



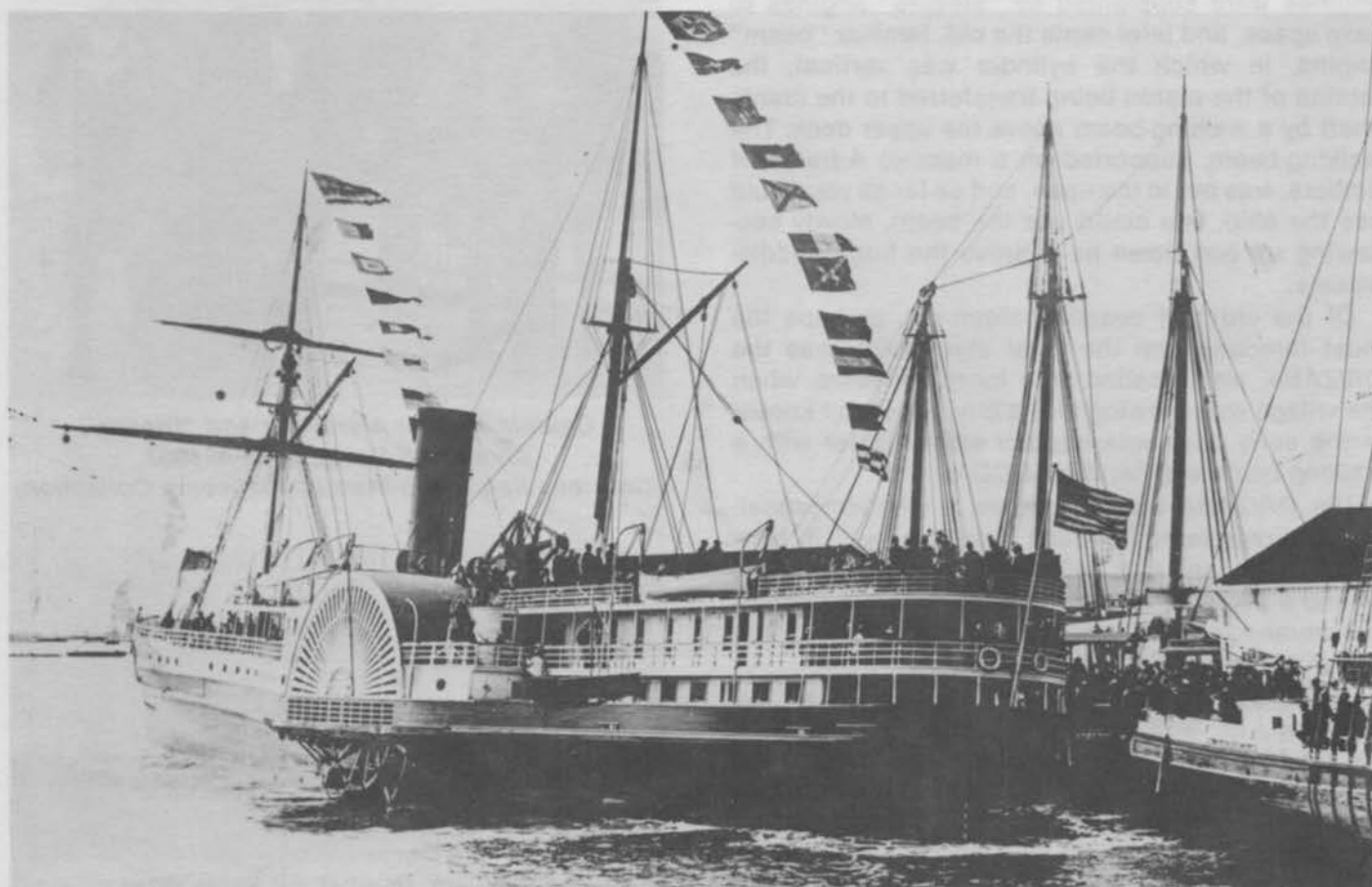
MAINS'L HAUL



VOL. XVIII

NOVEMBER 1981

NO. 1



Pacific Mail steamship ORIZABA

FIRST AMERICAN STEAMSHIP LINE CALLED HERE; OLD SIDE-WHEELERS 'LAST WORD' IN STEAMERS

By

Jerry MacMullen

Some day, someone may get around to putting up a bronze tablet, or a stone marker, on which will be written "To the Memory of Pacific Coast Passenger Steamers, 1848-1936."

If and when that is done, it will be of some interest to San Diego, for this port was served for a number of years by the first deepwater steamship company in America—and their first ship called here on her maiden voyage. The line was the famous old Pacific Mail, which went out of business in 1925; the ship was the side-wheeler *CALIFORNIA*, which called at

San Diego shortly after the discovery of gold at Sutter's Fort.

It was an earlier discovery of gold which led to the formation of the line. In 1847, spurred by the knowledge of possible wealth in the far west, William H. Aspinwall and others obtained a \$200,000 subsidy from the government for establishing an ocean mail service from New York to Puget Sound, by transshipment across the Isthmus of Panama. The first vessel was the wooden side-wheeler *CALIFORNIA*, which left New York Oct. 6, 1848, for the west coast,

via the Straits of Magellan.

After she sailed, came news of the big strike of gold. She went around South America, called at the Isthmus of Panama on the west side, and picked up a full load of passengers—at whatever rate the captain chose to charge them. She arrived at San Diego shortly afterward, and then went on to Monterey and San Francisco.

From then on, San Diego was a port of call for the line. The vessels all were of wooden construction, with clumsy, low-pressure steam engines turning side-wheels. As engineering advanced “sidelever” engines were supplanted by “steeple” engines to save space, and later came the old, familiar “beam” engine, in which the cylinder was vertical, the motion of the piston being transferred to the crankshaft by a walking-beam above the upper deck. The walking-beam, supported on a massive A-frame of timbers, was out in the open, and as far as you could see the ship, you could see the beam, slowly sawing up and down as it drove the huge paddle-wheels.

Of the old-time coasting steamers, perhaps the most famous, from the local standpoint, was the *ORIZABA*, which called here for many years, when the village was growing into a city. Also well known in the early days was another side-wheeler with a walking-beam engine, the *ANCON*.

The *ORIZABA* was, of course, a wooden vessel, and she registered 894 tons. She was built in New York in 1855, and was 240 feet long, with a beam of 34 and a depth of 15 feet; her engines were rated at 500 horsepower, which today is exceeded by the power of the larger tuna-boats.

The old-timer came to the Pacific Coast, via Magellan, in 1856, and ran under the colors of Pacific Mail until 1865, when she was sold to the California Steam Navigation Co.; in 1881 she again was sold, this time to the old Pacific Coast Steamship Co., later the Admiral Line, and was engaged in the coastwise trade until she was broken up in 1887. The *ANCON* lasted two years longer.

Perfection of the screw propeller, and the iron hull, sealed the fate of the wooden side-wheelers, and by 1887 all of Pacific Mail's ships were of the newer type. They were more efficient, they were safer, and they were far easier to handle at sea than the ponderous wallowing side-wheelers.

The Admiral Line, which began with such ships as the *ORIZABA* remained in the passenger trade until the big maritime strike of 1936, when it suspended operations. Pacific Mail had gone out of business 11 years before, disposing of its ships to other lines. However, they say that a San Francisco capitalist paid \$1,000,000 for the name and the house-flag of Pacific Mail.

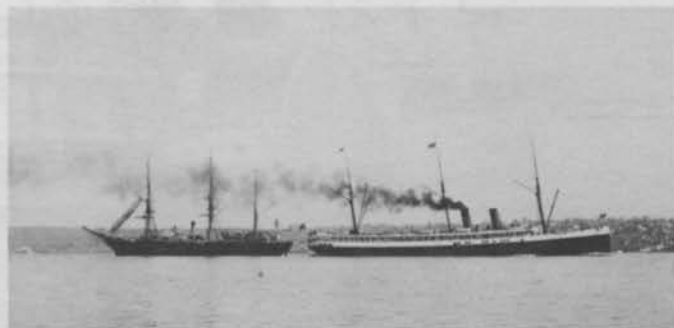
Some day, old timers hope, the flag of the line which started in the California trade and reached out

to Australia, China and Alaska, again may fly from the mast-head of Pacific Coast passenger liners.

(*San Diego Union*, November 19, 1939)



Captain Ezekiel Alexander and “friends”
aboard SS Santa Rosa in 1903
(Courtesy San Diego Maritime Museum Collection)



Passenger steamer SS Santa Rosa
passing USS Hartford
(Courtesy San Diego Maritime Museum Collection)

102 YEARS AGO ON THE EUTERPE

In the summer of 1879, the British ship *EUTERPE*, later to be named *STAR OF INDIA*, sailed from London with a shipload of emigrants bound for New Zealand. One foresighted passenger, George James Lister, whiled away the hours by writing a diary describing in vivid detail the notable events of the voyage as well as the day to day living conditions on board the ship. A copy of this fascinating account has been donated to the Museum by Mr. Lister's descendants who reside in New Zealand. Our thanks to Mrs. Irene Lister for her gracious permission to MAINS'L HAUL to print excerpts from this diary.

EUTERPE's 1879 passage was not only her long-

est—taking nearly five months to complete—but also surely one of her most harrowing. The ship's company attributed this to her departing the dock on a Friday, which, as every good sailor knows, is bad luck. Mr. Lister reports:

"We went on Board the ship Euterpe about 7 Oclock Friday evening the first of August and taken to the entrance of the dock by the steam tug Napoleon, where she lay untill one Oclock A.M. Saturday, when she was tugged down the river to Gravesend and stayed there for the Government inspector. He came and went away so we moored there for the night waiting for the doctor. We all enjoyed ourselves very much untill nine Oclock when some went to bed. But singing and playing was going on in our compartment when she was run into by a large Steam Ship named Talford and cut her cable from the Buoy and sent us a drift. It run into the foreend on the Starboard side, and sent the hinderend into another vessel which was moored close bye named Hahneman. So both ends of the vessel we were on was smashed. We that were below could not tell what was to do as she seemed to be full of Smoke. We got on deck as sharp as we could and that was not very sharp as one pulled another back with trying to get up first. When we got on deck the watchman was laying and severely hurt and another of the sailors had his head cut for she was run into were they were laying. There was great confusion on the ship as they thought she was sinking and we were up to the knees in water on deck; some run up the masts. . . . But steam tugs and boats soon come all round, and the men saw the hole was above water, although it was very large. But they were not long in getting her moored again. The Steamer that struck us went ashore, with the force of the blow and had to waite to the next tide to get off. We lay at buoy untill Sunday. We had several ministers

on board speaking untill 11 Oclock when she was taken back to the docks to get repairs."

The repairs took about a week, with a crew working "nearly night and day." *EUTERPE* was ready to sail again on August 12, a Tuesday, but bad luck continued to hound her. Rough seas and contrary winds imprisoned her in the English Channel, while a plague of sea sickness swept over the company. A feeling of helplessness pervades the August 20 entry:

"The sea very rough, wind against us, or head wind. About five Oclock in the evening we had a very narrow escape of a collision with a sailing vessel named Hurunui, one of the New Zealand shipping company's ships. She had two or three hundred emigrants on board for New Zealand from Plymouth. The rough wether had kept her in the channel. She doubled twice in front of us, and was then comming straight on our broad side. The sails were set against our ship and brought her to a stand still but the other was comming broad side, in front of us. The Pilot said we could not get clear of her, and both ships would be in danger of going down; all were called on deck, some had cork belts tied on, some their Dolby water Cans, but when she was a few yards off a breeze took her off; her sails touched the sails of our ship. Her decks were crowded with passengers, but not a cheer was given, as to all other ships that passed, but the Pilot and sailors on our ship told them to throw their Captain overboard."

