



MAINS'L HAUL



VOL. IV

JUNE, 1968

No. 4

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

SHE WAS SMALL, BUT IMPORTANT

At 3 the launch and alligator under command of Lieut Rowan armed & Equipped and the Marine Guard under command of Lt Maddox left the Ship to take possession of the Town of San Diego & hoist the American Flag

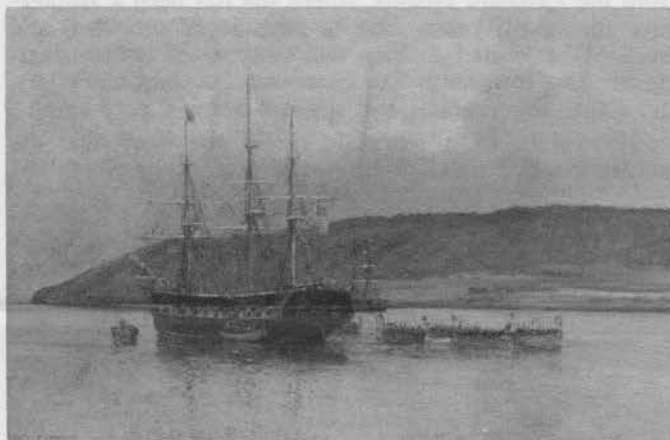
So reads the log of the U.S.S. *Cyane* for July 30, 1846—actually July 29, for in those days the "sea day" began at noon instead of midnight—and that simple account records the formal passing of San Diego from Mexican to United States jurisdiction.

This mix-up between sea time and civil time once led the good people of Old Town to have a celebration, with speeches and all, on the wrong day, which was dreadfully embarrassing. There has been some trouble too, over this business of the "alligator"; it was a special type of craft for amphibious work and not, as some have assumed, a proper name.

That, however, is trivial compared with the trouble which would have descended upon an officer of the Royal Navy if he had—as recounted by one historian—"toyed with idea of re-capturing the *Cyane*" when he fell in with her at Monterey, just before the San Diego event. The story of the capture of H.M.S. *Cyane* by the U.S.S. *Constitution*, off Madeira on Feb. 20, 1815, is a classic of American naval history—only that was another *Cyane*. The one that our boys captured was a 20-gun frigate, built in England in 1796. We made good use of her in the Mediterranean, and cruising in African and West Indian waters in the suppression of the slave trade. In 1835, unfortunately, she quietly sank at Philadelphia Navy Yard and was broken up the next year. Our own *Cyane* was built at Boston Navy Yard in 1837, a sloop-of-war of 18 guns and she lasted until 1887, when she was decommissioned at Mare Island. She was sold at public auction Sept. 20, 1871.

There is a bit of mystery about the painting of the *Cyane* which is reproduced here, and which Member Joseph E. Jessop rescued several years ago, when it was about to be junked. It is signed "Carlton T. Chapman—1913" and is an excellent piece of work—but none of the old-time artists here can recall him. There is a Carlton Chapman in the 1913 City Directory, his residence being given as Coronado and his occupation as lieutenant, U. S. Army; the 1914 issue lists his occupation as aviator—and then he vanishes.

In 1913, military aviation at North Island was a



WHEN SAN DIEGO CHANGED HANDS

It is late afternoon of July 29, 1846, in the lee of Point Loma. A detachment from the U.S.S. *Cyane* has raised the American flag over San Diego, and now Fremont's battalion is going ashore—just in case some of the "locals" should get ideas.

— COLLECTION OF JOSEPH E. JESSOP

function of the Signal Corps, U. S. Army. One local artist, who was in the Cavalry at the time and temporarily assigned to North Island, vaguely recalls that he had heard of some flier who was a bit of a landscape artist, but he cannot bring back the details. Can any of our readers supply information on Carlton T. Chapman?

THOSE LITTLE MEXICAN STEAMERS

In the late Eighties there were two little wooden steamers which carried passengers between San Diego and points on the Lower Coast—Ensenada, San Quintin and Cedros Island, to name a few; they were the *Carlos Pacheco* and the *Manuel Dublan*, both built in San Francisco.

