

Born. S.N. Castle F149-44

MEMBER
AMICALE INTERNATIONALE
DES
CAPITAINE AU LONG-COURS
CAP HORNIERS
SAINT MALO, FRANCE
CHIEF TECHNICAL ADVISOR
"FALLS OF CLYDE" RESTORATION
HONOLULU, HAWAII

CAPTAIN FRED K. KLEBINGAT
873 WEST 22ND STREET
SAN PEDRO, CALIFORNIA
90781

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RESEARCH ASSOCIATE
SAN FRANCISCO MARITIME MUSEUM
DIRECTOR
PORT OF LOS ANGELES
MARITIME MUSEUM ASSOCIATION
CONSULTANT
PACIFIC BRIDGE COMPANY
"CHAMPIGNY" PROJECT
SAN FRANCISCO, CALIFORNIA

Mr Jerry Mac Mullen
3559 Van Dyke Avenue
San Diego California 92105

Dear Mr Mac Mullen,

Very many thanks for your letter postmarked May 30th. I will try to straighten things out on behalf of the visit of the Barkentine "S.N. Castle" at San Diego in 1911.

The ~~###~~ S.N. Castle carried the first sample cargoes of phosphate from Makatea in the Tuamotus to different fertilizer companies on the Pacific Coast and Hawaii. As such she was consigned to the California Guano & Fertilizer Co at San Diego. Our voyage from Makatea was somewhat long, as we were plagued with some calms, but not too long as I recall. We sighted San Clemente Island and were becalmed in the morning a few miles west of Point Loma. The San Diego Pilot came out, as we were expected. Then we sighted the tug "Santa Fe", which seemingly was going to tow us in. A few miles away, she stopped, and drifted. So our Captain (von Dahlen was his name) asked the pilot, what was holding up the tug. The pilot then answered, that the fresh water supply of the tug was limited, and if she was going to go further out she could not have enough water for steaming purposes to return to her berth. So we waited an hour or so, until the usual westerly sprung up, and sailed up to the "Santa Fe," which took us in tow and berthed us alongside the Coal bunkers Bob Weinstein discovered a very fine photo at the Union Title Insurance, that shows the "S.N. Castle" with the "Santa Fe" alongside docking at the Spreckles Coal Bunkers.

The water in the bay those days was clean and clear as crystal and the bay was just lousy with fish. The wharf of the coal bunker was just thick with fisherman, they were sitting that close, reluctant to move, when we came alongside, so that they called a policeman, to shoo the sports away. and clear the wharf where we were going to berth.

The American Hawaiian Steamers made San Diego a port of call those days. I am sure that they landed all their freight, that was bound for Arizona and Southern California there. They at that time had not made San Pedro a discharging port (but in this line Mr and Mrs Hager may agree with me) ~~proof~~ of my friends. Charley Lemmel and another one Martin Adersen where longshoring. There was very little trade in San Diego those days, and it was the American Hawaiian Steamers, that kept the longshoremen in there. The longshore outfit that handled the American Hawaiian Steamers also took the contract to handle the charge the phosphate in the "S.N. Castle" and My friend Charley handled the burton and Martin was hatchtender. I drove the donkey, at my regular wages.

