



MAINS'L HAUL



Vol. III

SEPTEMBER, 1966

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

A CHART-ROOM — AND AN OLD FRIEND

"Adjoining these private cabins is the ship's pantry, and in close proximity to it are two cabins for the use of the commander of the vessel and his chief officer. Immediately between the latter apartments is a chart-room . . ."

So the cabin arrangement of our ship was described in the Manx newspaper *Mona's Herald*, when she was launched in 1863. Now that chart-room, ripped out in 1901 when fishermen's quarters were installed forward of the cabin bulkhead, has been restored as a memorial to an old and staunch friend of *Star of India* — as well as being dean of Pacific Coast yachtsmen and one of San Diego's most beloved citizens, the late Alonzo de Jessop.

Lonnie Jessop, as he was affectionately known by a multitude of friends, was born at Huddersfield, England, Sept. 22, 1880, and died in San Diego Aug. 10, 1962. He grew up in Lytham, a seaside resort town between Liverpool and Blackpool, and so it is quite possible that he saw this very ship, under her original name of *Euterpe*, for she frequented Liverpool in those days — and his parents could never keep him away from the waterfront.

As a diminutive choir-boy in Lytham, he sang at the memorial service held for the victims of one of England's worst maritime disasters in many years; the vessel involved was the four-masted bark *Mexico*, lost with all hands when she was driven ashore in a gale, not far from Liverpool. In addition to her own crew, 11 lifeboat-men died in heroic but futile efforts at rescue. This was not long before the Jessop family moved to San Diego, in 1891.

Restoration of the handsome chart-room was made possible through the generosity of Mrs. Jessop. Accessories include an old mercurial barometer presented by Capt. P. A. McDonald, maritime historian and late master of the four-masted bark *Moshulu*, and a ship's clock, aneroid barometer and collection of British "blue-back" sailing charts, the gift of Mrs. Harry Azus, former owner of the old *Pacific Queen*, ex-*Star of Alaska*, now restored as San Francisco's museum-ship *Balclutha*.



MEMORIAL TO A GREAT SAILOR

Restoration of *Star of India's* chart room — a memorial to the late Alonzo de Jessop — is practically complete. The original was demolished 65 years ago when the vessel was altered for service in the Alaskan fisheries.

TRANS-PACIFIC "TEA RACE"

Immortal in the annals of the British tea-clippers are the names of *Cutty Sark*, *Ariel*, *Taeping* and *Belted Will* (which, incidentally, visited San Diego in her declining years) — but little has been written of the modest Trans-Pacific "tea race" of 1886.

By that time, of course, most of the tea for America was coming across the Pacific in steamers, for trans-continental rail shipment to the Atlantic seaboard. There must have been a bumper crop in 1886 and not enough steamers to go around, so each of the three major rail lines chartered sailing vessels. On July 11, *Hyderabad* came in through the Golden Gate to unload 1,616,283 pounds of tea into Central Pacific cars; Captain Malcolm had brought her from Yokohama in 35 days. Also crossing in 35 days, *W. B. Flint* reached Victoria, B.C., with her tea cargo on July 26, while Northern Pacific's chartered *Carrier Dove* reached Portland Aug. 2, having been 45 days en route. The San Francisco *Bulletin* sagely observed that "The Northern Pacific was not fortunate in its selection of *Carrier Dove*."

WELCOME ABOARD!

Since our last issue, the following have joined our afterguard:

Miss Jewell Lain

Mr. Olaf G. Lychou

Mr. and Mrs. Richard Loomis

Dr. Roger Revelle (life)

Mr. Raymond Watson

"SPLICING THE MAIN-BRACE"

It was, on occasion, a rough old custom — but this time it will be done more graciously, at a Cocktail Buffet aboard *Star of India* on Saturday, Oct. 8, from 6 to 9 p.m. It is, of course, another of the delightful projects of the Star of India Auxiliary, and reservations are being handled by Mrs. Raymond Watson, 927 Albion St., San Diego 92106; tickets, good for two cocktails and supper, are \$5.00, and guests are welcome. Proceeds, of course, will go for needed improvements to our float- ing museum.

