussen, Potosi, Padua, Priwall, Pamir*, and so on.

Once Capt. Moyes, then mate in a British ship, was in Valparaiso. The *Preussen*, a huge five-masted, full-rigged ship, came in with 8000 tons of cargo. She entered port about 4 o'clock in the after-

noon. By 9 o'clock all her sails were unbent and sent down, and they were ready to work cargo. Four days later she had discharged, bent her sails again, and was standing out to sea. Not only fast passages, but fast operations in port made the Laeisz vessels what they were.

The big "P" ships were fine examples of German efficiency. All of the braces and halliards, as well as much of the rest of the running gear, was of a special, kinkless steel wire rope. The braces were handled with winches and when the ship tacked the yards on all masts were swung around in unison.

They carried sail until the last minute. In fact, it is reported that, instead of chiding a skipper, they paid him a bonus whenever he blew a sail out of its bolt-ropes. It was small wonder, then, that they held their sails when many other vessels were taking them in. A slow passage was considered a disgrace, and Capt. Moyes recalls that Capt. Larsens, who was master of the *Preussen*, committed suicide because he thought his ship's time for a certain run was too long.

When Capt. Moyes was in the British ship *Inveresk*, they were homeward bound for Hull, England, and were standing in toward the Eddystone when a mountain of canvas came up from astern. It proved to be a big German four-master, the *Pampas*.

The *Inveresk*, with some 40 tons of barnacles on her bottom—she had been long in the tropics—was no match for the German, which roared past in a smother of foam, with everything set, and dropped out of sight ahead of them. The *Inveresk* continued on her way up channel—and before she reached her destination, they met the *Pampas* again. But they did not overhaul her—by any manner of means. The *Pampas* had made Hamburg, discharged her cargo, re-loaded, and was outward bound.

(*San Diego Union*, July 5, 1936.)

(Ed. Note—The *Pamir*, one of the last of the big "P" ships, shown on the previous page, was lost along with 80 of her crew in a mid-Atlantic hurricane in 1957.)

U.S.S. MISSOURI MEMORIALIZED BY MARITIME MUSEUM

Future visitors to the Maritime Museum of San Diego will be able to view the scene of the formal surrender ceremony which ended World War II in the Pacific Ocean area on 2 September 1945. The ceremony took place on the deck of the battleship U.S.S. *Missouri* in Tokyo Bay.

A nine-foot replica of this famous battleship of exceptional quality and detail has been presented to the Museum by its builder, Albert Lheurex of Poway, California, who spent approximately 2,000 hours over a four year period constructing the model.

This exceptional model, as originally constructed, was fully operable under radio control, capable of complete water maneuverability, sounding of "general quarters," and firing her battery of 16 inch guns. In her exhibit mode, her operable features have been removed and final details added, including a deck scene as of the time of the surrender ceremony.

This ship model represents the most advanced construction development of the American battle-

ship. The 45,000 ton ship was virtually a fully armored (17 inches) floating gun platform with three turrets of 16 inch guns, ten twin 5 inch gun mounts and many 20 mm and 40 mm anti-aircraft guns. The ship's complement consisted of approximately 2,000 officers and men.

The "Mighty Mo" had an outstanding World War II war record, earning eight battle stars and four special citations, serving both in fast carrier task force operations and in shore bombardments. She was credited with shooting down 11 enemy aircraft and damaging many shore installations.

As flagship of the Third Fleet, the U.S.S. *Missouri* was chosen as the site for the Japanese surrender ceremony in Tokyo Bay on 2 September 1945. During the ceremony she rode to anchor not far from a location where Commodore Matthew Calbraith Perry, U.S. Navy, had anchored his ships almost a century before on a diplomatic mission which resulted in opening Japan's door to western civilization.

After serving with distinction during the Korean War the U.S.S. *Missouri* was decommissioned on 26 February 1955 at the Bremerton, Washington Naval Shipyard, where she remains today as an impressive exhibit of American seapower.

The Maritime Museum is fortunate to have this exceptional model of one of our most historic naval ships to present to the viewing public. It will occupy a place of prominence in the Naval Exhibit Area.