Member Don M. Stewart, born in San Diego in 1873, has accounted for the later days of the *Carlos Pacheco*; renamed *La Union* she operated between San Blas and the Mexican Penal colony in the Tres Marias Islands, and is said to have lasted until into the 1930s.

That leaves the *Manuel Dublan* unaccounted for. She was not, as some have believed, later the passenger-steamer *Victoria*, which George Beermaker operated between here and Ensenada until 1916, when she foundered in a storm, near the Coronado Islands. She was the old *Garland*, built in Puget Sound in the 1890s; Mr. Stewart states that she was a tug, which the Mexicans bought as a replacement for a gas-schooner which was so loud that nobody could stand her. Passenger accommodations were added, and she operated for several years.

What became of the *Manuel Dublan*? And for that matter, of the *Benito Juarez*, and the little British steamer *St. Denis*, which ran to Ensenada?

WELCOME ABOARD!

Since the last issue of *Mains' L Haul*, the following new members have "signed on" —

Dr. Jack W. Japenga	Mr. William R. Wasson
Mr. Philip H. Turner	Mr. Robert Weigand
Miss Sara R. Woolley	

SQUARE-RIGGERS ELSEWHERE

Progress is reported on the project to bring the four-masted bark *Fennia*, ex-*Champigny*, to San Francisco from the Falkland Islands, where she has been a storage-hulk for many years. She is now at *Montevideo*, and much of her rotted decking will be replaced before starting the long tow, on to San Francisco. As the *Champigny*, and under the French flag, she has been in port here.

Meanwhile from Honolulu comes the word that the hull of the fine old four-masted bark *Falls of Clyde* has

passed to the ownership of the Bishop Museum and it is expected that the long-deferred restoration will be accelerated.

IT NEVER ENDS

Everybody—himself included—is trying to figure out just how Capt. Ken Reynard figured out, and then carved out, the fine hardwood handrail which comes down beside the curved steps from the after companion-way, into the lobby at the after end of our *Star of India's* cabin. It is a bit of geometrical cork-screw work which must be seen to be appreciated.

Less ornate but a lot heavier is the final bit of work on the ballasting in the after part of the hull. All ballast now is concrete, carried on steel beams which permit access to the entire bilge, for inspection and cleaning.

There is always something to be done.

MARITIME MUSEUM ASS'N OF SAN DIEGO

Bark *Star of India*

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



MAINS'L HAUL



Vol. IV

MARCH, 1968

No. 3

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 SPEEDY BARKENTINE

There's something sprightly and intriguing in the very word "Quickstep" — and the barkentine *Quickstep*, no stranger to the San Diego waterfront back in the Gaslight Era, lived up to it in every way.

Although primarily a coastwise lumber-carrier, the *Quickstep*, whose local cargoes included lumber for building the Hotel del Coronado, had at least one Cape Horn passage to her credit, and the time she made would not have been too bad for one of the California Clippers.

She was built by Hall Bros. at Port Ludlow, Washington Territory, and was launched in December of 1876. She made one voyage to San Francisco and then went up to Puget Sound to load lumber for South American delivery, and made Iquique in 65 days. There she discharged her cargo, loaded nitrates for New York and made it in 80 days, via Cape Horn. At New York she picked up a full load of general cargo for Portland, Ore., and sailed in company with the ship *St. Marks*, a larger and, supposedly, faster ship. Capt. George J. Fake, master and one of the principal owners of the *Quickstep*, sailed under short canvas and the *St. Marks*, with everything set, managed to cut across her bows. The master of the larger vessel then ran up the Union Jack — an unofficial signal which, roughly translated, means "That'll put you in your place!"

Well, you just couldn't do things like that to Captain Fake. He set everything he had and the little barkentine — she was only 140 feet long — left the *St. Marks* behind as if she'd been anchored. Passage-time for the *Quickstep* to Portland was an excellent 118 days, and she recorded one Day's Work of 365 miles. The Halls, they say, never built a slow ship.

