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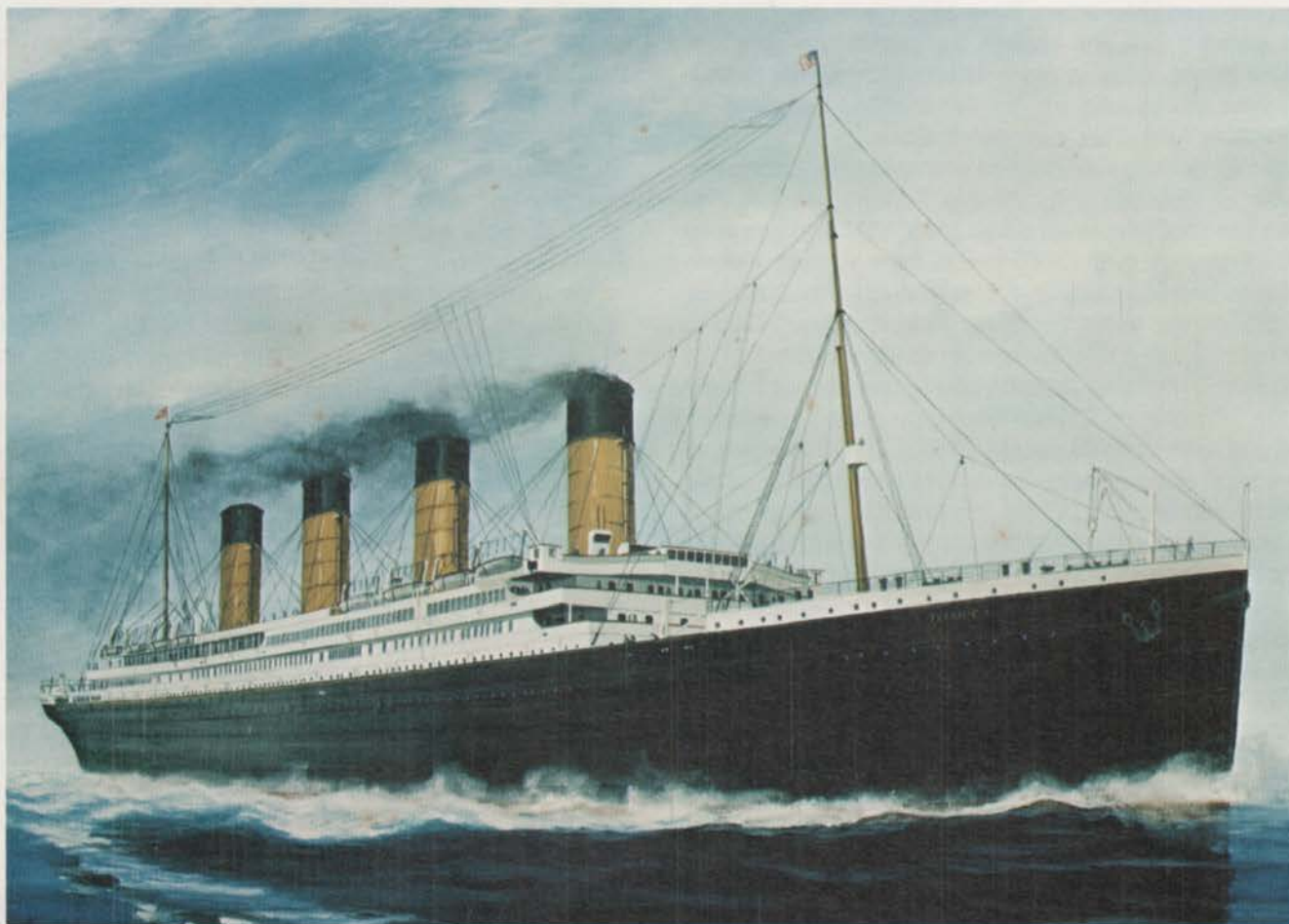


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RMS TITANIC

Painting by Richard DeRosset

TITANIC: STILL SUBMERGED IN CONTROVERSY

By Gregg Chandler

The legendary White Star liner *TITANIC* has been in the public eye almost continually since her maiden voyage in 1912. Many books and articles have been written about her, movies have reenacted that horrible night that brought death to over 1,500 souls, and ironically through the years she has become the butt of many comedians' jokes. It is not the intent of this writer to detail again the last hours of this beautiful ship; this has been done in excellent fashion by Walter Lord in *A Night to Remember* and by Lawrence Beesley in *The Loss of the Titanic*, to mention two of the better accounts of this tragic disaster. These two books, along with the personal story of Captain Arthur

H. Rostron, master of the rescue ship *CARPATHIA*, would vividly portray to any interested reader the fate of this great passenger liner.

However, from the very beginning and on down through the years, whenever the name *TITANIC* is mentioned, the resultant discussion inevitably ends in controversy. When the ship was fitted out, why were there not enough lifeboats and rafts to accommodate all the passengers? Was the *TITANIC* going at too great a speed as she approached the ice fields of the North Atlantic? Were the lookouts properly stationed, and did they follow through with timely reports to the bridge? Of course, the most heated con-

trovery that exists down to the present time involves the presence nearby of the streamer *CALIFORNIAN* and the lack of action by her master, Captain Stanley Lord. Finally, there is one last question that remains unanswered today: Was there another ship that observed the rockets fired by the *TITANIC* and then steamed away?

The passage of time has dimmed the recall of some of the facts surrounding these controversial questions. Sensational press releases at the time of the disaster, and fanciful stories by some of the survivors that have become enlarged during the years, have all gone to creating legends, partially true, and partially flights of the imagination. Without taking sides in these often-controversial issues, this writer will try and sift out some of the facts and let our readers form their own conclusions.

The first question mentioned above was regarding the number of lifeboats and rafts the *TITANIC* carried. The British law on the subject dated from 1894 and required all British vessels over 10,000 tons to carry 16 lifeboats with a capacity of 5,500 cubic feet, plus enough rafts and floats for 75% of the capacity of the lifeboats. According to Lawrence Beesley, this worked out at 9,625 cubic feet for the *TITANIC*, meaning that she had to carry boats for 962 people. However, the White Star Line provided enough boats and rafts for 1,178 people. Even though this was well above legal requirements it only took care of 52% of the 2,207 people on board. Was this due to a lack of moral responsibility on the part of the owners, or was it the indifference of the general public concerning corrective legislation? At any rate, the laws were changed shortly, and after this tragedy all British ships were required to have adequate lifeboats and rafts to accommodate all people on board.

Charges were made in the press and by others that the White Star Line had instructed Captain Smith to maintain speeds that might result in a record on the *TITANIC*'s maiden voyage. There is no evidence any such instructions were issued. In fact, to the contrary, the line's general instructions to their commanders were, briefly: "Commanders must distinctly understand the issue of regulations does not in any way relieve them of responsibility for the safe and efficient navigation of their vessel..." In the case of the *TITANIC*, the direct responsibility for her loss has to be laid on her captain. He was responsible for the course set and the speed she was traveling. It was his judgment whether speed should be slackened with reports of icebergs ahead. However, Captain Smith was not alone in taking such a risk by maintaining his speed; many captains before him had maintained comparable or even greater speeds through ice fields and fog and had avoided accidents. It was common practice to try and make the scheduled arrival despite risky weather conditions. Could it be that it was custom that was indirectly at fault, and that where other captains had succeeded in getting their ships through safely, Captain Smith was the unlucky one?

As to the lookouts, two of them were stationed in the crow's nest, and had been on duty that night since 10 p.m. Walter Lord, in his book *A Night to Remember*, gives a good

description of the actions taken by these men after spotting the iceberg at 11:40. They immediately rang the crow's nest bell and made a proper report to the bridge. In an Associated Press dispatch from Akron, Ohio, dated December 18, 1981, Carl Quatraro, who was teaching a course on the *TITANIC* at the University of Akron, made some interesting statements regarding the lookouts. There have been stories circulated that the *TITANIC*'s crew did not pay attention to warnings of icebergs ahead on their course. However, Mr. Quatraro said precautions were taken: "We know that the lookouts high up in the crow's nest were watching for ice based on warnings from other ships regarding large ice fields ahead. There is no truth whatsoever that the *Titanic* hit one isolated monster iceberg floating alone in the North Atlantic. Because there was no moon and the sea was calm, no waves were breaking on the icebergs, waves that might have been heard by the lookouts." (Mr. Quatraro is a member of the *Titanic* Historical Society, headquartered in Indian Orchard, Massachusetts.)

We come now to the most controversial question: the part which Stanley Lord, master of the *CALIFORNIAN*, played in this tragic episode. Let us examine what facts we have, as well as the evidence presented by surviving crew members and passengers. Captain Stanley Lord went to sea in sailing ships at the age of 14, and at 23 obtained an extra master's certificate. His outstanding ability was recognized at the age of 29, when he received an appointment to command passenger-cargo liners of the Leyland Line, with which he had served since he was 20 years old. On the night of April 14, 1912, as master of the SS *CALIFORNIAN* on a voyage from London to Boston, he encountered an extensive ice field in the North Atlantic and stopped his ship for the night. His distance from the *TITANIC* when she collided with the iceberg has been estimated at anywhere from five miles to 20 or 30 miles, according to which testimony you believe. The *CALIFORNIAN* was equipped with a wireless, but her operator, as was common practice at the time, went off duty at 11:30



The late Edwina Troutt MacKenzie, *TITANIC* survivor, is flanked by Captain Gregg Chandler and Mrs. Chandler.

Photo courtesy of Gregg Chandler

and did not hear the distress messages from the *TITANIC*. However, members of the crew of the *CALIFORNIAN* did testify that they observed the lights of another ship, and that rockets later were fired from that ship. They also testified that they reported these observations to Captain Lord. Subsequent courts of inquiry in Britain and America found that the ship seen from the *CALIFORNIAN* was the *TITANIC*; that the rockets seen from her had been distress rockets; and that if Captain Lord had properly appreciated their significance when they were first reported to him, his ship could have saved most of the 1,500 lives that were lost. The British courts of inquiry findings were summarized as follows:

"The Titanic collided with the berg at 11:40. The vessel seen by the Californian stopped at this time. The rockets sent up by the Titanic were distress signals. The Californian saw distress signals. The number sent up by the Titanic was about eight. The Californian saw eight rockets. The time over which the rockets from the Titanic were sent up was from about 12:45 to 1:45. It was about this time that the Californian saw the rockets. At 2:40 Mr. Stone, the second officer, called to Captain Lord that the ship from which he had seen the rockets had disappeared. At 2:20 the Titanic had foundered."

In *The Californian Incident*, published by the Mercantile Marine Service Association in 1968, we find the following:

"Captain Lord appeared at these inquiries only as a witness so he had no legal right of appeal against their findings. In 1912 and again in 1913 he wrote to the British Board of Trade asking for a re-hearing of that part of the inquiry which had censured him, but his requests were refused. Dismissed from the Leyland Line as a result of these findings, Captain Lord was fortunate enough to be re-appointed to command in another company, in which he continued to serve throughout the First World War and until his retirement in 1927."

For many years Captain Lord was not adversely affected by the aftermath of his involvement in the *TITANIC* disaster. However, after he was 80 years old he became gravely concerned over books and movies in which he believed he was inaccurately portrayed, but his age and ill health prevented him from taking further action to try and clear his name.

The Mercantile Marine Service Association took up his case and a petition was submitted to the Board of Trade in February, 1965, asking that the 1912 inquiry be reopened. The petition contained details of what were reported to be gross technical inconsistencies in the case against the *CALIFORNIAN*. It was refused. However, this petition makes interesting reading, as do declarations and statements made by J. G. Boxhall, Fourth Officer in the *TITANIC*, and Lawrence Beesley, a passenger. Both point out the possibility of another ship being in the vicinity of the *TITANIC* during the night of disaster. Also, in the Inquiry Court's findings there are contradictions and inconsistencies in the story as told by different witnesses. As an example, all the officers of the *CALIFORNIAN* are stated to have taken sights, and Mr. Stewart, her Chief Officer,

in his evidence remarks that all the sights agreed. If it is admitted that these positions were correct, then it follows that the *TITANIC*'s position as given by her when making the CQD signal was approximately 19 miles from the *CALIFORNIAN*, and further, that the position in which the *CALIFORNIAN* was stopped during the night was 30 miles away from where wreckage was seen by her in the morning, or that the wreckage had drifted 11 miles in a little more than five hours.

It was this writer's privilege to have known Edwina MacKenzie, a survivor of the *TITANIC*, and a resident for many years of Hermosa Beach, California. Mrs. MacKenzie passed away in 1984 at the age of 100, and was quite active in Titanic Historical Society meetings almost to the end. Richard Brown, noted maritime historian, was a close friend of Mrs. MacKenzie and told of his discussions with her in a letter to the editor of the *Los Angeles Times* (dated September 28, 1985): "I talked with Edwina Celia Troutt MacKenzie [1884-1984] of Hermosa Beach and she told of being in Lifeboat No. 13 and seeing the lights of another ship coming straight toward them, then turning away. If the Californian was dead in the water, it would seem that some other vessel must have been nearby." In his letter Mr. Brown also states:

"There is a later controversy about a Norwegian sealing vessel named Samson, claimed to have been in the area but avoiding the Titanic because of having a cargo of illegal seal pelts. In 1962, the wire services carried a report of an old Norwegian captain on his deathbed admitting to having steered away from the Titanic to avoid detection of his illegal cargo. However, there have been subsequent reports placing the Samson on the other side of the world on April 14-15, 1912. The story needs more research."

Now, in 1985, as if we didn't have enough, another controversy is beginning which will probably last for months or maybe years to come. On September 1, 1985, the wreck of the *TITANIC* was found 500 miles off the coast of Newfoundland in waters two-and-a-half miles deep. The *TITANIC*'s actual discovery was made possible by the creation of sophisticated new robots exploring the depths of the ocean bottom, in particular the *ARGO*. Her designer is Robert D. Ballard, of the Woods Hole Oceanographic Institution. Ballard is the man who led the team of American and French scientists aboard the Navy's oceanographic research ship, the *KNORR*. The *ARGO* is about the size of an automobile, and is an advanced robot craft equipped with searchlights, television and still cameras that can survive the crushing pressure of the ocean's weight, and pierce the darkness miles under water. She is towed from a mother ship, in this case the *KNORR*. The researchers took hundreds of feet of videotape and more than 12,000 color photographs. Woods Hole officials have said all findings of the expedition will be in the public domain.

Over the years treasure hunters and salvage experts have talked of finding and raising the hulk. At least four expeditions were organized for this purpose. The most prominent of these were headed by Jack Grimm, presi-

dent of the Grimm Oil Company of Abilene, Texas, who spent millions on explorations in 1980, 1981, and 1983. There is little doubt that Mr. Grimm and others will pursue their explorations in a search for treasure and artifacts. Clive Cussler, author of *Raise the Titanic*, in a statement to the press said:

"I'm afraid the next saga will be the struggles for the artifacts found on the Titanic. Already the insurance company that had written off the salvage those many years ago is taking steps to lay its claim. One of the great fantasies connected with the Titanic was the unreachable depth it had fallen to. Now, that part of it seems to have changed. Maybe not in my lifetime, but in the next 50 years I think it will be picked pretty clean. Let's face it, the Titanic has become a prime piece of property, and these days when you have a prime piece of property you can bet somebody is going to build a condo on top."

Ballard, head of the successful expedition, described the submerged wreck as a well-preserved "museum piece."

The ship, he said, should remain as an undisturbed maritime memorial. Charles Haas, president of the Titanic Historical Society and a journalism teacher, agrees: "It is, after all, literally a graveyard." Walter Lord, author of *A Night to Remember* and Stephen Lash, president of the Ocean Liner Museum in New York City and a prominent speaker and authority on ocean liners, appeared on a CBS morning show and agreed with Ballard that the *TITANIC* should be left alone. After he returned from the *TITANIC* explorations, Ballard also talked to the press:

"The Titanic lies now in 13,000 feet of water on a gently sloping Alpine-looking countryside overlooking a small canyon below. Its bow faces north. The ship sits upright on its bottom with its mighty stacks pointed upward. There is no light at this great depth and little life can be found. It is a quiet and peaceful place—a fitting place for the remains of this greatest of sea tragedies to rest. Forever may it remain that way."

SOURCE MATERIAL ON THE TITANIC

(Ed. Note: We include the following source material in the hope that it will be of interest to the many students of the *TITANIC*. Captain Chandler employed this material in researching his story.)

Books:

Beesley, Lawrence	<i>The Loss of the S.S. Titanic</i> 7 C's Press, Inc.	1973
Cohen, Leo	<i>The Titanic Revisited</i> published by the author	1981
Cussler, Clive	<i>Raise the Titanic</i> Viking Press	1976
Lord, Walter	<i>A Night to Remember</i> Henry Holt and Co.	1955
Marcus, Geoffrey	<i>The Maiden Voyage</i> Viking Press	1969
Rostron, Captain Sir Arthur	<i>The Loss of the Titanic</i> 7 C's Press, Inc.	1975
Watson, Arnold and Betty	<i>Roster of Valor: The Titanic- Halifax Legacy</i> 7 C's Press, Inc.	1984

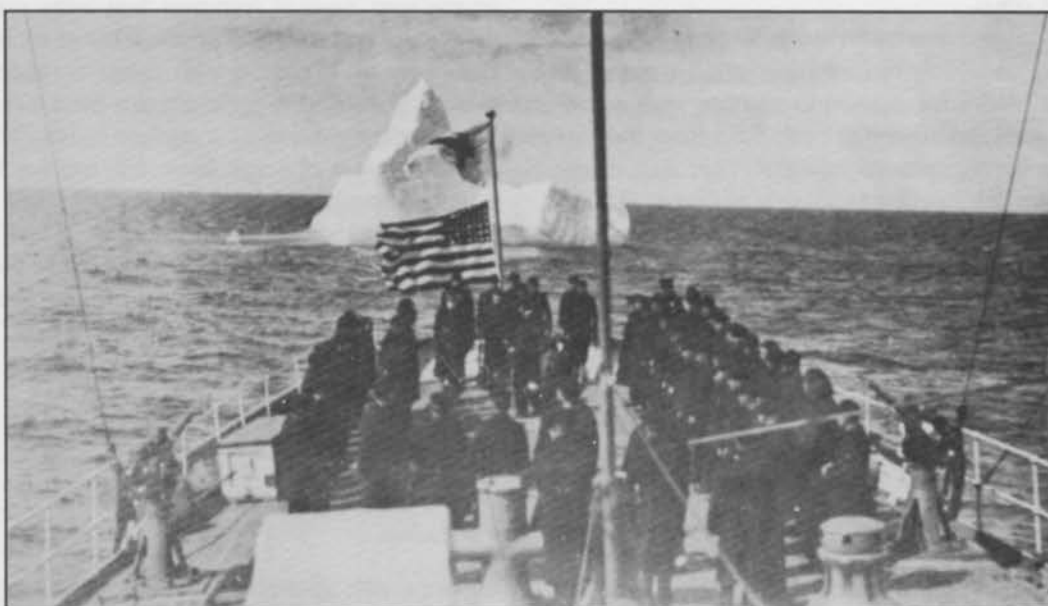
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O'Callaghan, John	"A Reputation to Salvage" (Captain Stanley Lord)
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Pussey, Allan	"Discovery Enhances Legend"
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<i>People Magazine</i> April 21, 1975	
	"Course on Titanic Dispels Romantic Myths About the Wreck"
<i>Orange County Register</i> Dec. 18, 1981	

Other source material:

"All You Ever Wanted To Know About the Titanic"	Letter from Richard Brown to the Editor of the <i>Los Angeles Times</i> , Sept. 20, 1985
"The Californian Incident"	Petition to the President of the Board of Trade, published by The Mercantile Marine Service Association, 1968
<i>The Titanic Commutator</i>	Quarterly journal of the Titanic Historical Society



TITANIC memorial services being held aboard the cutter MODOC.

THE INTERNATIONAL ICE PATROL

By Captain Peter S. Branson

(*Ed. Note:* Captain Peter Branson, Executive Director of the Maritime Museum, served in the International Ice Patrol for a portion of his Coast Guard career. Here he presents an over-view of the Patrol's mission, as well as a few personal perspectives.)

The sinking of the *TITANIC* through collision with an iceberg caused the formation of the International Ice Patrol. The Patrol is carried out by the U. S. Coast Guard, and funded by a number of nations, based on their ocean tonnage.

The icebergs are carried into the area of the Grand Banks of Newfoundland, where transatlantic shipping lanes converge. The bergs are calved from western Greenland glaciers and carried south along the Labrador and Newfoundland coasts by the Labrador Current. The south-flowing Labrador Current and the northeast-flowing Gulf Stream meet in the vicinity of the Grand Banks. Here, the warmer water hastens the disintegration of the bergs. However, bergs occasionally move as far south as the latitude of New York City before breaking up.

Originally, the Ice Patrol was performed by Coast Guard cutters steaming in the danger area. The position of all bergs sighted was then announced in daily broadcasts of shipping. The modern Patrol is done by long-range Coast Guard C-130 aircraft, which base temporarily in Newfoundland during the ice season, which lasts approximately from February through June of each year. The use of side-looking radar, which sweeps a path approximately 50 miles to either side of the plane, greatly facilitates the search. Infra-red sensors are used to distinguish ice from shipping. The ice information is broadcast from a Coast Guard radio station in the U.S.

During my tour with the Ice Patrol in the early 1950s, we used B-17 aircraft. The ice observer rode in the nose blister, which had been the bombardier's position. One of my shipmates was thrown through the plexiglass blister while strapped to his seat, when the plane ground looped into a snowbank at Goose Bay, Labrador. The plane was landing when a tire blew. My shipmate said he never ran so fast as he did when he saw the plane following him through the snow. There were only minor crew injuries, but the aircraft was totaled.

During the ice season a Coast Guard oceanographic research ship takes measurements of temperature and salinity at numerous depths across the danger area. The data obtained permits computation of the dynamic topography of the ocean surface, resulting in a plot which looks much like a weather map, showing current direction and velocity. This plot is used to predict ice drift.

I have strong memories of the civilian oceanographer in charge. He was an extremely energetic guardian of government funds. He rationed the toilet paper which was used to sop up spilled seawater when the samples were poured into the salinity-measuring device. Also, Number 2 pencils, which were used for recording data, were kept in a safe which only he could open.

In the summer of each year, an aerial survey is made of the iceberg crop in the fjords of the west coast of Greenland. The resulting information permits a reasonably accurate estimate of the number of bergs which will reach the shipping lanes the following spring.

Occasionally, polar bears will be sighted on the bergs. What eventually happens to the bears, we can only guess. Once, while on Ocean Station Bravo between Labrador and Greenland, we watched a berg with two bears aboard

for a number of days.

Numerous attempts have been made to mark bergs so that they can be positively re-identified when the Patrol aircraft or ships return for a second sighting. An arrow tipped with colored liquid dye has been fired from the aircraft, creating a large colored splotch. This has been somewhat successful, but the tendency of bergs to turn over or split makes identification schemes less than positive. Transmitting beacons have also been used with only limited success, for the same reasons.

During a heavy ice year, one hundred or more bergs enter the shipping lanes. These are huge pieces of ice,

sometimes several hundred feet long with above-water heights of two hundred or three hundred feet. These can ordinarily be detected with modern radar. Smaller, low-profile "growlers," weighing many tons, often do not present an adequate target for surface radars. These are potential destroyers of ships for which the Ice Patrol must be specially vigilant.

Fortunately, no ships have sunk in the North Atlantic shipping lanes due to ice collision since the inauguration of the International Ice Patrol. In this respect, the sinking of the *TITANIC* had a positive result.

FAMOUS RIVERBOATS OF THE GOLDEN STATE PART 2

By Richard Edwin Brown

(*Ed. Note:* This is the second and final part of Mr. Brown's study of California's riverboats, which we began in the previous issue. Mr. Brown resumes his account with a look at "The Big Three" and "The Big Four" of Golden State rivercraft.)

Highlights in the history of California's steamboats were "The Big Three" of the 1860s—the *CHRYSTOPOLIS* (1860), *YOSEMITE* (1862), and *CAPITAL* (1866); and "The Big Four" of the twentieth century—the *CAPITAL CITY* (1910), *FORT SUTTER* (1912), and *DELTA KING* and *DELTA QUEEN* (1926). The 1860s group were all beam-engined sidewheelers basically of the Hudson River design (although built in California), while the twentieth-century quartet represented an expanded version of the California-style sternwheeler with a fourth deck added and some staterooms now having private baths.

The *CHRYSTOPOLIS*, constructed by John G. North at San Francisco's Steamboat Point, improved on the Hudson style by having a promenade completely encircle her upper deck, except for the paddle boxes, according to Professor John Haskell Kemble. The same basic style would follow in the *YOSEMITE* and *CAPITAL*, the only differences being in the boiler locations. *CHRYSTOPOLIS* had her boilers on the overhanging guards forward of the wheels; *CAPITAL* had hers on the guards astern of the wheels; and *YOSEMITE* had hers in the hull, with a single, centered stack.

Contemporary descriptions of the new *CHRYSTOPOLIS* say her dining room was "below." Hudson steamers of the same period had their dining rooms in the stern of the hull, so we would assume that California's "Big Three" had the same arrangement. At the opposite (forward) end of their hulls were special Chinese coolie sections.

The main decks contained freight forward of the paddle wheels, while a drawing from a national publication of the 1860s, reproduced in Lucius Beebe's *The Central and Southern Pacific Railroads*, and purporting to show the interior of *CHRYSTOPOLIS*, provides a picture of elegant luxury astern of the paddle wheels. The main deck contained

a lounge with staterooms on either side and was "galleried" into the deck above, with a clerestory surmounting the second deck. Elaborate chandeliers hung from the overhead of the clerestory. The upper deck, also lined with staterooms on either side, formed a "balcony" in the area astern of the wheels, overlooking the lounge below. Glass display cases showed off the walking beams from inside the upper deck. Forward of the wheels on the upper deck, a centered, clerestory-topped passage continued forward to a rounded-front observation room.

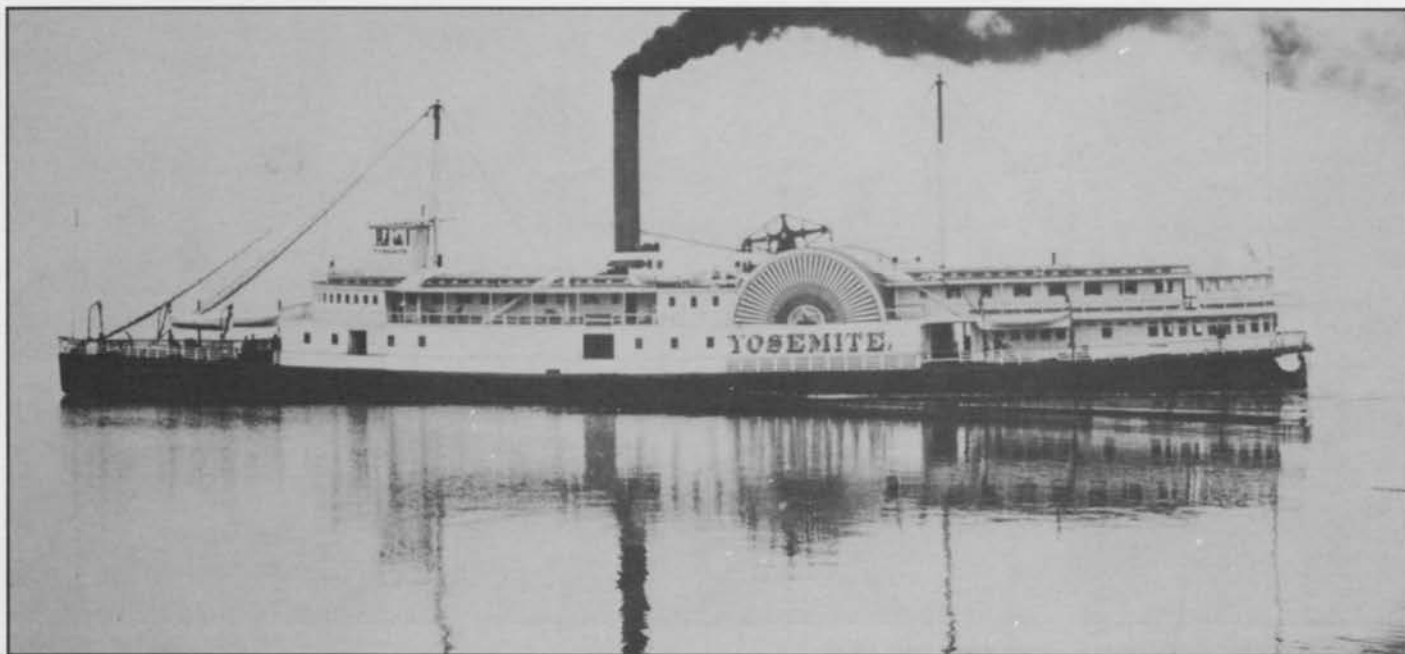
Although a number of Mississippi vessels were over 300 feet long and some on the Hudson exceeded 400, the longest river steamer in California history was the *YOSEMITE*, with a 283-foot hull and overall length (including the deck overhanging the rudder) of close to 300 feet. The maximum was dictated by sharp bends in the Sacramento. The later *DELTA*s had 250-foot hulls, with the sternwheel overhang stretching them out to 285 feet.

California lower-river sternwheelers typically had an enclosed freight deck, then a promenade-lined passenger deck consisting of a clerestory-topped "tunnel" with state rooms on either side. A narrow third deck of staterooms usually sat on top of the clerestory. The second-deck "tunnel" doubled as a dining room, offering a view of stateroom doors.

The *CAPITAL CITY* of 1910 changed the design to provide a full-width "view" dining room just astern of the forward observation room. Astern of the dining room, the electrically-lighted "tunnel" no longer needed a clerestory, allowing for a much wider third deckhouse plus a fourth deck of staterooms on top of it. The *FORT SUTTER* two years later was a carbon copy, and the basic design carried forward into the two *DELTA*s in 1926.

The 1910 design called for a 220-foot wooden hull, strengthened by overhead hog framing. The *DELTA*s improved on this with 250-foot steel hulls which needed no overhead framing, offering much cleaner lines. All four of these sternwheelers had galleys in the hull with dumbwaiters to carry the food to the second-deck dining rooms.

The *DELTA QUEEN*'s profile today is basically the same



The YOSEMITE (1862) glides across the waters.

Provincial Archives, Victoria, B.C.

as in her California days, although certain changes should be noted. The freight-automobile deck now contains the dining room, the old second-deck dining room having been filled in with luxury staterooms. Electric-lighted domes over her second-deck social hall have given way to bathrooms in cabins above. Areas with many tiny rooms have been given fewer, larger cabins, and all staterooms now have private facilities. The old freight "bow house" was replaced by extensions of her second- and third-deck forward promenade areas. The Oregon-style hood over the sternwheel was removed and the red paddle wheel is prominently displayed, including being floodlighted at night. And a steam calliope has graced the stern of her top deck since the early 1960s. (Brochures on the *QUEEN*'s current operations can be obtained by phoning, toll-free, 800-543-1949.)