CHRISTMAS IS COMING

This may be unwelcome news, but facts are facts, and Christmas shopping brings up the matter of the Slop Chest (a terrible name, but at least it's better than Gifte Shoppe) located in the 'tweendecks, starboard side, away aft.

Instead of the oilskins, dungarees, plug tobacco and sea-boots of the traditional slop-chest (which the Old Man ran at his own profit) ours deals in nautical books, pic- tures, artifacts and the like. And if you are a member of the Maritime Museum Association, you are entitled to 20% off.

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A CHART-ROOM— AND AN OLD FRIEND

"Adjoining these private cabins is the ship's chart-room, and in close proximity to it are two cabins for the use of the commander of the vessel and his chief officer. Immediately between the latter apartments is a chart-room."

So the cabin arrangement of our ship was described in the *Marine* newspaper. "Herald," when she was launched in 1883. Now that chart-room, ripped out in 1901 when deck chairs were installed forward of the cabin bulkhead, has been removed as a memorial to an old and staunch friend of Star of India — as well as being done in Pacific Coast tradition and one of San Diego's most beloved citizens, the late Lamine de Jassoy.

Lamine Jassoy, as he was affectionately known by a multitude of friends, was born at Huddersfield, England, Sept. 22, 1880, and died in San Diego Aug. 10, 1965. He grew up in Lyttman, a seaside resort town between Liver- pool and Blackpool, and so it is quite possible that he saw this very ship under her original name of *Lyttman* in the Liverpool Liverpool in those days — and his parents could never keep him away from the waterfront.

As a distinctive ship-boy in Lyttman, he came at the memorial service held for the victims of one of England's worst maritime disasters in many years; the vessel in- volved was the four-masted bark *Albatross*, lost with all hands when she was driven ashore in a gale, not far from Liverpool. In addition to her own crew, 11 blackst-men died in heroic but futile efforts to rescue. This was not long before the Jassoy family moved to San Diego in 1891.

Restoration of the handsome chart-room was made possible through the generosity of Mrs. Jassoy. Acce- sories include an old nautical barometer presented by Capt. F. A. McDonald, maritime historian and late master of the now-ruined bark *Albatross*, and a ship's clock, ancient barometer and collection of British "blue-back" sailing charts, the gift of Mrs. Harry Adams, former owner of the old *Lyttman* Quarantine Station of Alaska, now re- stored as San Francisco's museum-ship *Albatross*.

MEMORIAL TO A GREAT SAILOR

Restoration of Star of India's chart room — a memorial to the late Lamine de Jassoy — is presently complete. The original was demolished 65 years ago when the vessel was altered for service in the Atlantic before.

TRANS-PACIFIC "TEA RACE"

Immortal in the annals of the British tea-clippers are the names of *Cary*, *John*, *John*, *Tasman* and *John* (which, incidentally, visited San Diego in her declining years) — but little has been written of the modest Trans- Pacific "tea race" of 1880.

If that time of course, most of the tea for America was coming across the Pacific in steamers, for trans- oceanic mail shipment to the Atlantic seaboard. It was usual to have a longer stop in San Diego than in other ports en route to San Francisco, so each of the three major tea- line charters of the Pacific in steamers, for trans- oceanic mail shipment to the Atlantic seaboard. It was usual to have a longer stop in San Diego than in other ports en route to San Francisco, so each of the three major tea- line charters of the Pacific in steamers, for trans- oceanic mail shipment to the Atlantic seaboard.

MARITIME MUSEUM ASS'N OF SAN DIEGO

Bark *Star of India*

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

WELCOME ABOARD!

Since our last issue, the following have joined our afterguard:

Mr. and Mrs. Richard Lamine, Dr. Roger Revell (life), Mr. Raymond Watson, Miss Jewell Laine, Mr. Carl G. Lyttman