It would be nearly two more weeks of "knocking about the channel" before they would at last be clear. On September 1, exactly one month from her original sailing date, *EUTERPE* filled her sails with favorable winds and was on her way to New Zealand.

(Ed. Note: Carol Kettenburg has transcribed this handwritten diary, retaining the original spelling but adding punctuation for clarification. Look for more excerpts in future issues of MAINS'L HAUL.)



Emigrants aboard ship in 1870s
(Courtesy Jerry MacMullen Collection)

THE SAN DIEGO ROWING CLUB BOATHOUSE AT THE TURN OF THE CENTURY

The Excelsior Rowing and Swimming Club was the name of the first organized aquatic recreation group to use San Diego Bay. The year-round availability of the waterfront was quickly recognized and much was made of this to advertise San Diego's clement climate. The club was formally organized in 1888 after its first meeting at the water's edge in 1887 at the foot of E Street. Intervening land fill operations have obliterated the site today some-



*San Diego Rowing Club 1905
(Courtesy San Diego Rowing Club)*

where in the vicinity of Pacific Coast Highway and E Street intersection, which now is quite some distance from water. By 1892 there were 112 members and incorporation plans were in the offing. The group obtained rented quarters in the Chandler boathouse at the foot of Fifth Street under the name of the "San Diego Rowing Club." Then, in July 1895, incorporation was accomplished.

For whatever the reasons, but it appears mostly a need for additional space, a privately organized bond issue was launched in 1899 for a boathouse in the club's name. Construction began the same year. Piles were driven into 8 feet of bay mud alongside the Pacific Steam Ship Wharf not far from the Chandler location. Directly across from the new boathouse was the Johnson Swimming Pool, whose nearby neighbor on the other side was another newly formed rowing group—the ZLAC Women's Rowing Club.

The SDRC building was 42' x 82' and handsomely painted in red and trimmed in white. It lay entirely over the water, but a short gangway connected it to the steamship wharf . . . and the rest of the world. The house rested on twenty-four 12" x 12" pine timbers capped with 2" x 18" timbers to which floor joists were attached. Outside walls were of boards and battens. Much of the interior was faced redwood. Six-foot wide 75' verandas covered by the sloping roof ran around the bay-side.

Interior accommodations gave separated and individual dressing spaces, lockers, and showers for both men and women. There was an office, and outside the office a ladder ran up to a railed observation platform on the roof. Five flag poles, a January 1, 1900, news item explains, were used to show "the club pennant . . . from the center flag pole and the ladies' club pennants from the corner poles." Later

holiday-time pictures do indeed show a generously floating display of bunting from that platform.

Smaller boats were stowed in the 30 x 25-foot boat room. Early in the 1900s thirty-one rowers could be on the water at the same time—the fleet had fifteen boats. Nine were single shells, and there was one double and two four-oared shells. The club had two barges, one for four and the other for eight rowers. The barges were hoisted up under a hood roof adjoining the building and connected to it by a ramp that moved with the tide. Twin floats under the hood roof were used to handle the rowing craft. Shells were carried in and out of the boat room.

Rowing grounds lay in the southerly quadrants from the club site. The entire 22 square miles of San Diego Bay were used for rowing, but most frequently within a 5-mile radius. The major rowing achievement was to win the status of "skeeter," a term whose meaning has been lost in the mists of antiquity. One became a skeeter after doubling Beacon 12, then lying near Coronado's shore, within a specified time.

Beacon 12 has moved with the years. The predecessor was Beacon 8 (shown on the 1895 edition of CGS 5106), and has now become a newcomer in the form of a lighted buoy. As the position of beacon and buoy moved about from decade to decade, so too did the rowing times needed to qualify as skeeter. Ancient trophy cups and medals in the club's display archives testify to the prowess of those rowers who were the first to use San Diego's waters for fun and sport.

Robert L. Eberhardt
San Diego Maritime Research Society

(Ed. Note: Our thanks to Professor Eberhardt for his interesting article on the San Diego Rowing Club. Bob is currently President of the San Diego Maritime Research Society, and we are looking forward to more articles from this group.)



*San Diego Rowing Club 1908
(Courtesy San Diego Rowing Club)*

CURATOR'S CORNER

One of the major strengths of a museum is its artifact collection. Our largest and most significant artifacts are the three ships, *STAR OF INDIA*, *BERKELEY*, and *MEDEA*. Restoration and on-going maintenance have insured a significant museum and waterfront role for each ship and the many interesting features connected with them.

As important as they are on their own, each ship is supplemented by smaller artifacts to give a historic setting by the proper outfitting of the cabins, galleys, and work spaces. Other artifacts present various aspects of maritime history that relate to the ships, San Diego's maritime history, and general naval, merchant marine, and yachting history as it applies.

The key words "to preserve and to educate" apply to a museum's artifact collection. By preserving the past, a museum can educate for the future. In order to present a well-rounded education, a diverse collection is needed.

The Maritime Museum is currently reviewing its collection with an eye toward developing it. Existing and future artifacts will be utilized for exhibits about many subjects or will comprise a research and/or study collection. Artifacts will be rotated from time to time in order to present a new subject, provide new material for return visitors, and to "rest" the items periodically.

The following subject areas are not all inclusive, but represent themes that the Museum is presently exhibiting or intends to cover in the future. This sampling of themes, in addition to the three ships, is: sail and steam merchant marine; San Diego's shorefront maritime industries; the lumber trade; San Diego based commercial and pleasure fishing; the Spanish/Mexican maritime influence on San Diego; Navy and Coast Guard history; and many other themes as they fit into the Maritime Museum's objectives and ability to exhibit.

Artifacts needed to present the above subjects and others yet to be envisioned are varied. The subject areas define many of the types of items that will be required. Others are not as apparent, such as: sailor's handwork like macrame, scrimshaw, and sailor's valentines; ship models; journals, diaries, and maritime business records; and historic maritime photographs. As can pleasantly happen sometimes, one or more significant artifacts will be donated which form a new exhibit in keeping with the purposes of the Museum.

The Maritime Museum currently has the nucleus of a fine, representative artifact collection. Many of the items have come to the Museum through the generosity and concern for history by the Maritime Museum's membership. This support has been greatly appreciated and we feel confident that this support will continue in the same productive vein

with future artifact donations or in providing leads about appropriate artifacts. For further information about artifact donations, please contact the Museum's Curator.

David Brierley, Curator

The following article is the second in a series of articles describing the various departments of the Jerry MacMullen Library aboard the *BERKELEY*. This article was written by Cdr. Alan Thewlis, one of the able volunteers in our Library.

JERRY MACMULLEN LIBRARY'S COLLECTION OF BOOKS ON SAIL

The MacMullen Library continues to increase in scope and size. In addition to other collections mentioned in previous issues of *MAINS'L HAUL*, the Library has an extensive and growing collection of books and photographs on sailing vessels, both merchant ships and yachts. Books in the collection include several of E. Keble Chatterton's classic descriptions of various European vessel types, Howard I. Chapelle's authoritative catalog of the Smithsonian's *National Watercraft Collection*, a complete run of the *List of Merchant Vessels of the United States* from 1885 to 1953, and Fairburn's authoritative *Encyclopedia of Merchant Sail* (6 volumes). In addition to these classics there are about 200 volumes covering subjects from exciting histories of voyages, cruising, and yacht racing, to yacht design, naval architecture, and construction and rigging.

The Library holds collections of all major maritime history and yachting periodicals, including bound copies of *Rudder Magazine* from 1911 until its combination with *Sea* a few years ago, and *Yachting* from the mid-1930s to the present.

The photographic collection contains over 200 cataloged photographs on merchant sail and yachting with many, many more that still require identification and filing.

Your Library on the *BERKELEY* is becoming an important marine research center, both historical and technical, as well as an exciting lending library of marine-oriented reading. Virtually all of this has been made possible by gifts of books or donations by public-spirited members and other members of the community. A need exists for volunteer help to speed the process of identifying and filing the hundreds of donated photographs that help us to see "how it really was."

The Library is open to members Monday through Friday, from 9 A.M. to noon.

STAR OF INDIA AUXILIARY

The 1981-82 Auxiliary year is well underway and approaching a busy holiday season. Long before summer vacations were over and meetings resumed in September, Ways and Means Chairman Mary Allen was ready with plans for the entire fiscal year. During the summer months Barbara and Bob Sharp and their committee worked on our first fund-raiser, the very successful Art Auction Benefit, which was held on September 20 aboard the *BERKELEY*. We thank everyone who attended, and especially those who contributed their time and talents.

Between now and Christmas, the calendar notes several important events, the first being an evening Halloween gala for blithe spirits on October 30 aboard the *BERKELEY*. In November, one of the most important events of each year will take place. On November 14 the *STAR OF INDIA* will celebrate 118 years! Ladies of the Auxiliary will act as hostesses aboard ship along with members of the Auxiliary's Senior Girl Scout Mariner Troop, and will provide refreshments for visitors to the ship. December will find Auxiliary members decorating the Christmas tree on board the *STAR OF INDIA* and putting finishing touches on the annual Christmas party which honors the Museum's ever-helpful crew members and their families.

The Auxiliary's Arts and Crafts Committee, headed by talented Marilyn Fulton, works year round and their clever creations may be purchased in the gift shop on board the *BERKELEY*. Christmas gifts and decorations are professionally crafted, very reasonably priced and, of course, all sales benefit the Maritime Museum.

We are quite excited about a new Auxiliary program which will provide docents for the Maritime Museum. Training has just begun with 21 enthusiastic Auxiliary members attending the first meeting on October 21. Other are expected to join as the program develops. Very soon, we hope, visitors will find docents stationed at various points on the three ships to welcome them and to provide information and answers to their questions. Mariner Scouts, who already serve as tour guides, will also participate in the program.

Our schedule of meetings for 1982 will begin when board members meet on January 6 prior to the general membership meeting on January 20. Meanwhile, we extend sincere good wishes for the holidays and the new year to the many friends of the Auxiliary.

Norma Day, President

Since we opened the engine room on the *BERKELEY* in 1979, many people have been disappointed when they could not go into the boiler room. The interest in the boilers was even greater than we

had anticipated, but it was impossible to have both the engine room and the boiler room restored at the same time.

Sometime in 1982 the complete power plant will be open to the public. A new watertight door, donated by Marine Structures, Inc., has been installed between the old coal bunker (now housing the main engine hydraulic pump and controls and the air compressors) and the boiler room, so it is no longer necessary to go topside to get from one to the other.

An exit from the forward end of the boiler room, through the old forward coal bunker into the model yacht room (which was the restaurant when the ferry was in service) will be by stairs similar to those in the engine room. Exit to the main deck will be by the existing stairway in the yacht room.

The boilers and pumps will be restored to appear as they were when operating under steam with one exception. We plan to have one boiler (there are four) cut away so people can view the inside and if possible walk through it.

The complete CO₂ fire fighting system will be reinstalled with warning bells, hoses, etc.

Some painting has been finished on the stack breeching and the ventilating duct on the port side, and new deck plating is on hand to replace some decking in front of the boilers.

If any of our readers have pictures taken in the engine room or boiler room when the *BERKELEY* was in service, especially some made early in the century, when the ship had four scotch boilers instead of the watertube boilers installed about 1920(?), we would like to have copies.

Ed Paxton, Engineer

THANK YOU!!!

Again, we wish to thank all of you who have been so generous in your donations of books and magazines for the Museum Library. The Library is now open from nine to twelve noon, Monday through Friday, and we hope more members will make use of our fine lending section of maritime books.

Charles Chapin has been busy cataloging and indexing magazines, and also has been very generous in his donations of books and other maritime articles and brochures.

Beryl Spurlock, one of our benefactors, is leaving for a year overseas with the U.S. Navy. We will miss him and wish him the best of luck in his tour of duty.