What happened to other members of "The Big Three" and "The Big Four"?

CHRYSOPOPOLIS emerged from a shipyard in 1875 rebuilt as the double-end ferry *OAKLAND* and ran on San Francisco Bay until 1940 when she burned while being scrapped. *YOSEMITE* went to Puget Sound in 1883, first serving a Hudson's Bay Company subsidiary, then the Canadian Pacific Railway until the early 1900s when she went to Seattle for excursions. She grounded near Bremerton, Washington, in July 1909. The *CAPITAL* became a double-end of the same name in 1876, now carrying teams of horses and wagons instead of elegant passengers, and was scrapped in 1896.

All four sternwheelers of the twentieth century saw U.S. government troop transport service on San Francisco Bay during World War II, and gradually facts which once were military secrets are coming to light, such as the *DELTA QUEEN*'s affinity for the aircraft carrier *USS SARATOGA*, when she ferried troops between ship and shore.

The first four-decker, *CAPITAL CITY*, changed her name

to *PORT OF STOCKTON* after the *DELTA*s nudged her and *FORT SUTTER* into second-class status in the 1920s. Temporarily equipped with twin dummy stacks in 1932, she tried to fool moviegoers into thinking she was a Mississippi steamboat when she portrayed the *PRIDE OF PADUCAH* in *Steamboat 'Round the Bend*, starring Will Rogers. Postwar plans by promoter Barney Gould to turn her into a "Showboat" on the San Francisco waterfront fell through and a storm finished her off in China Basin in the 1950s.

The *FORT SUTTER* was towed upriver from Sacramento in 1947 to become a floating country clubhouse, but came down-river in 1949 to serve briefly as a restaurant near Rio Vista, using her original dining room. Plans to utilize her staterooms for hotel purposes fell through when state officials said they were too small (even though they had qualified as staterooms under federal law). So she went to San Francisco to replace the lost *CAPITAL CITY*, another Gould "Showboat" project. Legal red tape would strangle this project also, and vandals finally torched her into obli-



The CAPT. WEBER, which appeared in several Hollywood movies, churns a stream with her prominent sternwheel.

MacMullen Collection



DELTA QUEEN, pride of the rivers east and west.

Chandler Collection

vion next to the San Francisco Maritime Museum in 1959.

Unlike her sister ship, the *DELTA KING* experienced a less fortunate postwar career, but she's still around, minus many parts, at Old Sacramento with promoters working to restore her as a museum and restaurant complex. The River Lines bid on her in 1948, hoping to restore her to Sacramento service; however, a Chinese outfit outbid them, only to reject the steamer (they wanted an oceangoing version). By then, The River Lines had cooled off on the idea, so the *DELTA KING* put in a stint as a bunkhouse for aluminum miners at Kitimat, British Columbia. She reentered the Golden Gate, under tow, in 1959 amid much hoopla that she would be a museum at Stockton. One project after another fell through and it is hoped the Old Sacramento venture will finally succeed.

No story would be complete without including the sternwheeler *PETALUMA* (1914), which carried many more eggs than passengers between San Francisco and her namesake city at the head of navigation on Petaluma Creek (now called River). She gave up her passenger license in the 1930s, but kept steaming until 1950, when the Petaluma and Santa Rosa Railroad, an SP subsidiary, retired her. She became a restaurant at the foot of Broadway in Oakland, and burned in 1956.

Probably the most movie roles went to the *CAPT. WEBER* of 1892. In addition to splashing her way into the Great Race scene of *Steamboat 'Round the Bend*, she carried Mickey Rooney in *Huckleberry Finn*, Don Ameche in a 1930s biography of Stephen Foster, and Bing Crosby in *Dixie* (1943), in which the crooner introduced a long-popular song, "Sunday, Monday or Always." No sooner did she finish *Dixie* than she burned to the waterline at Stockton.

At times riverboats have performed non-river duties. The 106-foot sternwheeler *VAQUERO* of 1865 came south during the same decade for a period of coastal service

between San Diego and Newport Bay. And the 147-foot sidewheeler *AMELIA*, long out of work on the Sacramento, put in a stint during the 1880s tipping her walking beam at the seagulls as she paddled between San Pedro and Avalon.

This article has barely scratched the surface of California riverboat history and has omitted the Colorado River, which had small steamboats and once was the eastern boundary of San Diego County, before Imperial County was created. Suffice to say that before the Colorado shifted its course, part of present-day Yuma, Arizona, was in San Diego County, with the result that some of those steamboats were registered in San Diego! But that's another story.

(Anyone having questions or wishing to offer comments or additional information is welcome to write to the author, Richard E. Brown, P. O. Box 1161, Pico Rivera, CA 90660-1161.)

FLEET TUG PART 6

By Don Snowden

(Ed. Note: In this issue Museum employee Don Snowden resumes his account of life in a fleet tug during World War II. We pick up the story with Don's tug, USS *SEMINOLE*, arriving at the outpost of Canton Island in the early part of 1942.)

On our sixth day at sea and about 1,800 miles southwest of Pearl Harbor we closed in on the island called Canton. It is a low island, an atoll, eight miles long by four miles wide, mostly sand and sparse vegetation, a lonely spot for certain and situated about halfway between Hawaii and

New Caledonia. Before the war, Pan American Airways had created an airport there and now our government wanted to improve and protect the place as a refueling base and stopover for planes flying that route to points in the South Pacific—a matter of logistics.

To that end, the transport *PRESIDENT TAYLOR*, a former trans-Pacific liner, had been ordered to the island loaded down with an Army anti-aircraft regiment with all their guns and supplies. Through some error in judgment, the *TAYLOR* had grounded on the reef surrounding the island and had been firmly gripped by the coral so that the full power of her engines couldn't pull her clear. Not only was the ship hard and fast on the reef, but the rolling surf would pick her up, move her further onto the sharp coral and then drop her heavily so that more holes were continuously punched in the hull.

The Army men, with a job to do, went ahead with the unloading of all their equipment and setting up defenses.

So, the salvaging of the *TAYLOR* was the reason the *SEMINOLE* was so quickly and urgently loaded down and sent at full power on the run to the island. We arrived there to see the big transport hard and fast on the reef with the Coast Guard cutter *ROGER B. TANEY* standing by and patrolling off the island.

With the *TANEY* on watch and the Army setting up their artillery ashore, *SEMINOLE* was free to begin the job of salvage, though we would have been in bad shape if the Japanese had showed up with any sizable force. Our captain, the captain of the *TAYLOR*, and the salvage officer we had brought with us had a conference to discuss methods of getting the transport off the reef and afloat, but there was some disagreement as to where to go if and when that was accomplished. The salvage officer was all for towing her to Suva in the Fiji Islands, which was only 900 miles away, but our captain held out for making it back, with the tow, all the way to Pearl Harbor.

During the war, going to General Quarters (battle stations) at sunrise and sunset was routine, but one evening, while there at Canton, we had a unique experience. The word was passed to the engine room that there were several ships on the horizon. That gave us some food for thought, as there were not supposed to be any friendly forces in the vicinity and we couldn't help remembering that we were much closer to the still-seething Gilberts than to our base at Pearl Harbor. The *TANEY* steamed off toward the horizon to investigate, followed by *SEMINOLE*, but in a short time we were recalled to our anchorage and secured from battle stations. When we were able to get up to the main deck we saw that the "several ships" were merely an illusion, a sort of mirage, caused by a freakish group of cloud formations looking very realistic with the aid of the setting sun. The illusion was so vivid that the officers and crews of both ships, experienced seamen all, at first thought the Japanese Navy had caught up with us, but as the sun dropped below the horizon the phantom fleet of clouds seemed to melt one into the other.

A few days later we were joined by a destroyer, USS *FANNING* (DD-385), and USS *ONTARIO*, one of the old

steam-powered fleet tugs. The *TANEY* departed for Pearl Harbor and *FANNING* took over the patrolling duties, leaving the two tugs to attempt the salvage.

Discussions of plans for getting the transport free of the reef had been going on for several days, but the first real attempt was made by *SEMINOLE* alone. It was decided to try the direct (but not always successful) method of simply pulling the ship off the reef by force, using all the power *SEMINOLE* could develop. To that end, a 12-inch manila line (breaking strength, 105,000 pounds) was made ready. One end was secured aboard the *TAYLOR* with the other end made fast around the towing bitts on *SEMINOLE*.

When all was ready and with the engines warming up to deliver full power, all the spectators were warned to stay clear of the afterdeck. *SEMINOLE* moved ahead slowly in coming up to full power, taking a gradual strain on the towing line until it was as taut as a huge violin string. The power being developed and the threshing of the propeller set up a trembling of the hull and a vibration we could feel as we watched from safe positions in the lee of the towing engine. The power and strain increased. *SEMINOLE* fishtailed from side to side trying to break the *TAYLOR* loose from the grip of the reef. Suddenly there was a loud, sharp crack like the report of a three-inch gun. One end of the line snapped back toward the *TAYLOR* while our end whipped back against the superstructure with such vicious force that anyone standing there would have been killed. *SEMINOLE*, released suddenly from the strain, surged ahead but was brought quickly under control and anchored. The transport remained hard and fast on the coral.

A few days later, the final attempt at salvage was made with both tugs pulling in tandem, but with no success. By that time, so many holes had been torn in *TAYLOR*'s hull by the coral that it was feared she would sink if pulled clear of the reef. On orders from Pearl Harbor the salvage attempt was abandoned and the three ships directed to return to port. Incidentally, the remains of the *TAYLOR* are still sitting on the reef at Canton Island.

ONTARIO was low on fuel and so was taken in tow by *SEMINOLE* while *FANNING*, in great haste to get "home," left us behind and in no time was out of sight over the horizon. We felt deserted, but not for long.

In radio contact with Pearl Harbor, our captain reported being on the way with *ONTARIO* on the end of our towing cable. *FANNING* also reported being inbound, but was ordered to reverse course and become an escort for our two ships. So we watched with a hearty laugh to see *FANNING* reappear from over the horizon, make a 180-degree turn, take station several hundred yards to port and slow down to match our speed and stay with us all the way "home."

Shortly after our arrival in Pearl we resumed our duty of standing by off Diamond Head to be of assistance, if necessary, for vessels in convoy arriving or departing. The ship was only required to be on station during daylight hours, so the crew was organized into three watch sections. Two sections would take the ship out while the off-duty section went on liberty at 0800, with liberty expiring

at 1800. In the early days of the war in blacked-out Honolulu there was nothing for most of us to do after dark for none of us had families there. After evening General Quarters we would have movies in the mess compartment, drink gallons of coffee and smoke too many cigarettes.

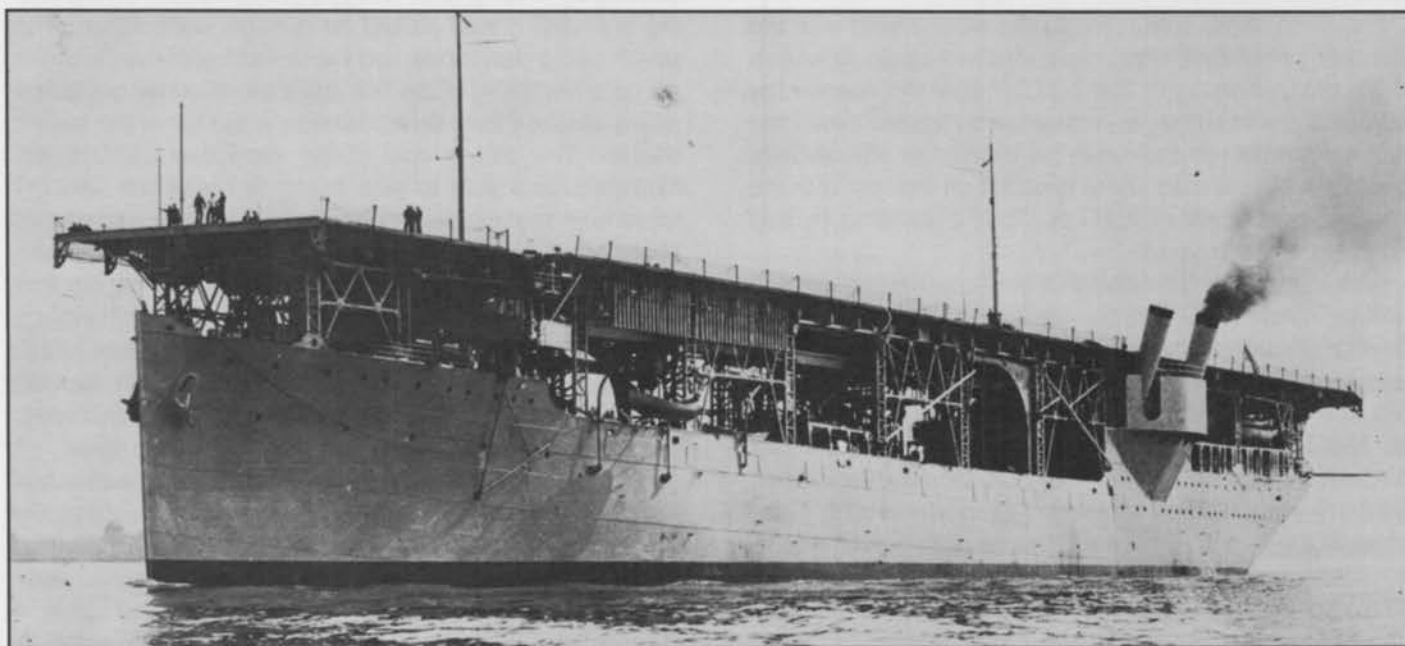
During the ensuing weeks, many members of our original crew were transferred to various shipyards on the mainland to become crewmen in vessels under construction. We watched them go with a bit of envy and we welcomed their replacements, mostly recruits and reservists.

And we watched the ships come and go; we watched the salvaging of ships damaged in the Japanese attack on the "Day of Infamy." It seemed as if we were watching everyone else going someplace while we carried on with our necessary daily routine as the weeks rolled by.

Then, at the beginning of June, 1942, there was a strong rumor that something big was in the making. A salvage officer with the rank of captain was received on board *SEMINOLE* and we were soon under way to another island—one called Midway.

EARLY NAVAL HISTORY IN SAN DIEGO PART 14

By Captain Eddie Fredericks



USS LANGLEY (CV-1)

Maritime Museum photo

(Ed. Note: This is the fourteenth in a series of articles by Captain Fredericks tracing the history of the U.S. Navy in San Diego prior to World War II.)

1923

Between June 6-12, 1923, naval aircraft of Aircraft Squadrons, Battle Fleet, Pacific, based at North Island, set 13 world aviation records. The following October, North Island Navy pilots took first, second, third, and fourth places at the Pulitzer Air Races in St. Louis.

It is interesting to note that although naval aviation was rapidly developing, carrier pigeons were still used for aircraft communications and were carried on every flight. The aircraft radio had not yet reached a state of reliability equal to that of the carrier pigeon. At North Island the "Station Pigeon Service" was still flourishing and providing carrier pigeons for each aircraft flight.

Rear Admiral George W. Williams, USN, in an interview aboard the cruiser USS *SEATTLE* on August 3, 1923, said that in the space of a few short years San Diego had

become the greatest naval port in America. But, he added, San Diego missed a golden opportunity of getting the Battle Fleet when it failed to erect a small breakwater on the sea side of Coronado, and connect this breakwater with Coronado's streetcar system to accommodate the thousands of bluejackets who would be landing daily from the capital ships. He said that within the next 12 months San Diego would become the operating base for 20 of the largest submarines afloat, and their tenders, and that expansion of the Destroyer Repair Base was a necessity. On the following day, August 4, command of the United States Fleet was changed at San Diego for the first time. Admiral Hilary Jones was relieved by Admiral Robert Coontz in a change-of-command ceremony on board the USS *SEATTLE*.

On October 22, 1923, the new Naval Training Station on Point Loma was commissioned.

1924

The year of 1924 brought more naval aviation firsts. On

January 3, VT Squadron 20, commanded by Lieutenant Commander G. D. Murray, USN, sailed from San Diego on board the USS *VEGA* for transfer to the Philippine Islands to operate from the USS *AJAX* as the first air unit of the Asiatic Fleet.

The U.S. Airship *SHENANDOAH* (ZR-1), under the command of Lieutenant Commander Zachary Lansdown, USN, landed at NAS North Island on October 10, after a trip from NAS Lakehurst, New Jersey, ending the first transcontinental flight of a lighter-than-air ship. She later returned to Lakehurst via Tacoma, Washington, completing a 9,318-mile flight in 258 hours of flight time, at an average speed of 36 miles per hour.

The first Marine aircraft squadron to base at North Island (VO-1M), arrived there on August 16.

The most significant event of the year was the arrival of the Navy's first aircraft carrier, the USS *LANGLEY*, which would be accomplishing many naval aviation pioneering operations off San Diego in the ensuing months. She moored at the North Island dock on November 30, complete with carrier pigeons.

1925

The USS *LANGLEY* highlighted events of interest in the San Diego area during 1925.

During the period of March 2-11, the first fleet operation to incorporate an aircraft carrier was conducted off San Diego and the coast of Lower California. The importance of the aircraft carrier as a fleet unit was demonstrated with great success. As a result, the Fleet Commander, Admiral Coontz, recommended a speed-up in the completion of the carriers *LEXINGTON* and *SARATOGA*, then building; improvement in design and construction of carrier aircraft, and routine catapulting of aircraft from battleships and cruisers. After this operation, the 125 fleet ships of various types steamed into San Diego Harbor. It took over five hours for them to reach their moorings in the harbor and in Coronado Roads.

On April 2 the feasibility of using flush-deck catapults to launch land planes from aircraft carriers was demonstrated by catapulting a DT-2 landplane, piloted by Lieutenant Commander C. P. Mason, with Lieutenant Braxton Rhodes as a passenger, from the *LANGLEY* while she was moored to her dock in San Diego.

The first night carrier landing was made by Lieutenant John D. Price on April 8, 1925, while piloting a plane from VF-1. The landing was made on the *LANGLEY* off San Diego.

On June 29, 1925, Santa Barbara, California was severely damaged by an earthquake. Ships, aircraft and Navy personnel from the San Diego area came to the aid of that city in a month-long rescue and assistance operation.

1926

In 1926 the USS *LANGLEY* and her aircraft were again in the limelight. During fleet exercises off San Diego they conducted the first demonstration of dive-bombing attacks on fleet units by carrier aircraft.

The Navy's "Alaskan Aerial Survey Expedition," under the

command of Lieutenant B. H. Wyatt, USN, departed North Island on June 6 for a survey which lasted four months and mapped 15,000 square miles of Alaska.

SO LONG TO AN OLD SALT

Harold Carpenter, a longtime Museum employee, has announced his forthcoming retirement. Everyone who has worked in the Museum and many visitors will remember Harold for his cheerful smiles and ready quips, as well as for his many faithful years of service.

Readers of MAINS'L HAUL will recall Harold's series of articles about his early seafaring experiences. His tales of adventure on the high seas took our readers from the rolling decks of the four-masted bark *ANNIE M. REID* in 1919 through a number of steamships and small craft. Always present was Harold's sense of humor as well as his spirit of adventure.

We salute this true old salt for his many services to the Maritime Museum, and we hope that his retirement will be a happy one. Thanks for a job well done, Harold, and for your part in carrying on the tradition of the sea.

THE CABIN BOOKRACK

By Craig Arnold

Eagle Against the Sun: The American War with Japan
by Ronald H. Spector.
New York: The Free Press.
Illustrated. Hardbound.
589 pages. \$17.95.

"They came in from the north over the blue-green hills of Kahuku Point in Oahu. In steady waves, 181 Japanese fighters, dive-bombers, and torpedo planes—the most modern, highly trained and deadly naval air force in the world—roared across the island toward their targets. It was 7:40 A.M., the morning of December 7, 1941."

Thus begins Ronald Spector's narrative of the greatest naval conflict in history. Within a quarter-hour of the moment he describes, the U.S. Pacific Fleet at Pearl Harbor was plunged into an inferno of destruction, and with it, the United States into a mortal struggle with Imperial Japan.

These two nations' navies, and the air and amphibious forces attached to them, proved the decisive elements in the contest. Despite large-scale land operations in China, Burma, and Manchuria, it was the war in the Pacific which crushed Japan. "As a naval war, it was unparalleled," states the author. "More battles were waged at sea and more warships sunk than in all other twentieth century naval campaigns combined . . ."

The canvas the author paints of this subject is broad and multi-colored, as one would expect. Yet he does not neglect the personal touches, the human details which bring the tableau to life. Styles of leadership are well-limned: the icy, taciturn command motif of admirals King

and Yamamoto; the bulldog bluntness of William F. Halsey and "Howlin' Mad" Smith; the relaxed, steady demeanor of Chester Nimitz, who tossed horseshoes with his staff while awaiting the outcome of critical battles.

The battles, too, are here: the vast and complex dramas of the Coral Sea, Midway, the Philippine Sea and Leyte Gulf are well-described. Also impressive is the author's handling of smaller engagements.

For all the naval campaigns depicted, the one fought around the island of Guadalcanal in the Solomons stands out with a horror all its own. In these actions—Savo Island, Eastern Solomons, Cape Esperance, Santa Cruz Islands, First and Second Guadalcanal, Tassafaronga—casualties in ships and men were heavy.

"Some ships sank with virtually their entire crews," the author notes. "The destroyer *JARVIS* disappeared without a trace and was not accounted for until after the war; the destroyer *BARTON* sank in less than two minutes; and the light cruiser *JUNEAU* blew up instantly after being hit by a torpedo, taking with her all but 10 of her 700 men."

Despite such losses, the U.S. Navy shouldered the Japanese fleet from the Solomons. Beyond those blood-red sunsets and deep blue seas lay the long road back to the Philippines, and thence to Japan itself.

The author details how the twin U.S. drives in the Central and Southwest Pacific kept the Japanese admirals off balance. At one point, the Japanese navy was planning to turn back the U.S. invasion of Biak off New Guinea; then they were forced to run east and counter the U.S. offensive in the Marianas. The result: a death-blow to their carrier force in the Battle of the Philippine Sea. Yet, as the author makes clear, the two-pronged U.S. offensive was as much the result of varying priorities and interservice rivalries as it was of strategic design.

One of Dr. Spector's chapters covers the U.S. submarine war against the Japanese merchant marine (50% sunk by the end of 1944). This phase of our naval effort began inauspiciously, with defective torpedoes and excessive caution inhibiting submarine skippers. Once reforms were made, however, the "Silent Service" pressed home its attacks with a skill and ferocity which left the Japanese lines of communication severed.

The atomic bomb precluded an invasion of Japan proper. But bomb or not, the Japanese Empire was finished when its ships were finished. An island nation such as Japan could not survive the destruction of its fleet and merchant marine. (Ironically, the island nation of Great Britain had nearly suffered the same fate at the hands of U-boats in two wars.) That the final surrender ceremony took place on the deck of an American warship was most appropriate: sea power and sea-based air power had proven the towering pillars of victory.

Dr. Spector has written a fast-paced history of the war which darkened the Pacific for four years. The book is well-researched and carefully balanced. Despite numerous typographical errors and a lack of effective maps, his writing is solid and authoritative. This is a flawed but functional account of the greatest campaigns in naval annals.

IN MEMORIAM EDWARD FREDERICKS

It is with deep regret that we note the recent passing of Captain Edward Fredericks, USN (Ret.). Captain Fredericks was our Museum's Executive Director for over two years until his retirement early this year. Prior to that tenure, he had served the Museum as a Trustee, a Library volunteer, and a volunteer assistant to the Curator. He was active in the Navy League.

Captain Fredericks had a long and distinguished career as a naval aviator. He flew as a pilot off the USS *LEXINGTON* (CV-2), USS *SARATOGA* (CV-3) and a number of other carriers, rising to command the USS *WASP* (CV-18). He served in the Pacific in World War II and during the Korean conflict.

Captain Fredericks' tenure as Executive Director was marked by decisive progress in the Maritime Museum. His leadership and fund-raising efforts culminated in the sailing of the *STAR OF INDIA* on November 11, 1984. For his outstanding service here, and to San Diego generally, June 18, 1985, was proclaimed "Captain Edward Fredericks Day" in the city. Recently, at the Museum Board of Trustees meeting on October 15, 1985, "Eddie" was made an Honorary Trustee of our organization.

All his shipmates aboard the Maritime Museum will miss him.

(The Fredericks family suggests donations to the Maritime Museum and/or San Diego Hospice.)

MEMBERSHIP

Like any other organization, the Maritime Museum is only as strong as its rank and file. We urge our members to remember this, and to recommend us to their non-member friends. A membership in the Maritime Museum allows your loved ones and friends to enjoy the history and culture of the sea while supporting one of America's leading maritime institutions. Your membership brings you:

- ★ Free admission to our vessels
- ★ Free guest passes
- ★ Free admission to many special events and programs
- ★ Receipt of the Museum quarterly, MAINS'L HAUL
- ★ A discount on purchases at our gift shops
- ★ Use of the Museum's Jerry MacMullen Library
- ★ The knowledge that you are playing a part in the preservation of three historic vessels and thousands of marine artifacts

So please renew your membership or, if you are not a member, consider joining us. Let your friends and your loved ones know about us. Remember that the *STAR OF INDIA* needs your loyal support. And, if you have recently joined us, "Welcome aboard!"

FROM THE HELM

Autumn has arrived, and your Maritime Museum continues to progress. We are still working toward a sailing of the *STAR OF INDIA* on Memorial Day weekend, 1986. Fund-raising is of prime importance in this venture. Also important is our ongoing effort to train an all-San Diego crew and have them ready to sail the *STAR* when she puts to sea again. We are pleased to report that the sail training program is making significant strides, and is attracting more eager volunteers every week.

Most of you are probably aware of our removal of the *STAR*'s mizzenmast. This was done to repair damage caused by rot in the wooden mast. The mast was unstepped slowly and carefully, then laid on the dock alongside the ship for inspection. Later, it was towed to a local marine company for the repair work. This is going satisfactorily, and we expect to re-step the mast in the near future.

One highlight of the mast's removal was the finding of a 1902 silver dollar beneath it. At first we thought the coin might have been placed there by the Alaska Packers. However, a letter soon came to Curator Dave Brierley from Captain Ken Reynard, clearing up the mystery: "When I stepped the masts, all in the same morning, I put a 1963 dollar under the fore (year of re-rigging), an 1863 English ha'penny (year of launching), and the 1902 dollar (year of change from full-rig to bark). Bill Mills, Sen. Jim Mills' father, donated the ha'penny."

Switching from sail to steam, the restoration of the *BERKELEY*'s boiler room is well in hand. Sandblasting, vacuuming and re-painting have been carried out, and the boiler room is rapidly approaching the date when it will be formally opened to visitors. Once again, we wish to extend special thanks to the J. W. Sefton Foundation for their funding of this restoration. When the boiler room is



Much work has been done in recent months to restore the BERKELEY's boiler room. Working conditions were difficult in this dim, dirty, and cramped environment. These are Museum employees Bob Crawford (left) and Jim Davis (right) wearing the protective gear needed for this job.

Maritime Museum photo



The STAR OF INDIA's mizzenmast is hoisted out by crane for repairs.

Photo by Dave Brierley

opened, there will be a ceremony with the foundation's board members in attendance.

In this space we also express our appreciation to Mr. Dan Frank of Marine Structures, San Diego, for donating a scuttle, four watertight doors, and steel plate for the boiler room's deck.

Elsewhere in the Museum, we anticipate the expansion of our Jerry MacMullen Library into a fourth compartment. Due to the large number of donated books and other materials coming into the Library recently, a need for additional shelf and research space has arisen. The new room of the Library will primarily house valuable collections of maritime papers.

Finally, we wish to thank our Museum membership as a whole for their loyal support. Our members are certainly the best that any museum could wish for. With their help, we'll carry on to save, restore and exhibit our seagoing past.

Paul Kettenburg, President

Peter S. Branson, Executive Director

CURATOR'S CORNER

A good way to use your Maritime Museum membership card would be to come see the North American Maritime Museums Exhibit aboard the *STAR OF INDIA* through December 1. Members of our Maritime Museum and our visitors have the opportunity to see an exhibit of 18 of the 34 maritime museums in the United States and Canada that belong to the Council of American Maritime Museums.

Each museum offers a different insight into naval, commercial, and pleasure-boating history. Several examples will preview a visit for you. The Kendall Whaling Museum in Sharon, Massachusetts, received Federal permission in 1983 and 1984 to try out (duplicate the rendering of whale blubber as in the tryworks of a whaleship) whales of several types that had stranded on Cape Cod. A photograph and announcement cards to their museum members tell of these research and educational events. Our Museum has received whale oil samples from these unique demonstrations for display in our whaling exhibit.

The Suffolk Marine Museum in West Sayville, New York, loaned photographs and a brochure showing the fine progress they have made with historic building and small craft restoration. The oyster sloop *MODESTY* and oyster schooner *PRISCILLA* were featured at the museum's annual "Old-Timers" festival of historic boats.

The Mariners' Museum in Newport News, Virginia, has an excellent collection of figureheads, small craft, and steamship history. Among the fine ship models are the very detailed and uniquely lighted ones by August Crabtree.

The North Carolina Maritime Museum in Beaufort, North Carolina, was founded in 1951 and is now building a new and larger home for its collections, exhibits, library, etc.

The Navy Memorial Museum in Washington, D. C., and the Naval Academy Museum in Annapolis, Maryland, will appeal to the ex-Navy or naval history-oriented visitor. The photographs and brochures serve to inform one of these excellent museums' collections.

The National Maritime Museum in San Francisco, California, is well represented in this exhibit with photographs of their historic fleet and a colorful brochure. The *BALCLUTHA*, as the *STAR OF ALASKA*, served with the *STAR OF INDIA* in the fleet of the Alaska Packers Association early in the century.

The Maritime Museums represented include:

Calvert Marine Museum	Solomons, MD
Chesapeake Bay Maritime Museum	St. Michaels, MD
USS <i>CONSTITUTION</i> Museum	Boston, MA
Erie Canal Museum	Syracuse, NY
Kendall Whaling Museum	Sharon, MA
Manitowoc Maritime Museum	Manitowoc, WI
The Mariners' Museum	Newport News, VA
Maritime Museum of the Atlantic	Halifax, Nova Scotia
Mystic Seaport Museum	Mystic, CT
Nantucket Historical Assn.	Nantucket, MA

National Maritime Museum
Naval Academy Museum
Navy Memorial Museum
North Carolina Maritime Museum
Penobscot Maritime Museum
Philadelphia Maritime Museum
Suffolk Marine Museum
Whaling Museum

San Francisco, CA
Annapolis, MD
Washington, DC

Beaufort, NC

Searsport, ME

Philadelphia, PA
West Sayville, NY
New Bedford, MA

The objectives of this exhibit are to show our members and Museum visitors the extent of maritime preservation by the maritime museums, encourage a visit to one or more of our sister organizations, and to put what the San Diego Maritime Museum is doing in perspective with the other museums.