MAINS'L HAUL



Vol. III

DECEMBER, 1966

No. 2

MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

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— John Masefield

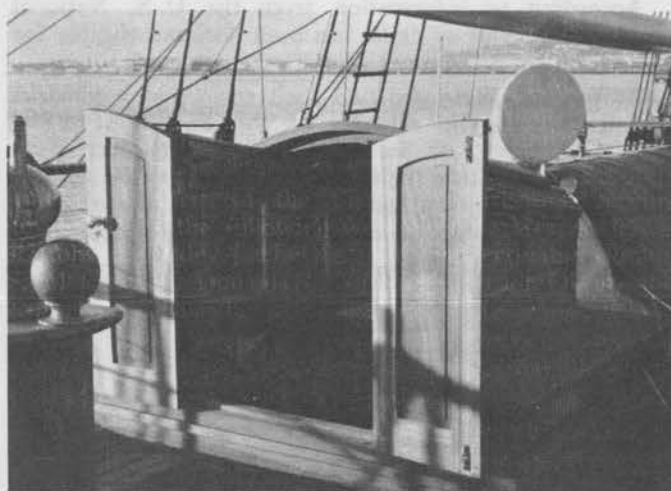
BACK TO HER OLD SPLENDOR

Funds provided by the *Star of India* Auxiliary, a photograph taken at Gravesend in 1872 as *Euterpe* was lying at the "farewell buoy", and an infinite amount of superb craftsmanship have resulted in the completion of a companionway, just forward of the wheel, which duplicates the original one of 1863.

With the years, there were many changes in the after part of our ship. The original, hardwood companionway developed such serious leaks that, in 1916, Capt. Woldemar Marzan had it torn out; it was replaced by a chart-house of tongue-and-groove softwood, with a door opening to the starboard and the steps leading down and to port. It may have been handy, but it wasn't much for looks; dry-rot caught up with it around 1930, and no tears were shed when old Gus Larson, then the caretaker, demolished it and built a simple, rugged companionway over the athwartships steps. Under them was a built-in closet—and marks on this closet's forward bulkhead showed where long ago, steps had come up to a small, pie-shaped landing from which the main ladder led up to the wheel. It was the only clue to the original arrangement.

Capt. Carl Carlson, who had been first mate, could remember that "The steps led down from the wheel, and off to each side in a little kind of lobby. There was a little shelf inside the door where you could lay your sextant and on the forward bulkhead there was a clock that you could see from the wheel." With this to go on, and some photos from the Hester collection which showed similar companionways, Capt. Ken Reynard made the working-drawings and with the expert help of shipwright Ralph Edison, began construction.

Meanwhile, Clyde Pierson, retired industrial arts teacher and superb cabinet-maker, had arrived on his annual vacation, from Middletown, Ohio. And as usual, he had a station-wagon full of all the needed tools. So he got busy preparing the lobby bulkhead, and figuring just how many inches in what direction each cut for the steps must be made. Plenty remains to be done.



"... THERE WAS A CLOCK ON THE BULKHEAD"

Replacing the functional but hardly photogenic tongue-and-groove companionway of not-too-fond memory, the new one is a replica of what was there when the ship was launched in 1863.

A FAMOUS MASTER'S CHARTS

The old British "blue-back" charts, permanently displayed in our recently restored chart-room, were presented to the ship by Mrs. Harry Azus, to whom they had been given by the late Capt. Charles A. Watts; he was master of *Balclutha*, San Francisco's museum-ship, when she was named *Pacific Queen*, and if ever a captain was known from the Maine coast to Foochow and from San Francisco to Melbourne, it was "Charlie" Watts.

Captain Watts was owner and master of the brig *L. F. Munson* and of the ship *Patrician*; he commanded the famous *W. F. Babcock* and he served with the after-guard of *Great Admiral*, *Ocean Lily*, *Stacey Clark* and *Pactolus*. He probably visited San Diego, for he had the big Down-easter *Levi G. Burgess* in '92 on a passage from Baltimore to San Francisco, and she was in port here on more than one voyage, at about that time.

"RELIEVE THE WATCH!"

At the November meeting, Mr. Gordon T. Frost was elected president of the Maritime Museum Association of San Diego for the coming year; Mr. Edward Matlin was elected First Vice President, Mr. William Wilmurt Second, Mr. Clinton McCracken Treasurer, and Mr. Marvin Herrmann Secretary.

For Members of the Board of Directors, serving through 1969, the following were elected: Messrs. James T. Colwell, Oakley J. Hall Jr., Marvin Herrmann, Clinton S. McCracken, Donald L. Nay and Berndt Olson, and Capt. Ken Reynard.