The recent search by the California Historical Society for paintings by the famous Joseph Lee of San Francisco led to the discovery of one of the *Quickstep*; it is owned by Comdr. Frank C. Fake, U.S.N. (ret), of Coronado. Captain Fake of the *Quickstep* was his great uncle.

A few years after her flash passage from New York, she is said to have made a transpacific voyage, and on the way home set the record for the run from Yokohama to the Columbia. Can any of our readers supply details?



SHE WAS AS LIVELY AS HER NAME

The barkentine *Quickstep*, shown here in a painting by Joseph Lee, helped to bring the lumber used in building the Hotel del Coronado in the late 1880s.

—COURTESY OF COMDR. FRANK C. FAKE, U.S.N. (RET)

IS THE RECORD ALWAYS STRAIGHT?

They used to say that the sloop *Restless*, a tradition in local yachting circles for many years, was built at Mystic, Conn., in 1870, and came around to the West Coast on the deck of a sailing-vessel; they would point to early issues of the *List of Merchant Vessels of the U S* which said, plainly "Mystic, Conn." — and "1870." Later issues gave the date of building as 1892, and place of building as San Diego.

Member Ward W. Waddell, Jr. has been poking into this, for his grandfather, Judge George J. Leovy, owned the *Restless* — or at least a *Restless* — from 1907 until 1922, when she was dismantled. So it developed that there were two sloops of the same name, and quite similar in looks. The first document for the first sloop was issued at San Francisco on June 26, 1860, so far as existing records go, which clashes with the story of her being built at Mystic in 1870. Her first San Diego owner appears to have been John G. Capron in 1879; Capt. James M. Niles, a local pilot, owned her in 1883, and stated in registering her that she was ". . . built at Mystic, Conn., previous to the year 1870."

The notation "Abandoned June 30, 1891" appears on her final document, and the initial document for the second *Restless* was issued Feb. 13, 1892. Was the first one really built at Mystic — perhaps in 1860 instead of 1870 — or was it a mistake on the part of Capt. Niles which froze 1870 into the record? Mr. Waddell is continuing the research, and meanwhile has reached for another aspirin.

RESTORATIONS ELSEWHERE

Another Cape Horner, the French four-masted bark *Champigny*—later the British *Fennia*—is due for restoration at San Francisco, as is the old steamer *Great Britain*. Both have been at Port Stanley, in the Falkland Islands, as storage-hulks for many years, and the *Champigny* is reported as having reached Montevideo, on the first leg of the long tow north. The *Champigny* has been in port here; she arrived in San Diego Nov. 15, 1907 with general cargo from England, after a passage of 159 days.

Meanwhile, information regarding the U.S.S. *Olympia*, flagship of Adm. George Dewey in the Spanish-American War, is being sought, in connection with her restoration as a National Historical Landmark. They are particularly anxious to locate an accurate model of her, or any other data which will assist in the project. Information should be sent to the restorers, the firm of Stewart, Noble, Class & Partners, Architects, at 1104 Architects' Building, Philadelphia, Pa., 19103.

THAT "ORFUL" ORLOP

If you haven't been down into the *Star of India's*

orlop deck recently, you are due for a surprise; the progress made by Capt. Ken Reynard and the rest of our small but active crew is impressive.

A new, tight deck on steel beams now extends from just abaft the main hatch to the afterpeak bulkhead, with only a small area in its center left with temporary decking, to facilitate placing of the new concrete ballast-slabs, and removal of the last of the old ballast tanks. New workbenches fill a long-felt need, and new drawers and bins make unnecessary the old familiar direction of "You'll find it in that barrel just next to the Haig & Haig box full of shackles!"

WELCOME ABOARD!

Since our last issue, the following additions have been made to the membership list of the Maritime Museum Association of San Diego.