With the help of the *Star of India* Auxiliary's volunteers, a number of exhibits in the *STAR*'s tween decks are being repainted and revised. Winter, even in sunny San Diego, is the traditional time for local museums to install new exhibits or upgrade existing ones during the "off-season" for tourism. We will be working together to paint, frame photographs, and properly support and display the *STAR OF INDIA*'s house flags.

Dave Brierley, Curator

ANNUAL GIVING

The end of another year approaches at a time of significant progress for the Museum. Plans for sailing the *STAR OF INDIA* in 1986, the restoration of the *BERKELEY*'s boiler room, the expansion of the Jerry MacMullen Library, and other projects all are continuing.

Each of the Museum's many projects, programs, and exhibits depends on loyal support from our members. We ask at this time of year that such support take the form of annual giving. We are proud of the fact that no tax support is accepted to keep the Museum afloat and in trim. Our members have come through time and again to keep our great ships and the glorious heritage of the sea alive.

So please help by giving what you can. Your donation, of whatever amount, will be deeply appreciated and wisely used. All donations are tax deductible. We request that you make your check payable to the Maritime Museum Association. Our mailing address is:

Maritime Museum Association of San Diego
1306 N. Harbor Drive
San Diego, CA 92101

Thanks to your fine generosity, members and friends, the *STAR OF INDIA*, *MEDEA* and *BERKELEY* will sail on into the future.

STAR OF INDIA AUXILIARY

CALLING ALL HANDS!—to join the already-working hands of Auxiliary members preparing fund-raising activities for the benefit of the Maritime Museum. Rummage Sale Chairman Nell Parks and her helpers work several days each week processing the rummage being contributed for our April Sale. Everything from wearable, used clothing and household appliances to boat and other water gear, to business machines and all types of furniture, is most *needed* and *welcome*. Just think! If each member of the Museum and the Auxiliary were to give one carton of "tired goodies," we would have a volume of 2,000 cartons of materials to sell! What a boon that would be! Items may be brought to the desk on the *BERKELEY* or left just inside the door of the first bay of the B Street Pier. Anyone having things too heavy or too bulky for an automobile may telephone Mrs. Parks at 235-4029 and arrange for pick-up by truck.

A second major endeavor is the raffle of a full-length cerulean mink coat. A \$5 donation is the price of the ticket, which may be purchased by mail. Please send a stamped, self-addressed envelope along with a check, payable to the Star of India Auxiliary, to J. M. Gillman, 3635 Seventh Avenue, No. 10A, San Diego, CA 92103. The drawing will be held on November 20.

Christmas trinkets are always favorites at holiday time! This year is no exception in the lives of the Arts and Crafts workers of the Auxiliary. These folks have been toiling for months on new and interesting items, which will be on display in the Auxiliary's case opposite the main desk on the *BERKELEY*. They may be purchased there.

There are so many ways to help in the support of our exceptional Museum. Won't YOU please find the Auxiliary activity that appeals to you the most and lend YOUR HAND to our endeavors. Thank you so very much!

Renée Rasmussen, President

A SPECIAL MEMORIAL

There is a special way in which the Maritime Museum can help you. The next time you wish to honor a departed friend or loved one you may do so by sending a memorial gift (in any amount you choose) to the Maritime Museum Association of San Diego. Families of those whose memories you have honored will be notified by an appropriate card and the names will be listed (without mentioning the amount given) in the next issue of MAINS'L HAUL.

Your gift does double duty with memorial giving. You properly care for a personal obligation and at the same time lend a helping hand. Moreover, it's private and non-competitive. The amount of your gift is confidential and the same beautiful acknowledgment card is sent regardless of the size of your gift. Another point to keep in mind is that it's tax deductible. Your check to the Maritime Museum, covered by an official tax-deductible receipt, will take care of your memorial giving in an effective manner.

Simply enclose your name and address with your check, and specify who is being memorialized by the gift. You may also include names and addresses of surviving family members whom you wish cards sent to. Mail to:

The Maritime Museum Association of San Diego
1306 N. Harbor Drive
San Diego, CA 92101

Your memorial gift will be an appropriate way of remembering a friend or loved one, and will benefit a worthy cause.

LIBRARY BOOK SALE

All you bibliophiles out there are in for a treat. Your Jerry MacMullen Library now finds itself with a fair accumulation of duplicate and surplus books and magazines. We wish to sell these volumes to raise funds for the Library. Therefore, we invite you to attend the Library Book Sale on Saturday, November 23, from 9 a.m. to 3 p.m. The sale will be held in the Jerry MacMullen Library, located on the main deck of the *BERKELEY*.

We have many fine books about maritime history and related subjects, as well as a good selection of novels and periodicals. We promise you lots of fascinating reading at bargain prices. And, it's a perfect way to Christmas shop for your ship-buff friends!

NEW MEMBERS

Readers of MAINS'L HAUL may have noticed that recent issues have not carried a list of new members. This decision was made by the editors in order to conserve space in the journal and permit more space for historical articles and Museum news. We have not forgotten our new members, however. To show our appreciation for their membership, we are currently planning to publish a separate list of all the members who joined in 1985. This list will appear early in 1986, and will be mailed to all members.

In the meantime, we thank all those who have become members this year. We also wish *all* members a happy holiday season.

MARITIME MUSEUM CALENDAR OF EVENTS

NOVEMBER

- 3: Sail training aboard *STAR OF INDIA*, 9:00-12:00
- 10: Sail training aboard *STAR OF INDIA*, 9:00-12:00
- 13: Annual Membership Meeting aboard *BERKELEY*: elections and *MEDEA* film Social gathering, 7:00; Meeting, 7:30
- 14: *STAR OF INDIA*'s 122nd Birthday
- 15: Whaling exhibit opens aboard *BERKELEY*
- 20: Auxiliary General Meeting
- 23: Library Book Sale, *BERKELEY*, 9:00-3:00
- 24: Sail training aboard *STAR OF INDIA*, 9:00-12:00
- 28: Thanksgiving Day

DECEMBER

- 8: Sail training aboard *STAR OF INDIA*, 9:00-12:00
- 12: *STAR OF INDIA* Crew Christmas Party
- 15: Sail training aboard *STAR OF INDIA*, 9:00-12:00 "Day at the Docks" at sportfishing docks, Point Loma
- 21: Photo exhibit of "The Development of the Battleship"
- 22: Parade of Lights, San Diego Bay
- 25: Christmas Day

JANUARY

- 1: New Year's Day
- 15: Auxiliary General Meeting
- 28: Auxiliary Board Meeting
- 29: Members' Program: "San Diego's Naval Aviation History" by Ed Leiser, Curator, San Diego Aerospace Museum

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 Masefield

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MARITIME MUSEUM ASS'N. OF SAN DIEGO

Bark Star of India

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



MAINS'L HAUL



MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

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NO. 2



S.Y. MEDEA—a model built by Fred J. Stephen, Linthouse, Scotland, owner of the yacht in 1927-33.
Maritime Museum photo

MEDEA: YACHT OF VARYING FORTUNES

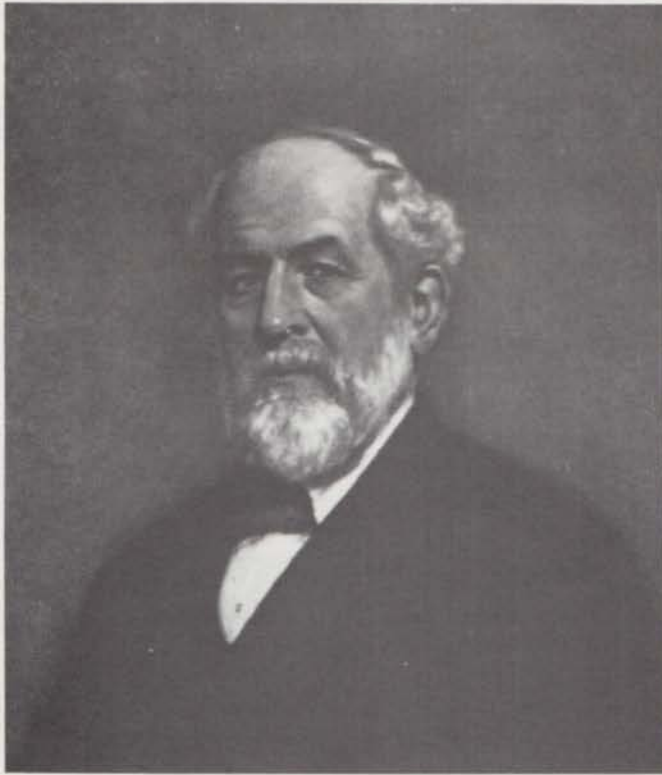
By Craig Arnold

It has now been more than a year since the elegant steam yacht *MEDEA* entered upon her exile, riding alone and separate from us in the waters off Shelter Island. No one knows how long this separation will last. Recently, we visited *MEDEA* at the Harbor Police dock on the Island. As she patiently awaits a release from her solitude, she seems to be aging well.

The story of how *MEDEA* was created is a tale from the days of Edwardian privilege. She came into being at the great firm of Alexander Stephen and Sons, based at Lint-

house on the south bank of the Clyde in Scotland. This family shipbuilding business flourished from 1750 onward; by 1950, six successive generations of Stephens had owned it.

The chairman of the company in 1904 was John ("Uncle John") Stephen, a stern, shrewd-dealing businessman, but one who loved ships and the sea. In May of that year, Stephen received an urgent call from Captain MacAllister Hall of Torrisdale Castle. Could Stephen's firm, Hall wanted to know, build a luxury yacht within three months? His need



John Stephen (1835-1917), builder of MEDEA and her third owner.

was pressing, Hall asserted: the grouse-shooting season opened by then. (And one simply didn't go hunting for grouse without a suitable yacht!)

Hall was in luck. The yard was not overwhelmed with work at the time, and Stephen said yes. Only 49 days elapsed between the laying of the new yacht's keel and her completion—an astonishing record. (In fact, the company long regarded it as one of their best time performances.)

Laid down in Yard No. 408, her dimensions were given as 105' x 167¼" x 10'. The compound steam engine aboard developed 254 horsepower, enough to propel her easily at 11½ knots. (At normal cruising speeds, she consumed 3½-4½ tons of coal per day. In 1964, however, she was converted to oil.) Her gross tonnage was rated at 112.

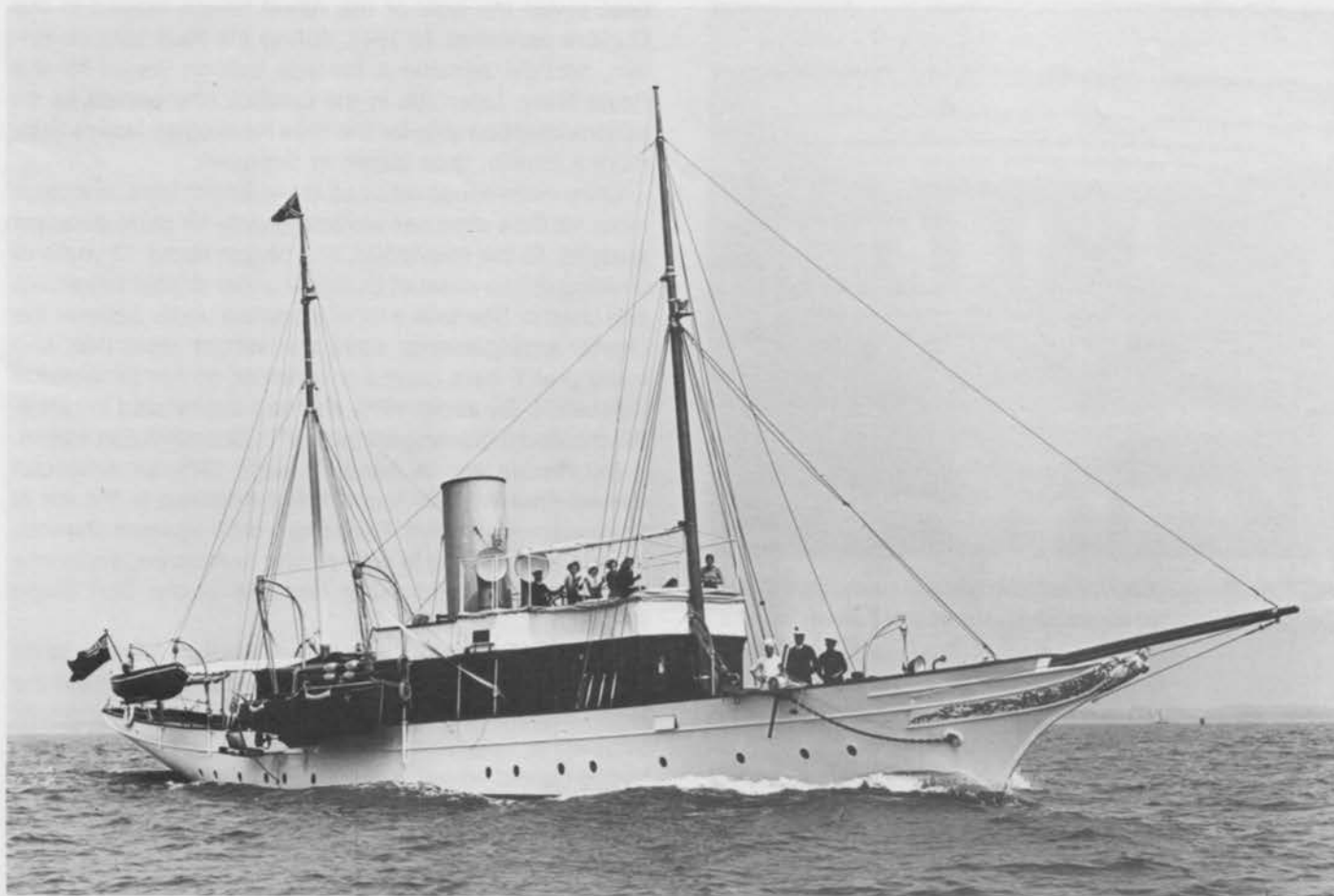
MEDEA's launch came in August, with her engine and boiler on board, steam up, and finished in every detail. Nor had quality suffered to appease speed: paneling of quarter-sawn English oak and mahogany graced her cabins and her topsides gleamed with teak and brass. Two days after the launch she was handed over to her delighted purchaser.

One of our photographs shows the stately facade of this gentleman's residence. MacAllister Hall was a keen sportsman, and he lost no time in putting MEDEA to use. With a party of guests and plenty of champagne and caviar aboard, off he went to bag his stag and grouse. Typically, MEDEA would steam around the rugged outer coasts and islands of Scotland—prime hunting areas which were all but inaccessible except by sea. Where Hall heard that the hunting was good, MEDEA anchored in a loch or bay, and the sportsmen ferried ashore. MEDEA's first voyage turned out to be a thundering success—each of Hall's guests got his stag, and presumably his limit of grouse as well.



Torrisdale Castle, Carradale, Scotland, the home of Captain MacAllister Hall, first owner (1904-11) of the MEDEA.

Maritime Museum photo



MEDEA off the Isle of Wight in southern England in 1938. Note earlier figurehead and other details of that era. Her owner at this time was J.T. Wild, who had her in 1937-41 and again in 1945-55. It may have been Wild who took her to Dunkirk during the 1940 withdrawal. This photo was taken by Roger M. Smith of Cowes, Isle of Wight.

Maritime Museum photo

Carradale, where Hall's castle stands, lies on the eastern side of the long arm of Kintyre, which reaches down from western Scotland into the Irish Sea. The town is directly across Kilbrennan Sound from the Isle of Arran, famous in Scottish folklore. Torrisdale is still owned by the Halls, and reportedly *MEDEA*'s earliest papers repose within its walls.

John Stephen must have watched *MEDEA* depart his yards with a trace of envy. In 1912, after she had passed from MacAllister Hall to one Frederic Tod, Stephen contrived to buy her back. She would be his until his death five years later.

The fancy for this particular yacht seems to have run in the family. In 1927, Fred J. Stephen, a son of John's, found that his health prevented him from continuing with his first passion, yacht racing. He refused to quit the sea, however—and he, too, became an owner of *MEDEA*. Under his flag, she served for about six years as the Commodore's Vessel, Royal Northern Yacht Club.

Now return to the time of John Stephen: After his passing, *MEDEA* was sold by his trustees. Soon she was caught up in the "Great War"—as a generation came to call the

first world conflict. The sons of England were donning khaki to fight and die at Passchendaele, Ypres, the Aisne and the Somme. *MEDEA*, too, would now serve the Allied cause. A flood of shattered, mangled men was pouring back from the Western Front: down the *pavé* roads of France and Belgium they stumbled in their ragged thousands—heads swathed, appendages missing, eyes blinded by mustard gas. In rattling ambulances, dripping stretchers, came the more serious cases.

A lucky few of this human wreckage might have found a haven aboard *MEDEA*. She was offered to the Red Cross Society for the transport of wounded on the River Seine. According to a brief account in *Stephen of Linthouse*, by John L. Carvel, she was actually employed for this purpose. According to another version of her history by Captain Peter Metcalfe, however, the Red Cross delayed in accepting her while trying to decide if she was suitable. They took so long mulling it over that in the end she was sold to the French government and renamed *CORNEILLE* ("CROW"). The French outfitted her as—of all things—a submarine chaser. Under the Tricolor and the command of a Captain Macheul, she was armed with a 75 mm. gun,



MEDEA's dining saloon paneled in quarter-sawn English oak. The yacht's interior furnishings are of the Edwardian era.

Photo by Dave Brierley

six depth charges, and an observation balloon. Carrying a crew of 22 men, she set forth into the English Channel in search of the Kaiser's U-boats.

(Admittedly, the Allies were dispatching some pretty strange craft to hunt submarines at this desperate stage of the war. Joseph Conrad, the great sea writer, went out on a broken-down brigantine in the North Sea. Disguising themselves as neutral Norwegians, the brigantine's crew hoped to lure a sub close enough to ambush it with hidden guns. The Germans declined to appear, however, and Conrad returned to Britain empty-handed.)

In *CORNEILLE's* case, she was lucky to return at all. The "sub hunter" soon became the hunted as the hapless Captain Macheul sighted a torpedo speeding toward him. Swift evasive action took the *CORNEILLE* out of harm's way by a bare three meters—fortunately for Macheul, his crew, and posterity.

At last the war ground down: the Central Powers caved in, and the silence of an embittered peace fell across Europe.

Stephen of Linthouse returned to building the ships of peaceable commerce. *CORNEILLE* returned to British colors and her original name, *MEDEA*. She passed through a succession of owners, including at least one Member of Parliament, as well as commanders of the orders of the Bath and the British Empire. In the Solent and English Channel she cruised, often with nattily attired crews and a bevy of lovely lady passengers.

Alas, another world war intervened. In the spring of 1940, *MEDEA* went in with "the little ships" to Dunkirk, where the British army had withdrawn under the onslaught of Hitler's panzers. Despite continuous German attacks, the rescue

fleet saved the bulk of the Allied troops lodged in the Dunkirk perimeter. In 1941, during the Nazi blitz on Britain, *MEDEA* became a barrage balloon vessel for the Royal Navy. Later still in the conflict, she served as an accommodation ship for the Free Norwegian Navy's Submarine Flotilla, then based in Scotland.

Once more peace returned to the British Isles, and once more *MEDEA* shed her wartime gravity for more pleasant pursuits. In the mid-1950s, she began about 13 years of cruising off the coast of Cornwall under private ownership and charter. She took a bit of a beating under some of the charter arrangements: paint and varnish wore thin, and many graffiti were carved or scrawled on her once-proud bulkheads. By about 1970, she had descended to something called a "floating art gallery" in Scandinavian waters.

But rescue was at hand. In early 1971, an American named Paul Whittier found *MEDEA* locked in the ice at Oskarshamn, Sweden. Realizing what a treasure she was, Whittier determined to get her over to America, supervise her restoration, and make her part of the San Diego Maritime Museum.

MEDEA's journey to the western coast of America is an epic in itself. First she came out of the Baltic, down the North Sea and through the Channel under her own power. Pausing at Falmouth, she received a setback: her estimated date of arrival in the Caribbean coincided with the hurricane season. So she was taken back to Rotterdam and loaded on board the German freighter *RIEDERSTEIN*, which finally delivered her to Long Beach in August, 1971.

By the winter of 1972 she lay at Goudge Island, British Columbia. There restoration began in earnest and continued over 18 months. At the end of that period she again made the classic appearance of her Edwardian heyday.

Now was the time to take her down to her new home at San Diego. The voyage south was sunny and brisk, with *MEDEA* cantering flawlessly over rolling seas. On July 14, 1973, accompanied by welcoming yachts, she made a grand entrance through the Silver Gate.

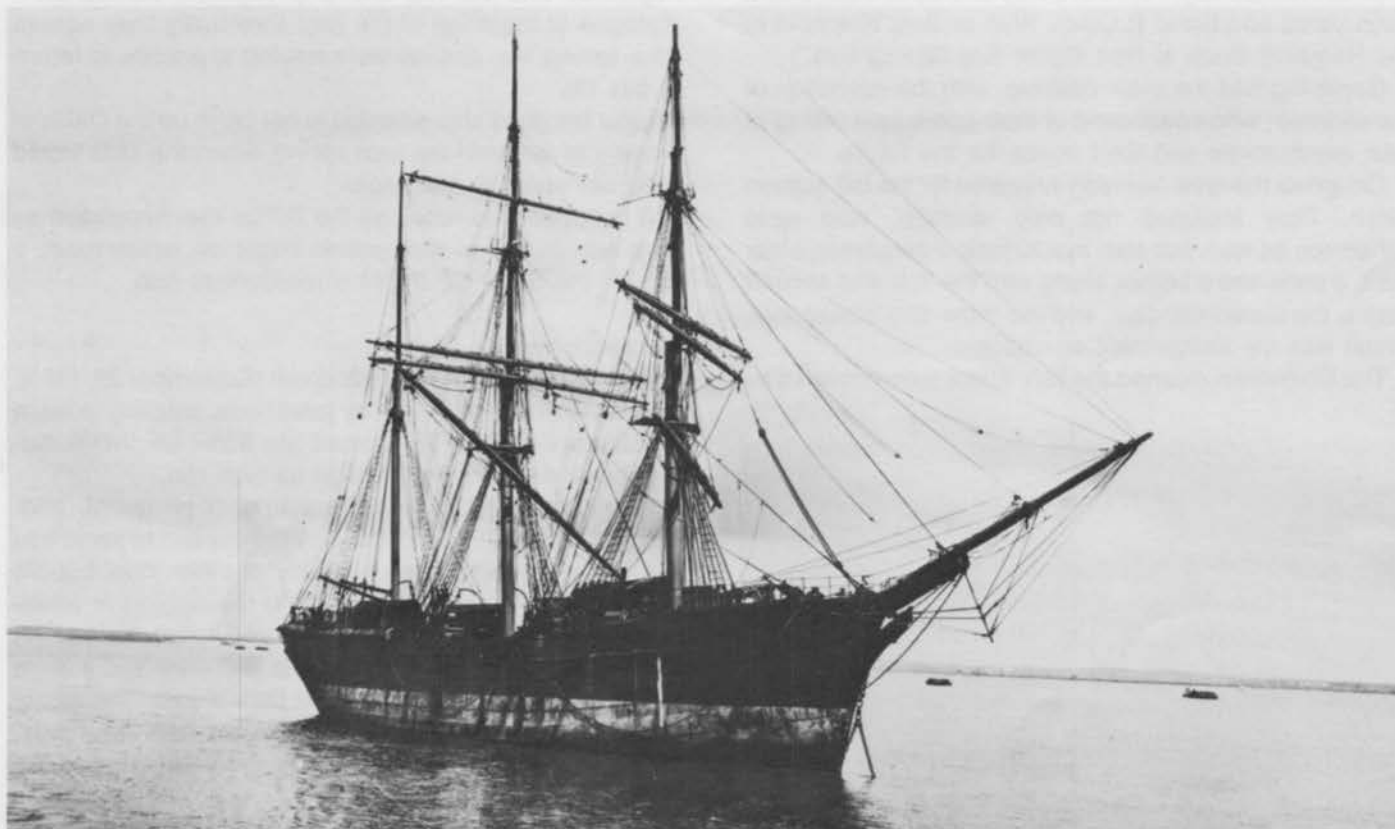
Since that wonderful midsummer's day when she paraded into San Diego Bay, *MEDEA's* restoration has culminated in what is surely the handsomest example of her type. She is also robustly serviceable, still able after more than 80 years to get up steam and make her way smartly over the waters. Her compartments are kept in immaculate condition and she is used for luncheon cruises to reward the Museum's friends.

She still has great ability to charm. As this is written, she has just come over for a visit and "dropped the hook" near the *BERKELEY*; the Maritime Museum's volunteers can be seen enjoying themselves on deck. As in the days of MacAllister Hall and Uncle John Stephen, she provides many pleasant interludes.

So *MEDEA* has led a checkered career, much as her namesake of Greek mythology did. We are confident that she will soon rejoin the other ships of the Maritime Museum. Until she does, it is good to see her occasionally, and to remind ourselves of her story.

CHARLES ADAIR: SAILOR OF THE PACKERS

By Charles Adair and Walt Jacobsen



With much of her top hamper sent down and her sides streaked with rust, a hard-working STAR OF INDIA awaits the salmon pack at Nushagak. This photo dates from about 1911.

Maritime Museum photo

(Ed. Note: On a rain-swept day in November, 1985, a sailor returned to the ship he'd left many years before. The sailor's name was Charles Adair, and the ship was our *STAR OF INDIA*. Mr. Adair was all of 21 in the year 1911, and like many lads of that age, he was hungry for adventure. These are his recollections of voyaging for the Alaska Packers. We include comments by Walt Jacobsen, the *STAR*'s woodcarver and the man who brought Mr. Adair to public attention. As far as we know, Mr. Adair is the *STAR OF INDIA*'s oldest surviving crewman.)

Mr. Adair:

I am a native of San Francisco. Often my grandmother told me of her experiences on the way to California. She came from Ireland to New York and on to Panama by windjammer, then crossed the Isthmus on muleback to the Pacific to await another ship coming around the Horn and on to San Francisco. I guess that fired me with thoughts of adventure.

During 1911 many students went down to the San Francisco seawall, trusting they could go to sea. I was one of them. One early morning I climbed aboard the *STAR OF INDIA* to see the Captain, and with only the previous expe-

rience of being a cabin boy at an early age, I was hired.

The first mate gave the orders for me to care for the water, take turns at sea-watch, serve the Captain's meals, and do other odd jobs. I was only 21 at the time, and I looked forward to making a trip on a windjammer to Alaska for the salmon. The thought never occurred to me that four years later I would make a similar journey on the *J.P. HALLER* as a correspondent, also that nearly 75 years later I would be relating my experience on the *STAR OF INDIA*.

The ship was manned by Scandinavian seamen who were seasoned sailors. Chin Way, a Chinese contractor whom I remember quite well, furnished laborers (mostly Chinese) who were kept below.

Unlike the *HALLER* journey of 1915, the weather on the *STAR OF INDIA* trip was favorable, with no calms or heavy storms. As we approached Unimak Island, I remember light snow squalls and much fog. Following this, we had to tack ship many hours because of drifting ice in Unimak Pass.

When we entered the Bering Sea, it became quiet on the ship, as fighting and drinking were at an end. A shipmate died and was buried at sea, as were some seasick pigs that were not slaughtered for food.

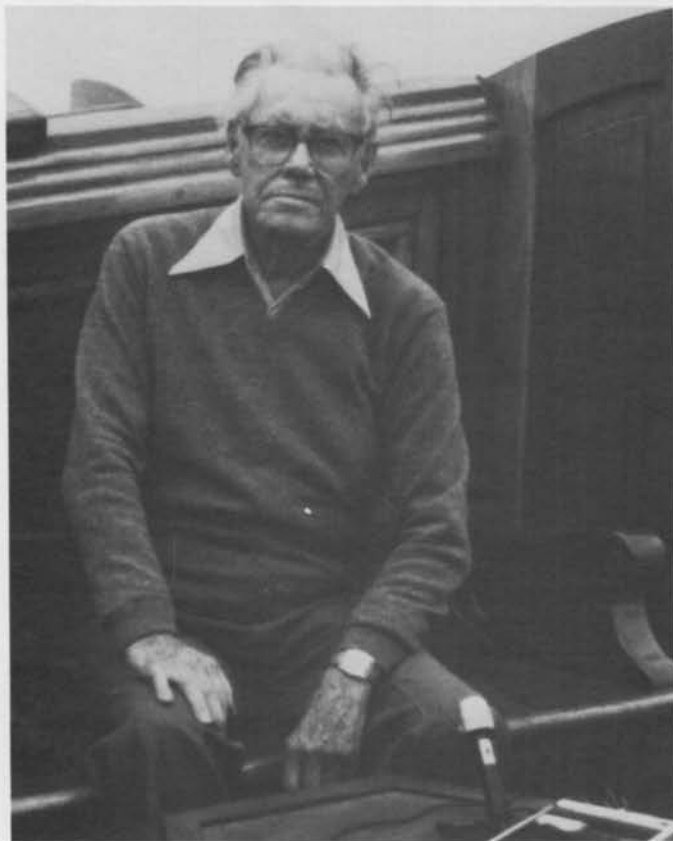
(Ed. Note: We quote the reference to this event in the *STAR OF INDIA*'s log: "On the morning of the 7 Day of May 1911 at 8:30 am P. Olson Died With Incuribil Disease inflemtian of the Bowel, Died Peacefully."

(And the next day: "On the 8 Day of May at 9 am Backt main yards and Barid P. Olson With or Best Rispackt to the Remaind Body at Port Moller Bay Baring Sea.")

Gambling was the main pastime, with the exception of the seamen, who spent most of their spare time telling of past experiences and their hopes for the future.

On arrival the crew hurriedly prepared for the big salmon catch. They included not only seamen, who were fishermen as well, but also machinists, a carpenter, a car man, a cook and a helper, along with the first and second mates, the superintendent, and the store- and timekeeper, which was my assignment on shore.

The Chinamen cleaned the fish, and a record catch was



Charles Adair as he appeared aboard the *STAR OF INDIA* on Veterans Day, 1985. Photo by Dave Brierley

cooked, sealed, packed, and labeled, ready to be hauled to the *STAR*'s hold.

I don't remember any unusual events when we returned, but there was excitement on deck as we approached San Francisco and the tug and ship captains carried on a dialogue at the edge of the Bay. Eventually they agreed on a towing fee, and we were hauled to anchor to return to city life.

Later the good ship returned to her berth up the Oakland estuary to rest until the next spring, when the sails would blow her again to Nushagak.