WELCOME ABOARD!

The following have "signed on" since the last issue of *Mains'l Haul*:

Mr. Clarence H. Arveson	Mr. Donald S. Nay
Mr. Charles E. Johnson	Mr. Jack H. Ruhmland
Mr. R. S. Litchfield	Mr. Robert G. Sharp
Mr. Clinton S. McCracken	Dr. Ancel Watrous

A NEW DISTINCTION

According to information from the U. S. National Park Service, *Star of India* has been declared eligible for registration as a National Historical Landmark.

At present, there are two such registered landmarks in San Diego—the remains of the Spanish Presidio above Old Town, of the Mission Dam, up-river from Mission Gorge. Such registration may be applied both to publicly-owned and privately-owned sites; there is no change in ownership or operation, and the Department

of the Interior provides an appropriate plaque. Awards of these plaques are made under the Historical Sites Act of 1935.

"HAVE YOU A CAPTAIN?"

A file of photographs and what biographical material as is available, on bygone captains who figured in the history of the Port of San Diego, is desired for the Association's reference material.

Who, for instance, has anything on Captain Mitchell of the schooner *Irene*? Schnauer, of the ship *Harvester*? Frank Johnson of the steamship *Yale*? Thomas of the grand old *Governor*? Le Buanic and Foldat, of the steam-schooners *Necanicum* and *Multnomah*? Max Jahn, of Red Stack's huge tug *Sea Lion*?

Any and all will be received with thanks. Photographs received on a loan basis will be copied, and carefully returned.

in January 1972, Belmont and he served with the effect

MARITIME MUSEUM ASS'N OF SAN DIEGO

Bark Star of India

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



MAINS'L HAUL



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MARCH, 1967

No. 3

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— John Masfield

OF SHIPS AND MASTERS

A request in the last issue of *Mains'l Haul*, for information on old-time ship-masters, brought replies from two of our members — Robert Weinstein produced the superb photograph of Capt. Mitchell coming ashore from the four-masted schooner *Irene*, and Capt. C. H. Arveson recalled a boyhood visit aboard the *Irene* at Fort Bragg, which he thinks "had a lot to do with arousing my interest in ships."

Capt. Mitchell was a rather fabulous man, and there were people who called him "Crazy" Mitchell; the name on his master's license, however, was Schuyler Colfax Mitchell, and when it came to handling a ship under sail, he stood at the top of the list. The nick-name may have been started by a disgruntled tug-captain, for Mitchell looked down his nose at tugs and, except as a last resort, would have none of them. Many old-time San Diegans have watched with delight as he sailed the big four-master in past Pt. Loma and all the way up to Benson's or McCormick's wharf — and, a week or so later, sailed her out again. Up north, his admirers included those who had seen him maneuver the *Irene* into any one of the "dog-holes" of the Mendocino coast and make fast to the mooring-buoys under the end of the wire loading-chute.

What really upset the local tug people was the time Capt. Mitchell "kedged" the *Irene* from McCormick's, at the foot of Twenty-second St., all the way down to the old San Diego Lumber Co. wharf at the foot of Sixth. It was tedious work for the better part of a day — but he saved about \$25.

One of the last lumber-schooners, the *Irene* was built by Hans Bendixsen at Fairhaven (later re-named Rolph) Calif., in 1900, and was 186 feet long. What impressed Capt. Arveson when he boarded her at Fort Bragg, and later saw her at Gray's Harbor in 1922, was the neat appearance of her green hull and white rails and houses. Capt. Arveson also supplied *Mains'l Haul* with information about another master who had been mentioned, Capt. Max Jahn, who towed log-rafts from the Columbia to San Diego. He served as mate with Capt. Jahn in the Red Stack tug *Sea Lion*, towing "surplus" Key Route ferry-boats from San Francisco to Puget Sound in 1943 and — as he was just about to go up for his own master's license — stayed with Capt. Jahn when they returned, picking up valuable experience.



OOOOH! DON'T LOOK DOWN!

Capt. S. C. Mitchell (left) with Mrs. Mitchell, their two children, the children's nurse and the schooner's mate, come ashore from the *Irene* at Noyo, Calif., in 1915.

