



MAINS'L HAUL



Vol. I

SEPTEMBER, 1964

No. 1

MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

A non-profit, educational corporation

Member:

Western Museums League

Conference of California Historical Societies

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

RAGS TO RICHES

When anyone working on the myriad of tasks still ahead in restoring *Star of India* to a reasonable facsimile of her century-ago glory becomes discouraged, someone always is at hand to remind him: "Yes - but remember what she was like a year ago? Two years? Three?" Then comes to mind the spectre of the corroding stumps of her lower-masts - of rotted, leaky decks - of rust and dirt and confusion. She has indeed come a long way since then.

A case in point is forepeak. Not many months ago it was a dank and reeking hole; it was filled with two piles of anchor chain, in many cases its links frozen together with rust, and with the rotten timbers which once had been the "manger" for stowing that chain. There also was a fair collection of trash and unwanted junk of many years' accumulation. The deck over it was rotten to the point of danger.

Well - you should see it now. Both chains were roused out and ranged on the nearby Embarcadero, for chipping and painting. Hull plating and frames were scaled, cleaned and coated with marine preservative. On supports of steel I-beams (salvage from the Metropolitan Sewer Project's Pt. Loma outfall construction) a heavy, chemically-treated wood deck was laid as a base for the new manger. The port chain was wound back aboard by husky volunteers manning the capstan, and work on the starboard one was started.

With the bottom of the chain stowage a few comfortable feet above the keelson, it now is possible to get under the chain for inspection and preservation of the hull. An orlop, away up in the bow, now supplies badly needed space for a paint-locker, and the newly decked and painted compartment forward of the collision-bulkhead is a locker for spare wire, blocks and whatever. Its after end is open to visitors, who can look down a small hatch onto those massive chains and to the very bottom of the ship herself. It is a dramatic display, and popular with the "passengers".



SHE'S DRAWING WELL, MISTER!

A look at the packed cars in the foreground shows how well a real sail, actually set and drawing, attracts the crowds.

- MAR. MUSEUM ASSN. OF S.D.

It was a dirty but essential job - in which the generous loan of ventilating equipment by Jackson & Blanc was a big factor - and it was done by our own limited personnel and a few volunteers.

Some day, we'll tell you the story of the night when we almost had to use one of those anchors!

EYE-CATCHING CANVAS

With the exception of a badly worn linen top'sl - one of her original suit - and an even worse jib, *Star of India* has only one sail, but it is doing her a lot of good.

The sail, a fore lower tops'l made by Capt. Ken Reynard from material donated by Jim Woodworth, sets beautifully and draws well; during the summer, when there are sufficient volunteers who are qualified to go aloft, it is set on Saturdays and Sundays. Not only does it draw nicely from a sailmaker's standpoint, it draws people; it is amazing how it boosts attendance.

"We saw that sail from over on US-101," said a Los Angeles visitor who brought his sizable family aboard, "and we just had to see what it was all about."

They spent the whole afternoon, commented that it was too late then to go on to Tijuana, and left to find motel accommodations for the night before continuing their trip.

MEMBERSHIP MEETING

There will be a meeting of the members of the Maritime Museum Association of San Diego on Monday, Nov. 9, at 7:45 p.m. The meeting will be held aboard ship.

Incidentally, your attention is invited to the membership application-form, stapled into this issue of *Mains'l Haul*. Don't forget the old slogan: "Every Member Get a Member!"

COME AND GET YOUR BOAT!

Now, for a moment, let's go back to a night some 74 years ago when we find *Star of India* (in those days, of course, the British full-rigged ship *Euterpe*) lying in port at Napier, New Zealand. The mate is writing up the log:

Sat: 29th Nov. 1890 - Weather fine with mod. NW'y breeze. William McIvoy and James Riley A.B.'s deserted, taking *Balclutha*'s painting punt, borrowed on preceding day, to go on shore. Crew employed discharging lighter "Why Not" and S.S. "Result" of wool. Two loads from "Why Not" - 252 bales, S.S. "Result" 92 bales, total 344 bales. 4:45 finished taking in wool, washed decks down."

Well! It looks as if *Star of India* owes a painting-punt to her "opposite number", the museum-ship *Balclutha*, in San Francisco. Because *Balclutha* and her people have been very nice to us, we will overlook the Statute of Limitations: If they will sail *Balclutha* down to San Diego, *Star of India* will see to it that the stolen punt is replaced.

WESTERN MUSEUMS LEAGUE

The Western Museums League, of which the Maritime Museum Association of San Diego is a member, is holding its annual convention this year in San Diego, Oct. 9, 10 and 11.

