

/December 21, 1959

Capt. Fred Klebingat
873 Twenty-second Street
San Pedro, California

Dear Captain Klebingat:

As you may have heard, we are working here in San Diego on the restoration of the 96-year-old iron bark Star of India. She now is in drydock and by the end of the month will again be afloat, all scrubbed, sandblasted, painted and ready to start work on the decks and upperworks and rigging.

Re-decking is going to be a problem -- and she needs it. Some years ago the poop was covered with a makeshift job of roofing-paper which must, of course, come off. Although the idea seemed fantastic, I queried Karl Kertum, director of the San Francisco Maritime Museum, about the feasibility of laying felt, in tar, on the old decking, and then putting a thinner deck -- say 1 1/2" or even less -- on it, and paying the seams with pitch. He replied that such a job had been done on Falls of Clyde -- and that you knew all about it, as you had been in charge of the job.

Star of India's decking is belted to the iron deck-beams, and its removal would require, in order to get at the under heads of the belts, removal of the cabin interior, at a terrific cost. Even then, it is likely that these nuts are so tightly frozen that their removal would be close to impossible. So a "double deck" seems to be the only answer.

Will you give us what information you can on how the job was done on Falls of Clyde?

Incidentally, Star of India's bottom was in good shape; at the waterline there was much corrosion, and it was necessary to weld a 4-foot "belt" all around her. It doesn't look well, but it will save her, at least.

Appreciating an early reply, I am

Very truly yours,

Jerry MacMullen
JERRY MacMULLEN, President
Maritime Museum Association

cc:
Pert Director, SD