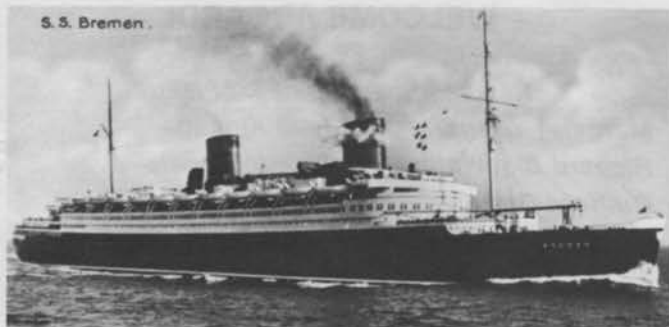
The Battleships Are Back!



USS Missouri—See our article on Museum Model



USS New Jersey now being put back into commission at Long Beach Naval yard



SS Bremen, one of the Passenger Liners covered in "The Only Way To Cross"

SPECIAL MEMBERSHIP MEETING "The Only Way To Cross"

On Friday evening, August 28th, members of the San Diego Maritime Museum will have the opportunity to hear the well-known author and lecturer, Mr. John Maxton-Graham. His book, *The Only Way To Cross* is the outstanding work on the history of the great trans-Atlantic passenger liners of a by-gone era. His lecture will be illustrated with slides of the beautiful photographs contained in his book. To those of you not fortunate enough to have ridden these spectacular ocean giants, this talk will prove a unique experience, and to those who may have had the pleasure of ocean travel during that period it will bring back fond memories.

DON'T MISS IT

STAR OF INDIA AUXILIARY

Although the Auxiliary holds no regularly scheduled meetings during the summer, there has been no lack of activity for members who have been making plans for the 1981-82 fiscal year. Major events have been scheduled and special committees have met for planning and working sessions while members involved in year-round activities have carried on as usual.

First on the Auxiliary's fund raising calendar is an ART AUCTION BENEFIT to be held on board the *Berkeley* on Sunday afternoon, September 20. This promises to be an exciting social event for members of both the Auxiliary and the Maritime Museum, and formal invitations will soon be in the mail. Other social events on the calendar during the year include a Halloween party on October 30 and a Valentine affair on February 12. The annual rummage sale is scheduled for March 27 and 28, 1982.

The first general membership meeting of this fiscal year will be held on Wednesday, September 16, at 9:30 a.m., on board the *Berkeley*. Board members will meet prior to that date on Wednesday, September 2, same time, same place as the general meeting. The officers and members of the Auxiliary are looking forward to another successful year of service to the Maritime Museum.

Norma Day, President

MAINS'L HAUL is starting a series of articles describing the various departments of the Jerry MacMullen Library aboard the *Berkeley*. This is the first article, written by Carol Kettenburg, describing the Navy Section of the library.

Have you ever watched a Navy ship glide into San Diego Harbor and wondered how it fit into our national defense? Or have you ever thought about what Navy life was like in the eighteenth or nineteenth century, or wondered how "Old Ironsides" earned her nickname?

Whatever your area of interest may be, the Navy Section of the Museum's Jerry MacMullen Library contains something for almost any taste. Consisting of nearly 400 books and pamphlets, this Section has been arranged by Captain Ed Fredericks in various subjects to aid both the serious researcher and the casual reader. For example, under "Naval History—General," one may find books tracing the rise of sea power from the early Phoenicians through the present-day nuclear navies, including volumes by such well-known naval historians as Alfred Thayer Mahan and Edgar Stanton Maclay. Periods of United States naval history are arranged in chronological order beginning in the age of sail with books on the Revolution, Barbary Wars, and War of 1812. The Civil War, which Jerry MacMullen pointed out "saw more amphibious warfare than any conflict up to its time," is represented by books on both the Confederate and Union navies. Serious researchers will be pleased to find a complete set of *The Official Records of the Union and Confederate Navies*, while Civil War buffs may accompany the Confederate naval officer, Lieutenant Sinclair during his *Two Years on the Alabama* or sail with the *Union Sailor Boys of '61*.