IN THE LOWER HOLD

Although it is pretty well out of sight, the work going on in the lower hold of the *Star of India* is important both from a practical standpoint and from its showmanship angle.

The entire bilge has been cleaned and painted, and the barrels of cement ballast which have lain there will be transferred onto a flat frame, now being welded into place, high enough so that someone can get under it for inspection and cleaning. The present water-ballast tanks which take up so much room will be replaced by flat blocks of cement, each cast in place and with a steel "pad-eye" by which it can be lifted and moved if necessary for repairs. Steps from the 'tween-deck then will enable visitors to get right down to the bottom.

THE FASHION SHOW

Spring being with us again, the annual Fashion Show, staged aboard the *Star of India* by the active Star of India Auxiliary, is showing up on the horizon, and will be with us May 2. The Fashion Show, for the benefit of those who came in late, has provided the ship with many things she would not otherwise have had—including the cabin furnishings, the mizzen-hatch, and the new companionway just forward of the wheel.

Under the direction of Mrs. Mabel Hazard, the show committee has loosed everything up to the skys'ls, and the way the arrangements are bowling along, it promises to be the party to end parties.

A "BIG, POWERFUL SLOOP"

Do any of our members know anything about the *Brisk*, described in the contemporary press as "a big, powerful sloop"? Apparently built in San Francisco, she came here in the summer of 1880, operated in the sealing trade on the Lower Coast, and participated in "the relief of Oceanside" when that community was isolated by floods in 1887.

WELCOME ABOARD!

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

Mr. David L. Brown (Summit, N.J.)

Mr. and Mrs. Walter Lee McCoy

Mr. John K. Sinderholm (Poway)

Mrs. George Burkhardt, of Chula Vista, has changed from Active to Life Membership.

VISITING HISTORIANS

This year the *Star of India* was honored by inclusion in the itinerary of the annual Spring history tour of the University of the Pacific, at Stockton, a breakfast meeting being arranged for March 24. Western history is a specialty at the university and the bus tours, covering California from Sonoma to San Diego, have been going on for some 15 years. In addition to our ship, they visited the Cabrillo National Monument, Mission San Diego de Alcalá, and the Whaley House in Old Town.

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MARITIME MUSEUM ASS'N OF SAN DIEGO

Bark *Star of India*

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



MAINS'L HAUL



Vol. III

JUNE, 1967

No. 4

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— John Masfield

A LITERARY CAPTAIN

Too little has been recorded of the part which Down East mariners played in the history of the Port of San Diego, and if ever recognition were due to one of them, that man was Capt. Edward Payson Nichols (1844-1899) of ship *Frank Pendleton*. Captain Nichols gave San Diego "a good press" — and he was in position to do so, for he printed his own newspaper, aboard ship.

The *Frank Pendleton* arrived here July 27, 1887 with a full cargo of coal from Newcastle, N.S.W. and sailed Aug. 26 for Port Townsend, W.T. In the month which it took to discharge cargo (it was all scoop-shovel work in those days) the captain became a part of San Diego's social life, and also offered salty comments on the foibles of the local postal service. When he got to Puget Sound, however, he pulled out all the stops, and gave San Diego a description which should have made him an honorary life member of the Chamber of Commerce.

"The harbor of San Diego," he wrote, "is one of the finest, and it is only equalled by that of San Francisco . . . I think that the outlook for San Diego is very bright . . . There is one thing about San Diego as a port of shipping; they do not try to squeeze money out of ships . . . We never did business with more agreeable people." It goes on for more than a column.

Captain Nichols' newspaper was the *Ocean Chronicle*, which he printed from hand-set type, one issue to a voyage; he sent copies to his friends, instead of writing them letters. In 1941 the Penobscot Marine Museum, at Searsport, Maine (through whose kind permission a portion of the San Diego edition is printed here) got a complete file of this unique newspaper and reproduced it, in book form. The volume was prepared by the late Lincoln Colcord, whose father was a frequent visitor to San Diego half a century ago, as master of the big American-Hawaiian freighters; "Link", as he was known to his host of friends, once was described as "The sort of chap who can sail in the Bermuda Race, wearing a pince-nez with a black ribbon — and get away with it!"