It is not easy to recall all the things that happened so long ago, but a few vivid events linger on, which made a trip on the *STAR OF INDIA* a memorable one.

Mr. Jacobsen:

After receiving Mr. Adair's account (September 28, 1985), I spoke with him at length by telephone, wishing to learn additional details of life aboard the *STAR OF INDIA* during those days on the Alaskan salmon run.

Charles at age 21 was the youngest on board, and, being personable, was chosen by the captain to serve him his meals. He was given a variety of other jobs, but his duties did not require him to climb the rigging or otherwise help sail the ship, except to stand watch. He had an upper berth in the fo'c'sle, which at that time had a large table where the sailors sat to eat their meals. The meals were served to them on trays equipped with short legs, permitting them to be stacked. Charles characterized the food as "very good."

Live chickens and pigs were kept in a corral built atop the cargo hatch. This supply of fresh meat was augmented by fresh fish, caught while under way. The cook was assisted by a baker who made fresh bread each day. Beans were also a regular part of most meals.

The cannery machinery, after the season was over, was disassembled and laid up in grease for protection against the hard winter. The machinist and plumber carried on board were responsible for assembling the machinery and putting the cannery back in operation, and when a breakdown occurred, they made the necessary repairs.

(Ed. Note: Mr. Adair resides in Alhambra with his wife. During his visit to the *STAR OF INDIA*, he was the object of much media attention. We are grateful to Mr. Adair for sharing his early seafaring experiences with us. We also thank Mr. Jacobsen for his assistance with Mr. Adair's visit and for this contribution.)

EARLY NAVAL HISTORY IN SAN DIEGO PART 15

By Captain Eddie Fredericks

(Ed. Note: This is the fifteenth in a series of articles by Captain Fredericks tracing the history of the U.S. Navy in San Diego prior to World War II.)

1927

The Navy, sorely in need of additional land and airspace at North Island, continued to press for exclusive use of the



USS SARATOGA (CV-3), distinguished from her sister LEXINGTON by the broad stripe down her funnel.

U.S. Naval Institute photo

air base. The Army, with other West Coast airfields now available, continued holding its position at Rockwell Field and making plans for new construction.

The winter of 1926-27 brought almost-disastrous storms and floods to San Diego. In February, 1927, all rail and road connections with the north were cut off. The U.S. Naval Reserve was called to active duty to carry mail to Los Angeles by ship for a period of about one week.

On May 9, 1927, Colonel Charles A. Lindbergh took off from North Island in the "Spirit of St. Louis" on the way to his historic solo flight across the Atlantic Ocean to France.

An interesting cooperative historical event took place this year. The Zoological Society of San Diego had purchased the fine old sailing ship *STAR OF INDIA* for potential use as a floating aquarium. The problem was that she was in San Francisco and had to be towed to San Diego on a very meager funding plan. With Walter A. Brunnick, a master mariner and also a lieutenant in the Naval Reserve, as skipper, and a skeleton crew, the ship was towed as far as San Pedro, where most of the crew had to depart and tug services had to be terminated. Brunnick, stranded in San Pedro with almost no crew and no tug, appealed to the Zoological Society and to San Diego Postmaster Ernie Dort, who, as a Reserve officer, commanded USS *EAGLE 34*. Active telephone communications took place, and by the next day a crew of naval reservists, including now-noted maritime historian Jerry MacMullen, were flown from San Diego to San Pedro by the Navy in an "NC" type seaplane. Through the courtesy of Rear Admiral W.W. Phelps, Commander Base Force, San Pedro, the minesweeper USS *TERN* was made available for the tow. The *TERN*, with *STAR OF INDIA* in tow, arrived in San Diego on July 9, 1927, bringing to the city a ship, which, in her restored condition as part of the San Diego Maritime Museum, has become a National Historic Landmark.

Naval aviation was actively developing new and more efficient types of aircraft for fleet missions. Between August 15 and 18 a new PN-10 patrol seaplane set five world records while operating from North Island.

On November 27, the citizens of San Diego passed a

\$650,000 bond issue to deepen submerged areas of the bay and use the fill to reclaim land for a new city airport, which would ultimately become Lindbergh Field. The Navy requested that the areas to be dredged be made sufficiently deep to provide a future turning basin for the large new aircraft carriers *LEXINGTON* and *SARATOGA*.

1928

In March of this year the aircraft carrier USS *SARATOGA* appeared off San Diego for the first time, after participating in fleet maneuvers. This ship, with her sister ship, the USS *LEXINGTON*, would provide the first large modern fast cruising additions to our new carrier force.

Later in this year, which marked the 25th anniversary of powered flight, Lindbergh Field was dedicated on August 16 in honor of Colonel Charles A. Lindbergh. Both Navy and Army aircraft participated in extensive flight demonstrations for an audience of over 50,000 persons. The *LEXINGTON* and *SARATOGA* were anchored in Coronado Roads.

1929

This was a year of hopeful progress for the Navy in its quest for total use of North Island. In May of this year a Joint Army-Navy Board recommended that the Army vacate North Island to permit the entire island and its facilities to be turned over to the Navy. The Secretary of War disagreed with Board recommendations on financial and other matters relating to the proposed move. Some of these objections were later overcome when citizens of California agreed to donate approximately 1,100 acres of land in Alameda County and 917 acres in Marin County for aviation and other military purposes. However, for various reasons over the next few years, the Army held off vacating North Island until 1935.

A sight which would persist for several years was the *SARATOGA* and *LEXINGTON* anchored off Coronado, conducting hazardous loading and unloading of aircraft equipment, supplies and personnel, because they could not enter the harbor due to inadequate navigational channels and dockside depths.

FLEET TUG PART 7

By Don Snowden

(Ed. Note: In this issue Museum employee Don Snowden continues his account of life in a fleet tug during World War II. We resume the story in early June, 1942, as Don's tug, USS *SEMINOLE*, receives her orders to depart Pearl Harbor for Midway Island.)

When *SEMINOLE* was ordered to get under way for Midway Island one of the most decisive battles of the war was being fought (though of course we didn't know it at the time). With a salvage officer on board, our job was to take in tow any badly damaged ships from the battle area, which is one of the reasons for the existence of large and powerful oceangoing tugs.

Standing by in the Midway area, we were too late to save the aircraft carrier *YORKTOWN*, which sank before we could get there. (Ed. Note: The loss of the *YORKTOWN* was amply avenged in the battle by the sinking of four Japanese fleet carriers—*AKAGI*, *KAGA*, *SORYU*, and *HIRYU*. In fact, this battle broke the back of the Imperial Japanese Navy's elite Carrier Striking Force.)

Soon *SEMINOLE* was ordered back to Pearl Harbor but the following day she was ordered to reverse course and go to Midway Island. Arriving there, we found a towing job waiting for us. There was no chance to go ashore, but we could see the damage that had been done by Japanese bombers. We wasted no time in passing our towing cable to our old friend *VIREO*, a minesweeping veteran of World War I. *VIREO* had a damaged rudder. So then it was back to Pearl Harbor and we made the run in six days. Although we never saw a Japanese plane or ship, we were out there and were credited for our very minor part in the Battle of Midway.

SEMINOLE was then sent to the yard for a routine overhaul. During that time we lost more of our crew, with the lucky ones being sent back to the mainland for new construction. We welcomed on board their replacements, mostly recruits not long away from civilian life.

The overhaul was followed by a bit of bad luck. During post-overhaul trials, the bearings burned out on Number One crank journal on Number Two main engine. The journal was damaged beyond repair and there was no spare crankshaft available, although one was immediately ordered. By removing the connecting rods from Number One and Number Seven pistons and hanging the pistons upside down in the cylinders, we were able to use the engine at reduced power. We couldn't wait for delivery of the new crankshaft, the installation of which meant the complete dismantling of the engine, for *SEMINOLE* already had orders to go to the South Pacific.

We left Pearl Harbor (it was for the last time) as part of a task force which included a light cruiser, and headed south. It was a comfortable feeling to be with the ships, but one morning we came on deck to find ourselves alone again. The other ships, we learned, had gone to Espiritu

Santo in the New Hebrides. However, we were only a day away from Suva, Fiji Islands, and soon we anchored in the spacious harbor there. During our several days there we were given liberty, but although Suva had been a peacetime tourist port, there wasn't much to do ashore. There were good hotels and restaurants and two movie theaters, the "Regal" and the "Lilac." At the close of a performance, everyone stood while "God Save the King" and "The Star-Spangled Banner" were played.

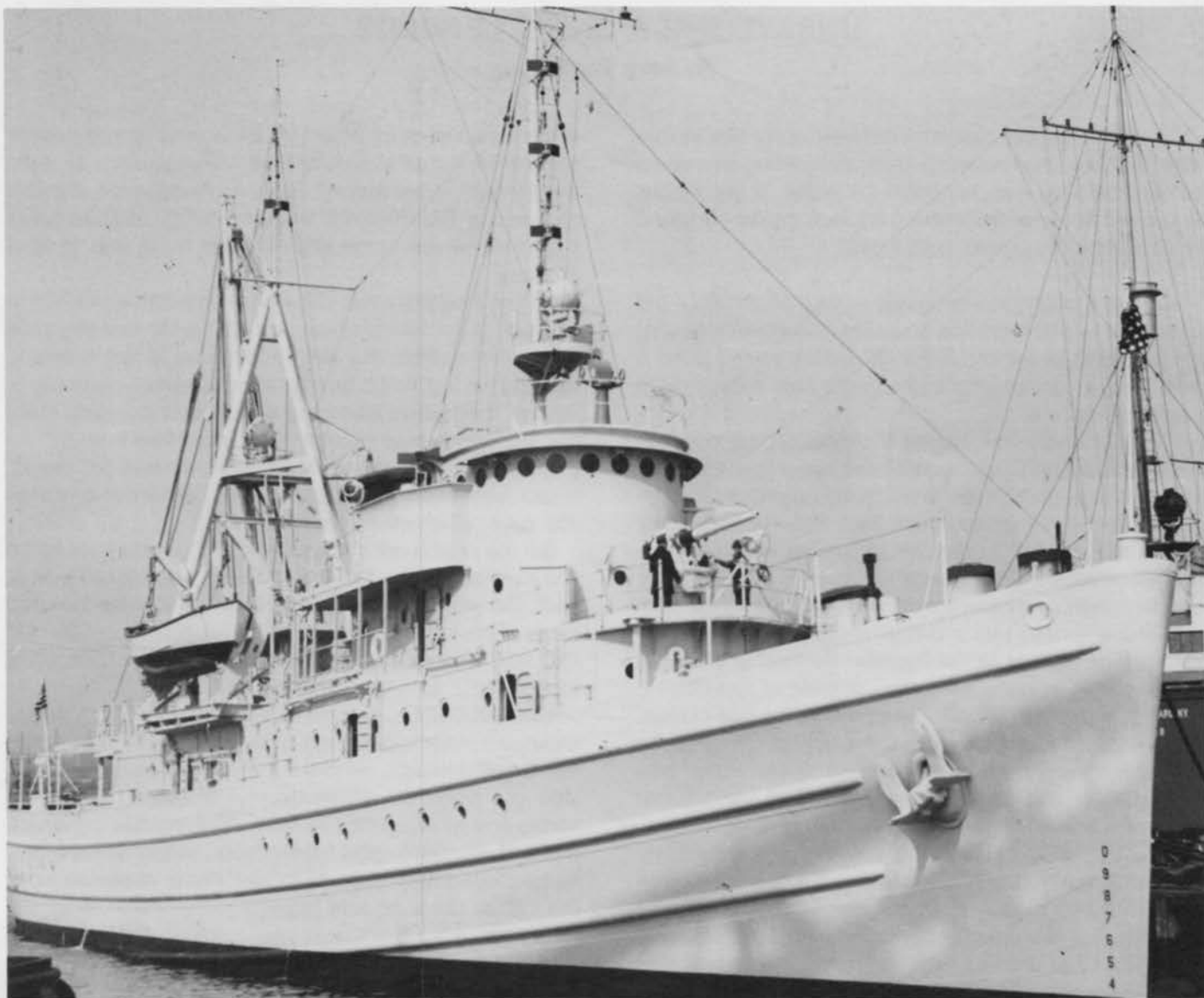
The few days spent in Suva were a pleasant interlude and the war seemed far away, but we left there to go to Tongatabu in the Friendly Islands, the capital of which is called Nukualofa. These islands were ruled over by a native queen.

Ashore in Tonga there was nothing to do except a bit of sightseeing and exploring the island on foot. *SEMINOLE* was occupied in raising a mobile crane which had fallen into the harbor. It reminded us of our salvage job of an Army tank at Culebra in the Caribbean two years before. A few destroyers showed up and we towed a target so they could get in some gunnery practice. Altogether we spent about 10 days in Tonga and then went back to Suva, but we were only at the latter port for a few days, during which time we took aboard several sacks of mail and were ordered to get going for the New Hebrides, cruising alone as usual.

The anchorage and base being built at Espiritu Santo was code-named "Button," and we were in company with quite a number of ships but our respite there was brief. We soon found ourselves at sea and headed north, escorted by two destroyers, *GWIN* and *GRAYSON*.

On our second day at sea we came upon several life rafts with men in them and clinging to their sides. The men, wearing life jackets, were survivors of the destroyer *MEREDITH* and our old friend *VIREO*. The latter had been towing a barge loaded with aviation gasoline and ammunition for the embattled Marines in the Solomons. *VIREO* was being escorted by the *MEREDITH* when they were attacked by planes from the big Japanese carrier *ZUIKAKU*. The captain of the *MEREDITH*, in charge of the operation and being senior, ordered the captain of the *VIREO* to cut the barge loose, abandon his ship and bring all hands on board the *MEREDITH*, which would use its speed and maneuverability to evade the Japanese dive bombers. The plan did not work and the *MEREDITH* was torpedoed, bombed and sunk, leaving the survivors of both ships almost helpless in the oily sea while *VIREO* and the barge were just a few miles away, unharmed. We all wondered why the enemy had left them untouched—it was a mystery.

As *SEMINOLE* picked up the survivors we saw they were surrounded by sharks closing in and ready to attack. Our captain had one of the seamen bring up a submachine gun and told him to shoot several sharks. When the uninjured sharks scented the blood of their fellows they tore into them as though they were enemies, but this distrac-



The fleet tug USS SEMINOLE (AT-65)

Photo courtesy of Don Snowden

tion cleared the way for the survivors to be picked up. They had been in the water for three days and nights. A total of 88 survivors were picked up by *GRAYSON*, *GWIN* and *SEMINOLE*, but there was a total of 236 men lost.

Twenty-two of the survivors were brought aboard *SEMINOLE* and many of our crew gave up their bunks to them. Our Chief Pharmacist's Mate (he would be called a Hospital Corpsman now) was kept busy caring for our guests, who were in bad shape. All other survivors were picked up by the two destroyers while *SEMINOLE* came alongside the barge and took it in tow, laying a course for the embattled Solomon Islands. The *VIREO* was left alone but a crew was brought out in a few days, raised steam in her boilers and brought her back to Espiritu.

With our escorts we continued on. During the night one of the rescued sailors died. While the body was being sewed up in an old hammock, according to the tradition of the sea, I was told to scrounge around for heavy metal objects to weigh the body down along with the three-inch

shell placed between the legs. When all was ready, the hammock was fully sewed up and brought to the stern of the ship. *SEMINOLE*, already slowed down by the barge in tow, cut down a few more knots while our captain read the burial service and the body was committed to the deep. It was a solemn occasion, leaving us with a sober feeling.

We continued on and arrived in the harbor of Tulagi on Sunday, October 18, 1942. (Ed. Note: Tulagi is a small island directly across "Ironbottom Sound" from Guadalcanal. It had been seized from the Japanese by the Marines in August, 1942. At the time the *SEMINOLE* arrived there, heavy fighting was still taking place on Guadalcanal.)

After our arrival at Tulagi, our remaining survivors were transferred to *GWIN* and *GRAYSON*, both of which wasted no time in getting away and back to the base called "But-ton." The following Sunday, we became the survivors after a hectic, busy and exciting week.

UNRAVELING A SHIP'S LEGENDS

By Jerry MacMullen

(Ed. Note: The late maritime historian Jerry MacMullen often tried to correct certain popular misconceptions about his most beloved ship, the *STAR OF INDIA*. In this article, he tackled some of the more notorious myths—a few of which stubbornly persist to this day.)

Spoiling a good story is no way to gain popularity—but in the interests of historical accuracy, it is about time that this business of the old *STAR OF INDIA* having been a slave ship, a convict ship and a pirate ship is brought to a screeching halt.

It is unfortunate that, during a certain period following her arrival at San Diego in 1927, the venerable windjammer went through a phase in which the lurid tale was considered preferable to the simple fact. But—unfortunately for the romanticists—there are agencies which keep a meticulous record of the goings and comings of deepwater merchantmen, and have done so for more than a century.

As she originally was a British vessel, one might mention such an agency as the Register General of Shipping and Seamen, at London—to say nothing of Lloyd's.

STAR OF INDIA was built at Ramsey, in the Isle of Man, late in 1863, and she cleared Liverpool for Calcutta, on her maiden voyage, on January 9, 1864. "Blackbirding" was over by then, and so was "transporting" to the colonial areas which had started out as penal colonies.

So far as piracy is concerned, any idea of a notoriously slow, unarmed iron ship engaging in that sort of hanky-panky vanishes as soon as you start to consider it seriously.

For the first few years of her career, *STAR OF INDIA*—or *EUTERPE*, as she was named originally—was operated

in the Indian trade by Wakefield & Co., and by a shipowner named Brown; all of her voyages are accounted for, even that far back in her history. Then, for many years, she was operated by the eminently respectable firm of Shaw, Savill & Albion, in the cargo-and-emigrant trade out to New Zealand.

She was neither a fast ship nor a comfortable one. When you look at her lack of sheer, you will realize that she must have been abominably wet. In fact, one of her mates, in keeping the log, had a favorite, almost stereotyped entry—"Vessel rolling and labouring in a most distressing manner. Shipping great quantities of water fore and aft."

And those bluff bows of hers do not make for speed; in fact, she never made it out to New Zealand in less than 105 days, when others were reeling it off in 80 or less.

But the race is not always to the swift. Years later, when she had become the *STAR OF INDIA* of the Alaska Packers' fleet, she went through Unimak Pass within a few hundred yards of their crack ship, the beautiful, yacht-like *STAR OF FRANCE*. In a patchy fog she stood off on one tack, while the *FRANCE* took the opposite one.

The *FRANCE*'s master, Capt. Woldemar Marzan, shouted a few choice insults and, a few weeks later, sailed into San Francisco, certain that he had beaten the poor, slow old *STAR OF INDIA* by several days. He was an unhappy man when he saw his rival alongside the wharf, and half unloaded—she having found strong winds where he had found light ones. And Capt. Frank Weidemann, of the *INDIA*, never let him forget it.

(The San Diego Union, October 14, 1956)

AN EARLIER STAR OF INDIA

By Craig Arnold

Long before the British ship *EUTERPE* became an American bark and changed her name to *STAR OF INDIA*, there were two other ships by that famous handle. Little is known about one of these earlier *STARs*, built in Canada, but the other one was described by historian Jerry MacMullen as a "handsome, Dundee-built ship of 1861, with quarter-galleries and high poop."

Indeed she was a handsome craft, as a surviving photograph and two paintings by Chinese artists attest. According to Henry Brett, author of *White Wings: Fifty Years of Sail in the New Zealand Trade*, she was reckoned at 1045 tons and operated under charter to the Shaw Savill line at the same time our own *EUTERPE* was sailing for them. Like *EUTERPE*, her first trip out to New Zealand in the emigrant-hauling business came in the early 1870s. Under a Captain Holloway, the *STAR OF INDIA* left the London

River on September 26, 1873, and reached Lyttelton on January 1, 1874—giving her passengers a New Year's Day introduction to their new home. She had made respectable time, running her easting down in 97 days. Her next trip, however, was blighted by a tragedy: One day while far out at sea, one of the male emigrants aboard seized his child and, in a "fit of dementia," jumped overboard. Both were drowned.

The voyage out could be rough, as a passenger named J.B. Davey later recalled: "We had about 300 passengers aboard. They were a mixed lot—English, Irish, Scots, Swedish, Danes, Germans, and a few Russians and Poles. I remember the rough weather we ran into in the Bay of Biscay and the dismay it spread among the passengers. There was a lot of seasickness, of course, and the immigrants were very downhearted. You would hear the women



The Dundee-built STAR OF INDIA under full sail, by an unknown Chinese artist. Note the distinctive Oriental treatment of the waves.

MacMullen Collection

blaming the husbands and the men blaming the wives for deciding to come on such a dangerous undertaking. The people from the Emerald Isle would be vigorously telling their beads, while the Cockneys were liberally swearing at each other and everybody else for being such fools as to leave good old London. But this only lasted a short while, and then all hands settled down to shipboard life. The women would be sitting round sewing and singing, and the men's favourite pastime was to play pitch-penny on the deck."

Mr. Davey went on to describe his only significant sighting of land during the voyage: "... I was taken up to the royal-yard by one of the sailors, and from that lofty perch I saw Table Mountain when we were off the Cape of Good Hope. It was rather a desperate trip for a youngster, but the sailor put a rope around my waist and kept a good hold of me.

"The most outstanding incident of the whole voyage [1873-74] happened just before we got to the Cape of Good

Hope, where we fell in with a ship on fire. She was the *Isabella Kerr*, bound from England to Calcutta with coal. She was terribly short of food and water, and to make matters worse her captain was ill. Captain Holloway and our doctor were pulled off to the stranger, and our ship also supplied them with what they wanted in the way of food and water. We kept company with the *Isabella Kerr* for quite a number of days, and she eventually left us when we were abreast of the Cape. She never reached Calcutta, and we heard afterwards that the fire broke out again, and that she was burned in the Indian Ocean. Her crew were rescued by a tea clipper."

According to Mr. Davey, when the ship reached New Zealand many of her passengers were sincerely sorry to leave the *STAR OF INDIA*, which had become a real home to them.

The experiences of these emigrants were very similar to what emigrants aboard the *EUTERPE* went through. In the end, despite their hardships, they arrived safely in the

new country. As for this earlier *STAR OF INDIA*, she found herself abandoned after many years of faithful service. Set adrift as a derelict in mid-Atlantic in 1892, she was last

sighted drifting "South of the Line" by the bark *CRIFFEL*, the latter being outward bound from Cardiff to Iquique. It was a sad end to a brave ship.

SAIL TRAINING: AN UPDATE

For more than six months now, they have met aboard the *STAR OF INDIA* at 9:00 on most Sunday mornings. They are large and small, male and female, the young and the not-so-young. They have come to answer the call of an ancient iron ship—and, in the spring, they will take her down to the sea again.

"I couldn't be happier," proclaims Mr. Carl Jensen, the man who has been the leading spirit in sail training. Carl Jensen is a veteran sailor, a big man not accustomed to speaking sentimentally. But the pride was evident in his voice as he described how "this crew works together; they care about each other and help each other."

On yet another sunny San Diego morning, Jensen and his fellow program supervisors, Colonel Merrill Day and Captain R.A. "Chic" Bowling, are once again getting the crew warmed up psychologically, getting them to think about the tasks that lie ahead.

Jensen mounts a spar in the waist of the ship. He summons his trainees near and announces, "I'm gonna keep tellin' ya these things until you get sick of it!" Although his talk is leavened with humor, the emphasis is on safety, group discipline, working in unison. More than 60 would-be windjammer sailors crowd around as Jensen ticks off names and posts of the mast captains: Paul Seiler, foremast (with Kevin Hulbert filling that post on an acting basis); Jensen himself, mainmast; Bob Henderson, mizzenmast.

"This crew is far ahead of the last one," comments Bob Henderson. "The people are really into it." Bob is a sailmaker by trade, a quiet man who knows rigging well. He is the sort of fellow who is invaluable to such a program. Like Carl Jensen and the rest of the "old salts," Henderson shows great patience with the younger hands, correcting them when they need it but never making anyone feel like an idiot. (Quite a far cry from the halcyon days of the old windjammers, when a "bucko" mate might teach slow lads to the tune of blackjack or belaying pin.)

In this crew, "I learned a lot" seems to be the most frequent comment. Robert Vik makes that remark as he puts in "knot time" at the main hatch, practicing his becketts, bowlines, and clove hitches. In the background, Jensen is telling other trainees how they will go aloft in sequence—the people for the royals will climb first, the topgallants next, and so on down through the lower yards. Again the stress on safety comes through: "I don't want anyone's hands and feet within one foot of the blocks!" says Carl. He adds that it's important to keep silent aloft, so that commands may be relayed quickly and clearly.

Jeffrey Day is also practicing his knots near the main hatch. Jeff is one of the people who've been in this crew

from its start: he was often seen aloft in the early days, helping the newcomers through their first climbs. "I'm a square-rig sailor," he says with a grin. When asked what he found most challenging about the training, he responded: "Conquering the mental challenge of going aloft. It's a mental thing, more than physical. A lot of it's makin' yourself do it." Jeff works as hauler at the braces when the yards are hauled in a tack. He's the younger half of a father-and-son duo involved in the training; other father-and-son pairs include the Andersens and Tellesons. (Carl Jensen's son-in-law is also in the program.) Jeff reckons that he and his father, together, have over 50 years of sailing experience between them.

As for Colonel Day himself, he comments that "the status of the training is really super." He describes his charges as "a topnotch crew" and asserts that "this group is further ahead" than the last crew was at this stage. He has particular words of praise for their enthusiasm.

And that enthusiasm is evident: "I've certainly learned a lot," says Mark Hallberg, and Elizabeth Schlappi echoes this: "I've never learned so much in a class."

Now the trainees are throwing out lines on deck, faking down some, coiling others, and then making them up to the pins. The observer notes that the instructors pay close attention to their trainees at all times, having them repeat certain tasks over and over until they show understanding and progress. "The way it is taught," comments Dr. Dan Hemingway, another trainee, "is that the instructors take time with everybody. Even if you don't make the crew, you've learned a lot that most people will never know."

Anne Pierce, a history major at USD, says that "going aloft is the hardest part," but affirms that she has enjoyed it. "This is historically important," she adds, noting that "How did they do it in the old days?" is a question often asked of instructors. Indeed, there is a sense of living history about the *STAR* in these training sessions. The old ship's rig comes alive for a few hours each Sunday—once again, she's an active vessel, not just a static display.

Now some of the crew are going aloft. "It's a privilege to be allowed to climb," says one man just back from a "practice run" up to the fore royal and back. Meanwhile, Carl Jensen is calling aloft to emphasize that the lower tops'ls will be set before the upper tops'ls. "Get out on the lower top so you can see the 'joy' you'd have if we dropped the upper top first!" he shouts to his troops on the fore upper tops'l yard. Standing on the fo'c'sle head with Carl, one sees how important it is that crewmen aloft remain quiet and alert to orders from below. Singing or unnecessary chatter are definitely discouraged. When a command is carried out, it must be done with maximum clarity of

communication between deck and rigging.

Mrs. Jensen, standing near her husband, says, "It's amazing to watch these people get into this! They're serendipitous people!" She smiles as she adds: "They're a good cross-section of San Diego's community."

Several trainees scramble up to the fore royal yard, while another bunch climbs out on the fore t'gallant. Soon they are spaced out on the yards like roosting birds. Walt Wehrung, a Navy veteran like many others here, says that what he most enjoys about the program is "the opportunity to get hands-on experience."

By now the training sessions have evolved a pattern. Usually Jensen starts things off with a talk to the troops on what aspects will be covered that day. Then the trainees divide into small groups working along the main deck and going aloft. Each group normally has an instructor working with it, and *practice* is the watchword. Occasionally, the practice stops and a discussion ensues as to the best way to perform a certain job. The trainees frequently ask questions—always a good indication of a willingness to learn. Once the questions are answered, the practice goes on. A typical trainee may initially practice line-handling on the main deck, then try some knot-tying by the main hatch. From there, he may progress to the fife rails or pinrails. Then it's usually time to go aloft. If some of the *STAR*'s sails are bent on—most commonly, her tops'ls—there is always group prac-

tice at setting and furling them. One can see that most of the trainees have come a long way since last summer.

It's the challenge far above the decks that captures their imaginations. "Going aloft for the first time was the thing I most remember," says Richard Mowry. "There's so much to absorb."

At length the time comes for Captain "Chic" Bowling to give the crew a chalk talk. Most of the trainees sit on deck as Chic lectures by a chalkboard at the saloon's starboard door. Today the topic is tacking commands—so vital for the crew to know. Chic takes each command in sequence, drawing diagrams on the board to illustrate its effects. The crew pays attention and asks good questions. For most this is refresher training, but so important that it must be stressed repeatedly. Chic points out that a command starts with the ship's sailing master, but the crew only executes on the word from their respective mast captains. The chain-of-command is: sailing master—mast captains—pinrail/fife rail supervisors—working crew.

Finally, at 12:30 or thereabouts, the chalk talk ends and this training session with it. Afterward, some of the trainees linger aboard ship. A swell comes in from across the harbor, causing *STAR OF INDIA* to tug impatiently at her mooring lines. It's clear she's ready to venture upon the open sea again. Now it's up to her newest crew.

THE CABIN BOOKRACK

By Craig Arnold

The Outer Coast

by Richard Batman.

San Diego: Harcourt Brace Jovanovich.

Illustrated. Hardbound.

384 pages. \$18.95.

The title is a name for the western coast of North America, used in the days when that coast was the barely known edge of the civilized world.

This fine history traces the settlement of the Outer Coast, from San Diego north to Alaska, beginning in the year 1769. For that was the date when two extraordinary men, Fray Junipero Serra and Captain James Cook, set forth to blaze exploratory trails—one by land, the other by sea—into this wilderness.

Serra and his followers came overland from Baja California to found a chain of missions in Alta California. But the majority of the early arrivals came by sea.

The impetus for these explorations sprang initially from rival colonial powers—principally Spain, England, and Russia. The Spaniards got to the Outer Coast first and claimed it as far north as what is now called Vancouver

Island.

Claiming the coast was one thing; holding on to it was something else. Spurred by the earlier voyages of Bering and Chirikov, the Russians pushed into Alaska to found trading posts at Kodiak Island, Sitka (New Archangel) and elsewhere. And Captain James Cook of England, the great Pacific explorer, swung northeast on his third voyage (1778) to touch at the coast of Oregon and follow the continent's outline all the way up to the Arctic Ocean.

Cook died in Hawaii the following year, but his men brought back intriguing accounts of the Pacific Northwest. By the 1790s, a second impetus for reaching the Outer Coast had developed. Unlike colonial rivalry, this impetus was purely economic in nature. A vast market existed in China for the fur of the sea otter—an animal to be found in abundance on the Outer Coast. Ships of a brand-new nation—the United States of America—began to appear on the coast with increasing frequency to acquire cargoes of sea-otter furs any way they could. This development was especially disturbing to the Spaniards in California. Spanish law forbade trading with foreigners in this area—but the Americans ignored Spanish law and carried on a thriving commerce. Smugglers such as the notorious Joe

O'Cain swapped trade goods for furs with settlers and Indians alike—and sometimes shot their way out of Spanish ports, as the *LELIA BYRD* did at San Diego in 1803.