The Spanish-American War usually brings to mind the famous battleship, *Maine*. In Captain Sigsbee's personal narrative, you stand beside him on deck as he watches his ship sink beneath him into Havana Harbor. Or you may prefer to experience this war from the viewpoint of *A Gunner Aboard the "Yankee"*, patrolling the waters off the east coast and bombarding the Spanish fleet off Cuba. Patrolling took on a new dimension in the First World War when a motley collection of old yachts, tugs, and river steamers were sent out against the treacherous German undersea fleet. Join the crew of the steam yacht *Margaret*, termed "the worst crippled bucket of all the buckets of the Suicide Fleet," as her adventures in the American Submarine Patrol are humorously recounted by her gunnery officer in *Maggie of the Suicide Fleet*. Personal narratives abound in the World War II section, covering such unforgettable events as the attack on Pearl Harbor and the sinking of the heavy cruiser, *Indianapolis*.

British and other foreign navies are also well-represented in our library's Navy Section. A history of the British Navy written in 1825 by a Royal Navy captain offers insight into the British attitude toward America when the Revolution and War of 1812 were recent history. Armchair explorers will find satisfaction not only in accounts of the famous Byrd, Scott, and Peary expeditions, but also in the lesser-known explorations of the H.M.S. *Challenger*, under-

taken in the 1870s and possibly to be repeated in the near future. A lady's view of the Navy may be found in Elizabeth Douglas Van Denburgh's *My Voyage In The United States Frigate "Congress,"* a chronicle of her pre-Mexican War cruise to Hawaii. For those who want to meet the great and near-great, our section on naval biographies contains the lives of a variety of heroes including Lord Nelson, John Paul Jones, and Admiral Halsey. A particularly treasured volume is the autobiography of the Great White Fleet Admiral Robley D. Evans, *A Sailor's Log*—his personally autographed copy from his own library.

The more technically-minded will enjoy our books on Navy ship and aircraft recognition and the shelf of Navy manuals. Instruction books dating from the last century to the present offer helpful information on everything a sailor has to know, from how to work a ship to how to abandon it. Also included in the library's Navy Section are naval pictorial histories and books on the U.S. Coast Guard and the Port of San Diego. Thanks to generous donors and interested individuals throughout the nation, this area of our library continues to grow. We hope that more Museum members will come in to browse through our shelves and perhaps stop to read a book or two.

Carol Kettenburg,
Associate Editor, MAINS'L HAUL

CURATOR'S CORNER

TRANSPAC 1981 is now history. Based on corrected times, the 36 foot sloop *Sweet Okie* owned by Dean Treadway of San Francisco won by 9½ seconds over Mike Kennedy's 40 foot sloop *Audacious*. The best elapsed time was the 67 foot sloop *Merlin* skippered by Nick Frazee of San Diego. He came within 46 seconds (over 2,225 miles) of the TRANSPAC elapsed time record which he set in 1977. Jack Smock, who is the author of the Maritime Museum's publication *TRANSPAC 1906-1979*, is in the process of writing an additional chapter to cover the 1981 race.

The U.S. Navy exhibit area has two newly revised exhibits on the development of the aircraft carrier and the submarine. Ship models, photographs, paintings, and labels help convey the advances in technology, which have been central to post World War II naval growth. Submarines are becoming an increasingly important aspect of national defense. Four aircraft carrier ship recognition models recently donated by Captain Joseph Talbert of Coronado add much to the statement on carrier evolution. The steering console and engine order telegraph from the U.S.S. *Ticonderoga* (CVA-14) have been repositioned in front of the display case and can be operated by visitors. The carrier exhibit is tied to the active carrier presence in San Diego today and the fact that the first carrier night operations were conducted off San Diego in 1925 from the U.S.S. *Langley*.

