



MAINS'L HAUL



Vol. IX

SEPTEMBER 1972

No. 1



WEST SANTA FE WHARF — AND THE *HOMeward BOUND*

— HISTORICAL COLLECTION, TITLE INSURANCE & TRUST CO.

IT PAYS TO READ GOOD BOOKS

There is nothing more likely to drive a maritime historian right up the wall than an unidentified photograph. Here will be a beautiful shot of a beautiful ship, which the photographer has identified merely as "Harbor Scene" or "View Along The Wharves" — or inevitably, if it be a stern view and the ship is underway, as "Outward Bound."

The photograph reproduced above came into the possession of the Title Insurance & Trust Co. from the collection of a long-dead photographer who had identified that big, white bark as "Shipping In Harbor." Of course, the white-hulled cruiser with the two tall funnels is easily recognizable as the U.S.S. *Chicago* — but how about the bark? Larry Booth, who has charge of Title Insurance's collection, spent many hours trying to identify her, and from time to time doddering old waterfront characters would come in, weep briefly on his desk-blotter and go away, defeated, having failed to identify the big white vessel with no name printed on her bows.

Then came Capt. Harold D. Huyek's monumental book *To Santa Rosalia, Further and Back*, which covered the war-stranded German ships of World War I, and a lot of other Pacific sailing vessels. In reading it, one of our members who had gazed for hours on the unidentified ship with Point Loma in the background, came onto a sentence which began to ring bells: "By 1904 he (Capt. Chadwick Thompson) was master of the American bark *Homeward Bound*, pushing his white-painted, uniquely rigged bark in races against hard-driving British and French ships . . . "Could this be the *Homeward Bound*, ex-*Zemindar*, ex-*Otto Gildemeister*, and eventually *Star of Holland*? He went back for a long, close look at the nameless bark. She was white, and if a bark with yards for a square tops'l and a crójack on her mizzen isn't unique, what is?

Off by the next mail went the photo to Bob Weinstein, of our own Board of Directors, whose own famous collection of photos has one of the *Star of Holland*. Now, just as the finger-

print expert compares loops and whorls and the number of ridges, so does the nautical Sherlock Holmes compare configuration of bow and stern, number and spacing of ports, ladder arrangement, location of stays and other parts of the hull and rigging. Weinstein came up with no less than 15 items which were identical in the photo of the *Star of Holland* and that of the mysterious stranger. It was definitely the *Homeward Bound*, known to have called at San Diego in mid-April of 1907, when the *Chicago* also was in port.

So much for the *Homeward Bound*. Now, please don't ask for the identity of the little auxiliary schooner in the foreground. Some think that it may be the *J. C. Elliott*, but others in a position to know say that it is not. Would you like to make Eagle Scout by identifying her?

A GREAT RIGGER PASSES

News of the recent death in the San Francisco Bay area of John R. (Smiling Jack) Dickerhoff closes another chapter in the story of the West Coast windjammers. It was Smiling Jack who supervised the removal of the masts from the *Star of India* when she started the long upward climb from rust to respectability, and who made up much of her gang of standing-rigging.

The son of a San Francisco tug-captain, he went to sea early in life, and served in, among others, the famous four-masted bark *Moshulu*. He was second mate in the bark *Star of England* and the barkentine *Centennial*, and mate in the four-masted schooner *Lottie Bennett*. For nearly 25 years he was boss rigger at the Moore shipyard in Oakland, and during that time he practically re-rigged the four-masted bark *Pamir*, then running — during World War II — between the West Coast and Australia. His last voyage under sail was as mate in the schooner *C. A. Thayer*, when they sailed her from Seattle to San Francisco to join their fleet of historic vessels. Until recently he was in Honolulu, where he had charge of re-rigging the four-masted ship *Falls of Clyde*, Honolulu's maritime museum.

Smiling Jack will be missed.

OUR "UNDERGROUND RAILWAY"

Now that the forward part of our lower hold has been made accessible to visitors, one wonders if any of them realize that they are standing on top of a small but important railway.

For inspection and maintenance, space had been left between the keelson and the huge blocks of concrete ballast. It is crawl space only, and getting from one end of the ship to the other with tools and paint-pots has been a rugged — and knuckle-skinning — job. So Capt. Ken Reynard has laid two small rails on top of the frames, close to the keelson, and a small, flange-wheeled car now enables the inspector-maintainer to get from forepeak to afterpeak bulkheads with far less time and bruises.