Gradually Spain's hold on the Outer Coast crumbled. Mexico became independent in 1821, and soon inherited the Spanish mantle in this area. But Mexican authorities had no better luck in controlling this turbulent frontier region than their predecessors had. American and English adventurers continued to penetrate Alta California.

Many of these men were sailors. Some had deserted their ships to settle on the land, and a few married into old Spanish families and rose to become prominent citizens. The voyage back home always promised to be long and arduous—and the life in California was easy.

One of those who arrived by sea was a young man from Massachusetts named Richard Henry Dana. In January, 1835, his brig *PILGRIM* anchored at Santa Barbara after a passage around the Horn. Although the young fo'c'sle hand did not settle in California, he spent over a year in its ports, observing the inhabitants and recording their way of life. Unlike the average unlettered sailor, Dana was a

Harvard man with a literary bent. Once he returned to Boston, he set about fashioning a book to catch the world's attention. In 1840 this work was published under the title of *Two Years Before the Mast*. As such, it remains a classic of the sea and the most vivid portrait we have of early life on the coast.

Dana's book undoubtedly helped to focus American interest on the Outer Coast. In 1846 war broke out between the United States and Mexico. The conflict ended two years later with American authority firmly established on the edge of the Pacific. Call it "Manifest Destiny" or Yankee opportunism, there was now no question about who controlled California.

The author contents himself with foreshadowing this event and skips ahead, fittingly enough, to the return of Richard Henry Dana in 1859-60. Dana found that the country had undergone enormous changes within a little more than two decades. No longer was it an isolated region, remote from the civilized world. For better or worse, civilization—with all its refinements and corruptions—had at last come to the Outer Coast.

STAR OF INDIA AUXILIARY

The calendar year has ended but the working year for the Star of India Auxiliary continues through May. Two major events encircled the holiday season for us. In November, members enjoyed a Christmas Luncheon and Bazaar which featured items from the pantry as well as handiwork pieces produced by members of the Arts and Crafts group. Then came our annual Parade of Lights party in a festive setting of holly garlands and poinsettias. The top deck of the *BERKELEY* sparkled as guest delightedly viewed the glistening lights of the boats on the bay. We were disappointed that reservations fell 25% short of our expectations, especially since this was such a good way to have a pleasant time and support the Museum as well.

1986 will offer many more opportunities for each one of us to participate. At the present we are seeking more and more rummage for our April Sale (5th and 6th). Since this is the major source of our revenue, we urge you to scour closets, cupboards for items you no longer can use. Please leave all donations at the main desk of the *BERKELEY*. For anything too heavy or too large for a car, Mrs. Nell Parks (235-4029) will arrange for truck pick-up. We will keep you posted on special events related to sailing the *STAR* in May. If you would like to get involved with us, or have something you would like to contribute to our efforts, please call one of our Telephone Chairmen—Mrs. Lottie DeSouza (223-0052) or Mrs. Paul Kellerhouse (222-8041).

Happy New Year wishes to each of you!

Renée Rasmussen, President

WELCOME ABOARD, NEW TRUSTEES

With this issue and the new year, we are pleased to acknowledge the following gentlemen as the newest members of our Board of Trustees: Ian Gardner-Smith, Senator James R. Mills, William Vollmer and Roger L. Werner.

Mr. Gardner-Smith, a resident of La Jolla, has been a member of the Maritime Museum since April, 1985.

Senator Mills, a member since 1976 and a Life Member since June, 1982, is a resident of Del Mar. He spent many years in the California Assembly and Senate, serving as President Pro Tempore of the latter body. Senator Mills has maintained a serious interest in maritime history for quite a few years. Readers of *MAINS'L HAUL* will recall his article in last spring's issue, "The Salving of the *EDMUND*."

Mr. William Vollmer, a resident of San Diego, has been a member of the Maritime Museum since September, 1982.

Mr. Roger L. Werner, a resident of Coronado, has been a member since November, 1983. Mr. Werner was active in business in Chicago for a number of years. He is currently assisting the Museum in the vital area of fund-raising.

We greatly value the qualities of leadership and experience that each of these men brings to the Maritime Museum. We are certain their wisdom and judgment will be of major assistance to the Museum for a long time to come.

Gentlemen, welcome aboard!

IN PRAISE OF VOLUNTEERS

It takes many people to run a museum. Any proper facility for the preservation and interpretation of history must rely on the skills of a wide variety of individuals.

The San Diego Maritime Museum, unusual in being a museum entirely afloat, has certain very special needs. Because we have a small staff for both office work and maintenance tasks, we especially value our Museum volunteers. Normally these volunteers work quietly in the background, always appreciated but without much recognition. Their talents are too many to enumerate here, but a representative sampling would show engineers, secretaries, carpenters, veteran sailors, retired executives, professors, boat-builders and ship-builders, yachtsmen, retired officers of the sea services, and so on.

Any organization is only as strong as its people. Here in the Maritime Museum, we are extremely fortunate to have some superb people as our volunteers. Each one is skilled in a particular area or areas, and dedicated to keeping our gallant ships going. Without their invaluable assistance, we would indeed be "up the bay without a paddle."

Most of the volunteers are quiet, unassuming people. Despite their varied backgrounds, the one thing they all have in common is a desire to be on the water, to, as the poet said, "muck about in old boats," and to make sure that history doesn't die.

We cannot list them all by name. Some are here almost daily, others show up when they can. Whether the hours they put in are short or long, we appreciate every minute. The Library volunteers, for example, put in many hundreds of hours in 1985, assisting the Museum Librarian in cataloging books, identifying and cataloging photos, labeling cartons, updating membership files, sorting and pricing duplicate books, and so forth. (We never run out of work for our busy Library volunteers. In fact, one of our tongue-in-cheek rules for them is: "There's *no reading allowed in the Library*; we have too much work to do.")

Another area of the Museum where the volunteers are much in evidence is in our sail training program. This popular activity has attracted some very able men wise in the ways of old windjammers. Just to sail a 123-year-old vessel is a challenge that sparks the imagination. The experienced men lead a host of mostly younger hands through the maze of rigging aloft and in the "mule-haul" work on deck. Almost all her crew when she sails are volunteers, and in their hands largely rests her safe operation at sea.

Docents are another variety of volunteer. These erudite and articulate people—some of them teachers—study the history of our vessels and pass that history on to groups that tour the ships. Each docent spends a specified number of hours training before being allowed

to lead a tour group. The docents are a valuable link between the Museum's professionals and the public, and their enthusiasm transmits well to salty visitor and land-lubber alike.

The Curator works closely with the docents, and also supervises another group of workers, those known as the "Dust Busters." These industrious folk busy themselves doing just that, keeping our exhibit areas clean and bright with swab, bucket and dusting cloth. (No, we don't require them to holystone the decks as in days of old. That back-breaking sailor's task has been dispensed with.)

Still other volunteers work actively with the Museum's maintenance crew. There are many restoration and maintenance jobs which require extra helping hands—such as tarring down the *STAR*'s rigging, for example—and the assistance of these volunteers is most welcome.

Last, but scarcely least, we should remember that the *Star of India* Auxiliary is our foremost volunteer organization. The wonderful ladies of the Auxiliary work very hard to raise funds for the Maritime Museum, and they do so out of a firm belief in its value. We thank them for the many invaluable projects they have carried out through the years.

So the next time you come down to the Embarcadero, board our ships and gaze upon the treasures within them, remember that our volunteers are a vital part of everything you see. They are all good folk with strength in their hands, knowledge in their heads, and the spirit of the sea in their hearts.

CURATOR'S CORNER

A new year is now upon us and the San Diego Maritime Museum is moving forward on many fronts. The three ships of the Museum will be celebrating their birthdays and excellent states of preservation. The *STAR OF INDIA* will be 123 years old next November 14 and will get an early present over the Memorial Day weekend by sailing out of San Diego Bay for only the third time to the enjoyment and appreciation of thousands of well-wishers. *MEDEA* will celebrate her 82nd birthday in August and the *BERKELEY* her 88th birthday in November. Your membership support helps keep these fine ships in a condition worthy of celebration.

Winter is the traditional time for Museum employees and volunteers to clean, repair, and install exhibits. It's a period when artifacts are removed to repaint them and exhibit panels are taken off exhibit for a rest, or to attend to a

preservation need. The end results during the spring when Museum attendance returns to higher levels are that our exhibits will look fresher and several will be new.

A new exhibit that will be open soon is a Museum orientation center/membership lounge located in the after cabin of the *STAR*. This dual-function area will allow members and visitors to finally enter the after cabin and will permit a closer view of the after companionway. Ship models, photographs, a chart of different ship rigs, and museum history will give insight into our Museum. Membership blanks will be available as will back issues of MAINS'L HAUL and other maritime magazines.

Members of the San Diego Maritime Museum and the Star of India Auxiliary have put in many valuable hours aboard the Museum's ships and at special functions such as the "Day at the Docks" on December 15. Appreciation of this volunteer work takes several forms. Volunteers are treated to a cruise aboard *MEDEA* and are given recognition at our five membership programs each year. Many people have been involved this past year and we appreciate their work for the betterment of the Museum.

Dave Brierley, Curator



STAR OF INDIA, built in 1863. Re-built as S.S. STAR OF INDIA 1985?

Historic photo courtesy of Edward Paxton

FROM THE HELM

1986 has begun with the Maritime Museum looking ahead to the sailing of the *STAR OF INDIA* on May 25, the Sunday preceding Memorial Day. We are still planning to take the *STAR* to sea with an all-San Diego crew. Our training program for the crew continues in full swing on Sundays, and out of this group will be picked the ones to sail the ship. The Museum would like to extend special thanks to Mr. Carl Jensen for all the effort he has put into this pro-

gram. Our thanks also go to Colonel Merrill Day and Captain R.A. "Chic" Bowling for their important participation in this project. We do not have the space to acknowledge everyone who's been involved with sail training, but the efforts of these three men have been invaluable.

Also on board the *STAR OF INDIA*, her mizzenmast has been stepped and is fully rigged again. The completion of this repair job means that her mizzen is in good

shape—ready to face the sea with the rest of her rig.

Aboard the *BERKELEY*, meanwhile, the boiler room of our Victorian ferry has seen a remarkable transformation. Once a dark, cave-like space—the preserve of engineers and other sooty creatures—the boiler room has become a most attractive area. Much planning, effort and “elbow grease” went into this now-magnificent restoration. The boiler room fairly sparkles with fresh coats of white and gray paint, all grime has been removed, and the old boilers are all set to steam again. For this outstanding job, our thanks go especially to Mr. C. Edward Paxton, pipe-puffing paragon of the power plant, for his engineering expertise and unstinting care and devotion. (As those who worked under Ed’s direction in the restoration can testify, his oft-heard injunction to “Do it right!” has certainly produced the right results.) Also instrumental in making this project a reality were Mr. Daniel Frank, President of Marine Structures, Inc.; the J.W. Sefton Foundation; and Performance Contracting, Inc., Insulators. And, of course, we appreciate the many hours of work which the Maritime Museum’s maintenance crewmen performed in the boiler room. Without their help, it could not have been done. Thanks, guys.

With the recent donation by Mrs. John Washington of a model of the 1649 Dutch ship *KATARINA*, we have been able to present three of the John C. Washington models together in the naval exhibits section of *BERKELEY*.

KATARINA joins fellow Dutchman *PRINSES* (1653) and the American frigate *RALEIGH* (1776).

Also on board *BERKELEY*, the Museum’s computer is in place and operating in the administrative office. Museum staff members are currently taking instruction in its operation. We wish to thank the Star of India Auxiliary and Trustee Norman N. Neely for making this acquisition possible.

The *MEDEA* continues to rest comfortably at the Harbor Police Dock on Shelter Island. We appreciate the vigilance of the Harbor Police in keeping a good watch over her. She is maintained in first-rate condition, and our crew frequently goes aboard her to carry on maintenance work.

We wish to thank those members who contributed to our year-end fund-raising appeal. We remind everyone that this is an ongoing need. Remember, we are not supported by tax funds or other government assistance, so we rely on our members and the public to keep our ships going. Preservation of a glorious maritime heritage requires more than lip service; it requires active support. Our deepest thanks go to all who provide that vital assistance.

We hope all members had a pleasant holiday season, and we look forward to a great 1986.

Paul Kettenburg, President
Peter S. Branson, Executive Director

S O S (SAIL OUR STAR)

Once again, for only the third time since 1923, the *STAR OF INDIA* will put to sea on May 25, 1986. That is, she will if the funds to sail her meet the necessary level.

Members and friends, we need your assistance. As in 1976 and 1984, fund-raising is a vital part of sailing the *STAR*. The sight of a tall ship setting her sails and putting out to sea is always a magnificent one. To be among the many thousands of spectators as *STAR OF INDIA* stands down the channel and into the open ocean is a moment never to be forgotten.

But moments like that don’t just “happen.” They are the result of countless hours of careful planning, thorough training, and a dedication to *making* it happen. Part of the “making” involves fund-raising. Keeping a century-old iron ship in first-rate trim requires a steady flow of financial support from our members and friends. We neither seek nor accept government assistance. When you see the *STAR* put to sea, that is not “your tax dollars at work.” That is friends helping friends—people who know there is something unique and irreplaceable here.

She’s the oldest ship in the world still capable of going to sea on her own. She’s a Registered National Historic Landmark and a “living” tribute to all the gallant windjammers of the past. She’s the one and only *STAR OF INDIA*.

And she needs your help. Your contribution, of whatever amount, will be deeply appreciated. All contributions designated “S O S” (“Sail Our Star”) will be acknowledged with a bumper sticker reading, “I HELPED SAIL THE *STAR*.”

When you send your contribution to S O S, please include your name and address. Please mail your check to:

S O S
The San Diego Maritime Museum
1306 N. Harbor Drive
San Diego, CA 92101

We thank you.

MEMORIAL DONATIONS

We wish to extend special thanks to those donors who have responded to our memorial giving program. Since late October, 1985, a total of 92 memorial donations have been received. The overwhelming majority of these donations were made in memory of Captain Edward Fredericks,

the Maritime Museum's late Executive Director.

We encourage these donations because it is an effective way of honoring a departed friend or loved one, and also because it furthers the goals of the Maritime Museum—namely, the serious preservation and presentation of maritime history as embodied in our three ships, our exhibits and programs, our maritime research library, and our special events such as the sailing of the *STAR OF INDIA*.

We have, frankly, a great maritime museum here. Researchers, historians, writers, preservationists and students from around the world visit us to learn more about all aspects of history afloat. We are unique in having the

majority of our vessels still capable of operating. Nowhere in the world is there a ship quite like the *STAR OF INDIA*. Although she is approaching 123 years of age, she can still go to sea periodically, make all sail, and glide over the Deep in perfect majesty.

When you make a donation, ladies and gentlemen, you are helping to make this happen. You are helping to fund an *active* museum—not a static one. You are helping to bring history alive.

So, once again, we thank all of you who have made a donation. Please remember that our memorial donation program continues. And rest assured that your assistance will be put to work for history.

Star of India



SAN DIEGO MARITIME MUSEUM

NEW *STAR OF INDIA* POSTER

The gift shops aboard the *STAR OF INDIA* and *BERKELEY* now have a new color poster of the *STAR OF INDIA* under full sail on November 11, 1984. This bow view captures the beauty and power of the *STAR* on this festive celebration of her 121st birthday. The photograph was taken from an escort vessel by Mr. Ken Clark of San Diego. Copies of the 19" x 27" poster cost \$4.50 (includes member's discount) plus tax.

A ROUSING SUCCESS

Your Maritime Museum Library is pleased to report that the Library Book Sale on November 23, 1985, was a rousing—perhaps we should say a browsing—success.

We were able to sell some 450 of the 740 books we had on sale, and the funds thus acquired have been invested in the Library. We appreciate the interest and patronage by all our members who came, as well as many visitors to the *BERKELEY*.

The Librarian wishes to extend his thanks to those who helped make the sale a success. Captain Gregg Chandler volunteered many hours of his time to assist the Librarian in sorting and pricing the works. Volunteers Larry Davis and Ray Watson also assisted in pricing

(continued on page 19)

FARAWAY PORTS WITH STRANGE-SOUNDING NAMES

By Gregg Chandler

(Ed. Note: Once again, Captain Chandler takes us to an unusual and distant foreign port. This time it is Punta Arenas, Chile—the southernmost city in the world.)

After two days of steaming through the beautiful Strait of Magellan with its inspiring views of snow-covered peaks and blue waters dotted with small ice flows from the glaciers, one is amazed to be suddenly approaching a bleak and barren land known as Tierra del Fuego, South Chile.

Until the Panama Canal was built, Punta Arenas served primarily as a coaling station for ships traversing the Strait of Magellan. Here, in 1908, the U.S. "Great White Fleet"

paused on its trip around the world to replenish its coal supply. Unpredictable weather, gale-like winds and fog often proved disastrous for early sailing vessels in these waters. Some of their bones still lie on the beaches near the town.

From the time Magellan found the passage to the Pacific Ocean until the recent discovery of oil, Tierra del Fuego was known chiefly for its major industry—sheep-herding. Nearly 17,000 square miles of grassland make up the eastern section where once over three million head of sheep roamed.

Punta Arenas started as a penal colony when Pedro Sarmiento de Gamboa raised the Chilean flag over Fort Bulnes in 1849 to keep away enemies and to lay claim to a large area. Equidistant from the Atlantic and Pacific oceans, the city has always been the center of any trade or industry within the area, and for years has exported Patagonian wool and mutton.

Today, it is oil that has brought optimism to this almost-forgotten land. Great amounts lie beneath the Strait of Magellan. No offshore drilling is done here; instead, government-controlled rigs based on beaches drill out and under the Strait. Many of the world's largest tankers are seen, along with an occasional cruise ship.

The city itself, made up of a rather diverse population, is quite interesting: Several historical monuments, churches and schools, and the downtown area—which is gradually becoming filled with gift shops as more and more tourists arrive in cruise ships—combine to present a charming picture. As the traveler leaves the dock in Punta Arenas, he waves goodbye to a beautiful little clock monument, and takes with him the recollection that he has now departed the harbor of the southernmost city in the world.

1985 TRANSPAC BOOK

It is a pleasure to announce the publication of Jack Smock's account of the 1985 Transpac Race to Honolulu. The author has once again written an interesting description of the premier sailing event on the West Coast. This book is co-published by the Maritime Museum Association of San Diego and the Transpacific Yacht Club.

Transpac 1985 has a running account of the race, crew lists, daily positions, weather summary, and photographs of the class-winning boats and crews. The color cover photograph shows the overall winner *SWIFTSURE III*, skippered by Nick Frazee, sailing fast as she does so well.

This publication continues the addition of Transpac Race supplements (1981, 1983) to the comprehensive history of the Transpac Race from 1906 to 1979. The books by Jack Smock are all available from the San Diego Maritime Museum. *Transpac 1985* sells for \$10.00 plus \$2.00 for shipping and handling.

ROUSING SUCCESS

(continued from page 18)

the volumes. Maintenance Supervisor Fred Krone and maintenance crewmen Bob Crawford and Jim Davis were helpful in setting up tables and rigging an overhead light, among other details. Museum Bookkeeper Marge Robison tallied our totals with her trusty adding machine when the sale was done. Ticket-taker Dave Avery cheerfully rang up the sales on the *BERKELEY's* cash register.

All in all, a job well done and a sale most conducive to the Library's progress. Thanks again to all hands who helped, and to our valued customers.

MARITIME SILENT FILMS

Instead of the usual May membership program aboard the *BERKELEY*, Maritime Museum members and the general public will have a gala evening May 3, 1986, of silent films accompanied by the live theater pipe organ at the California Theater. The event is being co-sponsored by the San Diego Maritime Museum and the Organ Society of San Diego.

The feature film will be "Steamboat Bill, Jr." starring Buster Keaton. The film was produced in 1927. Many comical antics are carried on by "The Great Stone Face" (Keaton) aboard Mississippi riverboats.

The expected short silent films are a 1919 maritime-oriented newsreel and the Harold Lloyd film "All Aboard." The latter silent movie, produced in 1917, is a gag-filled adventure on a luxury liner.

MARITIME MUSEUM CALENDAR OF EVENTS

MARCH

- 2, 9, 16, 23: Sail training aboard *STAR OF INDIA*,
9:00-12:00
- 19: Auxiliary General Meeting aboard
BERKELEY, 10:00. Members' Program
aboard *BERKELEY*: "U.S. Coast Guard
Anti-Drug Operations." Social gather-
ing, 7:00: Meeting, 7:30
- 21: Meeting of the American Cetacean
Society aboard *STAR OF INDIA*, 7:00

APRIL

- 5, 6: Rummage Sale aboard *BERKELEY*.
Call Museum for details.
- 6, 13, 20, 27: Sail training aboard *STAR OF INDIA*,
9:00-12:00
- 26: Meeting of the Maritime Research
Society aboard *STAR OF INDIA* (orlop),
6:30

MAY

- 3: Maritime silent film show at California
Theater. Call Museum for details.
- 3, 4, 10, 11,
17, 18, 24: Sail training aboard *STAR OF INDIA*,
with times to be announced
- 7: Auxiliary Board Meeting aboard
BERKELEY, 10:00
- 21: Auxiliary General Meeting aboard
BERKELEY, 10:00
- 25: *STAR OF INDIA* SAILS AGAIN!
- 26: Memorial Day

MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

A non-profit, educational corporation
Council of American Maritime Museums
Conference of California Historical Societies
American Association of Museums
International Congress of Maritime Museums

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

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MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

VOL. XXII

SPRING 1986

NO. 3



Photo © 1984 by L.V. Newcomb

STAR AT SEA: A PHOTO PORTRAIT



No Portsmouth fiddler to play "Drops of Brandy"—but round and round they go, walking the main deck capstan during a practice session the day before. Photo by Bob Sharp

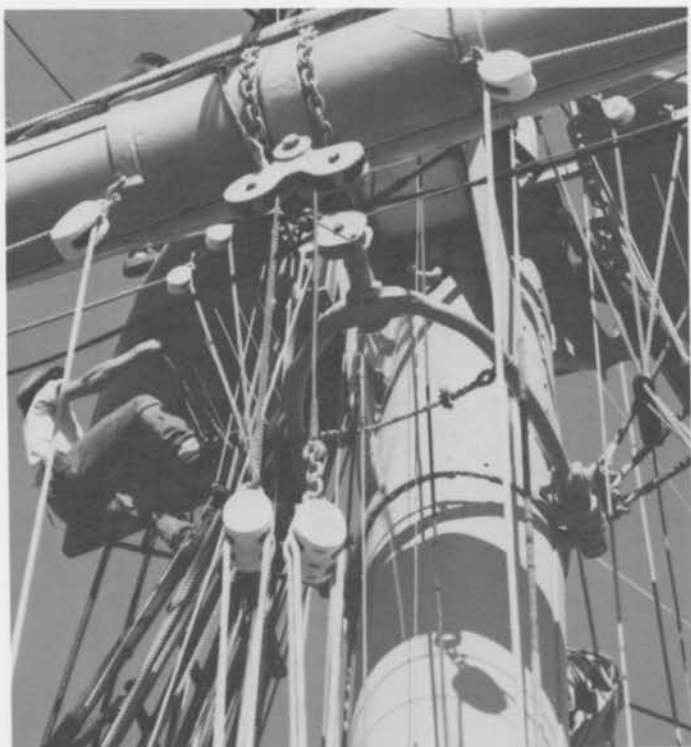


And now the day has come. The "Old Man" (Captain Carl Bowman, USCG Ret.) takes up his post with bullhorn and transceiver.

Photo by Bob Sharp

We begin this issue with a fond look back at the sailing of the *STAR OF INDIA* on November 11, 1984. On that day when the oldest iron ship afloat spread her "wings" and took to the sea, many photographers covered the event. Among them were three of the four we feature here: Bob Sharp, Museum Trustee Emeritus and a crewman aboard the *STAR* that day; Suzanne Wyckoff, a professional shutterbug who was in a boat alongside; and L.V. Newcomb, another professional in an escorting boat. (The photographs by Ms. Wyckoff and Mr. Newcomb are published in MAINS'L HAUL with their gracious permission.)

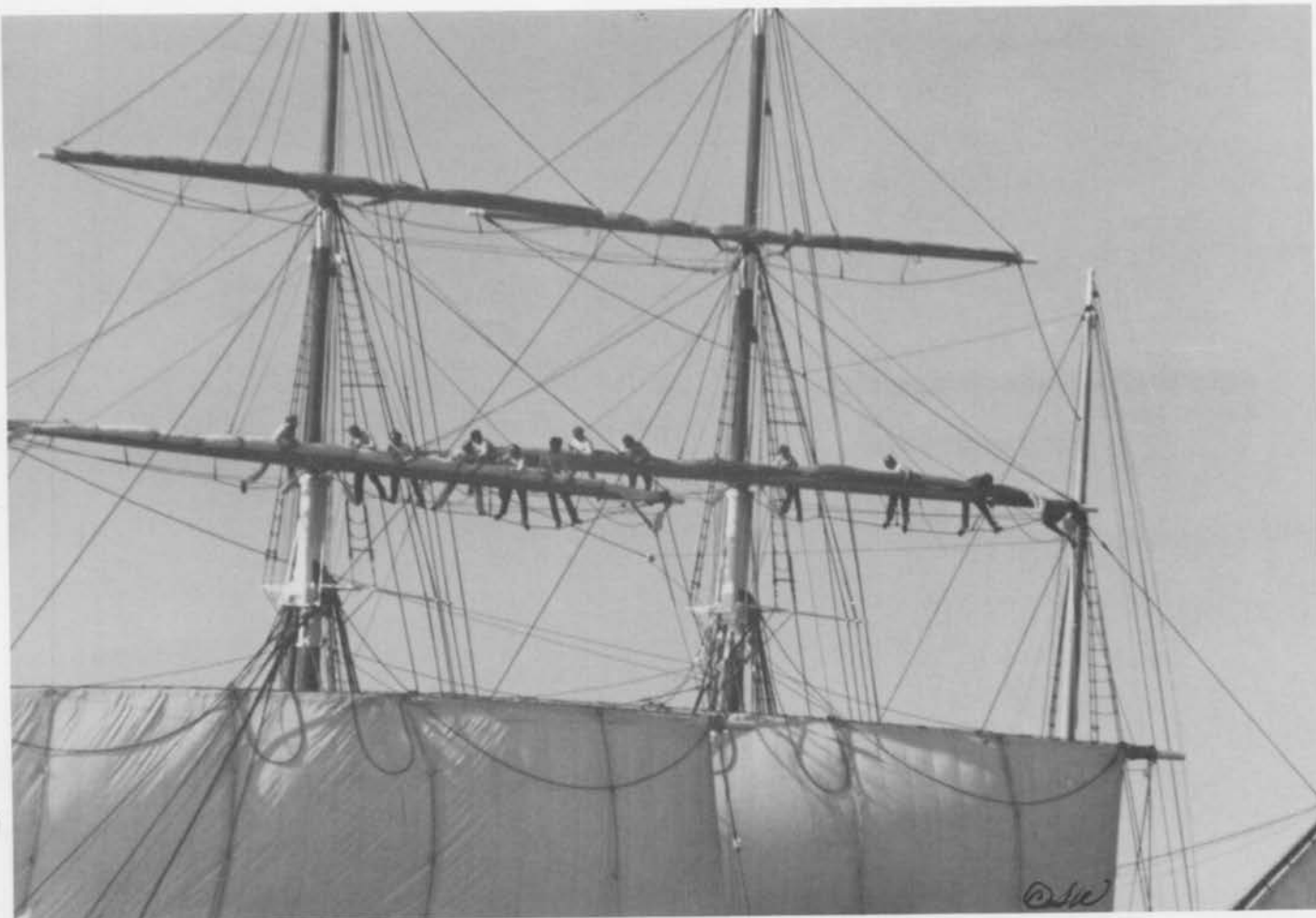
We conclude the essay with a photo taken years earlier by Mr. Charles Miele. This picture, now in Museum files, catches the true spirit of the *STAR OF INDIA*. We call it "Symmetry."



"Climbing the sky"—up the futtock shrouds and into the top.
Photo by Bob Sharp



"Stepping on!" Manning the fore lower tops'l yard.
Photo by Bob Sharp



Outward bound—and casting off gaskets on the t'gans'ls.

Photo © 1984 by Suzanne Wyckoff



Above: "Norwegian steam" at work.
Photo by Bob Sharp



Right: Mainmast—a tower of canvas
 pierces the sky.
Photo by Bob Sharp



Above: "Steady as she goes!"
Photo by Bob Sharp

Below: Coming home amidst fireboats and escorts.
Photo © 1984 by L.V. Newcomb





"Symmetry"

Maritime Museum file photo by Charles Miele

And with this concluding picture of the world aloft, we leave the *STAR OF INDIA* as she looked then, and turn our thoughts to the voyage of 1986. May this great ship continue to sail for many years to come.

THE STAR'S LAUNCHING WAS A GALA AFFAIR

By Jerry MacMullen

There is good reason for scheduling ship launchings on Saturdays, the reason being that the more eager of the celebrators then have a chance to get themselves back into some kind of shape by Monday morning. This may or may not have been the reason that the *STAR OF INDIA* was launched on a Saturday.

Of course, that was not only a long time ago, it was a long way away from San Diego. The date was Saturday, Nov. 14, 1863, and the place was Ramsey, in the Isle of Man. Perhaps it was only generosity on the part of the ship's builders, the firm of Gibson, McDonald & Arnold, who were willing to give the help half a day off—provided, of course, they remained around the yard to cheer at the right time. There is evidence, however, that the wine flowed freely that day, and not just the wine with which the ship was christened. It probably was a good idea to have Sunday coming, for taking up the slack.

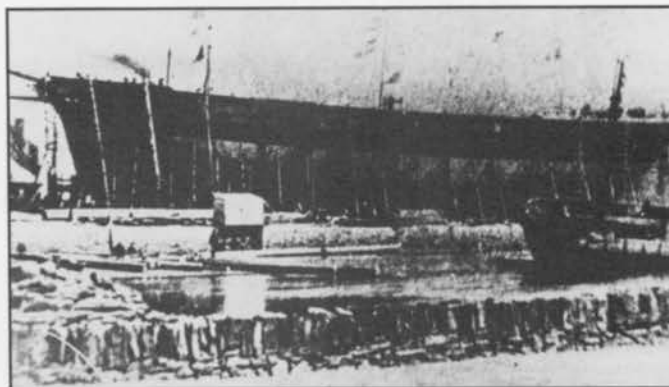
It wasn't a particularly large shipyard, but the ship was Ramsey's pride and joy, and everybody who was anybody was there for the affair.