Delegates, chiefly museum professionals, will be coming here from as far east as the Rockies and as far offshore as Hawaii and Alaska. Open House will be held aboard *Star of India* from 8:30 to 9:30 p.m. Friday, Oct. 9.

President of the League is Merton E. Hinshaw, Director of the Charles W. Bowers Museum at Santa Ana; vice presidents are L. J. Rowinski, director of the University of Alaska's museum, and Jerry MacMullen, of our own modest display. Local arrangements

are being handled by Tom Tucker, Superintendent of the Cabrillo National Monument, and Lionel Bienvenu, Chief Historian at the monument.

AWAY ALL BOATS!

Word travels swiftly, these days. Having heard that we had located, in Vancouver, B.C., a matched pair of British double-ended, clinker-built ship's lifeboats, Frank G.G. Carr, Director of the National Maritime Museum at Greenwich, England, wrote a note of congratulations. It seems that they tried without luck to find a pair for their own priceless *Cutty Sark*, and finally had to have them built to order. One gathers that they were not inexpensive.

Carr visited *Star of India* in company with Dr. John Haskell Kemble, the West Coast's leading maritime historian, just after she came out of drydock, and has been deeply interested in her welfare ever since. His letter, incidentally, was mailed in London at 7:30 p.m. of a Thursday, and showed up in our mail-box on Saturday.

IT TAKES STRONG PEOPLE - - -

The Old Man, the Mate, those priceless hostesses from the *Star of India* Auxiliary, and everyone else aboard has learned to maintain a poker face, regardless of what our visitors say. At the same time, it took real self-control some days back, when a happy tourist, with his camera around his neck, was overheard, on the poop:

"Martha," he said, "You stand over there a little to your left; I want to get your picture beside that old spinning wheel."

It's a wonder that the venerable wheel with which our Iron Lady was steered for so many years, didn't split wide open, on that one.

MARITIME MUSEUM ASS'N. OF SAN DIEGO

at *Star of India*

1306 Dr., San Diego, Calif. 92101



MAINS'L HAUL



Vol. I

DECEMBER, 1964

No. 2

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- John Masfield

THE COULTER SHOW

Sometimes you'd see him down at the Transport Docks - or up at Port Costa; you might find him on the beach at Tiburon or out around Land's End or perched on some weather-grayed timbers at the side of Oakland Estuary's grim but fascinating Rotten Row. Always, he was busy - busy with sketch-pad and pencils, or with canvas and oils, and he was recording for posterity the history of the great Port of San Francisco.

As the years marched on, the black moustache and beard turned white, but there was no slowing down either of enthusiasm or of the rugged honesty with which he drew and painted everything from the huge Down Easter *Roanoke* to lofty, port-painted *Cromdale*, or the daughters of the Angel Island lighthouse-keeper, as they sailed home each afternoon from school in San Francisco. Such was the late William A. Coulter, dean of West Coast maritime artists, born in Ireland in 1849, and who died at Mill Valley in 1936.

And now the scene shifts to *Star of India*, on a summer evening in 1964. As a party of visitors comes aboard, one is heard to remark that "I wouldn't be surprised if my grandfather painted a picture of this ship!" Although feeling that probably here was nothing more than another of those "Oh yes - I re-rigged *Balcutha*!" characters, the ticket-taker - fortunately - was polite enough to ask the grandfather's name.

"Coulter," was the simple, direct reply - and with that things clicked, lights flashed on, little bells began to ring; it just happened that the ticket-taker had known the artist personally. And here was his grandson, William A. Coulter, of Balboa Island, standing right on our own deck! With the ship's 101st birthday looming up not too many weeks away, what better celebration could there be than a show of the work of our greatest Western marine artist? The idea was sympathetically received - and within hours, it has been tossed into the lap of that fabulous band of ladies, the *Star of India* Auxiliary. And any idea which they get will be carried out quietly, effectively, on time - and with no Irish



A 'TWEENDECK ART GALLERY

Honored guests at the display of the late Wm. A. Coulter's paintings included the artist's sons Stuart Coulter (left), James Coulter, and daughter, Mrs. Tschanner Hough; at the right is Mrs. Leaton H. Boggess, president of the *Star of India* Auxiliary.

- THE SAN DIEGO UNION PHOTO

pennants hanging out anywhere.

Such is the story behind the Coulter art show which opened aboard ship on her 101st birthday, Nov. 14, 1964. The reception was a grand success, in spite of bad weather - there was snow within a few miles of town, that night - and it also spark-plugged a grand Coulter family reunion. Present that night were the artist's two sons, Stuart, from Balboa, and James, from Piedmont; his daughter, Mrs. Tschanner Hough (Helen Coulter Hough), Stuart Coulter's sons William A. and Fred, and James Coulter's son Thomas.