WELCOME ABOARD

Since the last issue of *Mains'l Haul*, the following new members have signed on:

Mr. John J. Berg	Mr. R. Clark Lindberg
Mr. Ronald O. Brown	Mrs. John O. Lockwood
Mr. Arthur L. Chilman	Mr. Paul B. Rayburn, Jr.
Mr. Philip Eric Firmiss	Mr. Ronald B. Sherwood
Mr. W. Robert Howell	Mr. Drake Thomas
Mr. N. H. Israelson	Mr. Thomas P. Webster
Mr. Robert J. Kiernan	Lt. Comdr. George P. Wheeler, U.S.N.
Mr. John A. Krimmel	Dr. Howard Wilson

Our membership, as of mid-September, stands at 442, so it looks as if the membership committee is going to need some help in achieving its 1972 goal of 500. If other methods fail, did it ever occur to you that a membership makes a rather nice Christmas gift?

MARITIME MUSEUM ASS'N. OF SAN DIEGO

Bark *Star of India*

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

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MAINS'L HAUL



Vol. IX

MARCH 1973

No. 3



A group of Chinese junks at anchor in San Diego Bay; about 1885.

— HISTORICAL COLLECTION, TITLE INSURANCE & TRUST CO.

WHEN THE JUNKS BROUGHT IN THE FISH

It's like the story of the man who, seeing a sun-dial for the first time, remarked "Well! What will they think of next?" — and a lot of people say that, when they see a modern Chinese junk in San Diego waters.

Actually, San Diego's involvement with Chinese junks goes back for just about a century, and it may be a distinct shock to many to learn that junks were, in the Eighties, of great importance in the local fishing fleet. To make it even more unusual, those junks were locally built, of California redwood.

The late Capt. Pat Chase, for years an ace tugboat captain with Star & Crescent, recalled how he and his father used to sail down the Lower Coast in one of those junks, the *Acme*, and she was both fast and handy — factors of some importance to mariners who were, let us say, inclined to be a bit informal about the Customs regulations, both American and Mexican. But that, as the cook on the French bark used to say, is nobody's business.

Most of the local junks were built in Roseville, which boasted of both a Portuguese and a Chinese fishing-colony, and they were built by the Chinese themselves — Chinese who had laid down their picks and shovels as laborers on the old California Southern Railroad. The greatest boom in junk-building, of course, was after the completion of the line around 1883.

They were all built of redwood — all, that is, except the masts and the rudder-stocks, which were of ironbark, sent here from China. They were put together with old-fashioned square iron nails, and just plain black nails at that; galvanized nails were yet to come. Frames were widely spaced, and strength

was obtained by "edge-nailing" the planks together about every 12 inches. With a sharp chisel, a V-shaped notch, point downward, was cut into each upper plank, and into its point a spike was driven into the plank below. Then the opening was daubed with tar and the little V-shaped piece of wood was pounded back into place and secured with two or three small nails, about the size of today's shingle-nails. The hull was tarred inside and out.

The massive "barn-door" rudder was typically Oriental, being pierced with three or four rows of diamond-shaped holes. These may or may not have increased its efficiency; their real purpose, of course, was to permit the Evil Spirit to pass through the rudder, without disturbing those aboard the junk.

The *Acme*, previously mentioned, was built at Roseville in 1884, and grossed 9.76 tons on dimensions of 45.0 x 12.0 x 4.0; she had dropped from registration by 1901. Much larger, the *Peking* was of 18.93 gross tons and was 51.5 feet long, with a beam of 16.0 feet and a depth of only 3.9; she was built in 1884 and was not in the 1897 register. About the same size was the *Hong Kong*, also built at Roseville in 1884 and lasting until 1901. No dimensions can be found for the *Sailor Boy* — later named *Chromo* — the *World*, the *Sing Wo On* or the *Sun Yun Kee*.

Research is made difficult by the fact that, officially, the junks were listed as "schooners" — and in their earlier days, some junks just weren't registered at all, existing laws making it illegal for a Chinese to own a boat. The original discriminatory law was found unconstitutional, but there were later ones, which forced the Chinese to sell their junks to

Americans for just about whatever the Americans chose to pay.