Of course, they weren't going to christen her *STAR OF INDIA*, because she didn't get that name until some 40 years later. She was christened *EUTERPE*, and the handsome figurehead of that Greek goddess, Muse of music, which you can see at her bow today, was the same one with which she was launched. A reporter for the Manx newspaper, *Mona's Herald*, was on hand for the event, and the three long, wide columns of fine type which he filled for the next issue indicate that he was a busy lad that Saturday afternoon.

Leading the crowd of dignitaries, he reported, was "The Hon. and Rt. Rev. the Lord Bishop and Miss Powis, and His Worship the High Bailiff and Mrs. Tellett." They were followed by an assortment of local bigwigs, both civil and military, sandwiched in between whom were a couple who were lightly dismissed as "Capt. Brown and Mrs. Brown." This is a pity, and 97 years later is a bit too late to do anything more than this about it. Nevertheless, Mrs. Brown was the one who christened the ship; you can imagine what would happen to a reporter today if he came in without the full name of one of the leading characters.

Anyhow, by noon the hull of the good ship *EUTERPE* was decked with flags and Mrs. Brown, full name unknown, had climbed up onto the platform with the rest. "I christen this gallant ship Euterpe," she said, as with a firm but ladylike swing she smashed a bottle of port wine on the vessel's forefoot. She was echoed by a lusty "Out shores!" from one of the owners of the yard, and the big iron hull began to slide down into the waters of Ramsey Bay. At 12:10 p.m. she was waterborne and was taken in tow for the fitting-out dock.

"A cold collation was served in the sail-room," *Mona's Herald* said. It was in that direction that everyone, the ship quickly forgotten, made their way. The reporter identified the hotel which catered the affair, and commented favorably upon the flavor of the food and the excellence of the wines served.



The EUTERPE on the ways awaiting launch at Gibson, McDonald & Arnold's yard in Ramsey, Isle of Man. According to a newspaper of the day, "the ship is intended for the East India trade, and has been completed at a cost of about £25,000." Photo donated by Mrs. Doris Cowley, Douglas, Isle of Man

He also reported verbatim the speeches (which were long and dry) and kept an accurate count of the number of toasts which were drunk (which were long and wet).

By three o'clock in the afternoon most of the speakers had dropped out except the chairman of the day, and the Lord Bishop. Some eight toasts had been disposed of and the Lord Bishop was telling how, if he were to don the leather apron of a workman, he could make as good a day's wage at shipbuilding as could any of them.

Shortly after that, someone remembered to propose a toast to the ship herself. This was, naturally, followed by a toast to the builders, to the owners, and to—of all things—anyone not a resident of the Isle of Man who chanced to be present. Last, but not least, there was a toast to the only-partly-named Mrs. Brown.

The party went home and the launching of *EUTERPE* passed into history. Enthusiastic predictions that the yard would build scores of big sailing ships and steamers failed to become fact; actually, *EUTERPE* was to have only three sisters, the ships *EURYDICE*, *ERATO*, and *RAMSEY*. All are gone now.

It is unlikely that anyone there on that long-gone Saturday afternoon guessed that the old girl would still be kicking around a century later. There were two items in her early days which were prophetic—if anyone noticed it. Among the flags with which she was decorated for launching was the Stars and Stripes; did anyone there that day think that it would be under that flag that she would spend more years than under any other?

It was not long afterward that she was towed over to Liverpool to load out on her maiden voyage. All of her first voyages were to Calcutta, Rangoon and Bombay. Someone with a good crystal ball might have seen in that her future name—*STAR OF INDIA*.

(The San Diego Union, August 7, 1960)

EARLY NAVAL HISTORY IN SAN DIEGO PART 16

By Captain Eddie Fredericks

(Ed. Note: This is the sixteenth in a series of articles by Captain Fredericks tracing the history of the U.S. Navy in San Diego prior to World War II.)

Final Consolidation: 1930-1941

This was a period reaching into the final phases of development of the San Diego base. Channels were finally deepened and widened sufficiently to accommodate our largest ships. North Island finally became an all-Navy air station, and finishing touches were being placed on other facilities. It was also a period of "National Depression" and economizing, which made normal progress in some areas difficult. As war clouds began to appear on the horizon during the latter part of this period, many were thankful that we had progressed this far, and were somewhat prepared for what might lie ahead.

1930

During this year the Navy initiated efforts to obtain tidelands and submerged tidelands around the perimeter of North Island, with a view towards dredging deeper dockside channels and reclaiming land for the fringe-enlargement of North Island. These operations would permit bringing large carriers, such as the *SARATOGA* and *LEXINGTON*, into the harbor and to the docks for dockside loading and maintenance operations.

1931

This year demonstrated gratifying cooperation between the State of California and the Navy, when the California State Assembly expeditiously passed Bill 685, authorizing the conveyance to the U.S. Government of the tidelands and submerged tidelands around North Island, including Spanish Bight, but excluding that portion already conveyed to the City of Coronado.

By this time the main channel into San Diego harbor had been deepened to 40 feet at low water and widened to 800 feet from the entrance to Ballast Point. The USS *SARATOGA* (33,000 tons) was able to enter the harbor cautiously for the first time and come to anchor. This was a big step forward.

1932

On May 11, 1932, the U.S. Airship *AKRON* moored in San Diego for the first time, using the mooring mast at Camp Kearny. During the mooring, under adverse conditions, two Navy enlisted men were killed when they failed to release themselves from mooring lines on an aborted approach by the dirigible.

It was at that time that the "National Depression" was beginning to be felt by the Navy. All types of naval operations, construction and procurement were being restricted. However, under the Emergency Relief Bill of 1932, the Army was able to justify funds for new construction at Rockwell Field. The Secretary of War notified the Secretary

of the Navy that the Army intended to remain at Rockwell Field and proceed with construction. This was another setback for the Navy. However, it was to pay off later when the Army did vacate Rockwell Field in 1935, as the construction would provide new facilities plus a large new circular landing and take-off paved mat, all at Army expense.

It is interesting to note that at this point in naval aviation history, even with our two new modern aircraft carriers *SARATOGA* and *LEXINGTON*, the United States lagged Great Britain with six and Japan with four aircraft carriers.

1933

On March 10, 1933, Long Beach, California, suffered a severe earthquake with extensive damage. U.S. Navy ships based in that area and units from San Diego participated in assistance and rescue operations.

In continuing efforts to improve San Diego harbor sufficiently to provide dockside services for large aircraft carriers, the Navy proposed dredging the entire main channel to a depth of at least 35 feet and a width of 2,200 feet. The dredging would reclaim 585 acres of North Island tidelands.

The Lighter-Than-Air (LTA) Station at Sunnyvale, California, was commissioned on April 12 of this year. In view of the Army's reticence to vacate North Island, Admiral King, Chief of the Bureau of Aeronautics, recommended a \$5 million expansion of NAS Sunnyvale to accommodate fleet aircraft overflow from North Island. In another related action, the citizens of El Cajon, a suburb of San Diego, offered the Army a tract of land in El Cajon Valley for aviation purposes, but the Secretary of War turned down the offer.

S O S (SAIL OUR STAR)

By the time you read this, the *STAR OF INDIA* may have sailed, but fund-raising goes on. The costs of sailing this 123-year-old iron ship do not cease with the event. Ship maintenance is a job never finished, and money is the grease which keeps the windlass (among other things) turning.

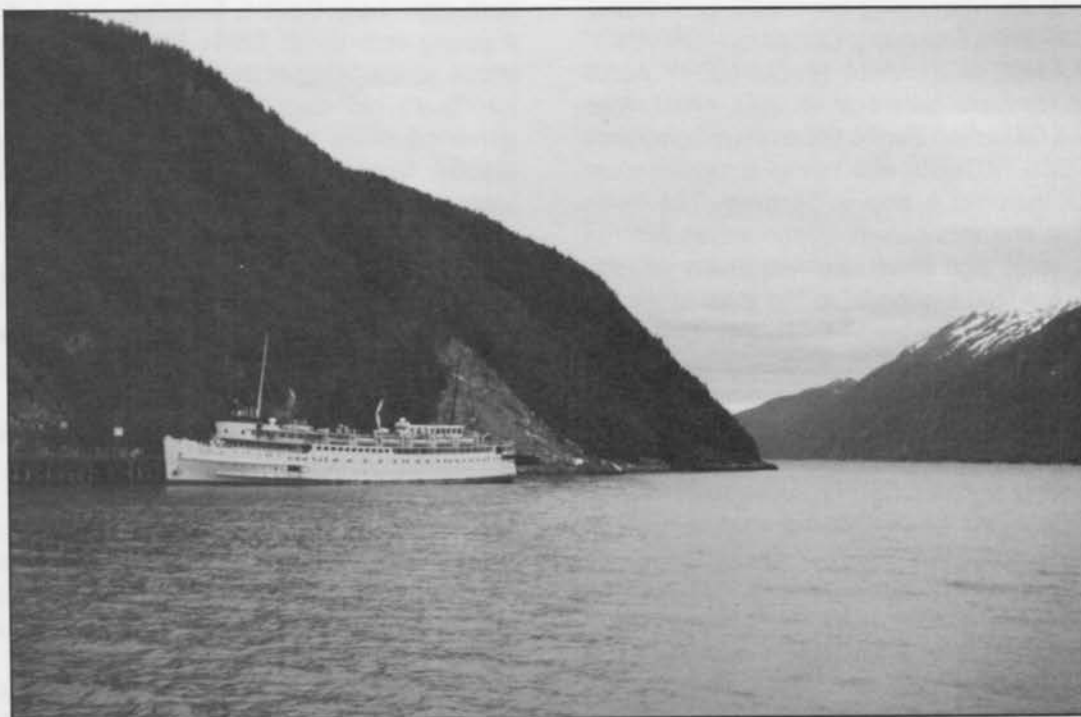
The Maritime Museum has a vigorous ongoing fund-raising program. Still, we must come before our friends with frequent special appeals. A ship requires year-round maintenance; a ship which fails to get it is a ship that quickly deteriorates. As always, one of our primary goals is to keep the *STAR OF INDIA* in first-rate condition. That holds for the long quiet stretches between sailings as well as for the exciting months leading up to a voyage.

So, members and friends, please continue your generous support. This is *your* Maritime Museum—not a tax-supported facility, but one which depends on private funding. Keeping the spirit of the sea alive, keeping our great ships in trim for the generations yet to come, calls for an "All Hands!" effort. Let *your* hand be among those which guide our future progress.

Thank you.

FARAWAY PORTS WITH STRANGE-SOUNDING NAMES

By Gregg Chandler



The PRINCESS PATRICIA, a famous ship in the Northwest, is fast to a wharf in the channel which leads to Skagway, Alaska.

Photo by Gregg Chandler

The name Skagway conjures up memories of a gold rush that ranks with some of the most famous in history. It all began on the cold, misty morning of July 17, 1897, when the steamer *PORTLAND* edged up to Schwabacher's dock in Seattle, carrying about two tons of solid gold. "North to Alaska" became a slogan that echoed all the way across the United States and beyond. Thousands of hardy souls, knowing very little about the icy cold regions of Alaska and the Yukon Territory, packed up a few belongings and headed north.

The town, variously known as Skagus, Mooresville, Skaguay, and finally Skagway, was founded in 1887 by Captain William Moore, who had been a riverboat captain, prospector and trader. A man of imagination, "Billy" Moore decided that there would eventually be an important gold strike in the Yukon. He staked a claim to 160 acres on the chill flats where the icy Skagway River rushes to meet the sea, and settled down to await the outcome to his dream. He had guessed right, gold was found, and Skagway assumed its rightful place in the history of gold rush towns. As people started to flock into Skagway, Moore, in his 70s, made a fortune by building a wharf which enabled ships to tie up instead of discharging cargoes off shore.

Following the discovery of gold, and the commencement of the building of the White Pass and Yukon Railroad, Skagway, according to a Northwest Mounted Police report of October, 1897, had grown "from a concourse of tents

to a fair-sized town with well-laid-out streets and numerous framed buildings, stores, saloons, gambling houses, dance houses, and a population of about 20,000." By 1898, a report from the same police said, "Skagway was little better than hell on earth."

About this time a nefarious con man, crook and gambler, who had quite a reputation down in the states, came to town with the idea of becoming "boss of Skagway." Jefferson Randolph "Soapy" Smith wasted no time in achieving his ambition, and with a gang of similar characters surrounding him, literally controlled most of the operations and businesses, as well as taking over a so-called "justice" system in Skagway. It all ended in less than a year: a vigilance committee of outraged citizens was organized, and "Soapy" met his end in a gun duel with Frank Reid with both men being killed. Smith was buried without any ceremony, but his opponent received a hero's tribute with one of the biggest funerals Skagway ever had. Smith's gang was run out of town and some slight resemblance to law and order was restored.

For a while Skagway prospered. The White Pass and Yukon Railroad was completed in July of 1900, Ma Pullen's House had become famous, the Golden North Hotel stood out in the center of town, and shipping was taking a prominent part in the town's growth. After the rush was over and the gold petered out, Skagway started on the decline, ending up today with a population of less than 1,000 souls.

As the Alaskan territory became more accessible, tourists began to visit Alaskan ports such as Ketchikan, Juneau, Sitka and Skagway, and made side trips to Glacier Bay. In the 1920s, Admiral Line steamers made regular stops at Skagway after traversing the scenic Lynn Canal. Later ships of the Alaska Steamship Company—*BARANOF*, *ALEUTIAN*, *ALASKA*, *COLUMBIA* (ex-*DOROTHY ALEXANDER*)—were frequent callers at Moore's wharf. After World War II, the Canadian Pacific Steamship Company's famous *PRINCESS PATRICIA* was put on a regular route to Alaska which included a stop at Skagway. The lovely "Princess Pat," as she was known, continued on this run until just a few years ago when she was finally retired.

Tourism is now a "big business" in the state of Alaska and in 1985 there were large cruise ships operating in the summer months in Alaskan waters. Cruise lines such as Royal Viking, Princess Cruises, Holland-America and Cunard are all competing for the tourist trade. From an historian's point of view, Skagway, Juneau and Sitka are the most interesting ports of call. Of these three towns, Skagway gives the visitor the best idea of what an Alaskan port looked like in the 1890s. Many of the old buildings still stand—the Golden North Hotel, the E.A. Heggs photo studio (now Dedman's Photo Shop), Kirmse's Jewelry store, and the Pack Train Saloon, all located on Broadway, the main street in town. The atmosphere now created primarily for the cruise ship tourist trade is definitely "Gay Nineties." The Eagles' Lodge stages a "Days of '98" show every night there is a cruise ship in port in the summer months. The

show features gambling for phony money, can-can dancers, and a dramatization of Robert Service's "The Shooting of Dan McGrew." It brings back memories of some of the entertainers that visited Skagway in the gold rush days: Lady Godiva, Calamity Jane, Little Egypt, and a young entertainer, Eddie Peabody, later known in the states as the "King of the Banjo." Of course, in the "good" (or "bad") old days there were 61 saloons, as many gambling dives, and dance-hall queens such as Sitting Maude, Montana Filly, Molly Fewclothes and Ethel the Moose, to mention a few.

However, today's tourist will be glad to find that the National Park Service is in the process of establishing a "Gold Rush Historical Park," which will take in part of the downtown area, a corridor running to the remains of the old port of Dyea (which preceded Skagway), and the old Chilkoot Pass to the summit.

The White Pass and Yukon Railroad deeded its historic old wooden depot over to the National Park Service and the depot has now been restored. Other old historic buildings and land sites have been purchased by the National Park Service and hopefully will be restored soon. So, on your next cruise to a faraway port, consider Skagway. For scenery, history, and an all-around fun place to visit, it is unsurpassed.

(*Author's Note:* Much of the above information was obtained from *The Skagway Story*, by Howard Clifford, and *One Man's Gold Rush*, by Murray Morgan.)

FLEET TUG PART 8

By Don Snowden

(*Ed. Note:* In this concluding segment of his series about life in a fleet tug during World War II, Museum employee Don Snowden tells how the USS *SEMINOLE* (AT-65) was thrown into the thick of the fighting at Guadalcanal. The story opens at Tulagi, a small island near the dark and bloody battleground of Guadalcanal.)

Sunday, October 18, 1942 was Saturday, the 17th of that month east of the International Date Line. Moored to the pier at Tulagi that afternoon, we were visited by thirsty Marines anxious to enjoy a drink of our cold, unchlorinated water, fill their canteens, and cheerfully tell us about the battles and ship losses in the area. The latter points were emphasized that evening when we were told that "Condition Red" was in effect, meaning that some sort of enemy action was anticipated. However, it proved to be a false alarm and we spent the night quietly though somewhat uneasily in the complete blackout of the tropic night, being new to the combat area.

In the morning we left Tulagi with the barge in tow to deliver ammunition and aviation gasoline to the Marines on Guadalcanal, 20 miles away across Sealark Channel—

which soon became known as "Ironbottom Sound" due to the battle-blasted ships sitting on the bottom. That morning we were part way across when the General Alarm sent us to battle stations. There was intense enemy air activity but they ignored us, probably because they had orders to concentrate their attack on the airstrip on Guadalcanal, and we made it back into the harbor of Tulagi untouched but leaving our forces over there still desperately short of gasoline and ammunition.

The decision was made to deliver the much-needed cargo by running it over in deck loads, so we spent the remainder of the day loading drums of gasoline and racks of 75 mm. ammunition all over the main and boat decks with the work continuing far into the night. The next morning—Tuesday—we made a dash (as much of a dash as *SEMINOLE* could make on reduced power) over to the island, which had been code-named "CACTUS"—a truly descriptive name for a "thorny" place. We layed off Lunga Point and discharged our vital cargo into landing craft moored on both sides. The men in the boats were sailors of both the Navy and Coast Guard, a rugged-looking crew. If we hadn't known who they were we never would have

recognized them for they were dressed in whatever clothing was available, including shirts and pants from captured Japanese supplies.

It was a successful day. We cleared our decks and went back to Tulagi where we immediately began taking on another load. While that was going on some of us who were able to weld, this writer included, were sent to help salvage the USS *MACFARLAND*, a former fourstack destroyer which had been converted to a seaplane tender. She was moored close in against the bank farther up in Purvis Bay and camouflaged with palm branches. She had taken a bomb hit directly on the stern which had caused critical damage, including the demolishing of the steering engine and rudder. We welded the damaged bulkhead in the after crew's quarters while standing knee-deep in water and helped with the rigging of a jury ladder made from palm logs.

The following morning, just after daybreak, we were on our way across the channel with our "hot" cargo and soon were again laying to off Lunga Point. Unloading went smoothly for an hour or so, when suddenly there was a loud bang which we could hear down in the engine room. This was followed by another bang, which was followed immediately by the sounding of the General Alarm. The Japanese in the hills, with a long-range field gun, had opened fire on the ship. The first shot punched holes in the superstructure and the second severed the topping lift on the large boom on the tripod mizzenmast. There was only one casualty—one of the seamen was wounded. The ship was brought under way immediately and moved out of range of the Japanese, after which the remainder of our load was safely discharged.

Back in Tulagi we were moored alongside the *MACFARLAND* where both ships were covered with greenery to deceive the Japanese patrol planes as we continued repairs to the old "four-piper" which was down to being a "two-piper," having lost the forward two stacks when converted to her present duty. The repairs continued through Thursday and Friday.

On Saturday morning we removed the camouflage and went back alongside the barge, taking another load of gas and ammo, but it was night before the loading was completed. General Vandegrift, in overall command of the Guadalcanal area, ordered our captain to bring our deck load over right away. Our captain, being responsible for the safety of his ship and crew, made the following reply: "I will attempt to negotiate this channel tonight only in case of extreme emergency." That was that, so we didn't get under way until daylight on Sunday, October 25.

Just before we left, we took on board a detachment of Marines as reinforcements for those on the island called "CACTUS." They left us as soon as we arrived off Lunga Point. Due to enemy air activity we were unable to discharge much cargo and were again under way. For company we had a "YP boat," a former San Diego tuna clipper, designated YP-284, carrying a similar, but somewhat smaller, load than we had.

We were at battle stations and had just started a fresh

pot of coffee when a fireman called me to the phone. (I was in charge of the engine room at the time.) The call was from the bridge, telling me to keep a close watch on the engines as we were going to make all possible speed. Both *SEMINOLE* and the YP boat were zig-zagging. Then the word was passed to us that we were under attack by three Japanese destroyers. Now, a lightly armed former tuna clipper and a fleet tug with one 3-inch gun and few machine guns were no match for even one destroyer. The Japanese commenced firing, hitting the YP boat first, which went down at about 1100.

The enemy then turned their guns on *SEMINOLE*. Men that were on the bridge told me afterward that the first two salvos bracketed the ship, but the third and following salvos were right on. We could feel the shock of the shells hitting the ship, most of the shots passing through the superstructure, but there were a number of hits aft which penetrated the motor room, after crew's quarters and steering engine room. Several crew members were wounded, one man was killed.

As only part of our cargo had been unloaded before the Japs showed up we still had on board about 20,000 gallons of gasoline, plus about 5,000 rounds of ammunition stacked up on the foredeck.

The word came down to the engine room to get out and up to the main deck, but leave the engines running as they were. Up to that time, the engine room had not been hit, but I feel sure that some hits were scored there after we left it.

When I came up to the maindeck into the mess compartment, I walked over and looked out the door on the port side and saw the three destroyers in column and watched as the flashes from their guns showed another salvo to be on the way. I ran right across to the starboard passageway, crouching down and sharing the spot with our Chief Pharmacist's Mate next to a bulkhead. We felt the shock of the shells hitting our ship and the compartment was filled with smoke and with asbestos dust from the insulation.

A few minutes later the word was passed to abandon ship and I stepped out on deck at the same moment with one of the boatswain's mates and we looked aft at the blazing and exploding drums of gasoline with flames shooting high on the tripod mizzenmast. We could see that the ship was going down by the stern, so the boatswain's mate and I shook hands and wished each other luck, then stepped up on the bulwark and jumped over the side, swimming away from the ship. I was well-supported by my life jacket.

The crew was scattered and swimming away from the ship. The crew's dog, a small white terrier rescued from an alley in Honolulu, was placidly riding on a wooden bench that had been on the stern and was being shoved along by a couple of deckhands. The little dog, named "Zero," survived all right, but the captain's dog, a big Irish setter named "Rex," locked up in the captain's cabin when the action began, had been killed when a shell crashed into the cabin behind the bridge.

The sea was calm, almost flat, and, fortunately, there was no sign of sharks. The sky was a brilliant blue and cloudless, giving us a perfect background to watch the dogfighting going on between the Japanese Zeros and the

Marine Grummans. We lay back in the water and watched them shooting each other down.

Meanwhile, the enemy destroyers circled too close to the island and were driven off by the artillery of the Marines.

While all this was going on, we watched the *SEMINOLE*, which had been home to many of us for more than two years, going down to the "Port of Lost Ships." She went down stern first, colors still flying at the gaff, until the weight of water in the after part of the ship pulled the stern completely under and the

FROM THE HELM

At last the time has arrived to sail the *STAR*! Many thousands of hours of planning, work and effort have gone into making this dream a reality. We hope that all members enjoy this magnificent event.

We are pleased to note that the *STAR OF INDIA* is well prepared for her sailing. All rigging has been inspected and overhauled and all gear used in sailing the ship is ready to function.

We should like to make special mention of those who have donated new sails to the *STAR*. The list includes: Mr. and Mrs. Stratford, main topgallant; Mr. and Mrs. Ingold, mainsail; The Propeller Club of San Diego and The Star of India Auxiliary, foresail; The Copley Foundation, main topmast staysail and mizzen staysail; the Andersen family, fore royal; Mr. and Mrs. Robert Sharp, main royal; and Mr. and Mrs. Philip Faulconer, mizzen topsail. These are in addition to new sails which were donated prior to the *STAR*'s 1984 sailing. We now have a complete suit of new sails with the exception of the mizzen topmast staysail.

Turning to other developments, the accompanying plot plan shows the proposed arrangement of the Museum's ships along the Embarcadero. This plan has been approved by the commissioners of the San Diego Unified Port District. We feel that this position would provide maximum public exposure for the reunited ships, and at the same time protect *MEDEA* and *BERKELEY* from damaging wave action. We hope this plan will be implemented by the end of this year.

Concerning the *MEDEA*, we are hoping to have her drydocked in June. Currently we are negotiating with NASSCO, Southwest Marine, Campbell Industries, Bay City Marine and Triple A South in an effort to secure the best terms for the drydocking.

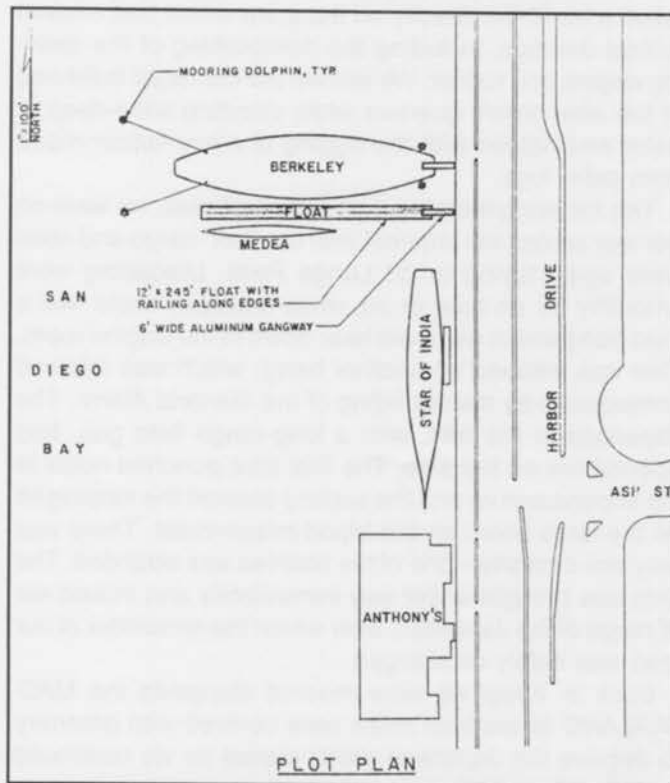
Publicity and fund-raising efforts continue full-tilt. The Star of India Auxiliary and the Development Committee have been prominent in these endeavors, and their efforts are paying off. Former astronaut Wally Schirra is also helping with publicity and fund-raising efforts. Our special thanks go to him and, as always, to the tireless ladies of the Star of India Auxiliary.

A special salute is due to the Auxiliary for their success with the spring rummage sale, held aboard the *BERKELEY* April 5-6. A good time was had by all and a significant amount of money was raised for the Museum.

Paul Kettenburg, President
Peter S. Branson, Executive Director

bow pointed straight at the sky. There she hesitated for a few minutes, then vanished forever, straight down to the bottom.

(Editor's Note: Don Snowden was picked up by his fellow Americans rather than the Japanese, and returned to the U.S. to spend many months in a stateside hospital. He went on to serve in other ships of the U.S. Navy in war and peace, retiring from the service in the 1950s. Today he stands watches aboard two very different vessels, the *BERKELEY* and the *STAR OF INDIA*.)



IN MEMORIAM

Commander Bill Benson, USN (Ret.), passed away recently. Cmdr. Benson was an expert ship modeler and had been associated with the Maritime Museum since the 1960s. Perhaps his outstanding contribution to Museum exhibits was his series of ferryboat models. All the ferry models currently exhibited on the main deck of the *BERKELEY* were his creations.

A large number of his other models were also donated to the Museum. In addition, Bill served as chief engineer of the *MEDEA* for about nine years. He was always known as a strong supporter and promoter of the Museum.

Bill served in U.S. Navy submarines during and after World War II. Later he served in Viet Nam, where he was wounded in a helicopter crash and received the Purple Heart.

All of his shipmates aboard the Maritime Museum will miss him.

CURATOR'S CORNER

Spring 1986 provides a number of new or refurbished exhibits for Museum members and the general public (165,000 visitors in 1985) to view. These exhibits plus the final preparations for sailing the *STAR* are good opportunities to use your membership benefits.

One of the finest collections ever to be on view at the Maritime Museum is the spectacular assortment of ships-in-bottles made by Mr. Vic Crosby of San Diego. He has been building models for over 20 years and has now placed his collection at our Museum for all to see. The model subjects cover sailing ships, naval vessels, cargo ships, models that could operate on strings, and ones that exhibit Mr. Crosby's great sense of humor. There are 140 of the models on view in the *STAR*, and several more in the *BERKELEY*.

The new orientation center in the after cabin of the *STAR OF INDIA* is now open. This is the first time that unrestricted viewing of this cabin has been feasible. The orientation center was originally used as a sail locker and general storage area, as launched in 1863. With the reconfiguration of the after cabin and saloon under the Alaska Packers Association's house flag, this cabin was used as the captain's cabin on the port side and as a store room on the starboard side with a bulkhead in between. It was rebuilt as an office at some time after the *STAR* arrived in San Diego in 1927. The "new" paneling and benches will now serve ably as a setting for the orientation center.

The current exhibit on the centerline display panels in the *STAR*'s 'tween decks depicts "The Evolution of the American Battleship." Photographs from the collection in our Jerry MacMullen Library were selected for this exhibit. The exhibit begins with the USS *HARTFORD* and ends with the recently modified USS *NEW JERSEY*. Library volunteer Alan Thew-

lis provided much helpful assistance in putting together this exhibit, which will run through mid-June.

The next exhibit for these 'tween deck panels is a display of the category prize winners in a photography contest focusing on the sailing of the *STAR* on May 25. Details are in an announcement elsewhere in this issue.

Two new ship models are now on exhibit aboard the *BERKELEY*. A Maritime Museum member and builder of museum-quality models, Dr. William F. Brown of Fallbrook, has built and loaned a beautiful ship model of the brig *PILGRIM*—the principal ship in Richard Henry Dana's *Two Years Before the Mast*. The model will accompany a print of marine artist John Stobart's painting of the *PILGRIM* at anchor in San Diego Bay. Both items will be featured in a new exhibit to be titled, "The Development of San Diego Bay."

The second ship model is one of a modern fast cargo liner donated by Mr. Tony Stipich of Rhode Island. This large model of the *AMARALINA* is made from stainless steel and is an interesting one to contrast with ship models of earlier merchant vessels.

Have you ever wondered about the sea routes of the *STAR OF INDIA* over her 60-year working career? The old circumnavigation map exhibit in the *STAR*'s 'tween decks has been improved with a new map, fresh paint, and new graphics. In addition to tracing the route of the *EUTERPE* in the 1880s, her routes during her Hawaiian and Alaska Packers ownerships will be included. The new map project is being assisted by the Zella Burnham Memorial Fund.

Enjoy watching the *STAR* sail on May 25!

Dave Brierley, Curator



Dr. William F. Brown's model of the brig *PILGRIM* is of fine museum quality. The model is now displayed aboard the *BERKELEY*.
Photo by Dave Brierley

THE CABIN BOOKRACK

By Craig Arnold

The Sea Serpent Journal

Edited by Robert H. Burgess.