Last April's membership meeting about ferryboats has been followed by additions and revisions to the San Diego ferryboat exhibit aboard the *Berkeley*. The use of ferryboats in San Diego Bay began in 1886 with the small steam launch *Della*. Later, ferryboats

including the *Crown City* and *San Diego* operated until this form of transportation came to a halt on August 2, 1969. The Coronado Bridge opened the next day to provide a new link between San Diego and Coronado. Six of the eight scale model ferryboats built by Cdr. Bill Benson were donated by The J.W. Sefton Foundation of San Diego as part of their continuing assistance in the presentation of San Diego's maritime history. The additional models were donated by Jessop & Sons Jewelers and the family and friends of D. David Bash.

Ferryboat and steam power enthusiasts will be pleased to learn that the triple expansion steam engine of the Maritime Museum's 1898 ferryboat *Berkeley* is now running continuously, by virtue of an electric/hydraulic system, instead of only occasionally as before. An engineer is on hand to explain the workings of the 1,450 horsepower engine and the associated engine room machinery which was restored under the leadership of Trustee Ed Paxton.

Outside the Jerry MacMullen Library we have a new exhibit about the ill-fated luxury liner *Titanic*. The current publicity about efforts to locate her in 12,300 feet of water, in hopes of recovering valuables and information from the ship, makes this a timely exhibit. Captain Gregg Chandler, the Museum's Librarian and a Trustee, has loaned the material that depicts her sinking in 1912 with the loss of over 1500 lives.

In late June, a conference was held in Bellingham, Washington, that focused on the many issues of the revival of city waterfronts, and how to use a waterfront to best advantage. About 50 museum people (including myself), city planners, and various others attended. Good contacts were made and information about this museum was shared. The Maritime Museum's movie, "The Iron Lady of the Sea," was enjoyed by all. We received many compliments on the visible results of our successful restoration efforts, the ongoing care, and the many people who have had a hand in these efforts. Our membership should share in this recognition as your support in many ways has helped to make it all possible.

Dave Brierley, Curator

MEMBERSHIP BENEFIT

There is a special membership benefit that should be of interest as the winter holidays approach. The Gift Shop (also called Slop Chest) located aboard the *Star of India* has an excellent selection of maritime oriented gifts, such as kerosene lamps, ship's clocks and barometers, nautical paperweights, brass buckets, ship models, cocktail glasses, ship's wheels, and books. Members of the San Diego Maritime Museum receive a 10% discount on the reasonably priced merchandise. Profits realized on sales are one of the many sources of revenue that help meet the Museum's operating budget.

ART EXHIBITION AND AUCTION BENEFIT

The Star of India Auxiliary is starting this year of fund-raising parties with an exciting new concept, an art exhibit and auction to be held on board the *Berkeley* on Sunday afternoon, September 20, at 3:00 p.m. Admission will be a donation of \$3.00.

The art will consist of original paintings, etchings, lithographs, serigraphs, et cetera, (all framed), by artists of world renown; presented by Creative Art Auctions, Inc., of Los Angeles.

Reception and Exhibition —3:00 P.M.

Auction —4:00 P.M.

There will be hors d'oeuvres and a no host bar, and a piece of fine art will be given away as a door prize. Whether you are a collector, or just wish to look, come early, receive your free catalogue, and spend your time enjoying the display with your friends.

A large attendance is necessary to assure funds for the support of our Maritime Museum.

When your invitation arrives, circle the date—September 20—on your calendar and telephone for your reservations promptly. You'll be glad you did! Chairpersons for this special event are Barbara and Bob Sharp.

WILLIAM T. KEARNS 1915—1981

We sadly note the passing in July of Museum Trustee William T. Kearns. Though he served on the board of Trustees less than two years, Bill had devoted much of his life to the maritime community of San Diego. His interest in boats drew him to the Kettenburg Boat Works soon after his graduation from Point Loma High School, and while attending San Diego State College to earn an industrial arts degree, he also learned all the trades involved in boatbuilding at the boatyard. He soon worked his way up to repair manager of the yard, and when Kettenburg's became a partnership in 1952 he became part owner.

Bill was also a frequent participant in coastal yacht races and often crewed for friends in the Ensenada Race. In 1957 he sailed in the Transpac Race to Honolulu aboard the 75-foot schooner *Constellation*. Known among his friends for his dry sense of humor and entertaining sea stories, Bill will always be remembered as a skilled craftsman who attacked every problem with a characteristic easy-going optimism.