The special membership meeting in August, with John Maxtone-Graham delivering a fine lecture on the old trans-Atlantic passenger liners, was well received and enjoyed by those members who attended. We hope a similar good turnout will attend our annual membership meeting on Tuesday, November 10.

PASS THE WORD

Rummage Sale Dates Changed

Due to an unforeseen calendar conflict, the Star of India Auxiliary's annual Rummage Sale dates have been changed. The new dates are March 13 and 14, 1982. The sale will be held on board the *BERKELEY* as usual. This is "The Big One" of our annual fundraisers for the Maritime Museum and, remember, donations are tax deductible. Directors of this gigantic production are Barbara Benedict and Joan McKesson.

Donations of any used but not abused items such as wearing apparel, jewelry, furniture, books, toys, luggage, sporting goods, household articles, and large and small appliances are welcomed. We take anything in good condition that doesn't have to be fed!!

Please bring smaller items to the *BERKELEY* and arrange for pickup of large items; a call to one of these Auxiliary members will bring assistance:

Gretchen O'Daniel	224-4246
Margaret Arveson	421-4681
Shirley Rewick	295-0159

Universal Ship Cover Cancellation Society

The San Diego Chapter of the U.S.C.C.S. is meeting on the third Wednesday of every month on board the *STAR OF INDIA* at 7 P.M. George Barber, marine photographer, is the current President of the Society and extends an invitation to any of our members that are interested in ship covers and cancellations to attend their meetings. If you desire more information about this Society, contact Gregg Chandler at the Museum.

Do Your Christmas Shopping Early

Our Museum Gift Shop is open every day of the week with a great selection of articles for your Christmas shopping list. Members should take advantage of the 10% discount allowed them.

MARITIME NEWS ALONG THE PACIFIC COAST

Alaska: Cruise ships had a great 1981 season in Alaskan waters with over 175 sailings.

Vancouver, B.C.: The Canadian Pacific cruise liner *PRINCESS PATRICIA*, after her last scheduled sailing from Vancouver on October 5, was withdrawn from service and will be offered for sale. The popular 33-year old liner was well known to many tourists from San Diego who travelled on her during her 18 seasons in Alaskan waters. Her sister ship the *PRINCESS MARGUERITE*, has just completed her 32nd season on the Seattle to Victoria run.

Honolulu: The 682-foot *OCEANIC INDEPENDENCE* last week had a 24-foot hole ripped in her hull as the result of an accident in which she scraped bottom.

The incident took place as the U.S.-flag cruise ship was entering a harbor on the island of Kauai.

The U.S. Coast Guard has charged the shipmaster and pilot with negligence in connection with the accident, according to a press report. The vessel is operated by American Hawaii Cruise Line.

(Marine Digest, Oct. 3, 1981)

Bremerton, WA: The U.S.S. *MISSOURI* (see our model exhibit aboard the *BERKELEY*) will be closed to the public for two weeks this month, as a television movie "Winds of War" will film scenes aboard.

COME AND SEE All members and friends are invited to a showing of Marine Art in oils, by Edward Ries, at Gallery 21, Spanish Village, Balboa Park, from 16 through 30 November. Open 10 A.M. to 4:30 P.M. daily.

PRESIDENT'S MESSAGE

I am sure that those of you who go by the *STAR OF INDIA* are happy to see the upper fore tops'l yard and mizzen gaff back in place. The yard was down for necessary repair and examination. All paint was stripped so that a careful examination and repair could be made. It should be good for another twenty years. The mizzen gaff was down to permit necessary work at the head of the mast. To the best of our knowledge all the *STAR*'s spars are now in good shape. The sails are down for the winter and the Christmas lights should be up by the time you read

this issue of MAINS'L HAUL.

The annual meeting for the membership will be on Tuesday, the 10th of November. By avoiding Monday Night Football and showing Irving Johnson's film "Round Cape Horn," we hope to have a good turnout.

The time is also here for all of us on the Museum staff to wish all the membership a very Merry Christmas and a Happy New Year.

Carl Bowman, President

WELCOME ABOARD

New members since last issue

Norma Batchelder	Antone Gallaher
John G.K. Hazeltine	John Gamon
William Dysart	W.R. Evans
Oliver James	John R. Colbert
Moonraker Publications	Horace L. Dodd
Jeffrey Day	Russ St Jean
Ernest Latham	Elliot W. Austin
Buford Kelly	John Kennedy
W.G. Cormier	Melvin Taylor
Jane Schroeder	C.H. Keyser
Property Tax Service	Marine Specialities-
Arthur Aydelotte	Andy Schouten
Alison Daniel	Mrs. John S. Porter
Michael Addison	Robert S. Gales
Daniel Reese	Carlton Jones
Jennifer Johnson-Roller	Charles Herring
Ira Wilson	Thomas Black
Harry Tranter	Pierre Flament
John Kirkwood	Walter Terrio
William Baskerville	Clemen Borg
Dr. Egon Muehlner	Barney Hekkala
Florine Patrick	Robert Douglas
Mrs. Burt Cochran	Lawrence Grinnel

MARITIME MUSEUM ASSOCIATION OF SAN DIEGO
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and
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American Association of Museums

MAINS'L HAUL is published quarterly (wind and weather permitting) at headquarters of the Maritime Museum Association aboard the bark *STAR OF INDIA*, 1306 North Harbor Drive, San Diego, California 92101.

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

—John Masefield

Gregg Chandler, Editor
Carol Kettenburg, Associate Editor

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



Lumber Schooner WAWONA

Joe D. Williamson Photo

A DEBT REPAID WITH OBSCURITY

By
Jerry MacMullen

Nowadays, the only kind of a tern you see around the waterfront is a slender, graceful bird—white, with a black head and wings—which swoops down in miraculous dives upon unsuspecting small fish.

The other meaning of the word "tern," which once signified a three-masted schooner, has become

obsolete as the schooners themselves have vanished. And they were important in the growth of San Diego.

Less impressive than the lofty, deep-water barks and full-rigged ships, it was the schooners, nevertheless, which brought most of the lumber from which

San Diego was built, three-quarters of a century ago. They contributed their bit to history and now they are gone—as are, in many cases, the rugged outposts of the Mendocino coast where they loaded their lumber by wire chutes from the cliff-tops. You never hear, any more, of cargoes from Whitesboro or Greenwood—nor from Navarro or Cuffey's Cove.

The schooners fitted the needs of a specific trade, where half of their sailing would be from San Diego back up north, in ballast, against the prevailing winds. Here the schooner's advantage of being able to lie within four points of the wind, against six for a square-rigger, is apparent. So is the fact that their simple, fore-and-aft sails could be handled from deck and by a much smaller crew.

The schooners go back a long time in San Diego's history; it was the two-masted schooner *VAQUERO* which, in 1855, brought in the building materials for the original Point Loma lighthouse. By the 1870s they were coming here in a steady stream—and among the little two-masters like the *MARY RUSS* and the *ORION* and the *LILY*, more and more of the "terns" were beginning to appear with lumber from Puget Sound and the Columbia.

The *LILY*'s career was nothing if not varied; in her old age she became, in the 1920's, a treasure-hunting ship in an abortive attempt to salvage \$800,000 from the wrecked steamer *COLOMIA*, at Cape San Lazaro. Then she went into the movies; they rebuilt her into a replica of H.M.S. *BOUNTY* for the original version of the film "Mutiny on the Bounty," starring Charles Laughton and Clark Gable. Then, of course, Hollywood let her go to pot.

One of the best known of the "terns" was the *BERTHA DOLBEER*, a consistent caller from the 1880s until around 1910. She made maritime history in a small way by actually taking cargo out of San Diego, instead of going north in ballast, to Humboldt Bay. That was in 1885 and the cargo consisted of 19 tons of wheat. More important to convivial water-fronters was what she had brought down with her lumber cargo—a fine set of elk antlers which, for many years, graced the back-bar of the old Bank Exchange Saloon, and which Capt. Fardelius had presented with due ceremony.

Not-so-old-timers recall the tern *MARY DODGE*; she was built in 1882 and, after years of faithful service as a lumber carrier, was converted into a trader for the Mexican coast, and operated out of here shortly before World War I. By then, however, they had installed an auxiliary engine, wireless, and a dreadful, barn-like deckhouse; it may have been useful, but that was about all you could say for it. And there were, of course, swift *BEULAH*—and *WAWONA* and *MAWEEMA* and *JAMES A. GARFIELD*, to name a few of the three-masters—and trim *IDA MCKAY*, which once made it from Humboldt Bay in the excellent time of five days.

The three-masted, generally bald-headed

schooners marked the peak of the schooner on the West Coast; when they got around to building them with four masts—like the sister-ships *LOTTIE BENNETT* and *WM. H. SMITH*—steam already was driving the windjammer from the coastal trade. The five-master *GEORGE E. BILLINGS*, which laid up at San Diego in the 1920s, was a brave effort but too late.

Happily, a three-masted lumber schooner has been restored to mint condition, by the California State Division of Beaches and Parks, and is on display at San Francisco; she is the *C.A. THAYER*, of 1895. At Seattle, valiant efforts are being made to restore the old San Diego trader *WAWONA*, and despite inexplicable public apathy, they are hopeful of success.

(*San Diego Union*, January 24, 1965)

AN EXECUTIVE DIRECTOR FOR OUR MUSEUM

The San Diego Maritime Museum is proud to announce the hiring of Ralph Linwood Snow as Executive Director, commencing January 1, 1982. Mr. Snow brings with him a great deal of experience in the field of maritime museum activity, and we are looking forward to bigger and better things under his professional guidance and leadership.

Biographical Data

Ralph Linwood Snow

Born: November 24, 1934, at Truro, Mass. (Cape Cod). Descendent of shipmasters, seamen, fishermen, lighthouse keepers and lifesavers, and has had a lifelong interest in maritime history.

Graduated, cum laude, from University of Massachusetts (Amherst) majoring in history; Master of Arts in history and teaching from Wesleyan University; Cooperstown (NY) Graduate Programs; museum management, State University, College of NY at Oneonta.

United States Navy veteran—Korean War.

Taught history and was involved in educational administration:

- 1961-1963 Martha's Vineyard Regional High School, Oak Bluffs, Mass.
- 1963-1971 Sea Pines School (private), East Brewster, Mass.
- 1964-1971 National Park Service (Cape Cod National Seashore)—seasonal historian, lecturer, interpretative planning, seasonal personnel (interpretive) training and supervision.

1972-1981 Executive Director, Maine
Maritime Museum, Bath, Maine.

Married H. Christie Morse, 1957. 4 children,
ages 16-23.

Professional Activities: Founding member of
Council of American Maritime Museums;

former Director and Chairman, Maritime Preser-
vation Committee of Association of Preserva-
tion Technology; former member, Maritime
Preservation Committee, National Trust for
Historic Preservation.

WELCOME ABOARD, LIN SNOW

MODEL OF USS *HARTFORD*, ADMIRAL FARRAGUT'S FLAGSHIP, ACQUIRED BY MARITIME MUSEUM

"Damn the torpedoes, full speed ahead!" were the now famous words of then Rear Admiral David G. Farragut, turning the tide of battle at Mobile Bay into a victory for the Union naval forces during the Civil War on 5 August 1864.

The Maritime Museum has been most fortunate to receive a five-foot museum quality model of this famous ship, complete in every detail, including a figure of Admiral Farragut in the rigging from which he gave his famous command. This exceptionally fine model was built by the donor, Dr. William Brown of Fallbrook, California. It is now on display in the Naval Exhibit Area of the Museum.