If you are vacationing in New England, the museum at Searsport is open until Sept. 10, and houses a fine collection of maritime artifacts, as well as charts, log-books, prints and paintings, and the Lincoln Colcord Memorial Library.

OCEAN CHRONICLE. --- EXTRA.

PUBLISHED BY E. P. NICHOLS, AT SEA, ON BOARD SHIP FRANK PENDLETON.

Following Feb. 14.)

SEPT. 19, 1887.

{ NUMBER 14.

DEAR FRIENDS.

I send the publication of the *Ocean Chronicle* a failure, as a means of obtaining news from home. From Melbourne I send seventy copies to Searsport, but have not learned whether they have ever received or not. I print only for pleasure and my own pleasure it will not affect me, only I shall not print so many. This is altered as a letter sent will probably end with this page. Thanking the few at home who thought of me, and many thanks to the "Marine Journal" and a few others, I will commence my letter by telling you a little about the city of San Diego.

E. P. Nichols.

SAN DIEGO.

San Diego is situated on the Pacific Ocean in lat. 32° 43' N. lon. 117° 10' W. The harbor of San Diego is one of the finest, and it is only equalled by that of San Francisco. Vessels drawing 25 ft. can safely cross the bar, and with a small cutter they could carry in 25 to 30 ft. The harbor is as well protected as any we ever saw; a natural dock, made by the Alamo, they have over five miles of water-front where wharves can be built out on to twenty-five feet of water. I think that the outlook for San Diego is very bright, and can see nothing to hinder it from becoming a great commercial port. There is one thing about San Diego as a port of shipping; they do not try to squeeze money out of ships, and though it is not a cheap port, we think it will be the cheapest port on the Pacific Coast as soon as they have the facilities which are fast coming forward. We never did business with more agreeable people.

The climate of San Diego is very delightful, and with its breezes, and its sun, it is a most agreeable place. I am surprised with good luck might have been made of it.

Louisiana which we think is just as good an investment as some of the "wildcats" outside of San Diego. We should not hesitate to invest — had we the money — anywhere on the Bay of San Diego, but when they go out twenty-five miles we all second and cut it up into 25 cent lots, then we have nothing to say, only that we should give Louisiana the preference as an investment.

Ships coming out of San Diego with the wind so far west that she cannot fetch by the Occasion, will find it hard to work off of the beach the wind is light. We travel all day and then run inside of the Occasion, then we worked off all right. We have said about all we can at present for San Diego, for fear you will think we are running an advertisement, which is not the case. If those interested would make it an object for us we would give a little publicity to our account, but money cannot hire us to do — without it is paid in advance.

AMERICAN SEAMEN.

"The American seamen?" Where are they? They are among the things of the past. The U. S. as present could not furnish seamen to man a fleet (supposing she had only sufficient to protect the entrance to Boston harbor). It is not an exaggeration to say that nine-tenths of the seamen sailing in American ships, are foreigners without even an "intention" of becoming a citizen. American vessels — The few that might be surprised with good luck might have been made of it.

All American seamen of good character, in good health may join, and seamen of any country who can give good testimonials showing six months' good character, shall be eligible to membership until such a number shall have been made members as shall be deemed sufficient to meet the requirements of the American ships.

Their pay shall be — per month from the day they become a member until such time as they come to be a member, whether employed or unemployed.

Every seaman to be entitled to two days on shore, at the expiration of every voyage, for every month he has served, but if circumstances require him to serve longer, he shall receive remuneration for such time.

All members must be directed, but in case of a member being near home, or among friends, permission may be given, and allowance made.

U. S. Customs shall be empowered to make a limited number of members in Civil War.

Ships waiting orders shall be furnished with the same by applying to the Government office the ship to be responsible to Government for their wages at \$ — per month.

All complaints of a master against a member, or of a member against a master, shall be investigated by Gov't, and if a trial is necessary, Gov't to furnish counsel for both.

In case of promotion the members pay to be the same from Government but the master to receive all extra wages. Provisions to be made to encourage advancement.

Members showing four years good conduct shall be entitled to citizens papers, but must first apply to the Gov't.