An old list of Bills of Sale which was kept at the local Customhouse until some efficiency expert went through the place and cleaned things out, revealed that Quong Sun Kee sold the junk *Hong Kong* for \$350 in 1891; about three years later her American owner got \$1,000 for her. Quong had better luck with the *Peking*, which brought \$350, and never went any higher than \$400. Wo Sing had to settle for \$100 when he sold the *Sing Wo On*, also in 1892.

No one even remembers the name of the big, green, three-masted junk which was moored just west of Fifth Street Wharf around 1910 — nor when the last one was built. She was a little two-master with the improbable name of *Hazel*, owned by a man named Ah Sue, and was on the bay as late as 1916. The story of these local Oriental craft is far from complete, and offers a challenge to the researchers.

SHIPS IN MINIATURE

For centuries, sailors and skilled craftsmen and amateurs have been building models of ships, ranging from such superb and meticulous jobs as the famous Dockweiler model of the *Constitution* down to the Hollywood mantel-piece galleon, and the good ones always come from the modeler who does a lot of research before he whittles out a hull.

Typical of the more serious exponents of modeling is the San Diego Ship Model Guild, which meets aboard the *Star of India* once a month, and which has the first four of its models on display, down in the lower hold; they include the *Irene* and the *Santa Maria*. Bob Wright, long time member of the Maritime Museum Association and volunteer worker in the restoration of our ship, heads the group of model-makers.

AN OLD HAND RETURNS

Among our new members this quarter is Dr. John Lyman of Chapel Hill, N.C. — who, one might say, isn't a newcomer at all.

An oceanographer and one of America's most respected maritime historians, Dr. Lyman first was associated with the *Star of India* when he was working at the Scripps Institution of Oceanography at La Jolla, back before World War II. His compilation of the famous "Lyman List" of sailing vessels built on the Pacific Coast was a monumental contribution to maritime history.

MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

A non-profit, educational corporation

Member:

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

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

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

— John Masefield

WELCOME ABOARD!

We are comfortably above the goal of 500 members, set last year by the chairman of our membership committee, Dr. Paul Robison — and here are the latest additions:

January

Mr. Perry Allen (family)	Mr. Harold Arthur McClure
Mr. Fravel S. Brown	Mr. James L. McFadden
Mr. Harold Ray Carter	Dr. & Mrs. Tom McMillan
Mr. M.G. "Hap" Clark	Mr. Jonathan D. Oates
Mr. & Mrs. George E. Fish	Mrs. Dorothy Phillips
Rev. Lee S. Hayes	Col. William W. Rogers
Mr. Chris Henderson	Mr. Nelson S. Sanders
Mr. Robert J. Hyland	Mr. Albert W. Steele
Mr. Doug MacDonald	Mr. John W. Wells III
Mr. J. Frank McCleary	Mr. Michael E. Zaring

February

Mr. Hal Harrison	Mr. & Mrs. Douglas R. McGinty
Mr. Craig C. Johnson	Mr. Charles Ben McKesson
Mr. Erwin G. Knarr	Capt. Bruce K. Maxwell USNR
Mr. Hugh G. Lawrence	Mrs. Vivian Rowe
Dr. John Lyman	Mr. Albert Wallack
Mr. Jack H. Morse	Mr. John P. Thorndike
	Lt.Cdr. & Mrs. John Oswalt, USN (ret.)

March

Mrs. Marie Lore	Mr. Carl Meinzinger
Mr. J. Rogers McGee	Mr. William H. Morris
	Mr. Robert E. Perry