The USS *HARTFORD* visited San Diego enroute to Mare Island Navy Yard for decommissioning and rebuilding in 1886. It was during this period that one of the *HARTFORD* pulling boats was allocated to the San Diego Naval Militia Unit. The boat was trans-

ported to San Diego by the steamer *SANTA ROSA*. It was based at the Santa Fe (Fireboat) Wharf through the courtesy of Fire Chief Louis Almgren, a member of the Naval Militia Unit. Legend had it that the *HARTFORD* pulling boat had never been defeated in a race. This was upheld by the Naval Militia Unit in its last race against a boat from the USCG Cutter *MANNING* in which the militiamen bet their unit piano and won. The boat was placed in the water for the last time by the naval militia in 1920. It was later donated to the Maritime Museum of San Diego, where it is now on exhibit.

Commander David G. Farragut, USN, was the first commanding officer of Mare Island, the Navy's first base on the West Coast, when it was commissioned on 16 September 1854.

Captain Edward Fredericks

STAR OF INDIA AUXILIARY

Auxiliary members reflect with pleasure on last year's successes and look ahead with confidence to this year's activities which began with a meeting of the general membership on January 20. This was indeed a very special meeting for several reasons. Our founder and charter president, Marnie Woodworth, was elected to honorary membership; Lin Snow, new director of the Maritime Museum, was introduced to Auxiliary members; and David Brierley, Museum Curator, was presented with a framed print of "Sailorette" in appreciation of his invaluable assistance to the Auxiliary. A luncheon co-chaired by Maxine Telford and Toni Owens followed the meeting, which, in addition to being a delightful occasion, was a highly successful fund-raiser.

The Auxiliary's docent program became a reality in January, and docents are now stationed on all three ships of the Museum fleet. Reports indicate that visitors to the ships are generous with expressions of appreciation for the pleasant "Welcome Aboard" and interesting information about the ships provided by the docents.

Our annual Rummage Sale, largest fund-raiser of the year, will be held on March 13 and 14 on board the *BERKELEY*. Please help now by donating household articles and clothing in good condition. Children's clothes are particularly needed, and do remember that we can arrange for pick-up of large items. Your donations will help support your Maritime Museum.

Norma Day, President

BERKELEY AND HER SISTERS: THEIR ARCHITECTURAL STYLE CHANGES

By Richard E. Brown

The *BERKELEY* represents an evolution in design of Southern Pacific ferry steamers on San Francisco Bay.

Among "firsts" for Southern Pacific ferries was the style of windows on the lower deck with a continuous row of large windows topped by smaller ones. Prior to 1898 the lower deck style had single windows, such as you can see on *ALAMEDA* of 1866.

Another first was an upper deck cabin built out the full width of the vessel. Also, *BERKELEY*'s clerestory was squared off at the ends instead of being rounded.

While the *BERKELEY* pioneered as San Francisco's first screw-driven double-ender, this type of propulsion had been used at Sydney, New South Wales, Australia, in 1879, with San Diego's *SILVER GATE* in 1888, and at New York City about the same time.

The *BERKELEY* retained the older style Central Pacific pilot house found on her predecessors,

essentially square boxes with pointed roofs. Although *BERKELEY* advertised "Southern Pacific" on her sides, her legal owner all the years she was in service (1898-1958) was always the Central Pacific, a company which went out of existence in 1959 when it was formally merged with its parent firm, the Southern Pacific. Early in this century, E.H. Harriman owned the Union Pacific, Southern Pacific, and Central Pacific, but the Central Pacific and Southern Pacific were divorced from their Union Pacific ties when Teddy Roosevelt's "trust-busting" began to take hold.

The San Francisco double-ender seems to have emerged in a fairly advanced form in 1866 with the first *ALAMEDA* (1866-1898). Materials at Stanford University Library indicate the *ALAMEDA* had been planned as a single-decker like those at New York City, but that William Ralston, financier and brains behind San Francisco's Palace Hotel, suggested the second deck.



—Southern Pacific Photo

In 1910, when *BERKELEY* was leaving Alameda Pier, her upper deck had glass windbreaks at each end and a semi-rounded "Southern Pacific" on her sides in slight imitation of the paddle-boxes on her sidewheel sisters.



—Southern Pacific Photo
In 1957 the *BERKELEY* had a thicker smokestack, filled-in lower deck railing, slanting flagpoles at the ends, and radar on top of her pilot houses. By then Southern Pacific was painting over the small upper windows of her lower deck as well as the fake windows over her side stairways.

Ferry landings in 1866 had no upper deck ramps, so *ALAMEDA* lacked the extensions which one finds on the Central Pacific and Southern Pacific ferries built after 1875. *EL CAPITAN* followed in 1868, almost a carbon copy of *ALAMEDA*. Their upper decks featured enclosed cabins under the clerestories, but roof-covered open promenades on either side.

1875 proved a banner year. Ralston's Palace Hotel opened. The 1860 river steamer *CHRYSTOPOLIS* was rebuilt as the double-end ferry *OAKLAND*, and the San Francisco ferry landing was moved to the foot of Market Street where a wooden predecessor of the present Ferry Building of 1895 was erected. This structure features upper deck ramps, so the *OAKLAND* was provided the upper deck extensions at the time she was rebuilt from *CHRYSTOPOLIS*. Essentially, the *OAKLAND* was a stretched version of *ALAMEDA* and *EL CAPITAN* with space for upper deck ramps.

Before the end of her career in the early 1920s, *EL CAPITAN* had received deck extensions for upper ramps, but so far no photos have been found of the first *ALAMEDA* with this alteration.

The river steamer *AMADOR* was rebuilt to a double-ender of the same name in 1876, having space for upper-deck ramps. She was the only San Francisco ferry to have her wheelhouses on top of the clerestory instead of ahead of it. As a river steamer (1869), the *AMADOR* had a steam calliope. No mention has been made in any sources of the musical instrument having been retained after she was double-ended.

The *PIEDMONT* came in 1883, appearing quite similar to the *OAKLAND* but with an inclined single-cylinder engine instead of a walking beam. Next for Central Pacific-Southern Pacific was the *BERKELEY*, launched fully completed at Union Iron Works, San Francisco, on October 18, 1898.

The *BERKELEY* had the full-width upper cabin. About the same time, the *OAKLAND* and *PIEDMONT* received glass enclosures along most of their upper promenade decks. The original partitions were left intact, however, resulting in an "inner" cabin under the clerestory and "outer" cabins on either side. This change no doubt came because of the chilly winds which whip across San Francisco Bay most of the year.

In the latter 1890s, Southern Pacific began a program of relocating the ferries' stairways. Originally, they had been on the sides, as the *BERKELEY*'s are today. Then, apparently to facilitate the carrying of vehicles, Southern Pacific went to the idea of a center stairway at each end. The *BERKELEY* was originally built with this arrangement, and at about the same time Southern Pacific switched the stairs on the *OAKLAND*, *PIEDMONT*, and two former South Pacific Coast vessels it had acquired, the *BAY CITY* and *NEWARK*.



—Southern Pacific Photo
The first *ALAMEDA* of 1866 set the pattern on which future San Francisco double-enders would be built. Notice the lack of upper deck extension for upper deck ramps; also the rounded clerestory that crowns the narrow upper deck cabin. The roof-covered open promenade deck style later would see glass enclosures to protect from chilly winds.

Apparently a change in philosophy came in 1908 with the *MELROSE*, built primarily for vehicles. She was joined by the *THOROUGHFARE* in 1912, almost a carbon copy. With special auto ferries, Southern Pacific now decided to have its passenger ferries cater to passengers, so it began switching stairways back to the sides. *BERKELEY* received side stairs in 1917, not long after the *ALAMEDA* (II) and *SANTA CLARA* had been built with them in 1913 and 1914, respectively.

The *PIEDMONT* was given side stairs again, apparently about 1923. The *OAKLAND* received a new deckhouse (and side stairs again) in 1920, and the *NEWARK* was rebuilt in 1921-1923 as the *SACRAMENTO*, also emerging from the shipyard with side stairways. The *BAY CITY* ended her days with center stairs in 1930, and it should be noted that when Northwestern Pacific rebuilt the *UKIAH* (1890) into

the *EUREKA* between 1920 and 1922, the *EUREKA* was given center stairs (which she still has at the National Maritime Museum, foot of Hyde Street, San Francisco) in anticipation of her advertised capacity of 120 automobiles.

While the *BERKELEY* had elaborate upper deck wood carvings, stained glass windows and floor covering, she lacked the plush, soft seats of some of her predecessors. South Pacific Coast Railroad had even hung oil paintings in the upper cabins of the *NEWARK* and *BAY CITY*, providing passengers with pamphlets describing the paintings and their artists.

When did electric lights first come to San Francisco ferries? One report mentions an experimental electric searchlight on the *BAY CITY* in the late 1870s. A Southern Pacific annual report of 1889 indicates *PIEDMONT* received a dynamo for internal lighting in 1888, apparently the first San Francisco Bay ferry so equipped. North Pacific Coast Railroad's *SAUSALITO* of 1894 had electric lights,

but original plans to give her screw propulsion were shifted to the tried-and-true sidewheels. The *BERKELEY*, of course, was built with electric lights.

While South Pacific Coast ferries pioneered elliptical-front pilot houses with the *NEWARK* in 1877, Southern Pacific did not build this style until it rebuilt the *OAKLAND* in 1920. The *ALAMEDA* (II) and *SANTA CLARA* originally had double-deck square-box pilot houses (with pointed roofs), but these were changed to the same style as the post-1920 *OAKLAND* after the *SANTA CLARA* had to have a new superstructure following a shipyard fire in 1919.

The *OAKLAND*'s 1920 wheelhouses not only had elliptical fronts, they also had "annexes" where officers could spend the night on board. The *BERKELEY*'s officer and crew rooms had been located in the hull.

Though San Diego's *SILVER GATE* had slanting flagpoles or jackstays at each end in 1888, this style did not reach San Francisco until 1924 when the



—Southern Pacific Photo

The *ALAMEDA* (II) approaches Oakland Pier during the latter 1930s. Notice that in addition to bow-loading on her lower deck, the side railing has been slid open for a ramp which will lead to waiting interurban electric trains. The railing immediately above also will slide open for upper deck ramps. *ALAMEDA*'s wheelhouses represent the post-1920 style.

SACRAMENTO went back on the run after having been rebuilt from the **NEWARK** of 1877. Prior to the **SACRAMENTO**'s innovation for the Bay Area, ferries had featured tall vertical jackstays on either side of the lower-deck landing area.

While most ferries had two "tunnels" on the lower deck divided by a machinery compartment, the **SANTA CLARA** and **ALAMEDA** (II) featured single tunnels with boiler uptakes on either side and tall twin stacks. When Southern Pacific and Northwestern Pacific built six diesel-electric auto ferries of the **FRESNO** class in 1927, a new lower-deck style emerged. The engine room compartment was divided to allow a center lane for heavy trucks and buses. But there was also space for vehicles on the outer sides of the lower deck. Four stairways reached the upper deck, one at each end of the divided machinery compartments. This style has been carried forward in the monstrous double-enders now operated by Washington State Ferries and British Columbia Ferries. To show the evolution in design, some of the British Columbia units are around 460 feet long, have three decks for vehicles and two for passengers, and are equipped with elevators and escalators in addition to the stairways.

The San Diego Maritime Museum did not cut a special doorway for visitors to reach the **MEDEA** from the **BERKELEY**. That doorway and its counterpart on the opposite side were originally installed for the loading of coal before the **BERKELEY** became an oil-burner.

It has been impossible to cover every architectural style change. Anyone interested in discussing the subject further is invited to write to the author, Richard E. Brown, P.O. Box 1161, Pico Rivera, California 90660.

