

Hagerup, who was badly crippled with Rheumatism and probably had some Urinary trouble, as he could not hold his water. The Second Mate's name was Olsen. we probably were only three men in the focsel.

It started to breeze up after passing Point Coeception and the hawser carried away. Captain Sundberg sent a boat's crew on board in charge of his Mate Dick to recover the hawser and to make connections. The tow being restored we proceeded, a half an hour later, again the towline parted. Then the lantern in the boat extinguished, and was blowing hard and the "Exelsior" could not find the boat. She came alongside and Captain Sundberg told our Captain to make for Gaviota, and he would follow us to there, after recovering his boat. (I met Dick the Mate in the boat many a time later on and was shipmate with one of the me in the Boat many years too. that was Nick Olsen, he was Third Mate in the MS Coos Bay, and took my place there as Mate, when I relieved the Captain. By the way Nick made ~~the~~ Five Voyages up to Alaska in the "Star of India" he is living in San Pedro, and may be give you all kinds of tips on San Diego in the early Days) Anyway, we set some fore and afters only, as we had not a pound of ballast and it did not take us very long to reach Gaviota where we dropped the anchor inside of the mooring bouys. Captain Sundberg telegraphed his owners and their answer was "Stay with your Baggage" so we bought a steel towing hawser from the Associated Oil Co, that had been discarded by the Tanker "Rosecrans" We took it on board and spliced in a eye then shackled our anchor chains to the wire, and proceeded, we had no trouble after this, before we came to an anchor, Dick and his trusty men in the boat again gave us a hand to get the hawser on board.

Captain Sundberg, well liked by all and a great spender was later in command of the steamship "Rosalie Mahoney" and after that Master of the Union Sulfur Co Steamer "Hermann Frasch" and later Coast Pilot for steamers of this Company. By the way, the Union Sulfur Co's ships, had the most distinctive funnel mark of a ship afloat. A stock painted Sulfur Yellow with a black top. The Funnelmark was a red devil, brandishing a pitchfork. His Mate Dick was later skipper in the Chas Nelson fleet, but he did not last long. too much of a "Good Time Charley" And that was saying something, when it came to Chas Nelson Co's ships. Hagerup later on was master of the Schooner "Spokane" and was taken of at Port Townsend, in a dying condition some years later on. I told you about Nick Olsen. My Friend Charley Lemmel later was mate in the "Robert Lewers", Chief Mate in the Cable Steamer "Dickensen" Master of many Inter Island Steamers. Navigator in the Hawaiian tug "Mamo" Chief Mate and Relieving Master in the Fourmasted Aux Schooner "Tradewind" owned by the Pan American Airways. And a little bit of a tub, called the "Moi" that was running between Honolulu and Molokai. And Martin Andersen was mat'withe in the "Melrose" years later, and I lost track of him.

Now as to the Barkentine "S.N. Castle" At the time of her visit at San Diego, she had white doublings and white blocks, that may help some. The Benson Raft after all may have been late. By the way, you have that splendid list of Sailing Ships visiting San Diego, and it should not be so very hard to identify that barkentine with the Skysail. Of hand remember the "S.C. Hider"

