



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

FROM FOC'SL TO STUDIO

Color prints of our little old Iron Lady — five thousand of them — have been turned over to the Maritime Museum Association of San Diego by James S. Copley, publisher of The San Diego Union and The Evening Tribune; copies are available aboard the vessel.

Reproduced by lithography from a water-color by the well-known marine artist, Charles Rosner, the picture shows *Star of India* as she was some sixty years ago, in the colors of the Alaska Packers Association of San Francisco, and with the long poop extension (removed during the restoration) which the Packers added to provide space for 45 fishermen. She is flying the Packers' house-flag and the signal-letters — K P W J — which she carried at that time. Mr. Rosner worked from photographs, especially one taken many years ago in Unimak Pass by Lt. Comdr. M. A. Ransom, USCG (ret.).

Mr. Rosner, whose work in *Yachting* magazine is quite familiar, is one of the last marine artists who learned about ships and sailors while battling around Cape Horn in a big square-rigger. Born in 1894 in what then was Langendorf, far inland in eastern Germany, he had no idea of ever going to sea — nor did his father, who was a physician. Then, one summer, the family vacationed at the picturesque Baltic port of Kolberg. Young Charles saw sailing-vessels for the first time — and that was it.

Before someone — fortunately for all — discovered the lad's native talent for art, he had been five times around Cape Horn and was well on his way to becoming a Merchant Marine officer. His voyages under sail included service in the full-rigged ships *Prinz Eitel Friedrich* (a German school-ship) and *Nereus*, and the four-masted barks *Walkure* and *Herbert*. One of them, *Walkure*, taken as World War I reparations, ended her days under the Stars and Stripes, as the big *William Dollar* of San Francisco. Mr. Rosner lives at Bellport, Long Island.

One of the prints, returned to the artist for his signature and then framed, has been presented by the association to Mr. Copley.

WE HAD OUR CLIPPER, TOO!

Generally, it has been held that none of the famous California Clippers, of the Gold Rush and the years im-



PORTRAIT OF A FAMOUS SHIP

Marine artist Chas. Rosner (far left), whose portrait of *Star of India* as she was many years ago has won wide praise. James S. Copley (far right) receives an artist's signed proof from Gordon T. Frost, Maritime Museum Assn. vice-president.

mediately following, ever called at San Diego. And this made good sense; why would anyone hastening to "the diggings" east of San Francisco want to delay himself by stopping here?

It now develops that there was a California clipper — a real one — which called at San Diego. In the summer of 1854 the speedy little clipper ship *Stillwell S. Bishop* (she was only 595 tons) arrived here, 112 days out from Baltimore, and carrying Army supplies. After discharging her local cargo she cleared for Benicia to finish up — and she made the run from Point Loma to the Golden Gate in three days; which was as good time as some steamers made.

It was for this ship that Bishop Rock, some 90 miles west of San Diego and the furthest offshore hazard on the West Coast, is named; she hit the then uncharted rock in 1855, but was not badly damaged. Later she was re-named *Grey Eagle*, was rebuilt at Noank, Conn., in 1870, and lasted until about 1888.

OUR "AFTER-GUARD" FOR 1966

At the recent annual meeting of the Maritime Research Society of San Diego, Lt. Comdr. Edward J. Matlin, USN (ret.), was elected president for the coming year, and already is at work on a program of expanded activity.

Assisting the president will be Gordon T. Frost as first vice-president, William T. Wilbert as second vice-president, Berndt Olson as secretary, and James S. Copley as treasurer.