(Ed. Note: Rich Brown received his A.B. in 1957, and his M.A. in 1958, both from Stanford University, in the fields of Journalism and History. He taught in El Rancho H.S. in Bakersfield, and was a staff editor on the *Bakersfield Californian*. In 1966-67 he was on the faculty of Fresno State University. Since 1968 Mr. Brown has been a high school teacher in Pico Rivera, California. He has written many magazine articles for maritime publications—*Sea Breezes*, *Steamboat Bill*, *Marine News*, and *Ships and the Sea*. Rich is highly regarded as an expert on the history of ferryboats of the West Coast. He first fell in love with boats by reading Jerry MacMullen's *Paddle-Wheel Days In California*.)



—Photo by Warren E. Miller

The **PIEDMONT** (1883) near the end of her career in the 1930s. If you look closely at the upper deck, you can see how the windows had filled in open areas previously supported only by stanchions. Her lower deck windows still are not as extensive as those on the **BERKELEY** of 1898, but you can see her coal-loading door. By now **PIEDMONT** has the end slanting flagpoles instead of vertical jackstays. Notice her pilot house is similar to the **BERKELEY**'s.



Engineer Fred Stoakes in front of the *BERKELEY*'s new watertight door.

ENGINE ROOM NEWS

Work is continuing in the *BERKELEY*'s boiler room in hopes it can be opened to the public in 1982. Marine Structures has donated a second watertight door to be installed in the forward boiler room bulkhead.

All four registers have been removed from #4 boiler and cleaned up. Sufficient brick work has been removed from the port side register opening to allow a man to enter, and we now have most of the soot and ash removed from the furnace. The next stop is to cut a door through the steel casing and brick work so that people can actually walk into the furnace.

A new lighting system must be installed in the boiler room along with some emergency lights which will illuminate another problem—many deck plates which will have to be replaced and some hand rails added.

Mr. Jack Page of the San Diego Fire Equipment Co. came on the *BERKELEY*, and we have spent some time going through the old CO₂ fire fighting system. The company is searching for fittings and parts to make the restoration as complete and original as possible. It surprised me that some of the old valves, etc., were still in their stock from years ago. They have been taken to the shop for restora-

tion. The sixteen original bottles were damaged, and we removed them from the boiler room a few years ago. The pipes and nozzles for fighting a fire in the boiler room bilges are still in place, and the CO₂ controls and warning whistle in the engine room still operate.

Soon we will have a display of old steam engine indicators used for measuring the steam pressure and horsepower of steam engines of all sizes. This will be in the *BERKELEY*'s engine room.

We would also like to display some of the old water testing units of more than fifty years ago. Some were very simple and others were a complete laboratory in very nice cabinets. If you have one or know of one, please tell us. These units were used for testing water from evaporators and for boiler feed water and boiler water contaminants. The purity of the water had much to do with the safety and preservation of the boilers and preventing excessive wear in the engine.

A new pressure gauge graduated in inches of water has been installed on the high pressure side of the *MEDEA*'s forced draft blower, and the bilge pump on the main engine has been overhauled. After she has been drydocked next month, we hope to take her out every week or ten days.

More Christmas lights have been ordered to outline the stack and cabins of the *MEDEA* in addition to the outline of the ship we had in this year's Parade of Lights. Would you believe 800 lights? Some of the other boats must have had several times that many!

Ed Paxton, Engineer

TWO POUNDS FOR THE TEACHER ON THE VOYAGE OF 1874

By Roger Boshier

On April 24, 1874, John Bligh, M.D., threw down his bag on the surgeon's bunk in *EUTERPE*. For nearly five months Bligh would minister to the health needs of 416 souls enroute to New Zealand. The inimitable Captain Phillips would be the most senior officer aboard. Next morning the ship was hauled out of the East India docks but lay at anchor off Gravesend until the following Tuesday adjusting compasses and dealing with emigration and other officials. Phillips then made good time down river and, after discharging the pilot on April 19, made a quick twenty-nine day run to the equator.

The early part of this voyage was a dream, and even in the doldrums there were good winds. Many of the emigrants were bound for Feilding where a barracks and a rudimentary sawmill awaited them. At every opportunity Henry Boshier, Jr., and his eight brothers and sisters clambered onto the poop deck to watch the sailor at the steering wheel or birds

feeding in the ship's wake. Esther and Henry Boshers, Sr., watched their brood and wondered about new life in the infant colony. Each day nineteen year old Jane Boshers conducted a school for younger children. During fine days this was held on deck. Dr. Bligh had a soft spot for Jane and in a letter said "she has conducted the school with great ability and success and without any view to remuneration. The progress of the children has been so marked that I sincerely hope it may be consistent with the interests of the New Zealand government to pay her a gratuity as she thoroughly deserves it."

But for the Boshers, like many before and after them, there was sadness as well as joy on the deck of *EUTERPE*. Late in the night on May 24, little Esther Boshers, aged three years, died. Next morning at 8:00 A.M. the family, supported by other passengers, gathered on deck to bury the baby at sea. Latitude 3°44' north, longitude 24° west. Infantile diarrhea and congestion of the lungs, Bligh said. Just ten days earlier, Albert, the infant son of Edwin Sanders, had been buried in a similar fashion. But sad moments were offset by births—four boys and two girls born between May 9 and August 13, 1874. Moreover, life was made more exciting by the discovery of James Bolger, a stowaway, and the antics of an "insane" woman.

Normally, *EUTERPE* was steered well clear of the Cape of Good Hope which, even today, claims an alarming number of ships. But during the 1874 voyage, Phillips, Bligh, and the passengers fretted about an apparent failure of the water condenser. They decided to put in to Simons Bay. The ship encountered rough weather and "baffling winds" but, after adroit maneuvering, anchored in Simons Bay at daybreak on July 4, 1874. The Chief Engineer of H.M.S. *SHEARWATER*, accompanied by an engineer from H.M. Dockyard, "surveyed" the condenser and apparently remedied the problem, because by July 9 the ship was under sail again.

After leaving Simons Bay, the Boshers, like others, hoped the voyage would be as tranquil as before. These desires were short lived as the ship rolled in heavy seas and battled a succession of gales and easterly winds. Now it was difficult to air bedding from 'tween decks, the cooking was "not always performed as well as might be desired," and the school was moved below. "The weather was too severe," Bligh said. Moreover, Bligh did not want the school held in the 'tween decks because of the "crowded state" down there. But Jane Boshers was not easily deterred, so it was moved to the single women's department. Thus, each day the "younger children" and girls between the ages of twelve and fifteen would gather in near darkness below. Nevertheless, Bligh labelled it a "decided success."

Bligh was clearly an affable character and a great supporter of a young woman doing her best in difficult circumstances. But, when necessary, he invoked

his official status to remedy defects or impose discipline. The Boshers, like most passengers, were assisted immigrants. The government paid 123 pounds and 5 shillings for their passage. But five passengers had paid their own way and felt they should not do the same labour as the "assisted" group. Bligh suggested that New Zealand authorities issue a "severe reprimand." He was also frustrated by his inadequate dispensary. It was as "inconvenient and uncomfortable as could have been devised." In the tropics it was hotter than a Turkish steam bath, and, when passengers crowded the deck above, perfunctory light from above was lost. During rough weather, and in little light, even minor surgical operations were hazardous for Bligh and the hapless patient. Bligh was a gentleman so his instructions were muted. Nevertheless, their intended meaning was clear. "A dispensary on the upper deck or in one of the rooms which open on the main deck would be much preferred."

After leaving Simons Bay, Phillips and Bligh found favorable winds until reaching 75° east. From there the winds were easterly and variable until 100° east. Eventually the passengers caught sight of New Zealand. After more than four months at sea everyone was anxious to get ashore, but adverse winds and currents kept *EUTERPE* in Cook Strait for three days. The pilot was taken aboard on Sunday, August 30, and *EUTERPE* was towed in the same night by the *STORMBIRD*. On August 28 Richard Lovegrove made a speech on behalf of the passengers and expressed appreciation to Phillips, Bligh, and others for their "great kindness and attention." He noted that "we heartily wish it was in our power to present you with a substantial proof of our esteem, but as we cannot do so, we hope you will accept our sincere and hearty thanks instead."

By now they had arrived. The "Inspecting Officers" in New Zealand made recommendations concerning "gratuities payable." Bligh received fifty pounds plus ten shillings for each adult landed; Captain Phillips received twenty-five pounds; the chief officer, ten pounds; the matron, Mrs. Boddy, five pounds; Jane Boshers, aged nineteen, schoolteacher, two pounds. For Phillips, the long haul back to Liverpool lay ahead. He would take *EUTERPE* around the world another seven times.

Henry Boshers, Jr., was only nine years old when he stood on the poop deck as *EUTERPE* was towed into Wellington. He was my grandfather. His brothers and sisters—Edmund, Eliza, Annie, Arthur, Frank, and Jane—gazed at the steep bushclad hills tumbling into the harbour. For the Boshers, tragedy lay ahead. Within a year, Henry, Sr., would be kicked by a horse and killed; Frank, his son, would be dead under a fallen tree. Esther would have to rear a large family single-handed.

Today, several descendants of Henry, Jane, and the others teach in New Zealand schools and at

foreign universities. Two pounds barely buys a schoolteacher's lunch today, and there is still no adequate way to reward Phillips and Bligh. But wherever they are, we salute them. And to those who keep the good ship sailing, a hearty thank you.

(Ed. Note: Roger Boshier is a descendant of Henry and Esther Bosher who immigrated to New Zealand aboard the *EUTERPE* in 1874. He is an Associate Professor of Adult Education at the University of British Columbia, Vancouver, Canada, and is working on a family history that will lay great emphasis on *EUTERPE*'s voyage of 1874. He would like to hear from anyone with information concerning this voyage, at 3205 West 30th Avenue, Vancouver, B.C. V6L 1Z5, Canada.)

AUXILIARY FOUNDER HONORED

Mrs. Chauncey Clark Woodworth (Marnie), founder and charter President of the Star of India Auxiliary, has been elected to honorary membership in the Auxiliary. Honorary members are elected by vote of the membership to show the appreciation of the organization for outstanding service or contribution.

Mrs. Woodworth has been a devoted participant in the activities of the Auxiliary since 1963 when she became charter President. She is a member of the Executive Board and, at present, is Co-chairman of the Program Committee.

The membership is greatly pleased to recognize the many outstanding contributions of Marnie Woodworth, founder of the Star of India Auxiliary.

CURATOR'S CORNER

The year 1982 is off to a fine start for a variety of reasons. One important reason is the new docent program at the Maritime Museum. On January 4th, over twenty volunteers of the Star of India Auxiliary began to staff the three ships of the Museum. The program is proving to be very helpful in making our visitors feel welcome and in explaining the many historic aspects of the three ships and related subjects. A number of training sessions were held during the fall to prepare the docents for this new program. This is a great assist by the Auxiliary and will have multiple benefits. The Museum is very grateful for this support.

Exhibits have progressed since the last MAINS'L HAUL Update. Foremost among the new exhibits is one long overdue about the sailing of the *STAR OF INDIA* on July 4, 1976. Photographs and labels attempt to capture the preparation, public support, significance, and beauty of this major event for the Museum and San Diego. This day was the culmination of a dream for many people such as Jerry MacMullen, Captain Reynard, the Trustees, staff, and the

many friends of the Museum who had seen the *STAR* reverse her downward trend and go to sea again under sail for the first time in 53 years.

The bunk display cases in the 'tween deck of the *STAR OF INDIA* have been repainted, recovered, and are currently being redone. The ten cases are substantially changed with new subjects or updated ones. The display of ship models-in-bottles by Captain Vic Crosby of San Diego continues to be a highlight of this exhibit area.

Aboard the *BERKELEY* are new exhibits about the Great White Fleet, World War I Navy recruiting posters, "Navies of the American Revolution," and the completed ship model of the *ROBERT E. LEE*. The new artifact accession exhibit table near the ticket booth features a Sperry gyro-compass donated by Dr. Ralph Sonstegard of La Jolla.