Newport News, Virginia: The Mariners' Museum.

Illustrated. Hardbound.

142 pages. \$10.00.

"The long-wished-for day has at last arrived."

With these words, Hugh McCulloch Gregory, seaman in the larboard watch of the extreme clipper ship *SEA SERPENT*, began his journal of a voyage around the world on February 24, 1854.

The ship was leaving New York, bound for San Francisco via Cape Horn. Gregory, a 20-year-old native of Brooklyn, was aboard for his first long-legger voyage. Like Richard Henry Dana, Gregory was well-educated for a man before the mast. He'd attended Trinity College, Hartford, for one year, and wrote with a fine, florid hand. His chosen ship, the *SEA SERPENT*, was decked out with the full rig of the extreme clipper, including skysails, spencers and studding sails. Launched in 1850, she'd already earned a first-rate reputation, and would course the seas until 1891.

Captain William Howland brought the ship through The Narrows and into the open sea, with Gregory feeling they had passed the portals of a different world. The North Atlantic in winter promptly greeted the fledgling sailor:

"Sunday, February 26.

"Towards night, the wind increasing, took in everything but main topsail (close-reefed) and forestaysail. At 12 midnight the gale blew so that when the ship rolled, our lee yardarms were dipped. The sea was one mass of foam and the spray looked like living fire, with a phosphorescent light.

"Monday, February 27.

"At 3 in the morning the gale increased so that we were lee gunwale under several times. At this time a sea struck us and completely washed our decks, drenching me from head to foot. Towards morning it began to rain and the gale broke. At 11 A.M. set spanker, fore-, main and mizzen top-sails, fore- and main courses and flying jib. While hoisting the main-topsail yard a sea struck us on our quarter which carried everything before it. I for one landed on a water cask to leeward and then was washed to windward, where I had the good luck to grab a rope and right myself. I was wet from head to foot and had even my boots full. . . . Another sea struck . . . wetting my bunk and bed-clothes. After shifting my clothes, a sea came over our bows and I got wet a second time. . . . Turned in all standing, wet as sop and oh! . . . how cold."

But the young tarpaulin gradually got the hang of things, and while running down the Atlantic, there were also mild days "loafing on the sunny side of a barrel." Gregory's vignettes of life aboard included the food: ". . . for the last week we have had 'scouse,' a miserable compound of crackers and salt beef made like hash. . . ." Later the captain was kind enough to give him an apple when he was ill: "And a great luxury it was, for anything fresh is a luxury at sea."

The master was not so tender-hearted as to neglect his business, however: "At 10 A.M., a squall arising, clewed up mizzen-topgallant sail and furled outer jib. Our old skipper seems determined to carry all sail till the last moment, for he says he will make a quick passage if there is such a thing in the calendar."

Gregory describes each of his shipmates with color. Among them were "Chips" the carpenter, "Jack the Jersey-man" who taught him the helm, the ever-grousing Charley K., "Dutch John" and "Poor Burt, who. . . has been five or six times to the lee bulwarks and every time the ship pitches looks distressed." (Landlubber Burt later comes in for his share of victimization—including having his legs lashed to the mainsail while asleep on deck.)

"A griping sailor is a happy sailor" goes the saying—and Gregory quickly picks up the habit of grumbling, at least to his journal. He rails at the "soldiers" (goof-offs) in his watch and complains of boils and other ailments. But his deepest scorn is reserved for the *SEA SERPENT*'s bill of fare: ". . . the vilest compound I ever tasted. . . "; "wormy"; ". . . thickly populated with maggots. . . "; ". . . the meanest mess of all. . . ." He and his messmates wreak revenge on "John Chinaman," the cook, without mercy.

But the strange rhythm of life at sea picks Gregory up and carries him along with it. There are days of relative ease and laughter. There are other, grimmer days: a shipmate falls from the mizzen royal yard and is lost overboard; Gregory himself is washed overboard and barely saved by the ship's boat.

At last the *SEA SERPENT* reaches San Francisco and Gregory samples the pleasures of the Barbary Coast: "The principal places of resort I found to be the gambling houses and, under the guidance of one who had been in the city before, I started to see those of most repute, viz: the Eldorado, Arcade, Polka, etc. The rooms were crowded, and money seemed to fly so to speak. Heavy bets were won and lost in a turn of a card, and money changed hands to a great amount."

The *SEA SERPENT* left the city by the Golden Gate bound for the Orient, where she touched at Hong Kong and Shanghai, loading tea and some passengers at the latter. Noteworthy events on the homeward leg included sighting another ship afire and surrounded by pirate proas in the South China Sea, and the death of the young son of Mrs. Hall, one of the passengers. (The boy's body was preserved, Nelson-like, in a cask of rum for burial at home.)

The ship returned safely to New York in February, 1855. It had been a long hard voyage and a toughening of the young hand. But the harshness of life at sea had not cured him of its lure, and he went on to command blockaders in the Civil War, and later skippered steamers of the Pacific Mail on the West Coast. He died at San Francisco in 1903.

Editor Robert Burgess and the Mariners' Museum are to be commended for the honest, faithful and direct manner in which this journal is presented. A true seafaring story to rival *Two Years Before the Mast*, *The Sea Serpent Journal* is well worth the reading.

STAR OF INDIA AUXILIARY

Last September, the members of the Star of India Auxiliary determined that this was to be a super year. And that it has been—so far—with still more to come until the grand finale of "Sailing Day!"

We have had a delightful array of activities, ranging from a cozy day in the mountains to an elegant dinner dance to an old-fashioned tea party to a jazz of the 40's concert. Traditional events have included the all-time-favorite Parade of Lights party, our famous annual rummage sale, and our five membership luncheons. Yet to come are the two "Sailing Day" events—a champagne breakfast at cast-off time and an afternoon cocktail party to celebrate the STAR's return.

There are two success stories to be found in our year's work. The first involves people, the most important ingredient in a successful operation of any kind. Through as much involvement as we could possibly generate we feel we have made new friends among our own members, and we feel we have extended and displayed the work of the Auxiliary and the Museum to a wider circle of our marvelous community. And secondly, we have logged significant financial achievements which will help to further the goals

MEMORIAL DONATIONS

Since the end of last year, memorial donations have been received from many members. The Maritime Museum is sincerely grateful for these donations. The names of those memorialized by these gifts include:

Kenneth Baker	Franklin Irby
Frank Chandler	Walter Trepte
Edward Fredericks	

Our memorial donation program continues. The next time you wish to honor a departed friend or loved one you may do so by sending a memorial gift (in any amount you choose) to the Maritime Museum Association of San Diego. Families of those whose memories you have honored will be notified by an appropriate card. (The amount of your gift is confidential and the same beautiful acknowledgement card is sent regardless of the size of your gift.)

Your memorial donation is tax-deductible. Your check to the Maritime Museum, covered by an official tax-deductible receipt, will take care of your memorial giving in an effective manner.

Simply enclose your name and address with your check, and specify who is being memorialized by the gift. You may also include names and addresses of surviving family members whom you wish cards sent to. Mail to:

The Maritime Museum Association of San Diego
1306 N. Harbor Drive
San Diego, CA 92101

Your memorial gift will be an appropriate way of remembering a friend or loved one, and will benefit a worthy cause.

of the Museum. May it continue to grow and flourish and become an even more vibrant part of one of the most forward-looking cities in our nation!

It is now time for a personal note. To have been President of the Star of India Auxiliary is an honor that is impossible to describe! I can only say that my heart is filled with gratitude for the privilege of working with so many *sincerely dedicated* and *truly nice* people. My deepest thanks go to all of those who helped make this year a very strong link in Auxiliary history, and my very best wishes go to those who will be continuing with the work in the year ahead.

Renée Rasmussen, President

CORRECTIONS

It is the policy of MAINS'L HAUL to correct errors of fact and misquotes. The following corrections and a clarification are in order:

1. In the Winter 1984-85 issue, an announcement was printed concerning the book *Transpac 1985*, co-published by the Maritime Museum Association of San Diego and the Transpacific Yacht Club. In this announcement, it was incorrectly stated that the yacht *SWIFTSURE III* had been the "overall winner" in the 1985 race. Actually, *SWIFTSURE III* was 1st to Finish and 1st in Class A. The yacht *MONTGOMERY STREET* was 1st Overall, as well as 1st in Class D. (We hope.)

2. Also in the Winter issue, in the lead article concerning the yacht *MEDEA*, the ship's French name during World War I, *CORNEILLE*, was translated as "crow" in English. While that indeed is one meaning of the word, it has been pointed out by a member familiar with French literature that the name probably referred to Pierre Corneille (1606-1684), a French dramatist. (The author of the article admits to an abysmal ignorance of French literature. Whether the dramatist, rather than the bird, was the object of this name cannot be ascertained at this date. At any rate, we are sure the one, being long dead, will not be unduly offended; and as for the other, rarely has such an ugly creature [possibly] had such a beautiful creation named after it—so there should be no ruffled feathers there.)

3. A clarification is in order for the column, "From the Helm." In the Fall 1985 issue, the column gave an account of how coins had been placed under the masts of the *STAR OF INDIA* by Captain Ken Reynard in the early 1960s. Senator James R. Mills, however, has given us further information about this. It seems that the late William S. Mills, father of Senator Mills and at that time president of the Maritime Research Society, had the idea of placing the coins. The coins—an English penny and ha'penny of 1863; a 1902 U.S. silver dollar; and a proof set of 1962 U.S. coins—were presented to Captain Reynard by the members of Mariner Scout Troop Seawolf, of the Burbank Girl Scout Council. Mrs. Ernest A. Moore, one of the leaders of the Seawolf Troop then and a sister of Senator Mills, was also active in this project. The troop was named after a U.S. submarine lost with all hands during World War II.

SHOOT THE STAR PHOTO CONTEST

If you've captured the *STAR OF INDIA* on film during sail training, her maintenance work prior to sailing, and as she sails on May 25, 1986, this contest is for you.

Photographs and slides must be submitted to the Maritime Museum or to a participating photo store by July 1. There are five different categories of entrants: (1) Professional (earns or earned a living from photography); (2) Senior (50 years and up); (3) Young Adult (20 to 49 years); (4) Teen (13 to 19 years); (5) Junior (12 years and younger).

Color, black and white, and slides may be used. Except in the Junior category, prints will be submitted in the 11 x 14 size, unframed, and mounted on 16 x 20 matte board. Juniors (age 12 and younger) should submit their photos in the 8 x 10 size on 11 x 14 matte board.

Six judges from San Diego will review all photos entered and the prize winners will form a display on the *STAR OF INDIA* from early July through Labor Day weekend. Prizes will be awarded.

Entry blanks and contest rules can be picked up at the *BERKELEY* ticket booth, at participating photo stores, or by contacting the Curator, Dave Brierley, at 234-9153. Photo stores currently participating include Point Loma Camera and Nelson Photo Supplies.

Good shooting!

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

Craig Arnold, Editor
Gregg Chandler, Associate Editor

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The anchor is hove up, the sails furled, the twilight glimmers through the clouds—and this voyage of our STAR OF INDIA ends. This photograph took first place in the adult division of our "Shoot the STAR" photo contest. The artist behind the lens was Cheri Hoffman. Photo courtesy of Cheri Hoffman

A DAY OF GRANDEUR: OUR STAR SAILS AGAIN

By Craig Arnold

The wind was light and the sun was scarcely to be seen, but no one really seemed to mind. This day—May 25, 1986—held an inherent glory regardless of the weather. For this was the day the *STAR OF INDIA* would sail again.

There's an incontestable dreamlike quality to being at sea in such a ship. For the time being, the twentieth century hangs suspended on that distant shore—with all its soot, noise, vice and distraction. You are afloat in a different world, a natural realm where the elements are the rulers.

When this writer was a younger man, he often noted the different cast that came over the crew when his ship left port. It was almost as though the problems of the land receded with its outline, to drop at last beneath the horizon. There seems to be one sort of rhythm—frenzied, hectic—for all of the land in the world; while for a single ship at sea, the pace is all her own. This is even more true for a sailing ship.

Our crew—these fine young men and women who



1002: The crew lays aloft on the main to loose sail as the STAR is towed out. Photo by Elizabeth Schlappi

trained so long and hard—were ready to perform their appointed tasks. And the ship herself was ready. She seemed eager to get down to the sea again, to test herself against the vagaries of wind and wave.

A crowd of thousands began to gather early along the Embarcadero. A band played, clowns clowned, balloons and a festive spirit reigned. Smiles dominated the scene—a sea of smiles and grins beaming from old salts and youthful hands alike.

At 0935 the word was passed: "Take in stern lines." Then: "Take in all lines." The tugs began to chuff and puff and the great ship was on her way.

She paraded down the harbor in the splendid manner that has come to be a San Diego tradition. It seemed more like a royal progress than anything else, this passing-by of a queen. "Stately" is the only word to describe our STAR as she followed her tug to sea.

When Ballast Point came abeam, we dropped three wreaths over her port quarter. One commemorated all merchant seamen lost at sea; the other two were in remembrance of the recently lost *PRIDE OF BALTIMORE*.

Suddenly our Victorian promenade was invaded by a different era—that of the airplane and helicopter. A squadron of biplanes piloted by would-be Red Barons zoomed overhead, waggling wings in friendly greeting. Helicopters droned apace with the ship, sometimes drowning out orders on deck.

But even these 20th-century intrusions did not dispell the mood which deepened as the STAR cast off her tow and sailed on across Pacific waters. There is something



1056: Ballast Point abeam to starboard. Three wreaths are dropped from the port side aft. This one is in remembrance of the *PRIDE OF BALTIMORE*. Photo courtesy of Elizabeth Schlappi.



Sailing full and by on a starboard tack off Point Loma.

Photo © 1986 by L.V. Newcomb



Aloft on the fores'l yard under lowering skies.

Photo by Elizabeth Schlappi.



Jeff and Merrill Day watch the set of the sails.

Photo by Bob Sharp.



"All right, let's not stand there and have a tea party! Get aloft!" Mainmast captain Carl Jensen exhorts his troops.

Photo by Elizabeth Schlappi

magnificent about the purity of sail, the sense of complete harmony with the forces of nature. In the *STAR OF INDIA* during the better moments, all is silent save for the wash of sea along her sides and the gentle creak of her blocks. One almost expects to see one of her old captains—William Storry, Alexander Banks or Tom Bowling—step from her companionway to check the compass and have a pipe.

After an excellent "brown bag" lunch was polished off by hungry crewmen and guests, it was time to try a few maneuvers. "Ready about!" is the preparatory order for a tack, followed by commands to haul around the main and fore yards, and make other adjustments. The *STAR OF INDIA* tacked beautifully on her first try, each command being executed with near-flawless precision by her crew.

Only once did the *STAR* run into a bit of trouble, but she got out of it swiftly. On her second tack, or attempted tack, she was caught "in irons" and could not work around to the new tack. At this point, the ship was approaching the kelp beds west of Point Loma. So Captain Bowman executed an old maneuver known as "box hauling"—in which the yards are moved aback, and the ship neatly *backed* out of trouble. Box hauling was used this way in the old days—to back a ship away from a lee shore.

The *STAR* responded like the wise old horse she is, and soon we were out of difficulty. At one point we passed quite close to an anchored boat, but missed her by a reasonably safe margin.

After successfully completing another tack, the tug was called and soon we were under tow to the harbor mouth. The wind from the south began to pick up, being estimated



Hard going at a dead run: heaving at the capstan bars on the fore'sle head.

Photo by Elizabeth Schlappi

at 11 knots. So we cast off our tug and decided to go in with style. The fores'l was set, stays'ls furled. The yards were squared and the spanker taken in. The mains'l was given a harbor furl. The *STAR* sailed up the Bay magnificently, and it seemed that all San Diego was holding its breath.

At 1717 she rounded up northwest of the B St. Pier and her crew clambered aloft on fore and main to furl all sail.

On the fo'c'sl head, crewman Jeff Saar stood with his trusty maul. At a signal from Mate Paul Seiler, he brought it down upon a ring-stopper on the port cathead, sending her great Admiralty anchor clattering with a roar of chain to the bottom. All around the *STAR*, whistles, horns and bells erupted in spontaneous salute from her escorts. From

the shore came the cheers of distant multitudes.

Within a few minutes came the order to weigh anchor—and now came the hardest work of all, straining at the capstan bars while going at a run around and around. (If you think you are in good condition, try this sometime. It will prove an effective test.)

Slowly, with much obvious reluctance, the anchor cleared the surface. As it did, the tugs moved in and got her under way again from their positions along her star-board side. She nudged gingerly into her berth, accepting the shouts of the crowd on shore mingled with the notes of "Anchors Aweigh" as played by a Navy band. It was good to be home.

"GENTLEMEN, IT IS TIME TO LEAVE" **PART 1**

By Clair Runyan



USS WASP (CV-7) at anchor in Guantanamo Bay, Cuba, Navy Day, 1940.

Photo courtesy of Thomas J. Wilkes

(Ed. Note: Lieutenant Colonel Clair Runyan, USMC [Retired], was a corporal in USS *WASP*'s Marine Detachment when the ship was torpedoed and sunk September 15, 1942. Commissioned in 1945 as an infantry officer, he was Executive Officer of the 3rd Marine Regiment on Okinawa prior to his retirement. He received his B.S. in Government and M.A. in History from the University of Maryland. After leaving the Marine Corps, he taught History at Grossmont College, specializing in American history and military history until his second retirement in 1985. He has written numerous articles for military jour-

nals, and a textbook, *From the Delaware to the Mekong: A Military History of America*. Colonel Runyan lives with his wife Mary in San Diego where he divides his time between tennis, golf, and his latest interest, writing novels.)

During the five years it took for the aircraft carrier *WASP* (CV-7) to evolve from an idea into a complex, sinewy mistress of war, Free World nations everywhere were falling to the forces of aggression. It was not the best of times for a ship to be born.

Conceived as Japan planned the ruthless domination



Forrest Sherman (as a Rear Admiral), commanding officer of the WASP at the time of her sinking.

National Archives

of China, built while Germany seized Austria and Czechoslovakia, *WASP* got a champagne bottle across her nose as Hitler prepared his blitzkrieg against Poland. In April, 1940, the month Norway and Denmark were invaded, she officially joined the Navy. Honing her skills as *The Netherlands*, Belgium and France collapsed with dizzying speed, the carrier spent her first years protecting the life lines to beleaguered England. At the age of two, she was sent halfway around the world to fight the Japanese, who were rampaging unchecked across the Pacific. There, in the Coral Sea, only two years, four months and nine days old, *WASP* died a fiery death.

America's memory of her today is dim, kept alive by a few hundred aging men—enthusiastically abetted by their ladies—who continue to reminisce of the desperate days when they served the cause of freedom aboard this fine, big ship. For *WASP* seemed so to her crew.

WASP was America's fourth effort at building an aircraft carrier from the keel up—*RANGER*, *YORKTOWN*, and *ENTERPRISE* were earlier. The last of the "Treaty-restricted" carriers (the Washington Naval Treaty limited tonnage among major world navies), *WASP* was thin-skinned, slow, and diminutive by comparison with her mighty successors of today. Nevertheless, her 741 feet and 14,700 tons seemed splendidly large to her crew.

Her first commanding officer was Captain John W.

"Black Jack" Reeves, Jr., a small, soft-spoken martinet whose raspy whispers invoked terror among his officers—and crew. (At *WASP* reunions, it is considered a mark of distinction to have fallen prey to Reeves' temper, and white-haired men gleefully compete to tell tales of being tongue-lashed by "Black Jack.")

It was in the spring of 1942, while on duty with the British Grand Fleet, that the carrier got what was perhaps her most dramatic assignment. At the express request of Winston Churchill, *WASP* ferried two shiploads of Spitfire fighter planes from Glasgow to the Mediterranean, where they were launched and flown to the besieged island of Malta.

These dangerous trips into what was then an Axis-controlled sea took place over Reeves' strong objections. He believed the fighters could be fitted with auxiliary tanks and flown from England directly to Malta. However, Reeves found that when presidents and prime ministers put their heads together, a four-striper's opinion, even that of one so crusty as himself, was of no consequence.

Roosevelt's decision to help the British was a courageous one. However, had *WASP* been sunk while defending British territory, FDR would have been hard put to explain why, at the same time, 20,000 American soldiers and sailors, under siege by the Japanese, were going unsupported in the Philippines.

Following the second trip, Churchill sent the captain and crew a message of thanks saying, "Who says a Wasp can't sting twice?" The private response of "Black Jack" to this message has not been recorded.

After that, it was with a collective sigh of relief that the crew of *WASP* turned away from the twin threats of U-boats and JU-88's to come home. But the stay was brief. In July, 1942, the ship left San Diego and headed west, convoying the 2nd Marine Regiment toward an unknown destiny. Although no ocean was less aptly named than the Pacific in that fateful year, the warm blue waters seemed less threatening to the crew than the cold gray of the Atlantic.

WASP sailed under a new commanding officer, Captain Forrest Sherman, a pleasant man of 46 whose quiet demeanor belied the razor-sharp mind and aggressive spirit that brought him eventually to the top naval job—Chief of Naval Operations. The contrast between Reeves's and Sherman's leadership styles could not have been more marked. Marines who served as orderlies to both were in an excellent position to observe how differently officers reacted to each captain.

For example: usually, an officer summoned to Reeves's presence displayed an agility that evoked wonder from the grinning Marine who delivered the message. With the advent of Sherman, however, much of the sadistic pleasure in being an orderly vanished, for the same officer, summoned by the new captain, would thank the orderly and move off in a most leisurely way. Still, to many of the crew, it was a matter of regret that the gentlemanly Sherman had so short a time to command *WASP*.

WASP also carried the flag of Rear Admiral Leigh Noyes, Commander Task Force 18. Prior to this assignment,

Admiral Noyes had been in Washington as Director of Naval Communications. Short, mild-mannered and meticulous, the 57-year-old admiral had no tactical experience as a senior commander. He may have gotten the task force because of his friendship with Admiral Ernest W. King, the esteemed yet autocratic and tendentious Chief of Naval Operations. As it turned out, Noyes lacked the drive needed to command during these darkest days of the Pacific war. After the loss of *WASP*, he was reassigned to a dreary administrative job at Treasure Island where he would serve until the war's end.

As the crew of the *WASP* was only later to discover, the carrier's rapid departure from California was part of a larger plan to stop the onrushing Japanese, who had by this time landed and commenced construction of an airfield on Guadalcanal in the British Solomons. This threatened to cut the long logistical line from the United States to Australia.

The code name for the hastily devised sea, air, and ground assaults was Operation WATCHTOWER. Not only was WATCHTOWER the first ground offensive to be undertaken against the Japanese since the war began, it was the first major amphibious operation for the United States since the Spanish-American War. In view of the nearly unbroken string of Japanese successes and the hurried, makeshift planning by American forces, the participants in WATCHTOWER were not noticeably overconfident of its chances for success.

Through an unexplicable failure of Admiral King (CNO), to notify the Marines that D-Day for WATCHTOWER had been moved up, Major General Alexander A. Vandegrift, USMC, commanding the 1st Marine Division, discovered that he had to assault Guadalcanal four months earlier than planned, using a division that had never trained as a unit. As it turned out, the Solomons Campaign was not only touch-and-go, it was one of the longest, most bitterly fought, and nastiest in the history of American wars.

On D-Day, August 7, 1942, *WASP* supported the Landing Force (1st Marine Division), along with *ENTERPRISE* and *SARATOGA*. That was the sum of our carrier strength in the South Pacific. Both *LEXINGTON* and *YORKTOWN* had earlier been sunk, and *HORNET* had yet to be detached for South Pacific operations.

Although the landings were successful against initially light resistance, the Japanese navy struck back savagely, and American admirals discovered that one of the reasons the enemy enjoyed so much success was his quick, almost spasmodic implementation of the offensive. The speed

with which the Japanese launched a major counterattack caught Admiral Frank Jack Fletcher, who was in tactical command of the supporting carriers, and Admiral Richmond Turner, the amphibious force commander, by surprise. The ensuing Battle of Savo Island, August 9, lasted only about a half an hour, but produced the most one-sided defeat suffered by the Allied forces since Pearl Harbor. Four heavy cruisers were sunk and a fifth knocked out of action, with the Japanese losses negligible.

Where were the three carriers during and after this battle? They had disappeared over the horizon in one of the most criticized actions of the Pacific war. Admiral Fletcher, in moving his carriers from the landing zone, left the transports and support ships unprotected. Later, in justification, he cited his heavy loss of aircraft during the first two days of the landings (approximately 20%), and shortage of fuel (subsequently determined not to be critical). A number of senior officers of Task Force 18 were dismayed at the decision, but only one officer is on record as protesting it. According to Samuel Eliot Morison in his monumental work, *History of the United States Naval Operations in World War II*, "Captain Forrest Sherman of *WASP*, on hearing a flash report of the action, thrice begged permission to turn back and launch planes at daylight to pursue the Japanese ships." Admiral Leigh Noyes refused even to forward Sherman's request to Admiral Fletcher.

In the Battle of the Eastern Solomons, August 24, 1942, *WASP* again missed the fighting. As Admiral Kondo's huge force of three carriers, three battleships, nine cruisers and 13 destroyers moved south to reinforce Japanese units on Guadalcanal, Admiral Fletcher misread the nearness of Kondo's force and sent *WASP* off to refuel. In the ensuing battle and its aftermath, the American forces sank the small Japanese carrier *RYUJO*, but *ENTERPRISE* and *SARATOGA* were knocked out of action for months.

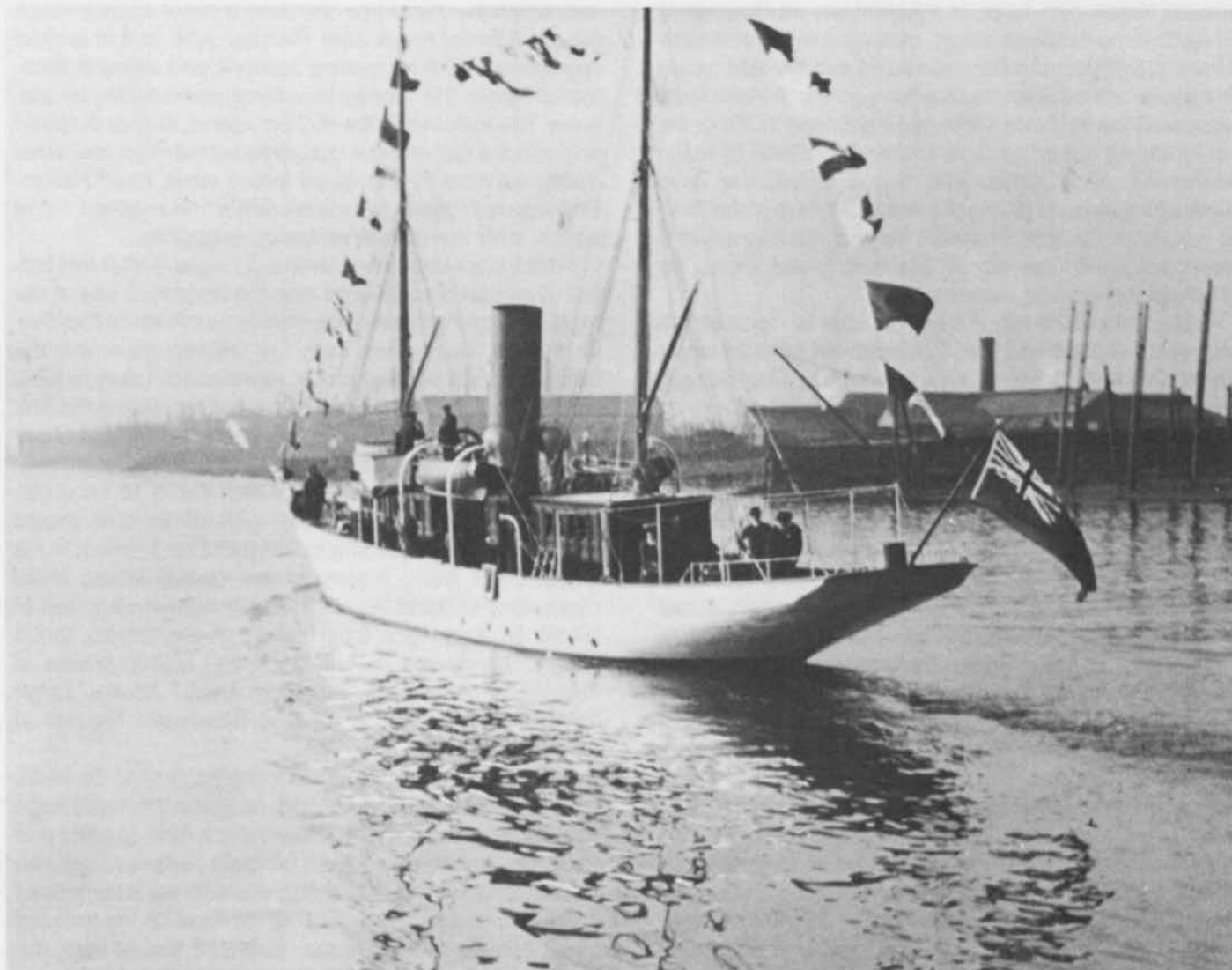
By mid-September, the understrength Marines on Guadalcanal were in critical need of reinforcements and the 7th Marine Regiment was ordered in. As six transports lifting the regiment from Espiritu Santo forged closer to the Solomons, Task Forces 17 and 18 were dispatched to provide protection.

(Ed. Note: At this point, with the stage set, we leave the *WASP* for the time being. In our next issue, Clair Runyan will describe the *WASP*'s last battle—one that she fought heroically, but to no avail. It is a stirring and dramatic eyewitness account that will be published here for the first time.)

MAJOR "DONALD" & CAPT. "PODLEY": ABOARD THE *MEDEA*, 1906 PART 1

(Ed. Note: One of the more unusual items ever to cross this desk is the following "log" of life in *MEDEA*, 1906. Two

British army officers set out from Torrisdale Castle, Scotland—home of MacAllister Hall, the yacht's first



Spanking new and dressed overall for the occasion, MEDEA rides under British colors. This photo is one of a group from her earliest days. We believe she's on the Clyde, Scotland, shortly after her launch in August 1904. One of the gentlemen visible aboard is probably MacAllister Hall. Maritime Museum photo

owner—to commence a cruise that included stops in Ireland, Wales, the Isle of Man and southern England. With tongue heavily in cheek, "Podley" composed this journal of their adventures. We believe that "Donald" was actually MacAllister Hall. The entire "log" will be published in three installments. We are indebted to Mr. Colin M. Hall, descendant of MacAllister Hall, for supplying us with this humorous look at yachting during *MEDEA's* salad days.)

Torrisdale to Campbeltown, May 22nd to May 25th, 1906:

Capt. Podley reported himself at the above castellated mansion on the date above mentioned, only to discover that he and Major Donald were suffering from a strong wind, which forbade any idea of proceeding to sea in the good yacht "Medea."