Mr. Jean Bellon (Life)	Mr. Joseph De Sousa
Mr. George M. Calvert	Mr. Dennis J. Goggin
Dr. Richard Clark	Mrs. Robert Page

MARITIME MUSEUM ASS'N OF SAN DIEGO

Bark *Star of India*

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



MAINS'L HAUL



Vol. IV

DECEMBER, 1967

No. 2

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

AN AIR OF STABILITY

1901-02: . . . *Furnished new mizzen mast, mizzen topmast and spanker gaff. Refitted rigging and changed rig of vessel from ship to bark. . . . Furnished 300 tons of iron slag for ballast. . . .*

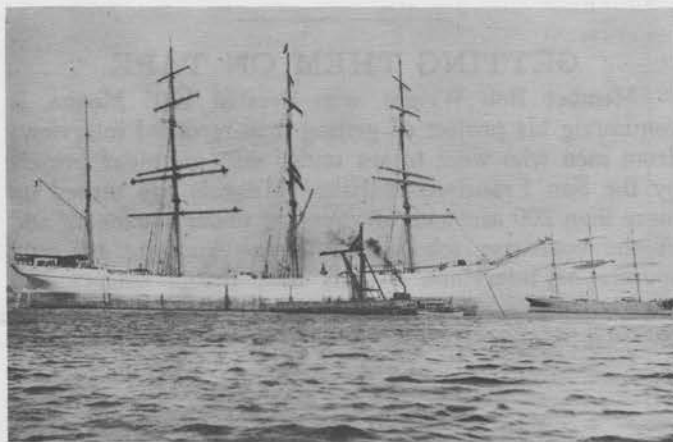
The above is from the Alaska Packers' repair and maintenance log on the *Star of India*, dug out by our good friend Capt. Harold D. Huycke of Mill Valley.

Today those 300 tons of slag—damp and sour—brought up from our bilges not so many years ago, are but an unhappy memory. And every time another of the fine big slabs of concrete ballast is installed, Capt. Ken Reynard and the ship's company regard it as both a physical and moral victory. Only two of the improvised water-ballast tanks now remain in the lower hold, and soon they too will be replaced by the permanent cement ballast. That will be a happy day, as the tanks are showing definite signs of deterioration, as well as doing nothing whatever to improve the hold's appearance.

Ballasting is an old, and all but forgotten story in the history of the Port of San Diego. Many years ago, ships leaving here in light trim obtained ballast by gathering up cobblestones from Ballast Point—until the government made them stop it—and a lot of those cobbles became paving-stones in New England cities, as the arriving Yankee traders replaced their weight with out-bound cargo for the next voyage.

When the first grain ships came in here to load, in the early 1880s, they discharged "shingle" ballast—good-sized round pebbles—and some of it ended up in the walks of local gardens. Member Don Stewart recalls that William Jorres, of Jorres' Wharf, had shingle walks around his home. But shingle was treacherous because of its tendency to slip and slide around if not secured by temporary bulkheads; shifting ballast, in fact, was blamed for the loss of several ships which cleared from Latin American ports and were never seen again.

Locally, ships generally ballasted with sand, dredged up from the bottom of the bay. It "stayed put" better than shingle, but as its water-content settled, it carried sand down into the bilges, where it plugged up the limber-holes and made pumping next to impossible. Finally, in the late 1880s, the underwriters refused to insure ships with sand ballast, unless they first loaded stones or coarse gravel to act as a sieve. Well—at least that's one problem we haven't had!



IN THE DAYS OF SAND BALLAST

With a "clam-shell" bucket, Spreckels' derrick-barge is loading ballast into the German 4-mast bark *Lisbeth*, in this 1909 photo. In the background is the British ship *G. W. Wolff*, whose masts show the "Belfast rake" typical of Harland & Wolff's ships.

—HISTORICAL COLLECTION, TITLE INSURANCE & TRUST CO.

CHANGING THE WATCH

With the annual meeting and election of officers checked off as Finished Business, Lt. Comdr. Edward J. Matlin, USN (ret.) has succeeded Gordon T. Frost as president of the Maritime Museum Association.

First Vice President is William F. Wilmurt, while Donald Campbell was elected as Second Vice President; Marvin Herrmann was elected Secretary, and Clinton S. McCracken as Treasurer.

FROM THE ISLE OF MAN

All too brief was the visit to the *Star of India* of A. M. Cubbon, Director of the Manx Museum at Douglas, I. O. M., and Mrs. Cubbon, who spent two days aboard during October. He was visiting American and Mexican museums, under a Sir Winston Churchill traveling fellowship.