Research continues to play an important role at the Museum. The San Diego ferryboats are a major research concern. One oral history interview has been made with Captain Mardock and more are planned. The Museum recently received a detailed scrapbook covering the career of Captain Blaisdell who was involved with the San Diego ferryboats, the Armed Guard during World War II, and the steamship *YALE* of which the Museum has a fine model. Further leads from members who were associated with the San Diego ferryboats would be appreciated.

Looking to the future, we will be needing additional artifacts for a new major exhibit on fisheries aboard the *BERKELEY*. Themes will include tuna fishing, whaling, sport fishing, shell fishing, and fin fishing in San Diego waters, offshore, or originating in San Diego. Equipment, business records, canned products, work clothing, ship models of the vessels involved, and photographs are examples of the artifacts needed to cover nineteenth and twentieth century fishing. Please contact me at the Museum for further information.

Dave Brierley, Curator

JERRY MACMULLEN LIBRARY MERCHANT SHIP SECTION

Thanks to some very gracious donors, our Merchant Ship portion of the Library has expanded to where it is now of considerable value to students and readers interested in researching merchant vessels. Starting with the U.S. government publication of the *List of Merchant Vessels of the United States*—seventy volumes from 1885 to 1965—and including several old *Lloyd's Registers* and the "Lytle List" of *Merchant Steam Vessels of the United States, 1807-1868*, the Library is an excellent source of information on individual merchant vessels from the nineteenth century to the present. The collection of books donated by Commander Ronald Kingsbury include

merchant ship recognition volumes by Talbot-Booth and Lawrence Dunn which cover the period from 1942 through the 1960s. John Maxtone-Graham and other modern authors describe the great passenger liners of the 1920s and 1930s. Complementing our merchant ship book section of the Library are over fifty albums of photographs and clippings of all types of merchant sail and steam from the middle of the nineteenth century to the present. If you are interested in modern day cruise liners we also have photographs, books, and brochures to whet your appetite for a voyage to any part of the world. Come and visit our Library!

"SAILORETTE"

This beautiful print of an original early-1900s watercolor by J.C. Leyendecker is now available through the Star of India Auxiliary. Leyendecker was the magazine and advertisement illustrator whose artwork most influenced Norman Rockwell.

The original, full-color watercolor was donated to the Auxiliary by Mr. Joseph Jessop. The Auxiliary is now embarked on a fund-raising effort to benefit the Maritime Museum. A copy of the colored print (14 inches by 17 inches) will be given to each member making a donation of \$50.00. A non-member may receive a copy for a donation of \$75.00. The print may be seen at the Museum.

For further information or to arrange for a donation, please contact Mrs. Paul Wolcott (270-9889).



SUPPORT YOUR MARITIME MUSEUM

The Star of India Auxiliary is having its annual Rummage Sale aboard the *BERKELEY* on March 13 and 14, and we are asking for any and all contributions from the community to make the 1982 sale a big success.

The Star of India Auxiliary is the Women's Committee of the Maritime Museum Association of San Diego. One of our objectives is to raise funds to assist in the maintenance and development of the Museum and its fleet.

Forms for your tax deductible donation are available on the *BERKELEY*, where your donations also will be accepted. For pick-up of large items, call 421-4681, 295-0159, or 224-4246.

Mrs. Lee Tracy
Co-Chairman, Publicity

WANT ADS

Two window-style air conditioners for Library
Relative Humidity indicators
Vertical disc sander, table-type
Electric typewriter with auto-erase feature

CALENDAR OF EVENTS—1982

- | | |
|----------------------------------|---|
| March 13-14 | Annual Star of India Auxiliary Rummage Sale aboard the <i>BERKELEY</i> |
| March 20-21 | San Diego Ship Modelers Guild ship model exhibit aboard the <i>BERKELEY</i> |
| April 3 | Mission Bay Crew Races |
| May 22 | National Maritime Day |
| May 23 | Merchant Seamen Memorial Service in Seaport Village |
| August or September (tentative) | Maritime Band Music Concert at Museum |
| August and September (tentative) | International Ship Model-in-Bottle Exhibit aboard <i>STAR OF INDIA</i> |
| September 25-26 | Radio Control Ship Model Contest at Mission Bay Model Yacht Basin |
| November 14 | <i>STAR OF INDIA</i> Launching Celebration |
| December 19 | Parade of Lights in San Diego Bay |

PRESIDENT'S MESSAGE

The principal thing that has happened since my last report is the handing of the Director's hat to Mr. Lin Snow. The Museum is lucky to have a man of Lin's qualifications to take over as Director, and I look forward to enjoying my remaining tour of duty as President, relieved of the day-to-day chores.

Carl Bowman, President

THANK YOU

Andy F. Schouten, President of Marine Structures, Inc., donated two watertight doors for our boiler room, now under restoration.

John Van de Grift, civilian head of Public Relations for the Navy in this area, donated a large (3' x 4') photo of the battleship *VERMONT*, taken in the China Seas during a typhoon while the Great White Fleet was touring the world in 1908. This photo is now hanging in the Navy section of the Museum aboard the *BERKELEY*.

There have been many fine donations of books, photos, and magazines, and we thank all of you.

WELCOME ABOARD

New Members since the last issue

Paul Campbell-Cook	Laurence E. Davis
Alex Quartly	Douglas Winberg
J. Mark Nirschel	Wendell A. Shoberg
John Baldry	Paul Wolcott (LIFE)
James Jordan	Jane Jessop Lynch (LIFE)
Russell Seley	Elizabeth Marshall (LIFE)
Timothy O'Donnell	Jerald Williams
Bruce Lemieux	David Howorth
Steven Schemmer	John P. Murphy
Robert MacPherson	Theodore Tate
Myrna Schaller	Judson Grosvenor
Paul Black, M.D.	Charles Fowler
Dan Belding	Gerald Flocken
Sid Smith	L. Linn
Alan Greenway	John Faibisy
Robert Kronemyer	Jack Lewis
Roger Boshier	Thomas Riley
Edward Cotter	George Oliver
Donald Snyder	

In our last issue—Marine Specialties should have read Marine Structures, Inc.

MARITIME MUSEUM ASSOCIATION OF SAN DIEGO
A non-profit, educational corporation

*Conference of California Historical Societies
American Association of Museums
and
Western Regional Conference of the
American Association of Museums*

MAINS'L HAUL is published quarterly (wind and weather permitting) at headquarters of the Maritime Museum Association aboard the bark *STAR OF INDIA*, 1306 North Harbor Drive, San Diego, California 92101.

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

—John Masefield

Gregg Chandler, Editor
Carol Kettenburg, Associate Editor

MARITIME MUSEUM ASS'N. OF SAN DIEGO

Bark Star of India

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MAINS'L HAUL



MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

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Ferryboat SAN DIEGO, once a familiar sight on the bay, with the unrestored STAR OF INDIA in background right

—Postcard Collection of Gregg Chandler

WHERE ARE THEY NOW?—THE FERRYBOATS OF YESTERYEAR

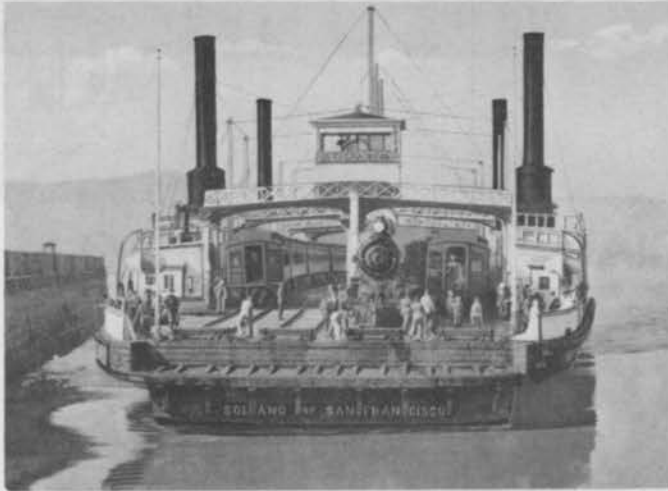
*By
Richard E. Brown*

The venerable *BERKELEY* has a good home in San Diego Bay, even though it is some five hundred miles south of the place of her birth, San Francisco. Where can other California ferries be seen today, either in whole or in part?

Going north from San Diego, one encounters three operating ferries—*ADMIRAL*, *CAPTAIN*, and *COM-MODORE*—on Newport Bay, linking the Balboa

Peninsula with Balboa Island. Small by San Diego or San Francisco standards, they carry three autos plus a number of pedestrians.

Los Angeles Harbor has the remains of San Diego's *SILVER STRAND* on the outer harbor side of Terminal Island, not far from the remnants of the *SIERRA NEVADA* (1913), a former San Francisco vessel which ended her days as a series of floating



Largest ferry in the world, SOLANO with a 420-foot length and 65-foot beam could carry entire trains

—Postcard Collection of Gregg Chandler

shops at Ports o' Call. At last report, the hulk of the *ISLANDER*, onetime Terminal Island-San Pedro vehicle ferry, was still sitting in the inner harbor of Los Angeles after her superstructure burned in December 1974.

The hulk of the *SACRAMENTO*, ex-*NEWARK* of 1877, has been reported to be an excellent home for marine life off Redondo Beach where she sank during a storm in December 1968. She retired from San Francisco Bay service in 1955 (she had been a running mate of the *BERKELEY*) but assumed a new identity as the fishing barge *SACRAMENTO* at Redondo. A Torrence *Daily Breeze* article recently reported that the *SACRAMENTO* is a great boon to providing marine life for fishermen on her replacement, the steel fishing barge *ISLE OF REDONDO*.

San Francisco Bay still offers a few specimens. In the "live" category is the single-end passenger vessel *GOLDEN GATE*, formerly San Diego's *POINT LOMA*, on the San Francisco-Sausalito commuter run. Operating San Francisco to Larkspur are the San Diego-built gas-turbine ferries *SAN FRANCISCO*, *MARIN*, and *SONOMA*. These are not the traditional *BERKELEY*-style ferries but are much smaller and carry only passengers, no autos or freight.

At San Francisco itself are *EUREKA*, ex-*UKIAH* of 1890, last walking-beam steamer to operate in North America (1957), at the National Maritime Museum, foot of Hyde Street; *KLAMATH*, former auto ferry built in 1924, now a design research firm's headquarters at Pier 3; and *SAN LEANDRO* (1923), onetime Key Route turbo-electric steamer, later to be the last Southern Pacific ferry (1958), reported to be receiving her third superstructure after fires in 1969 and 1975. She was last serving as a floating office at Pier 37, next to the cruise liners' Pier 35, when fire destroyed Pier 37 and *SAN LEANDRO*'s deckhouse.

SANTA ROSA (1927), which served Puget Sound 1941-67 as *ENETAI* and once carried President Franklin D. Roosevelt from Seattle to the Bremerton Navy Yard, is planned to be a floating shop and restaurant complex for San Francisco's Pier 3. She

has been sitting in Oakland Estuary after maritime museum plans for her folded.

Another vessel planned for a Pier 3 restaurant, the *DELTA KING* (1926), sistership of the *DELTA QUEEN* now on the Mississippi, has been sitting submerged to her second deck at Richmond. She sank in the spring of 1981 after an unusually high tide came in and no one remembered to untie her lines.

The Sausalito mudflats still have parts of the *VALLEJO*, ex-O.&C.R.R. *FERRY NO. 2* of 1879, as well as the *ISSAQUAH*, the *CITY OF SEATTLE*, the *CHARLES VAN DAMME*, and the *CITY OF SAN RAFAEL*. The latter's pilot houses were removed in the winter of 1980-81 with plans to preserve them elsewhere.

Relic hunters would also be interested that part of the deckhouse of the 1867 trans-Pacific sidewheeler *CHINA* can be seen preserved at Belvedere-Tiburon.