STEAM ENGINE NEWS

For those museum members who enjoy steam and gas engines, set aside the weekend of October 17th and 18th. The Southwest Antique Gas and Steam Engine Museum in Vista, California, will be sponsoring a special Fall Show of working antique engines and farm machinery. For further information, call Bud Nagle (1-757-2728) or Al Luedtke (1-420-4447).

FAMOUS FOUR-PIPER POPE ACQUIRED BY MUSEUM

On 23 February 1922 the U.S. Navy Destroyer Base, San Diego, was established with the primary mission of upkeep and preservation of destroyers which had served in World War I. These were the valient old four-pipers, so called because of their four stacks. By the year's end, 84 of these ships were located at our Destroyer Base.

Over the next twenty years many of these sleek fast greyhounds of the seas were rotated to active fleet duties wherever they were needed, while being gradually replaced by more modern destroyer types. Some, such as the U.S.S. *Pope*, were to be found on such far distant stations as the U.S. Asiatic Fleet. The *Pope* was there when the war came to Manila on 8 December 1941. She participated in the defense of that city and the Cavite naval base and escorted allied convoys in the area. With three other four-pipers she engaged vastly superior Japanese naval forces off the coast of Borneo in the first U.S. naval surface action since 1898. Attacking at night, these gallant old World War I ships took on a Japanese force of twenty transports, twelve destroyers, and several cruisers, firing torpedoes and guns at point blank ranges to sink six ships and damage three others, completely disrupting the Japanese landing operation. Their action was so swift and complete that they were able to withdraw at high speed with only minor damage.

The good ship *Pope* was later sunk off the coast of Java while fighting a rear-guard action against vastly superior Japanese forces, during which four other four-pipers were able to retire to Australia.

The Maritime Museum has been most fortunate to acquire a museum-quality model of the U.S.S. *Pope*, which was built in Chefoo, China in the mid-1930s. It was donated to the Museum by the family of the late Captain Charles E. Phillips, USN, who served in the *Pope* prior to World War II. It is most fitting to have a model of this ship which served this nation so gallantly to be displayed as a representative of her contemporaries.

THANKS

The library has been growing by leaps and bounds, thanks to generous donations from Guilford Glazer, of Beverly Hills, The Property Tax Services Company of Los Angeles, represented by Mort Frishman, and Bob Parkinson of Berkeley. These monies will be used to purchase new maritime books for our library. Our able and willing volunteers have been joined by Capt. Henry Rumble U.S.N. (Ret.), who has also donated many fine books and magazines to our collection. Beryl Spurlock has contributed Navy and Coast Guard material for that section of our library.

PRESIDENT'S MESSAGE

Since the last MAINS'L HAUL, the Museum has been fortunate to arrange with Walter Jacobsen to establish a ship carving shop in the after portion of the forward deckhouse where the ship's carpenter presumably operated when the *Euterpe* was an active cargo passenger vessel. Mr. Jacobsen is not only an able carver but a happy person who enjoys talking to you visitors and adds a much needed touch of life to the *Star*. By way of life, he has also contributed "Amy" who has taken over the duties of ship's cat.

The *Star* has also recieved a much needed new coat of paint which greatly enhances her visibility and appearance. *Euterpe* has a new dress and it is rumored that she is using Oil of Olay to enhance her youthful face and arms.

Carl Bowman, President

WELCOME ABOARD!

New members since last issue

Margaret Willits	Paul Kincade
Richard Blackington	Fausto Acosta
Guilford Glazer— Complimentary Life	Dennis Jordan
John Woodward	Adolf Jacobsen
Lew Hutchison	Rilla Lovell
David Chigos—Life Member	San Diego Gas & Electric Company (Otto Hirr, Business Membership)
Clifford Johnson	J.S. Coye
Irving Kelley	Joseph Talbert
John Jacanin	Property Tax Services Company (Mort Frishman, Business Membership)
John McColl	
Leslie Case	

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American Association of Museums*

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

—John Masefield

Gregg Chandler, Editor
Carol Kettenburg, Associate Editor

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