As our ship was built only a few miles from Douglas, a visit to her was a "must"—and our Manx flag, given to the ship by Mrs. Ivan Finn, our local Manx member, was prominently displayed. While here the Cubbons also visited the Museum of Man, the Natural History Museum and—little more than minutes before their plane left for Mexico City—the Cabrillo National Monument.

"THE POWER OF THE PRESS . . ."

At danger of dislocating its shoulder, *Mains'l Haul* now pats itself on the back over the story about the Joseph Lee art display which the California Historical Society has scheduled for February. John Olguin, of the Cabrillo Museum, read the article, took a critical look at a picture of the schooner *Leeds*—and found that it was one of Lee's paintings. It will be loaned to the society for its forthcoming show in San Francisco.

GETTING THEM ON TAPE

Member Bob Wright, who lives at 1105 Moana, is continuing his project of getting tape-recorded interviews from men who went to sea under sail; a similar project by the San Francisco Maritime Museum has turned up more than 200 accounts of voyaging under square rig and in the coastwise schooners. Anyone knowing of good sources of interviews in this field should contact Mr. Wright, at 222-5692.

STATEROOM PLANS

If only someone had saved an "accommodation plan" for the *Star of India* when she was the *Euterpe*, much time, money and aspirin would have been saved during the restoration.

This points up a recent request from our opposite number in Seattle, the Puget Sound Maritime Historical Society; they are looking for such a plan for the steamers *Governor*, *Congress* and *President*, which called here for many years. Such plans were printed by the thousands in steamship travel folders—but just try to find one today! If any of our readers have folders showing the stateroom layouts for these or any other steamships on the passenger run to San Diego, their loan would be appreciated.

WELCOME ABOARD!

Since our last issue, the following new members have joined:

Mr. Alvin A. Ontjes Rev. Paul L. Robison
Mr. Richard Steele (life)

MARITIME MUSEUM ASS'N OF SAN DIEGO

Bark *Star of India*

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



MAINS'L HAUL



Vol. IV

SEPTEMBER, 1967

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 Masfield

THE MYSTERY OF JOSEPH LEE

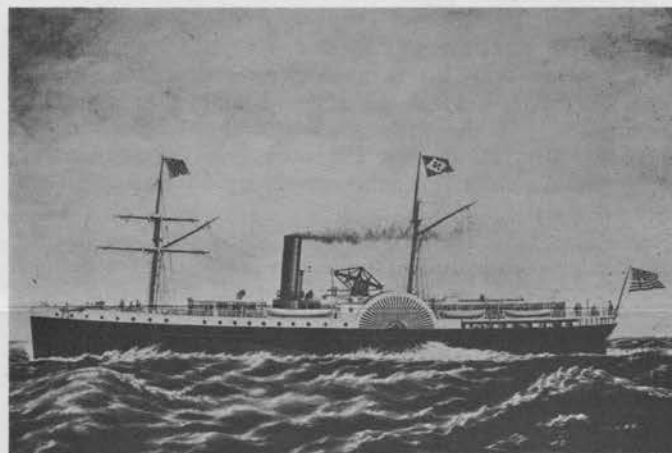
There was one thing about the paintings of Joseph Lee; no one ever would look at one of his canvases and say "It's nice—but—ah—what is it?" You knew right away that it was the *Mary E Russ* or the *Quickstep* or the *Louisa Morrison*. And if your ship were dismasted and you'd lost her sail-plan but had a Lee portrait of her, a rigger and a sailmaker could set up that painting and, from it, put her right back where she was in happier times.

And yet, Joseph Lee himself is an unsolved mystery in the story of California art. They do not know when he was born, or where, any more than they know when and where he died. Pacific Coast maritime historians and art students have been digging away for years on the mystery of Joseph Lee—who did the portraits of several vessels familiar to old time San Diegans—but the answers are yet to be found.