AN UNUSUAL NEWSPAPER

For the amusement of himself and his friends, Capt. E. P. Nichols printed this little paper aboard the *Frank Pendleton*, which visited here in 1887. The pages were about 7¼ by 9 inches.

—PENOBSCOT MARINE MUSEUM, SEARSPORT, ME.

IN MEMORY OF A GUNBOAT

It was a proud day for San Diego when the U.S.S. *Pinta* steamed in around Point Loma on March 24, 1898, announcing her arrival with a prolonged whistle-blast which brought a querulous complaint, via the voice-tube from the engine-room to the bridge: How did they expect to keep the engines going, with all the steam being blown out through the whistle?

The *Pinta* came to San Diego in 1898 as the Naval Militia's training-ship, and remained, in that capacity, until 1907. Then, her boilers no longer able to supply steam even for a whistle, she was towed to Mare Island by the U.S.N.A. *Saturn* for disposal.

Member Don M. Stewart, who commanded her on that dismal 1907 voyage, has presented to our museum her colors, her many-times-patched commission-pennant, the Naval Militia (now Naval Reserve) flag — and a pair of cutlasses which were issued to the *Pinta* when she was commissioned 103 years ago. They were to protect her in case of an uninvited visit by coarse individuals with larcenous or homicidal intentions.

FROM THE ISLE OF MAN

The *Star of India* is to be honored, some time around Oct. 13, by a visit from Mr. A. M. Cubbon, director of The Manx Museum at Douglas, I.O.M.

Our ship, of course, was built in the Isle of Man, and officials of that museum went all-out in assisting the res-

toration work, by furnishing information on her early history. Mr. Cubbon is visiting the United States and Mexico on a Winston Churchill Travelling Fellowship, and writes that "Of course a visit to the *Star of India* is a 'must' for my programme."

GOOD-BYE, BALLAST TANKS

At the time, they served their purpose and served it well—but those huge steel tanks, full of water, in the lower hold, took up a lot of space. And they were rusted to the point where leaks were inevitable.

Now the last of the tanks has been removed, by the slow process of cutting it up with a torch, into pieces small enough to handle. An even greater weight has been substituted, in the form of cast concrete slabs, bringing the ship down to a better trim.



AN UNUSUAL NEWSPAPER
For the convenience of those who wish to read the paper, the Maritime Museum Association has arranged for a special service. The paper is now being distributed to the members of the Association, and is being sold at a special price of 50 cents per copy. This service is being provided for the members of the Association, and is being sold at a special price of 50 cents per copy.

IN MEMORY OF A GUNBOAT

It was a hard day for San Diego when the U.S.S. Fish Hawk, a gunboat, was sunk in the harbor. The ship was a small, fast, and powerful vessel, and it was a great loss to the Navy. The ship was sunk on March 21, 1898, and it was a great loss to the Navy. The ship was a small, fast, and powerful vessel, and it was a great loss to the Navy.

MARITIME MUSEUM ASS'N OF SAN DIEGO

Bark *Star of India*

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

The ship was a small, fast, and powerful vessel, and it was a great loss to the Navy. The ship was a small, fast, and powerful vessel, and it was a great loss to the Navy. The ship was a small, fast, and powerful vessel, and it was a great loss to the Navy.

FROM THE ISLE OF MAN

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WELCOME ABOARD!

Since the last issue of *Mains'l Haul*, Mr. Christopher Hartsough and Mr. Welton H. Jones, Jr. have joined the Maritime Museum Association.

Mr. Paul A. Kettenburg has transferred from an Active to a Life membership.

FIRST STEAMER

Does anyone remember—or better still, have a photo of—the little steam tug *Emma*?

She was launched in 1882, down around the foot of F Street, and was the first self-propelled vessel to be built in San Diego. Her builder was identified in the local press only as "Mr. Nation, of the New San Diego Hotel."

Who can supply further details?

A LITERARY CAPTAIN

Two little bits have been reported of the past which have been placed in the hands of the public. The first is a letter from the Captain of the *Star of India*, dated 1882, and the second is a letter from the Captain of the *Star of India*, dated 1882. The first is a letter from the Captain of the *Star of India*, dated 1882, and the second is a letter from the Captain of the *Star of India*, dated 1882.

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