Moving "upriver," one has been able to see the crumbling *GARDEN CITY* of 1879 at Eckley on Carquinez Strait, most easily seen from the windows of Amtrak trains. When new, she carried a greeting party to meet the ship bringing former President Ulysses S. Grant in through the Golden Gate; in 1894 she carried the San Francisco detachment of Coxe's Army to Oakland Pier; and in this century she carried the royal families and reigning monarchs of Sweden and Belgium.

At Martinez you can see the *FRESNO* (1927), which served Puget Sound 1941-67 as the *WILLAPA*. She has been sitting in the Martinez ferry slip while plans to use her as a floating office have yet to materialize.

Antioch boasts two historic craft. The 420-foot train ferry *SOLANO* of 1879 once carried entire Central Pacific and Southern Pacific trains between Benicia and Port Costa. Today her crumbling hulk serves as a breakwater for small craft. Not far away and in reasonably good shape is the *SAUSALITO* of 1894, serving as clubhouse for the Sportsman's Club, Inc. She made literary history after sinking the *SAN RAFAEL* in 1901 during a dense fog, when Jack London incorporated the collision in the opening of *The Sea Wolf*. During one of the Hollywood movie versions, *SAUSALITO* played the role of the mythical *MARTINEZ* which gets sunk by a ghost ship.

At last report, the hulk of the *CHIPPEWA* could be seen at Collinsville, Solano County, near the mouth of the Sacramento River. Built in 1900 as a high-bow passenger steamship on the Great Lakes, she steamed early in the century through the Straits of Magellan and on to Puget Sound where she entered Black Ball Line service. During the 1920s she was converted into a single-end passenger and vehicle ferry and was rebuilt in the 1930s as a motor vessel. She retired in 1967 and came to Oakland with museum purposes in mind, but a fire changed that. For awhile her hulk sat at Stockton before being towed to Collinsville.

An operating self-propelled ferry above Rio Vista is *THE REAL MCCOY*, constructed in 1945 as a cable ferry for Cache Slough but converted to free-running (with screws suspended from either side) after the deepwater channel was completed. Operated by the state, she offers free passage to passengers and



The 1927 diesel-electric auto ferry REDWOOD COAST, left, and her sister FRESNO on San Francisco Bay

—Southern Pacific Photo

vehicles.

Washington State Ferries still owns four of the six 1927 diesel-electric sisterships (two are the *FRESNO* and *SANTA ROSA* mentioned previously). Washington State Ferries has plans to build new steel superstructures on the steel hulls of the *ILLAHEE*, ex-*LAKE TAHOE*; the *NISQUALLY*, ex-*MENDOCINO*; the *QUINALT*, ex-*REDWOOD EMPIRE*; and the *KLICKITAT*, ex-*STOCKTON*.

The retired 1922 steam ferry *SAN MATEO* sits in Lake Union behind Seattle, with museum-type restoration underway. Her sister *SHASTA* has been doing a fine business for many years as the River Queen Restaurant near the Union Station in Portland, Oregon.

North of Seattle one can see a Washington State Ferry which looks much like San Diego's old *CROWN CITY*. She is the *KULSHAN* and she is the old *CROWN CITY*. Soon after she entered Puget Sound service, she drew comments like "that's the ugliest ferry I've ever seen" from commuters accustomed to vessels with full deckhouses.

Burrard Inlet at Vancouver, B.C., has two idle ferries from California. One is the *SAN DIEGO* which operated in Washington State for several years under her original name but never got quite off the ground (or out to sea) in her capacity as the *KLONDIKE QUEEN* excursion ship at Vancouver.

The other idle Vancouver ferry is called *LADY GRACE* today, but over the years she has had several names beginning with *ASBURY PARK* for Central Railroad of New Jersey in 1903. After World War I she came to San Francisco Bay under her old name but soon became Monticello Steamships' *CITY OF SACRAMENTO* on the San Francisco-Vallejo route. During World War II she joined Black Ball on Puget Sound under her California name but was rebuilt in 1952 as the motorship *KAHLOKE*, with a new steel

deckhouse, and switched to the Horseshoe Bay (Vancouver) to Nanaimo (B.C.) run. When British Columbia Ferries bought out Black Ball's service, her name was changed to *LANGDALE QUEEN*. She retired in the 1970s and was renamed *LADY GRACE* by interests planning other than maritime uses for her (but she has yet to see a new use).

Finally, at Kodiak, Alaska, is probably the only streamlined crab cannery in the world. This is the former *KALAKALA* from Puget Sound, billed in 1935 as "the world's first streamlined ferry." This single-end motorship had been built on the steel hull of the former Key System (San Francisco Bay) double-end, turbo-electric ferry *PERALTA* of 1927. Exact twin of Key's second *YERBA BUENA* (1927-57), *PERALTA* featured end ballast tanks for leveling crowds of commuters. In 1928, however, water was accidentally pumped into the bow tank as she approached Oakland, causing the bow to dip, washing thirty overboard and drowning five. Bad luck continued with *PERALTA* in 1933 when a fire at Key Pier melted her steel superstructure. After her metamorphosis on Puget Sound as *KALAKALA*, she had relatively good luck, except for her reputation for vibrating with her new diesels.

Florida offers a footnote: The ferry *BLACK-BEARD*, strongly resembling the *CROWN CITY*, operated between Martinez and Benicia in the middle 1950s as the *CARQUINEZ* until a highway bridge connected those cities.

This list no doubt could be updated by those who have run across new information. Anyone interested in discussing the subject is invited to write to the author, Richard E. Brown, P.O. Box 1161, Pico Rivera, California 90660.

(Ed. Note: Rich Brown received his A.B. in 1957 and his M.A. in 1958, both from Stanford University, in the



San Diego's "ugliest ferry" CROWN CITY, now the KULSHAN in Puget Sound

—Postcard Collection of Gregg Chandler

fields of journalism and history. He taught at El Rancho H.S. in Bakersfield and was a staff editor on the Bakersfield Californian. In 1966-67 he was on the faculty of Fresno State University. Since 1968 Mr. Brown has been a high school teacher in Pico Rivera, California. He has written many magazine articles for maritime publications—Sea Breezes, Steamboat Bill, Marine News, and Ships and the Sea. Rich is highly regarded as an expert on the history of ferryboats of the West Coast. He first fell in love with boats by reading Jerry MacMullen's Paddle-Wheel Days in California.

Mr. Brown's article "BERKELEY and Her Sisters: Their Architectural Style Changes" appeared in the last issue of MAINS'L HAUL. In response to his invitation, Rich received a letter from Harry Cotterell, Jr., of the Steamship Historical Society regarding the caption under the photo of the PIEDMONT. Mr. Cotterell stated that "end slanting

flagpoles" were actually called "sheer poles." In further correspondence, he went on to say that he stopped in at the U.S. Coast Guard headquarters in Battery Park, New York City, and was told that "sheer poles" were not spelled out as a requirement in current regulations regarding the "fittings" of a vessel. The regulations do say, however, that "on any vessel where the pilot is situated forward, there must be a bowsprit or other device which enables the man at the wheel to ascertain if the vessel is sheering to port or starboard." The Coast Guard officers told Mr. Cotterell "that most Great Lakes freighters where the pilot-houses are far forward, and also some deep-sea ships that carry containers, plus most double-ended ferryboats having either square or stubby rounded bows, have sheer poles. A few ferryboats have a vertical staff [no lanyards on same] that is situated out ahead of the pilot-house and serves the same purpose."

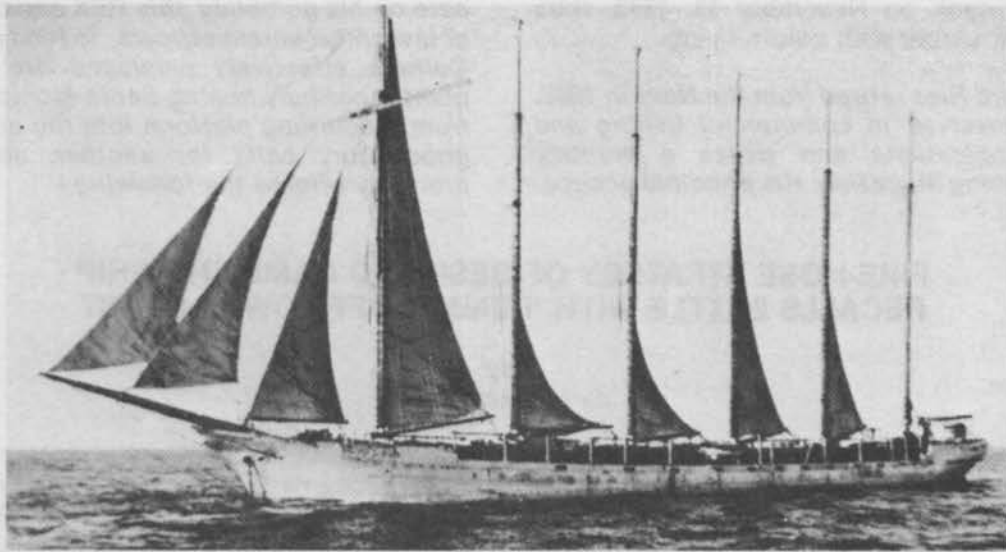


The streamlined crab cannery KALAKALA at Kodiak, Alaska, after her long career as a Seattle ferry

—Photo by Roger Page

STAR OF SCOTLAND

By
Edward Ries



STAR OF SCOTLAND

—Marine Digest Photo

Launched in 1887 as the steel four-masted ship *KENILWORTH* for the British Waverly Line, she was built by J. Reid and Company of Port Glasgow with a tonnage of 2293, a length of 300 feet, and a beam of 43 feet. On her maiden voyage the big windjammer made a fine passage of 131 days from Liverpool to San Francisco and a passage of 128 days on her second voyage. These routes followed the traditional sailing track around Cape Horn.

While lying at Port Costa awaiting a cargo of grain in August 1889, *KENILWORTH* caught fire and was towed into the stream and scuttled after her rigging was in flames. The owners abandoned her to the insurance companies, who sold her to Arthur Sewall and Company of Bath, Maine. She was repaired at the Union Iron Works where the yards were removed from her aftermost mast, thus converting her to the more economical four-masted bark rig.

Now under the American flag, *KENILWORTH* continued to make fast passages until 1907 when she sustained severe damage in furious Cape Horn weather. In 1909 she passed into the Alaska Packers fleet, was renamed *STAR OF SCOTLAND*, and, with

cannery crews and fishermen, made yearly voyages to Bering Sea salmon fishing areas, returning in the fall with holds full of canned salmon. After a four-year lay-up in Oakland Creek, she was purchased by the Morris Pleasure Fishing Company in 1930 and moored in Santa Monica Bay as a sportfishing barge.

I remember the pleasure I had in roaming about the decks and compartments, absorbing the feel and atmosphere of the romantic old sailer. Fishing was done from narrow galleries bolted to her sides, and there was a serious accident in 1935 when one gave way and a man was drowned. Racks of jackpoles were provided free, and anglers could select one and fill a sack with mackerel almost any time. All-night fishing was available in the summer. The barge was serviced by the boat *SCOTTY* running from Santa Monica and Lick Pier at Ocean Park.

In 1938 *STAR OF SCOTLAND* was sold to gambler Tony Cornero who stripped her of her masts, decked her over, and fitted her out as a floating casino. Renamed *REX*, she was moored just outside the three-mile limit where she enjoyed wide patronage from the Hollywood crowd. After federal authorities put an end to this activity in the notorious "Battle of Santa Monica Bay" in August 1939, the old ship remained in limbo until the wartime demand for shipping gave her a new lease on life.