Now the California Historical Society is organizing a Lee show at its San Francisco headquarters, starting Feb. 12, 1968, and running through April. They have definite commitments on 22 Lee paintings and the promise of five more, and the search continues. A beautiful Lee "portrait" of the famous old *Orizaba*, on the San Diego-San Francisco run from 1868 to 1887, turned up 55 years ago in a Seattle sail-loft—and subsequently disappeared again! Where is it?

It is known that Lee originally was a sign-painter. Then he submitted a canvas to an early San Francisco art-show, and it won a prize. From then on he was pursued by shipping tycoons, eager to commission him to "do" their favorite vessel. Mrs. H. W. E. Erskine, the historical society's Curator of Art, has succeeded in documenting Lee's San Francisco residence from 1858 through 1880, and is unhappy because, so far, that's it. From the crew of the *Star of India* in the south to marine historians and surveyors in the Pacific Northwest, all hands have turned-to, in the quest for the elusive artist and his works. So if you'd like to make Eagle Scout, just find the *Orizaba* or the vital statistics on Joseph Lee and let us know—or drop a line to the California Historical Society at 2090 Jackson Street, San Francisco 94109.

At any event, it's going to be quite a show, and a genuine contribution to maritime history on the West Coast.



SHE WAS SAN DIEGO'S "MAYFLOWER"

"Yes—but my great-grandfather came to San Diego in the *Orizaba*!" is enough to put anyone in his place. This painting of the famous side-wheeler was done by the mysterious Joseph Lee, and now is being sought by the California Historical Society.

—HISTORICAL COLLECTION, TITLE INSURANCE & TRUST CO.

"WE POINT WITH PRIDE"

It isn't every old emigrant ship which can say that she's had a cabinet member in her 'tweendecks.

For this reason if for nothing else, the evening of Aug. 12 will go down in history, for that was when Hon. Stewart Udall, Secretary of the Interior, was our honored and inspiring guest. The occasion was the award to the *Star of India* of a bronze plaque from the U. S. National Park Service, designating her as a Nationally Registered Historical Landmark. She is one of a very few vessels so honored, and we were most fortunate in getting Secretary Udall himself to make the presentation, the history-minded National Park Service is one of his many responsibilities—and from his obviously sincere interest in the preservation of historical sites and structures, one gathers that it is a pleasant one.

Awards were made also to Chairman Jack Donnelley and key members of the Restoration Committee, who came to the rescue of our little old Iron Lady when another year or so of neglect would have been fatal.

WELCOME ABOARD!

Since publication of the last issue of *Mains'l Haul*, the afterguard of the *Star of India* has been increased by the following:

Mr. Peter J. Glor
Capt. Erling M. Hansen

Mr. W. R. Virden
Miss Bonnie E. Walker

RELICS OF A TRAGEDY

A silver bosn's pipe, which he used as a member of the crew of the ill-fated gunboat *Bennington*, has been presented to our museum by Mr. Lee Strobel, of Glendale, together with his scrap-book, rescued from a sea-chest several days after the tragedy, and other artifacts. He was one of the little gunboat's three bosn's mates when she blew up in San Diego Bay in the summer of 1905, and the only one who survived; 65 men perished in the disaster.

We also have the carved back-board and two leather boat-fenders from the captain's gig. They are the gift of

Sergt. C. K. Hudson, retired police officer, who fished them out of the bay that tragic morning, 62 years ago.

SHADES OF A SHADY SCHOONER

Do any of our readers know anything of the early history of the sloop *Newhope*, reputedly built on the east coast and brought out on the deck of a sailing vessel around 1850? In 1869, she was trading out of San Diego to the Lower Coast, and in 1883 she was rebuilt as the schooner *Lou*, which lasted into the 1920s. There were times when the activities of the *Lou* were viewed with distaste by Mexican officials charged with the suppression of smuggling, and there is said to have been one especially atrocious murder committed aboard; it is believed that *Newhope* Rock, off the westward side of Pt. Loma, is named for her, but this is not verified. So if you know anything about her, good or bad, her history is in need of completion.

MARITIME MUSEUM ASS'N OF SAN DIEGO

Bark *Star of India*

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