One wonders if the jolly little artist ever dreamed that, some day, his work would be gathered for a one-man show in, of all places, the 'tween-deck of a century-old British colonial trader.

WELCOME ABOARD!

Since September, the following new members of the Maritime Museum Association of San Diego have augmented *Star of India*'s crew:

Judge Ronald Abernethy	Mr. W. A. Harmon
Mr. Harry A. Azus (life)	Mr. Marvin Hermann
Mr. Wm. J. Braun	Mr. Geo. Carter Jessop
Mr. David F. Brower	Mrs. Wm. N. Lacey
Mr. Frank L. Brown	Mr. Lyle W. LaFavor
Campbell Machine, Inc.	Mr. Richard P. MacNulty
Mr. Ron Cleveland	Mr. Wm. A. Minkler
Mr. Wm. A. Coulter	Mr. Berndt A. Olson Jr.
Mr. Norval Diamond	Mr. W. L. Phillips
Mr. David S. Folson	Mr. Harry Tennebaum
Mr. Philip L. Gildred	Mrs. Robert D. Wallace
Mr. Edward L. Greene	Mr. Robert A. Weinstein

OUR FRIENDS IN LEADENHALL STREET

Whenever a letter comes in with the return address of 88 Leadenhall Street, London E.C.3, it is opened ahead of everything else, for that is the address of the Shaw Savill Line, who for so many years operated *Star of India* (then, of course, *Euterpe*) as a New Zealand trader. When a package comes from that address, excitement reaches fever heat.

In response to a query as to the possible availability of an old and weather-beaten Shaw Savill officer's uniform cap, such a package came in recently; a cap which exactly filled the order had been raked up by Mr. Jim Glyde, the line's Research Officer. So, when the master's cabin is restored (as it nearly is), there will be a Shaw Savill cap lying informally on the table - or at least, it will appear to be lying there informally; actually it will be held down by hidden bolts, because you know how these tourists are.

ELECTION YEAR - OR RATHER, MONTH

Annual election of officers for the Maritime Museum Association of San Diego was held aboard ship on the evening of Nov. 9, with the following result: President, Mr. C. C. ("Jim") Woodworth; First Vice President, Mr. Gordon Frost; Second Vice President, Mr. William

Wilmurt; Secretary, Mr. Frank Brown, and Treasurer, Mr. James Colwell.

Present plans call for the Board of Directors to meet quarterly.

ALL STOWED BELOW

With completion of the chipping and painting of the starboard anchor chain, both chains now are stowed in the refurbished chain-locker just forward of the collision-bulkhead. As a "memorial", the initials of each volunteer who worked on the difficult and dirty project have been stamped into the last link to pass in through the spurling-gate.

THE BOATS ARE HERE

Soon the empty look of the forward deckhouse, with no lifeboats on it, will be a thing of the past. Thanks to a friendly Yugoslav skipper and a professional boat-mover, our two priceless wooden, clinker-built lifeboats are alongside the ship from British Columbia, and undergoing scraping and painting. When our own name is painted on them, you are supposed to forget that you ever saw, on their bows, the name *Princess Louise*.

MARITIME MUSEUM ASS'N. OF SAN DIEGO

Bark *Star of India*

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



MAINS'L HAUL



Vol. 1

MARCH, 1965

No. 3

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— John Masefield

LORD KELVIN'S COMPASS

A visitor who can tell a binnacle from a belaying-pin is a refreshing novelty, and Mrs. James Carson of Pacific Beach proved to be the most refreshing of all; when she came aboard she not only recognized a binnacle at once, but calmly announced that she had *Star of India's* own original binnacle — which we might have if we wanted it.

The binnacle, she explained, had been given to her grandmother, in Redondo, by an old sea captain. And it proved to be a beauty — a massive teak stand, with a brass hood of almost identical design with the one now aboard. It is complete with compensators and a clinometer, for showing the heel of the ship.

A brass plate was attached, but it had been polished for so many years that the lettering was gone. However, the Police Laboratory was equal to the occasion, and they brought up the vanished letters: "Sir Wm. Thomson's Patent, 1876." Meanwhile, a letter went off to Frank G. G. Carr, C.B.E., Director of the National Museum at Greenwich, and he, in turn, conferred with Cmdr. W. E. May, Royal Navy, F.I.N., the leading authority in England on the history of the magnetic compass. It developed that the first use of iron spheres as compensators was in 1856; they were not attached to the binnacle itself, however, until 1879. This does not preclude its being the original, however, as there are signs of alterations on our new treasure — and the Shaw, Savill Line, the old owners of *Star of India*, would have been the first to adopt improvements to the navigational equipment of their ships.