The messmates thereupon engaged in many games of billiards with Education Act and politics to follow until on

May the 25th, when they set sail for the historic port of Campbeltown, where they arrived at 4.15 p.m., after a good passage. According to the ancient customs of this Highland resort, the Twain had to crawl from the "Medea" to the shore on all fours over a ladder, thereby causing great delight to various obnoxious persons who gathered about the landing stage seeking what they might devour.

Major Donald introduced Capt. Podley to the most select club in town, where the gallant Captain's name was inscribed in the visitors' list. This young officer is expecting to see the freedom of the town served up with his breakfast in the morning.

During the evening Major Donald became very excited at sighting another yacht entering the harbour, expressing an opinion that it might be the "Lancer," adding the remark that if such were the case "there would be a thick night." (N.B. Capt. Podley at the time of the Major's remark

could not observe any indications of fog or rough weather in the sky.)

The yacht proved to be the "Sea King," owner unknown.

S.Y. "Ilona" entered port at 9.10 p.m., and brought up on the port bow of "Medea." Ladies observed on board. Excitement of the Major.

By kind permission of the owner of "Medea," "One Breath" went ashore with an affectionate eye, but returned early to have a final look at his beloved fires. Bed, 11 p.m. [Ed. Note: "One Breath" seems to have been the yacht's engineer. From other entries, we also deduce that MEDEA's owner did not act as her captain, but employed another gentleman for that purpose.]

Campbeltown, May 26th:

7.15 a.m. A misty morning, but cleared about 9. Looks like heat.

It is to be recorded that Capt. Podley ate a *whole* had-dock, an egg and some jam for breakfast. This constitutes a record.

Major Donald left for the shore on some account best known to himself, and returned about 10.40 a.m. The "Medea" cleared Campbeltown harbour at 10.56 a.m. All present and correct. A smooth and uneventful crossing took place to Larne, "Medea" making that harbour at 3.30 p.m.

Larne, May 26th:

Larne is a spot in the Emerald Isle that we should imagine requires a lot of knowing, but D.V. the Twain have no intention of making further investigations into this country that is so desirous of home rule. On the other hand, we trust that at 10 a.m. to-morrow (Sunday) we may look our last on these inhospitable shores with our hearts and hopes centered on the joys of the Isle of Man.

8.47 p.m. Wind S.S.W., rain falling, and Major Donald's prophecy of a "thick night" at Campbeltown has come only too true. Even the crew of "Medea" have become demoralised and have fled to their bunks. "One Breath," showing himself to be a true philosopher when treated by the clerk



*This restored stateroom aboard MEDEA is one of those used by MacAllister Hall and his guests.
Maritime Museum file photo*

of the weather in such cruel fashion, has decided to remain aboard amid the smouldering embers of his one-time lively stoke hole.

10.7 p.m. Smoking concert in full blast. Prima Donna: Capt. Podley, "Sister Mary Jane's top note."

Douglas, Isle of Man, May 27th and May 28th:

Left Larne at 7 a.m. Sea smooth, but fog and slight rain. Made the Isle of Man at 12.30 p.m. Bright sunshine and sea smooth. Arrived at Douglas at 2.30 p.m. Slight rain falling, but a good harbour.

"Medea" first yacht of the season. The Couple took a long walk ashore. Ships dressed rainbow fashion in honour of the occasion. No hotels opened on Sundays but Major Donald with his globe-trotting accomplishments succeeded in obtaining some slight liquid nourishment at the "Peveril" Hotel at a piratical price.

Salvation Army voted very much off but the Catholic Church quite nice. Rain falling thickly at 9.23 p.m. Pilots offered help on our entering port this morning but were warned off in no friendly terms.

Turned in early after last night's concert, Capt. Podley's throat being like a ploughed field after so much singing.

Fine morning. [May 28th] The nautical ones proceeded to land about 11 a.m. and made many purchases. They also visited "Ysata's" but will never repeat this operation. "Villier's" proved good and was held as the best house of call.

Major Donald to-day nearly placed the cook and steward in irons for attempting to make mutton broth with his (Major Donald's) remains of Sunday dinner, which had consisted of sirloin of beef. The said broth was, however, intended for the crew.

During the proceeding of this case Capt. Podley retired from the bench, i.e. did a quick "offing dance" to his state cabin thinking he could there best defend himself in case of a mutiny by the ship's company. However, the question as to the relative merits of beef and mutton broth having been settled to the mutual satisfaction of the Major and his meat-thirsty crew, the Couple again visited the mainland during the afternoon and evening but up to date are not over-impressed with Man's Isle.

"One Breath" has spent a happy day trying to fake up the engines of "Medea" so that she may not proceed to sea to-morrow.

During our stay here we have noticed that the chief occupation of the natives seems to be that of watching for the in-coming boat from Liverpool. This evening about three hundred of the Manx population assembled on the pier and watched with the keenest interest the disembarkation of one solitary Commercial Traveller.

9.50 p.m. Thick rain and wind blowing stiff from S.W.

It should be noted that during the day Capt. Podley was addressed by a rotund creature (all Manx men are large about the girth) who, after a preliminary cough, informed Capt. Podley that he (the rotund one) was a Customs House officer. Capt. Podley expected the individual to be at least a representative of "The Daily Mail" and was much

overcome at learning the low creature's real business. Major Donald however came to the rescue and was just in time to save the situation and prevent the "Medea" from a raiding party of Customs House officers, Chiefs of Police, and prison warders.

During our stay here Major Donald has delivered several lectures on "Senile Decay." The Major's new play entitled "The Tar and the Yacht" in which he himself takes the leading part of the martinet yacht-owner, will shortly be given to the public, and we are certain will be received with much delight by the theatre-going public of Douglas.

We understand there will be no occasion for the Censor to look into this gifted artist's latest effort. The play is purely puritanical and bristles with the highest teachings of the Kirk. (N.B. Major Donald's temper to-day has been like old port—rather crusty.)

11.5 p.m. The Major having now become very truculent has ORDERED his GUEST, Capt. Podley, to proceed ashore the first thing in the morning to register the new address of the yacht at Padstow in Cornwall. Truly a nice thing for a guest to be aboard that piratical craft, the "Medea."

Douglas to Holyhead, May 29th:

7.30 a.m., May 29th. Capt. Podley received an unexpected and unwelcome visit from Major Donald in his (Capt. Podley's) cabin at this early hour, when the Major declared in loud and rasping tones that he had every intention of going ashore to worry and disorganise the post office authorities. Breakfast was served at 9.30 when the Major spent his time in bemoaning his lot regarding the non-delivery of his most important correspondence.

The "Medea" with the two hardy mariners aboard left Douglas on the stroke of 10 a.m. and from that hour onwards Major Donald indulged in wild and unwonted exercise on the quarter deck at the same time receiving many shower-baths from a sou'westerly gale which made the decks go awash.

Capt. Podley went solemnly through lunch and refused to be roused, but the Major only toyed with his food and seemed anxious to regain the upper deck.

During the afternoon the field officer's spirits revived insomuch that he smote Capt. Podley several hearty strokes on his back and other vulnerable parts of his body, causing that gentleman to shout in alarm at such unseamanlike conduct.

The "Medea" arrived at Holyhead about 3.50 p.m. after a fine but rough crossing. The Twain proceeded ashore a little after 5 p.m. and were at once offered the services of a future T. Cook & Sons guide who conducted them to the railway station and on the way pointed out the parish church which he stated was 600 years old and was built by Caesar in affectionate memory of his wife. Major Donald was greatly interested in the station, the hotel overlooking the harbour, and the various refreshment centres. On leaving his expression was such as may be seen on the faces of any of our cousins across the water after viewing a live duke or Westminster Abbey.

The noble young sportsman has caused much worry at the local post office—which by the way is the only establishment of its kind in town, and, as we are informed, the chief one in the place.

Gramophone records provided a certain amount of entertainment during the evening but the Major, not having quite worked off his feelings from the sea voyage earlier in the day, tried to do a second artist murder on the wretched Capt. Podley, failing which he hauled the Captain of "Medea" from his bunk, when that gentleman had retired for the night, and gave him several orders which he (the Major) has no more intention to carry out than Lloyd George does the Budget.

11.20 p.m. Wind rising. What ho! For to-morrow?! Another day at Holyhead and the Major will go to Chester Asylum in a straight jacket. (This on the quiet from Capt. Podley.)

Holyhead, May 30th:

The worst has happened. Still wind-bound and every chance of remaining so.

The Storm Kings went ashore in great haste shortly after 11 a.m. with every intention of proceeding to Chester to attend service at the Cathedral. They reached the Station Hotel at 12 noon, where they remained till 5 p.m., after which they proceeded to buy more records and a new gramophone trumpet.

Dinner finished, music became the order of the night until, what with the swaying of the yacht and the wild strains of the gramophone, the whole musical structure gave way, leaving the Ancient Mariners looking at one another in a state of hopeless despair.

It should be noted that "Medea" is not the only wind-bound vessel seeking shelter within Holyhead breakwater, as there are also many other craft suffering from the same complaint. The crews of these vessels were delighted to hear the sounds of music from the fore-deck house of "Medea," and in spite of the raging gale did many monkey tricks up their respective masts with a view to doing honour to the occasion.

Holyhead, May 31st:

Alas and alack the young Sons of Mars still find themselves with the good yacht "Medea" sheltering inside Holyhead harbour. Strange looks have entered their eyes and low and evil mutterings escape their lips. The excitements offered by the L. & N.W. Railway station begin to fade and Major Donald, to vary the proceedings, took upon himself to turn housekeeper and purchased sausages for the morrow's breakfast.

A strong sou'westerly gale is blowing at 10 p.m. accompanied by cold showers of rain and the prospect of doing a flit in the morning seems the blackest. A gramophone concert has however brightened up a part of the evening, but the Twain cannot even rise to an argument to-night. Up to date the Port Admiral has not even seen fit to leave his cards on these sea-tossed descendants of Neptune.

Holyhead, June 1st:

It is not much that the Major and Captain have brought into this port and there seems to be no immediate prospect of taking what little they have out again, as the gale, though shifted somewhat to the West, shows no signs of moderating. Grave doubts are now entertained regarding Major Donald's sanity and a first-class torpedo boat and two submarines are standing by to render help should Capt. Podley show a red flare during the night. A bad sign is that the Major suffered himself to be badly beaten at two games of billiards during the day by Capt. Podley.

The condition of the Skipper of "Medea" is also exciting suspicion as his face has now assumed the appearance of a refrigerated roast leg of pork and, with a wild look in his clear Scotch eye, he describes the gale as a "puff."

To-morrow is the great Capt. Podley's birthday which, if the gale continues, we understand he will celebrate by giving a garden party in his bunk and will afterwards hold a levee in the engine room. (N.B. The silly season has now set in with great severity.)

(Ed. Note: Here we leave the "Twain" for the time being. Their adventures resume in the next issue.)

EARLY NAVAL HISTORY IN SAN DIEGO PART 17

By Captain Eddie Fredericks

(Ed. Note: This is the seventeenth in a series of articles by Captain Fredericks tracing the history of the U.S. Navy in San Diego prior to World War II.)

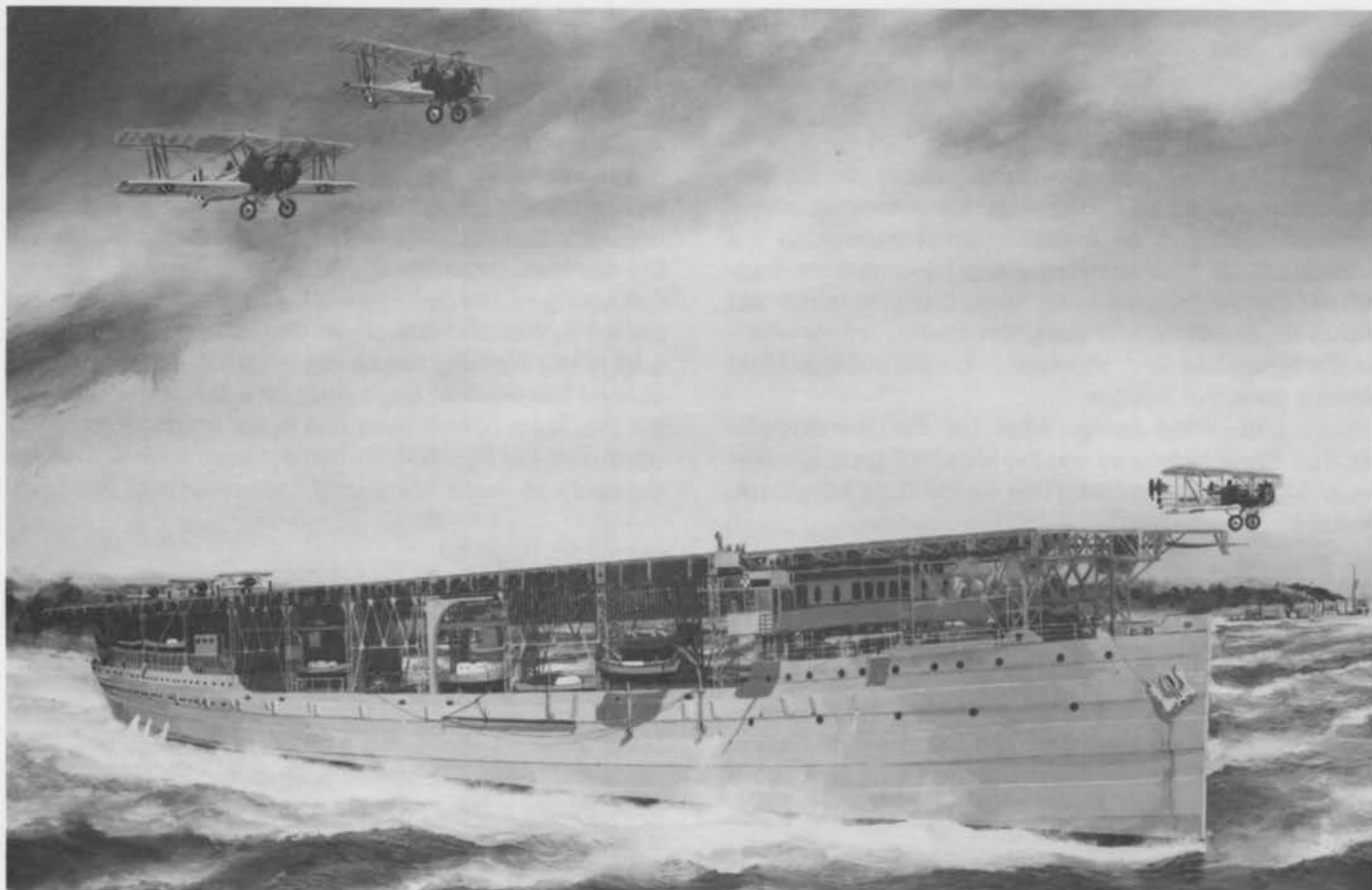
1934

This year brought the foreboding news that the Japanese had withdrawn from the Washington Arms Limitation Treaty in order to attain naval superiority in the Western Pacific. [Ed. Note: The treaty referred to was concluded in 1922, giving the U.S., Britain and Japan a 5:5:3 ratio

in capital ships, respectively.]

1935

Perhaps the most important event of this year was the personal visit to North Island on October 2 by President Roosevelt to inspect the Naval Air Station and Rockwell Field prior to granting final approval for the transfer of the Army portion of the island to the Navy. Three weeks later, on October 25, the Army finally vacated North Island, permitting the Navy to expand the development of the Naval



USS LANGLEY (CV-1) operating Vought O2U-1 aircraft. The LANGLEY finished her career as an aircraft carrier in 1936 and became a seaplane tender. In 1942 she was sunk off Java by Japanese bombers.

Painting by Richard W. DeRosset

Air Station. The Naval Air Station at Sunnyvale was turned over to the Army.

Another significant development was the arrival of the new aircraft carrier USS *RANGER* to be homeported in San Diego. It was the Navy's first aircraft carrier designed and built as an aircraft carrier. The *SARATOGA* and the *LEXINGTON* were converted battle cruisers.

1936

During this year extensive dredging operations took place along the perimeter of North Island to deepen channels and piersides. In the process approximately 560 acres of reclaimed land was added to the north and west portions of North Island. The historic "Whalers' Bight" was filled in and "Whalers' Spring" covered. The spring was uncovered some years later, and although cemented over for construction purposes, can be used as a standby water supply for North Island.

On September 15, 1936, the USS *LANGLEY*, having completed her duty as the Navy's first aircraft carrier, and with newer carriers now in operation, was assigned to duty as a seaplane tender.

1937

During 1937 the U.S. Coast Guard Air Station in San

Diego was commissioned. Also during this year the famous PBV Navy patrol seaplane, manufactured by the Consolidated Aircraft Company of San Diego, became operational. On January 20, the first San Diego-to-Hawaii squadron seaplane flight of 12 PBVs departed San Diego and cruised to Hawaii at 110 knots. Consolidated Aircraft delivered over 3,000 PBVs to the Navy between 1937 and 1945.

From July 4 through July 18 the USS *LEXINGTON* with aircraft from North Island searched 151,556 miles of the Pacific Ocean in an unsuccessful attempt to find and rescue the downed aviatrix Amelia Earhart and her copilot, Fred Noonan.

Later in the year the Navy exchanged 60 acres of the Marine Base, which the city needed for expansion of Lindbergh Field, for 544 acres of remote Rose Canyon land, where the Marines established a rifle and pistol range.

FROM THE HELM

The sailing of the *STAR OF INDIA* on May 25 was a glorious day for the Maritime Museum. The *STAR* sailed and maneuvered very well, and she returned to her moor-

ing safely. A salute is due to all Museum members and volunteers who helped our staff make this event happen, and a special salute is due to the ship's crew.

With the 1986 sailing of the *STAR* behind us, we are now gearing up and looking forward to possible future sailings. However, we must be realistic and face the financial facts of the matter. Expenses connected with this most recent sailing were approximately \$15,000 greater than our receipts from fund-raising events and donations. Thus, in order to cover the \$15,000, the Museum had to reach into its general operating budget.

During June, the *MEDEA* was drydocked and was found to have significant damage to her hull. At least 20 holes were found in the underwater hull. Wastage of the hull in many other locations was severe. Repairs were completed, but at an added expense of \$7,000 to the original estimate. *MEDEA* has been certified to operate for another two years, until her next drydocking. At that time, however, her hull must undergo major repairs.

These unanticipated expenses caught us by surprise and we are finding ourselves in a serious financial dilemma. We would greatly appreciate any financial support that our members can offer us at this time.

Turning to other developments, the Port District is in the process of selecting a firm to design the floating pier and dolphins for relocating *BERKELEY* and *MEDEA* bows-in to the Embarcadero. This location, as shown in a plot plan published in the last issue, is just to the north of the *STAR OF INDIA*'s mooring. (This firm probably will have been selected by the time MAIN'SL HAUL appears.) The project's completion and the actual relocation of the ships may take place within the next nine months.

We should like to thank the *STAR OF INDIA* Auxiliary for presenting the Museum with \$32,000 in May. This money was raised by the ladies of the Auxiliary through many special events. As always, we greatly appreciate the Auxiliary's help.

Paul Kettenburg, President
Peter S. Branson, Executive Director

CURATOR'S CORNER

Did you see the return of the *STAR OF INDIA* to sea and her magnificent entry into the harbor under full sail on May 25, 1986, or heaven forbid, did you happen to miss the event? Fortunately, all Maritime Museum members and the general public have the opportunity to see an excellent selection of beautiful photographs of the 1986 sailing crew training and the Memorial Day weekend sail. The photographs are located aboard the *STAR* and the *BERKELEY* and will be here through September 28.

The photographs on display are the ones that came to the Maritime Museum via the "Shoot the *STAR* Photo Contest" as described in the last issue of MAIN'SL HAUL. The judges were: Larry Booth, San Diego Historical Society; Joanne DiBona, San Diego Convention and Visitors Bureau; Kay Hendricks, San Diego Corral of the Westerners; Barbara Martin, *The Los Angeles Times*; and Captain R.A. Bowling, *STAR OF INDIA* crew representative.

The award-winning slides were taken by Dale Fink-Frost, Heidrun Faulconer, and Marion Fredericks. Bob Sharp submitted the best black-and-white photograph. In the senior category (age 50 and over), Gary Smerdon was first, and Jim Englekraut second. In the adult category (20-49), Cheri Hoffman was first and Bob Baker second. The professional category was won by Victor Armfield. The judges voted for a beautiful photograph by Sid Holloway as best overall.

Please come see the photographs and consider using your guest passes to bring friends aboard to see our Iron Lady of the Sea, captured by many fine photographers in many different views.

Special thanks for help with the photography contest and exhibit are extended to Bob Sharp, Blair Burkhardt, Roscoe Smith, Ed White, and Capt. Bowling. Prizes were gratefully received from The Photo Factory, Nelson's Photo Store, Point Loma Camera, Chromacolor, Wilderness Photography, Photic, and Visual Productions.

Dave Brierley, Curator

SEA CLOUD CRUISE

The tall ship *SEA CLOUD* is well known to many maritime travelers around the world. This magnificent bark originally sailed in the 1930s as the private yacht of E.F. Hutton, under the name *HUSSAR*. In recent years she has operated as a luxurious cruise ship in the Caribbean and the Mediterranean.

On January 13-23, 1987, *SEA CLOUD* will sail to the "Land of the Maya"—Yucatan, Guatemala, and the islands off Honduras. The cruise will include visits to Mayan ruins. A guest lecturer on Mayan culture will be aboard.

The Maritime Museum will receive financial benefits for offering this trip to its membership. A brochure describing the trip will be mailed to all members about mid-August. This will be a fine opportunity to take a unique voyage with friends and persons with similar interests.

FAREWELL AMY

For those who may not have heard, the *STAR OF INDIA* has lost its ship's cat. "Amy" was her name, and she had been a fixture aboard the vessel for about five years, including the voyage of 1984.

For a "sailor cat," the sea holds no terrors—but the traffic on North Harbor Drive is another matter. Amy's longtime shipmate, ship's woodcarver Walt Jacobsen, tells us that she often went on liberty between dusk and dawn. On the morning of the *STAR*'s sailing on May 25, she unaccountably failed to report back aboard. After the ship returned to port, Mr. Jacobsen learned that she had, sadly, passed on to "Fiddler's Green."

Amy is greatly missed. Mr. Jacobsen has signed aboard (by paw-print, of course) yet another cat, but there was only one Amy. Now she rests very near to her beloved *STAR OF INDIA*. (We won't say exactly where.) For as long as men have gone down to the sea in ships, cats have gone along with them. MAINS'L HAUL bids farewell to one of our truest shipmates.

NEW CALL FOR DOCENTS

One of the most enjoyable ways to participate as a member of the Maritime Museum is to help educate our visitors by being a docent. The next six weeks' training session will begin on Tuesday, September 30. Each class will get under way that day and each successive Tuesday at 9:00 a.m. on the *BERKELEY* and will last about two hours. It is fun to learn about our ships and the people who used them as crew or passengers. Presenting this information to visitors on a tour or in the saloon or on the poop deck is especially rewarding. For further information, please contact Dave Brierley at 234-9153.

GIFT SHOP

We would like to remind Museum members that they are entitled to a 10% discount when they shop at the Museum Gift Shop on board the *STAR OF INDIA* and the *BERKELEY*. Of special interest is a new line of LP records and cassette tapes of sea chanteys (traditional and modern), whale songs and sounds of the sea and surf. We are also expanding our selection of books. New arrivals include *The Lore of Ships* (\$14) and *Audubon's Marine Animals* (\$20). Both these books are half the usual retail cost. Don't forget *STAR OF INDIA* and whale T-shirts, nautical brass, sea shells, scrimshaw and much more.

AVALANCHE MEMORIAL APPEAL

Since the early 1960s, Mr. David Savill of East Sussex, England, has been a correspondent of the Maritime Museum. Mr. Savill is the grandson of Walter Savill, principal owner of the *EUTERPE* from 1871 to 1898. Together with Robert Shaw, Walter Savill founded the line that gained world-wide fame as Shaw Savill & Albion.

Mr. David Savill also served with the line for a number of years. He has been most helpful in the restoration of the *STAR OF INDIA*, providing vital information on her history as *EUTERPE* to Jerry MacMullen and others.

Mr. Savill has recently written to us concerning an effort in England to restore St. Andrew's Church, Portland. This church was built as a memorial to those lost in the sinking of Shaw Savill's ship *AVALANCHE* in 1877.

On September 11, 1877, *AVALANCHE* was outward bound from England to New Zealand, engaged on the same sort of emigrant service as the *EUTERPE* carried on. She was fighting her way through the Channel in the midst of a violent southwesterly gale. Suddenly another ship, the *FOREST*, loomed out of the blackness and rammed the *AVALANCHE* in her port side. The *AVALANCHE* sank in five minutes, taking 106 men, women and children with her. There were 12 survivors.

St. Andrew's Church was erected soon after by public subscription. The church's roof has now fallen into disrepair. An estimate of £20,000 was made for the repair, of which £14,500 had been raised by early this year.

According to Mr. Savill, "Avalanche" and the "Star of India" served in the Shaw Savill fleet at the same time and no doubt their crews met in London or New Zealand ports. The same Company flag hangs in the church which also has a number of momentos from the wreck unexpectedly discovered last summer."

If any of our members would like to support this restoration, they may inquire by writing:

Mrs. Freda Phillips
"St. Andrew's Church Roof Appeal"
1 Seven Acres
Southwell, Portland, Dorset DT5 2DY
United Kingdom

ATTENTION ALL HANDS

The Maritime Museum has recently acquired a computer. One of its functions is to print the mailing labels used to mail MAINS'L HAUL to our members. As this is the first issue to carry these new labels, will all recipients please check them for accuracy? If there are any mistakes, please call Marge Robison at (619) 234-9153 for a correction. Thank you.

WANT ADS

In days of old as today, caulking the seams of the *STAR OF INDIA*'s weather decks is a laborious and messy task. Currently we are pouring pitch along the seams, but it is slow going. For future such jobs, we could use something to make the task both faster and neater. What we need was once called a "pitch payer." It is a funnel-like device with a handle attached, which dispenses pitch along the seam. Ideally, the payer we acquire would be electrically wired to keep the pitch hot.

Does anyone have or know the whereabouts of such a device? Along with many other items of old sailing-ship gear, pitch payers are not to be found in the corner hardware store. Please contact Fred Krone at the Museum if you can help us. Thank you.

* * *

The Museum's Jerry MacMullen Library is updating the cataloging and filing of ships' plans. Many of these are rolled and are of varying dimensions. Cardboard tubes are needed to protect the rolled drawings and tracings. If you have any surplus mailing tubes or cardboard cores from wrapping paper, plastic wrap, aluminum foil, etc., of at least 12 inches in length, we need them. Please drop them off at the Library on your next visit. Thanks.

* * *

We need a 6" dado set for the Museum's carpenter shop. Contact Jeff Saar at the Museum.

STAR OF INDIA AUXILIARY

For the past year our ladies have created needlepoint and other crafty items, collected and sorted rummage, cooked and baked, hosted parties, played bridge and performed numerous activities to raise funds. As a culmination of our efforts, we were proud and pleased to present \$32,000 to the Maritime Museum. We have directed that these funds are to be used as follows:

- | | |
|---|----------|
| 1. To cover expenses of sailing the
<i>STAR OF INDIA</i> | \$15,000 |
| 2. For hull repair work on the <i>MEDEA</i> | 7,000 |
| 3. For <i>MEDEA</i> cabin furnishings | 2,200 |
| 4. For one-half of a foresail for the <i>STAR</i> | 3,800 |

- | | |
|--|-------|
| 5. For a portable display booth | 3,000 |
| 6. For <i>BERKELEY</i> engine room
schematic diagrams | 1,000 |

Our recently elected officers for next year are: Mrs. Alex Quartly, President; Mrs. Lee Tracy, First Vice-President; Mrs. Philip Acker, Second Vice-President; Mrs. Lawrence Oliver, Third Vice-President; Mrs. Nell Parks, Recording Secretary; Mrs. Jack McLenachen, Corresponding Secretary; and Mrs. Arthur O'Keefe, Treasurer.

In September, 1986, we will begin our 24th year of raising funds for the Museum!

Mary Quartly, President

TREASURE FOR SALE

No, we haven't found Captain Kidd's buried loot on the Embarcadero. What we *have* found, however, are two marvelous sets of silver ingots and medallions sure to be a hit with anyone interested in the history of the sea. The Maritime Museum is currently offering these sets for sale.

The silver medallion set was minted for Operation Sail (I) in 1976. It consists of 12 medallions of 1 9/16" diameter, and one medallion of 2" diameter. There is a total of 15 ounces of silver in the set. Each medallion's obverse depicts a "Tall Ship" that sailed in OpSail 76. (Several of these ships sailed into New York Harbor again in OpSail 86.) They include such tall-sparred beauties as our own USCGC *EAGLE*, the *DANMARK*, the *CHRISTIAN RADICH*, the *SAGRES II*, and the *AMERIGO VESPUCCI*.

The silver ingot set was minted by the well-known Franklin Mint in 1973-76. It is entitled "The Great Sailing Ships

of History." There are 38 ingots in the set. Each ingot contains 1,500 grains of silver. There is a total of 121.87 ounces of silver in the set. The historical range covered by the set begins with a reed-hull Egyptian ship of 3000 B.C., and continues to a recent defender of the America's Cup, the yacht *INTREPID*. Greek, Phoenician, Roman, Viking, medieval and Renaissance vessels are all covered. Special attention is given to the greatest age of sail, the nineteenth century. Even dhows and junks are included. One ship is depicted on each ingot, and each ship's history is included with the ingot.

If you are interested in these sets, please contact Craig Arnold at the Museum. If we sell this hoard, perhaps we can get the *BERKELEY* back on an even keel again. Thank you.

MARITIME MUSEUM CALENDAR OF EVENTS

SEPTEMBER

- 1: Labor Day
4: Auxiliary Arts and Crafts, *BERKELEY*, 9:30 a.m.
24: Members' Program: Slide presentation of *STAR OF INDIA*'s 1986 sailing. Bring your own crew training and sailing photos to share with your shipmates before the slide show. "Happy Hour" (coffee, tea and cookies) 7:15 p.m., program begins 8:00 p.m. aboard the *BERKELEY*.

OCTOBER

- 12: Columbus Day (historical date)
13: Columbus Day (legal holiday)
24-30: The "Haunted Star" aboard the *STAR OF INDIA* (call Museum for details)

NOVEMBER

- 11: Veterans Day
14: *STAR OF INDIA*'s 123rd birthday. Celebration on board, 10-4.
27: Thanksgiving Day
29: Library Book Sale aboard the *BERKELEY*.

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

Craig Arnold, Editor
Gregg Chandler, Associate Editor

MARITIME MUSEUM ASS'N. OF SAN DIEGO
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