



MAINS'L HAUL



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MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

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

- John Masfield

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 rousted 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 top'sl 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!"