Sir William Thomson, 1834-1907 (later Baron Kelvin of Largs) was a real friend of the mariner. Until his modernized version came out in 1876, the compass had been rather crude; it was he who introduced the silk thread suspension which reduced the weight of the standard 10-inch compass card to a fraction of what it had been, with a resultant increase of accuracy. He invented the familiar glass tube **deep-sea** sounding-machine, and an early tide-predicting apparatus; he also worked out a simplification of Sumner's method for determining a ship's position at sea.



A BINNACLE COMES HOME

In the shop below decks, Capt. Ken Reynard and Frank Martin inspect a welcome gift.

— B. L. SHANKLAND

OUR MANX "SISTERS"

It appears that only four iron ships were built at the yard of Gibson, McDonald & Arnold, at Ramsey, in the Isle of Man — *Euterpe* (now *Star of India*), *Erato*, *Eurydice* and *Ramsey*. They were built at about the same time, and ours is the only one remaining afloat.

An interesting account of the history of *Ramsey*, by Dr. E. C. B. Corlett, appears in the current issue of *The Journal of the Manx Museum*. She was, of all things, originally a sailing tanker. And where our ship was notoriously slow, *Ramsey*, with her much finer lines, was a smart little ship. Although straight instead of curved, her stem raked very sharply forward, and she had a pronounced "rocker" both at the forefoot and at the stern. A novelty of her construction was that, instead of having the "expansion trunks" of a modern tanker, the expansion of her oil cargo was taken care of by allowing it to go up into her hollow masts.

The tanker venture was not successful, and she wound up as a cargo ship. She was lost by stranding, Oct. 31, 1883, shortly after leaving Australia for England.

And, speaking of sailing tankers — there is important news in the offing, about Union Oil's barkentine tanker *Fullerton*. When the details are revealed, it will be a pleasant surprise for our members, and the visitors to *Star of India*.

INFORMATION WANTED

In a small way, San Diego once was a whaling port; the whalers went out from Ballast Point — later from North Island — to harpoon and lance the whales, and tow them in for processing.

It now develops that at least one deep-sea whaler set sail from San Diego; the schooner *Clara Light* left here in 1885, on a whaling voyage to Japan. No record of her return has been located, and any information in the possession of any of our readers, regarding this schooner, will be appreciated by *Mans'l Haul*.

THE GALLEY RANGE

If you want to experience real frustration, just go out and try to find an old-style, coal-burning galley range. Our old one has, long since, become only a rusty memory.

We are, however, going to have a replacement. The ship-breakers from whom our lifeboats were obtained, in Canada, are sending us two ranges from the *Princess Louise*, which can easily be re-fabricated into an accurate replica of the original. And Charley Hansen, who started out as cook's boy in a Danish brig, has promised to bake the first batch of bread.

MARITIME MUSEUM ASS'N OF SAN DIEGO

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MAINS'L HAUL



Vol. 1

JUNE, 1965

No. 4

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— John Masefield

WORD FROM THE OLD HOMESTEAD

It's nice to know that "the old homestead" has been saved, and isn't going to become a parking-lot or a high-rise apartment building.

In this case the old homestead, of course, is the site where more than 101 years ago, *Star of India* was built, as the British ship *Euterpe*, in far-away Ramsey, Isle of Man. The good news was brought to us, personally, during a delightful visit by a delightful Manxman, Dr. E. C. B. Corlett, of the British ship construction firm of Burness, Corlett & Partners, Ltd., of Basingstoke. He was in British Columbia on a business trip which would take him to Australia — so he calmly dropped down to San Diego just to see how things were going with the Isle of Man's most famous ship.

Only four iron ships were built at the Manx yard of Gibson, McDonald & Arnold — *Euterpe*, *Erato*, *Eurydyce* and *Ramsey*. When building ceased, the yard slowly started going down hill, until a few years ago the site had become a public dump, and was about to create a slum area in its own right. At this point the Manx government stepped in, and took over the property. Dr. Corlett and his associates obtained its use, and started up the Ramsey Shipbuilding & Engineering Co., Ltd., which now is turning out some very fine steel-hulled fishing-boats, used chiefly in scallop-dredging.

THE SCHOONER CLARA LIGHT

The query in the last issue of *Mains'l Haul*, regarding the whaling schooner *Clara Light*, brought a quick reply from Albert M. Barnes, Assistant Curator of Exhibits at the Mariners Museum, Newport News, Va. It looks as if she was, definitely, the only deep-sea whaler to set forth from San Diego, and Mr. Barnes was a bit surprised; she was supposed to have sailed from San Francisco on that particular voyage.