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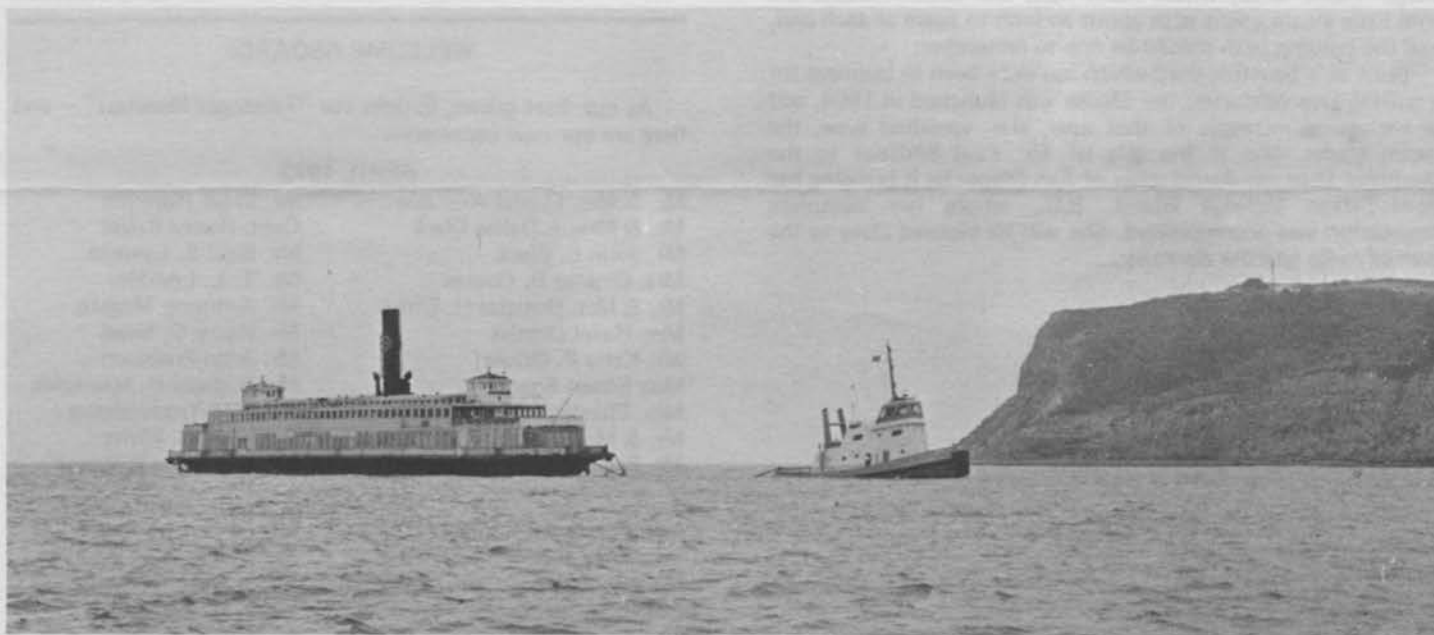
MAINS'L HAUL



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JUNE 1973

No. 4



AT THE END OF HER LONGEST VOYAGE

As "mod" as her tow is Victorian, the tug *Blue Eagle* passes the tip of Pt. Loma, bringing the veteran San Francisco ferry boat *Berkeley* here to start a new life as a maritime museum. The *Berkeley* was built in 1898 for the Southern Pacific Ry. and operated on San Francisco Bay for 60 years.

From a photographer's viewpoint, it was a horrible morning. Sky and sea were a uniform, dingy grey, and it wanted to rain but couldn't quite make up its mind — but anyhow, at dawn of June 3 the *Berkeley*, Grand Old Lady of the San Francisco ferries, showed up at the Sea Buoy, bound for her new home in San Diego, where she will become our Maritime Museum.

Frankly, she didn't look like much, for plywood panels nailed over the windows of even the loveliest of ferryboats — in compliance with the whimsies of the underwriters — do not improve her appearance. And it proved unnecessary; she didn't ship a bucket-full of water during the 455-mile haul down from the Golden Gate and Capt. Charlie Bradshaw of Niemeth's tug *Blue Eagle*, which brought her here, had no problems. She arrived four hours ahead of schedule.

The Navy contributed a delightful touch to her arrival. At 0800 that Sunday morning, tug and tow were off the submarine base at Ballast Point, as they made Morning Colors — and the *Berkeley* entered San Diego Bay to the inspiring strains of The Star Spangled Banner.

The *Berkeley*, as the location for our museum, came as the result of many months of travel, inspections and discussion. A floating museum, rather than a far more expensive building on leased land, was decided upon as the logical answer to the problem, and the search for a suitable ship began. They looked at a Canadian car-ferry, and two excursion steamers. A Liberty ship was considered, as were other ferries — including the former local ferry *Coronado*, which was too small, and too

badly vandalized. For practical conversion into a museum, the *Berkeley* had it all over the best of them. Drydocking and a thorough inspection of her underbody were arranged, and the 74-year-old ferry came through in good shape.

Before the deal was closed, visits to Sausalito, where she had been moored as a Trade Fair since ending her active service with Southern Pacific in 1958, were made by President Bob Sharp, Directors Paul Kettenburg, Roy Drew, Joe Jessop, Ken Baker, Gordy Frost and Bud Hall, and Capt. Ken Reynard, who stayed with her through the whole period of drydocking — and is responsible for her getting here intact. When he caught one character going ashore with as much engineroom brass as he could carry, he called in the welders and had all of her engineroom doors welded shut. And that took care of that.

