



MAINS'L HAUL

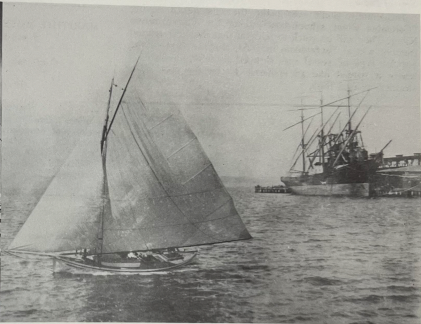


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THE BUTCHER BOY COMES HOME

"HOME IS THE SAILOR . . ." — THE BUTCHER BOY BACK IN SAN DIEGO AFTER 41 YEARS. WITH, LEFT TO RIGHT, 1ST MATE WILSON COOPER, JOE JESSOP AND CAPT. KEN REYNARD; AT THE RIGHT, BUTCHER BOY IN HER ORIGINAL RIG, IN THE SUMMER OF 1905. SHIP IN THE BACKGROUND IS THE FAMOUS DOWN-EASTER BENI. F. PACKARD.

After serving for 69 years as fishing-boat, market-boat and yacht, the double-ended sloop *Butcher Boy* has, most appropriately, returned to the port where she was built, and will undergo extensive surgery to put her back to her original appearance as the one-time pride of San Diego's fishermen.

It was in April of 1902 that she was launched from Manuel Goularte's boat-yard on Atlantic St. (now Pacific Highway), which in those days was right on the edge of the water; she was the last of the once extensive fleet of "Columbia River salmon-boats" and hence typifies the sail-driven fishing-boat at the point of its highest development. She is, therefore, of primary historical significance.

Charles Hardy, civic leader and owner of the old Bay City Market, had her built for his brother, George. She would be used for fishing — as well as for going out to meet inbound sailing vessels, get their orders for fresh meat, and sail back into port ahead of them. The orders, naturally filled by the Bay City Market, would be waiting on the wharf when they docked.

Goularte, so the story goes, became temporarily incapacitated and had to turn the job over to someone else; he chose his former assistant, Manuel Madruga, who was just starting out as a boatbuilder on his own, but came

back to help his old friend and former employer. The integrity and skill of those Portuguese shipwrights was to stand her in good stead for all those years; she was framed of oak, planked with Port Orford cedar, and copper fastened throughout. She had a tremendous bowsprit, long over-hanging boom, and her deck-plan showed a tiny cabin forward, a main fish-hold amidships, and at the stern a small hatch or cockpit, on the edge of which the helmsman sat.

But even as she was being built, time was running out for the sailing fishboat; the "Monterey boat" with its "one-lunger" marine engine was taking over. So a few years after she was built, the *Butcher Boy* was sold to Kent Hamilton, who converted her into a yacht. Fish-hold and after hatch now became a roomy one of steam-bent oak, and she had four berths below. In this form she lasted for many years under the pennant of the San Diego Yacht Club — including the moment of glory when she won the Lipton Cup.

In 1930 the last and fastest of the salmon-boats left San Diego, when she was sold to a Los Angeles yachtsman. Then came a more extensive re-build, in which her sides were raised slightly at bow and stern but by nearly a foot