On Dec. 24, 1884, she left San Francisco for a whaling voyage to the Okhotsk Sea, Japan, and she returned Nov. 27, 1885, with 70 barrels of oil. However, she did not go there directly. Her presence in San Diego Bay was noted by *The San Diego Union* early in 1885, and she left here for Japanese waters on Feb. 16 of that year — after taking on stores which included "... 1,000 pounds of



ONE OF OUR DESCENDANTS?

Built on the site of the yard from which *Star of India* was launched, *Peep o' Dawn* gets underway in Manx Waters.

— LAWRENCE STUDIO, PORT ST. MARY I.O.M.

Selwyn & Allison's best corned beef." So San Diego was involved in one whaling voyage, anyhow — and will Salem, Nantucket and San Francisco please take note?

Her life was not a long one. Mr. Barnes, quoting from the *New York Maritime Register* for Oct. 27, 1886, reports her loss in the far north. Just why she should come here to top off with supplies is not clear. Were provisions less costly here — or had she exhausted her credit in San Francisco? It would be interesting to know.

THE MATE APPROVES

It's a big day when someone who sailed in *Star of India* comes aboard, and a bigger one when he sits down later and gives you his views. Such was the case with Capt. C. J. Carlson of San Francisco.

"About the ship," he writes, "I wish to commend you and your associates for the fine job you have done in restoring the old ship to its authentic appearance in rigging and hull . . . the removal of the continuation of the old poop forward to the mainmast (the fishermen's quarters) gave the ship the original clean deck lines from fore and aft and added to the authenticity of a ship of her age . . . I looked at my old room on the port side . . . The old desk and chart table naturally were gone . . ."

Captain Carlson, who in recent years commanded steam schooners sailing into San Diego with lumber, was Chief Mate on *Star of India*, with Capt. Woldemar Marzan, in 1918. That was the year of the really bad ice, the cannery-hand who went crazy and cut his throat — and the still unidentified man who died, and whose funeral was slightly messed up by the fact that the sailor who sewed him up in canvas left the plank inside, and he floated.

WE CONTRIBUTE TO A CREW

As *Mains'l Haul* goes to press, there comes the welcome word from Honolulu that Capt. Ken Reynard and two of our most dedicated young volunteers, Mike Brookman and Steve Castle have reached Honolulu safely — under square-rig, no less!

The vessel is the little three-masted schooner *Wandia*, re-rigged for movie purposes as a bark — a whaler — of more than a century ago, for she carries single tops'ls. The job of getting her to Honolulu from San Pedro fell to our old friend Capt. Alan Villiers, who solicited aid from *Star of India* in rounding up a crew. Capt. Reynard went First Mate, while the boys signed on as ABs.

Somewhat anti-climatically, they flew home.

THE FULLERTON DRAWS NEAR

It won't be long now until you get the story on Union Oil's sailing tanker, the four-masted barkentine *Fullerton* of long ago.

The *Fullerton* brought a cargo of crude oil to San Diego in 1907. She was a wooden vessel and, believe it or not, had wooden tanks — if either you or the Coast Guard or the Fire Marshal can imagine such a thing. Union Oil had two sailing tankers at that time, *Fullerton* and *Santa Paula*.

Earlier than that — away back in the Eighties, in fact — San Diego was served by another sailing tanker, the schooner *Caesar Bruns*. Around 1910 the late Capt. W. K. Bode, later of the Lighthouse-tender *Sequoia*, got involved in a wooden tanker deal which lasted for almost one voyage. They failed to remember that oil will expand, and provided no expansion-trunks. So, when the oil swelled, it just pushed off a few planks, and down she went.

WELCOME ABOARD!

We welcome aboard the following new members of the Maritime Museum Association of San Diego:

Mr. Jerome J. Barstow	R. E. Hazard Contracting Co.
Mr. H. Louis Bodmer	Mr. and Mrs. Arthur Heilbron
Mr. Andrew H. Bofinger	Mr. Milton S. Jackson
Mr. Leon L. Bothell	Mr. William T. Kearns
Mrs. George Burkhart	Mr. Paul A. Kettenburg
Mr. Donald Burnham	Mr. Keith Lister
Mr. Wendell H. Calkins	Mr. Maurice B. Ross
Mr. Walter East	Mr. T. C. Ryan
Mr. Alvin H. Frank	Mr. F. Barse Scott
Mr. Glenn C. Franklin	Mr. Herb Sinnhoffer
Mrs. Alton J. Harpst	Mr. John C. Washington

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