



MAINS'L HAUL



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"Mainsail Haul—An order in tacking ship bidding 'Swing the main yards.' To loot, steal, or 'acquire.'"

— John Masefield

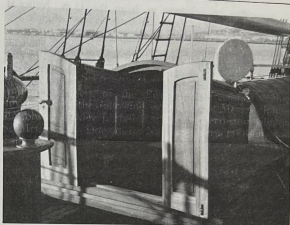
BACK TO HER OLD SPLENDOR

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: Marvin Herrmann, Gordon T. Colwell, Oakley J. Hall Jr., Marvin Herrmann, Clinton S. McCracken, Donald L. Nay and Bernard Olson, and Capt. Ken Reynard.