Of course, she will take a lot of work, mostly in cleaning and painting. Her upper-deck cabin, with its bevelled plate-glass mirrors and the stained glass in its clerestory, is practically intact. The decking of the lower deck space is in excellent shape, and will lend itself to easy conversion to museum purposes.

Below the main deck is a steam-buff's paradise. Towering up into the murky darkness of her engineroom is the original triple-expansion steam engine of 1898 — and wasn't it Kipling who said that such an engine was man's noblest creation? That was the engine of the passenger liner, of the tramp freighter, of the sea-going tug — and of the battleship — which took over the sea-lanes from sail, and made maritime history. Her boilers

are in place, and all of her auxiliary machinery; cleaned up and illuminated, that engineroom will be a museum in itself.

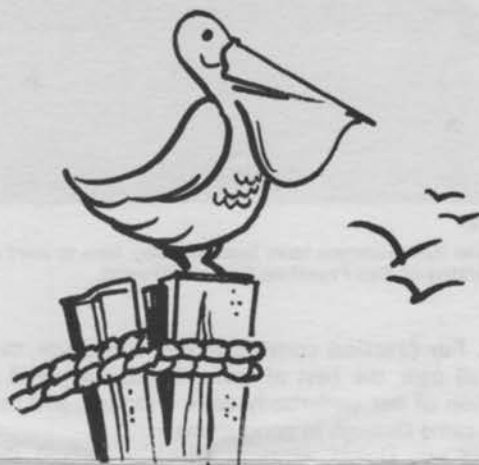
There's a lot of work ahead — but then, do you remember what the *Star of India* looked like, fifteen years ago?

AND NOW — THE MEDEA

With the *Berkeley* arriving to the tune of The Star Spangled Banner, it would be just like some mischievous person to hire a French band to salute the arrival of the *Medea* with The Marseillaise; the *Medea* is scheduled to get here on July 14, which is Bastille Day.

Festivities for welcoming the *Medea* will be held at the San Diego Yacht Club, whose main float will accommodate the trim little steam yacht with about an inch to spare at each end, and the ensuing bash should be one to remember.

Built at a Scottish yard which has only been in business for a trifling two centuries, the *Medea* was launched in 1904, and is a classical example of that now, alas, vanished type, the steam yacht. She is the gift of Mr. Paul Whittier to the Maritime Museum Association of San Diego; he is bringing her down from Goudge Island, B.C., where her complete restoration was accomplished. She will be moored close to the *Star of India* and the *Berkeley*.



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

— John Masfield

WELCOME ABOARD!

As our fleet grows, so does our "Passenger Manifest" — and here are our new members:

APRIL 1973

Mr. & Mrs. Daniel Avallone	Mr. Steve Hopkins
Mr. & Mrs. J. Dallas Clark	Capt. Henry Kruse
Mr. John E. Clark	Mr. Basil E. Lawson
Mrs. Charles R. Coover	Mr. T. L. London
Mr. & Mrs. Douglas H. Dirks	Mr. Anthony Magaro
Mrs. Hazel Dorris	Mr. Harry G. Nead
Mr. Kelly P. Driver	Mr. John Probasco
Miss Eileen Egan	Mr. Richard H. Reynolds
Mrs. Elizabeth Evans	Mr. Max Trudersheim
Mr. & Mrs. Robert E.L. Farris	Bradford G. White
Mr. Patrick John Gomes	Mr. A. Wayne Williams

MAY 1973

Mrs. Oletia Anthony	Mr. Arthur L. Moore
Mr. Barry R. Barnes	Mr. Clarke F. O'Reilly
Mr. Richard E. Brown	Mr. Robert W. Parkinson
Mr. C. J. Christ	Mr. J. W. Petre
Mrs. Carmonde Cochran	Mr. Bruce Pierce
Mr. Stanley Y. Curry	Mrs. Ruth C. Sullivan
Mr. Edward W. Jenkins	Mrs. Glen Wadleigh
Mr. Richard W. Malloy	Mr. James E. Wehan

Two of our new members are active maritime historians. Mr. Parkinson, of Berkeley, is a Vice President of the Steamship Historical Society of America and an official of the Drake Navigators' Guild; Mr. Brown, who lives in Pico Rivera, is the outstanding authority on the history of California ferries.

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