In 1941 she was re-rigged as a six-masted schooner and given back her old *STAR OF SCOTLAND* name. She sailed from Gray's Harbor, Washington, in January 1942 with lumber from Cape Town. She put into San Pedro for a brief stop on her way south, and I was serving aboard a minesweeper moored there when she appeared across our slip. It was a great thrill to see her again, even with a much altered rig, as I knew she was beginning a new



Tony Cornero's gambling ship *REX* off Santa Monica in 1938

—Times Photo

phase in her life as an honorable working vessel once again.

After a Cape Horn passage and delivery of her cargo in South Africa, she was enroute to Brazil when she was caught by a German submarine, torpedoed and sunk on November 13, 1943, thus ending a 56-year career with colors flying.

(Ed. Note: Edward Ries retired from the Navy in 1966. He has been involved in commercial fishing and charter boat operations and writes a monthly column for a fishing magazine. His principle occupa-

tion at present is painting thoroughly researched marine art works with emphasis on square-rigged ships.

The "Battle of Santa Monica Bay" alluded to by Mr. Ries was a nine-day stand-off between Tony Cornero on his gambling ship REX and a boarding party of law enforcement officers. To fend off the invaders, Cornero effectively employed fire hoses, at one point reportedly hosing Santa Monica's police chief from a boarding platform into the ocean. Since one good story calls for another, Jerry MacMullen promptly offered the following.)

FIRE-HOSE STRATEGY OF BESIEGED GAMBLING SHIP RECALLS BATTLE WITH 'RUMMY' OFF LOWER COAST

By
Jerry MacMullen

Anyone who thinks that the owner of the besieged gambling-ship REX had a brand new idea when he used the fire hose to repel boarders, is laboring under a grave misapprehension.

It's an old trick, brother, and the credit for fire-hose strategy, at least so far as the Pacific Coast goes, rightly belongs to those serious minded and forceful young men who go to sea under the vertically-barred flag vulgarly known as "The Goose & Gridiron"—to wit: The United States Coast Guard.

And that brings us down to Cape Colnett, and up to the latter days of the "noble experiment." The experiment is over, but Cape Colnett still is there, so we will proceed.

Because she was anchored off the Mexican coast, there was little that the Coast Guard could do to the "mother ship" of Rum Row—one of those ugly-looking boxes they built during the World War—a five-masted bald-headed schooner called the MALAHAT.

The MALAHAT anchored off Cape Colnett, and from her a more or less steady stream of liquor of varying degrees of authenticity came to the land of the free via speedboats. The speedboat would come alongside the MALAHAT and get its load, and then would take off, generally at night or in a fog, and without taking the trouble to show any lights. They were far faster than anything the Coast Guard had, and so the boys weren't able to do anything about it, aside from making a pretense at following. Now and then, by sheer luck, they'd come within gunshot and make a capture after the 12-mile limit was reached. But by and large, life on Rum Row was dull, and time hung very heavily on their hands.

It probably was monotonous aboard the MALAHAT also; at any rate, relations between the opposing forces became strained.

At the time with which we are concerned, which was just before Christmas, one of the 125-foot patrolboats of the Bonham class was picketing the MALAHAT. The people aboard the MALAHAT were saying unkind things about them, and making gestures in which the thumb, the nose and waving fingers played a prominent part. It griped the boys

aboard the cutter, and some master mind evolved a form of reprisal. They couldn't lay hands on the schooner or her brood, but there was no law about them passing back and forth, kicking up a big swell, just as she was trying to get a load into a speedboat.

Not only did this form of innocent amusement relieve the tedium of life for the Coast Guardsmen, but it also messed up the rum ship's loading operations. The epithets from her deck became louder and not so funny. Finally the cutter passed by very close aboard, at full speed, and the crew of the anchored vessel, armed with coal from the galley range, let fly at her.

One chunk of coal went through a pilothouse window on the cutter.

Now, nothing makes the Coast Guide quite so mad as to have someone go about chucking galley coal through their pilothouse windows. It's a thing you never should do. In this case, it aroused not only the fighting spirit, but also the inventive genius of the cutter's crew. She went on up to the end of her run, turned around, and came down to windward of the MALAHAT. Certain members of her crew were seen to be busy with the hose and the fire-plugs.

As she ranged alongside, the cutter's speed slackened. A heavy stream of water leapt from her fire-hose; the anchored vessel—and her cursing crew—got a fine washing down. The cutter went on, circled again and took up her official station, just off the mother-ship's quarter.

Aboard the anchored schooner there was consternation. The salt water had thoroughly soaked her deck-load, which consisted of fancy Christmas liquors, all done up in sacks for easy transportation. The newly affixed labels came off of that liquor, which some cynical people allege was blended, colored and flavored right aboard ships, in five-gallon cans, later to masquerade as Duggan's Dew of Kirkentilloch or as Five-Star Old Coroner Rum. A whole load spoiled for the fancy trade—and Christmas just a few days away!

It was not without basis that the Coast Guard claimed the victory.

(San Diego Union, August 13, 1939)

A GLIMPSE INTO THE PAST—NEW YORK HARBOR

By
Chester A. Skoldberg

The names New York and "The Big Apple," to one who has never been a part of the hustle and bustle of that great city, are most likely to conjure up visions of sky-scrapers, screaming taxicab drivers, muggers, and manipulators. Little attention is given to the great rivers surrounding that island—the waters that for more than three hundred years have been the life-blood supporting and nurturing that metropolis to its position of importance.

From its earliest days, shipbuilding and ship sailing have brought fame and fortune to New York. By 1679—just seventy years after the explorer Henry Hudson first sailed his ship *HALF MOON* into the harbor—an old print of New York pictures a substantial group of buildings and a solidly constructed wharf with vessels engaged in the business of discharging and loading cargo. By the time of the Declaration of Independence, the city had grown to a population of about fifteen thousand, as the port cleared some two hundred vessels a year. The ravages of war, however, left the city in ruins, and the port was closed to all but British commerce. The end of the eighteenth century found the city rebuilding and the port seeking to re-establish trade routes under a new flag with thirteen stars and stripes.

In the mid-1800s the gold rush was on. Schooners, brigs, packets, clippers, and steamships—many sailing from New York—were all pressed into service to transport people and supplies to the gold fields of California. The newly established U.S. Mail Steamship Company provided the link between New

York and the east coast of Panama, while the Pacific Mail Steamship Company picked it up on the west coast of Panama and carried it to San Diego, San Francisco, and Oregon.

Throughout the following years, every type of vessel known to modern man—from packets and clippers to great ocean liners—could be seen by the hundreds, weaving and maneuvering their way through the maze of New York harbor traffic. During World War II, three thousand ships passed into and out of New York in a single month. The intra-harbor traffic included several hundred tugs, tankers, and military and government vessels. More than four thousand barges shuttled the bulk of the war load between twelve of the country's largest railroads and the seven hundred piers covering 770 miles of actual waterfront.

Those once busy waters are now still, with little more motion than that created by the tides. Hardly a vessel ripples the calm surface of waters once churned to turbulence by thousands of propellers spinning madly. Change has come over New York harbor like a plague, and the rotting skeletons of piers are all that is left of the greatest base of commerce in the history of the world.

(Ed. Note: Captain Chester Skoldberg came to the San Diego area after spending most of his life in and around New York harbor where he was a tugboat captain for the well-known Moran Tugboat Company. We are looking forward to more articles from this fine marine author.)



Bird's-eye view of Lower New York

—Postcard Collection of Gregg Chandler

"SAW ME THE LUMBER AND I'LL BUILD YOU THE SHIPS"

By
Barney Hekkala



West-coast lumber schooner C.S. HOLMES

—Newell and Williamson, *Pacific Lumber Ships*

It did not sound like a shipyard, but between the crash of falling redwood trees and the whine of the mill's buzzsaws, the soft *thud, thud* of a caulking hammer and *swish, swish* of a wood plane attested that, indeed, a ship was abuilding.

The Mendocino County coast, beginning with Gualala ninety-eight miles north of San Francisco and stretching eighty-four miles further north to Needle Rock, did support a shipbuilding industry from 1860 until about 1908. Today, driving on State Route #1 along this rugged, picturesque coast, one finds it difficult to imagine that wooden sailing ships could even be built and launched in the tiny inlets, much less sail in and out of them on an almost routine basis.

The building of ships on the Mendocino Coast came about because of a need of the early day lumbering operators who had only the sea routes to get their products to the marketplace. It soon became apparent to these new lumber tycoons that

ordinary sea-going vessels would not be able to deliver their cargo simply because the ships were too big. The brigs and barks could not get into and out of these tiny inlets which were graciously called landings but were better known as dogholes because there appeared to be just enough space for a good size dog to fit in, turn around, and lie down.

As usually happens when a need arises, someone comes along to fill the need. In this case it was "old country" ship's carpenters and shipwrights who, for one reason or another, found themselves in San Francisco without a berth. Fortunately, some of these individualists found out about the need for lumber schooners and took the initiative to provide them. Only a handful of these people struck out on their own, the rest going to work in the shipyards on San Francisco Bay and farther north at Humboldt Bay and Puget Sound. Those few who came to the Mendocino Coast went to the lumber companies and said, "Saw me the lumber and I'll build you the ships."

The dean of Mendocino Coast shipbuilders was Captain Thomas Henry Peterson. Captain Peterson learned his trade as an apprentice in Denmark before shipping out to San Francisco as a ship's carpenter. After trying his hand at gold mining and working as a shipwright at Puget Sound, he managed to obtain a contract to build a ship on his own in San Francisco. Captain Peterson built two wooden sailing schooners in San Francisco before being called to Mendocino County to build a vessel for the Little River Lumber Company right on the spot.

Other shipbuilders on the Mendocino Coast were John Ross, H.C. Wright, and the company of Walworth & Reimer, all at Point Arena. Fletcher & Bryant and Crawford were at Navarro River, while at Albion, Captain Thomas Peterson's brother, John, and still another unrelated John Peterson built several schooners.

Captain Thomas Peterson built twelve ships at Little River, all of them two-masted schooners. None of these vessels exceeded 200 tons, and their lengths varied from 68 feet to 115 feet. Broad of beam, these gaff-rigged schooners were designed to haul heavy loads for short distances. Peterson also built ships at Mendocino River, Noyo, Cuffey's Cove, Albion, Whiteboro, and Russian Gulch.

A total of some forty-five wooden sailing schooners were built on the Mendocino Coast, and most of them met their end on this same rugged, rock-lined shore.

(Ed. Note: Barney Hekkala is a member of our Maritime Museum and also of the San Diego Corral of the Westerners. A student of Western Americana, he has extensively researched the history of our Pacific Coast lumber schooners.)

EUTERPE IN 1879

In the November 1981 issue of MAINS'L HAUL we began to follow the 1879 voyage of *EUTERPE* from London to New Zealand. A diary written by one of the passengers, Mr. George James Lister, gave us a lively account of both the collision that detained them in London for a week of repairs and the near-collision that occurred while *EUTERPE* was beating her way out of the English Channel. On September 1, at last free of the Channel, the emigrants acquired their sea legs and settled down to routine life aboard ship. Mr. Lister writes:

The Passengers started to wash their clothes; we can wash when we like on deck but we have to get water best way we can, for it is not nice washing in salt water. All sorts of games were carried on as the sailors had nothing to do for the first time since we started and all was going well. In the Evening we sighted a Man-of-War ship belonging to England. She had the white ensign at the peak and also signal flags flying below representing the letters G.G.V.J. Upon reference to the Code signal book they knew her to be the Tenedos twelve Guns screw steamer. Captain Phillips of our ship at once ordered our official V.P.J.K. to be hoisted in return, by which those on board the Man-of-War would not only know that their own signal had been understood, but at the same time be able to read our name. The Tenedos then asked where from, and with marvellous rapidity our answer was run up. London twenty days out. She next enquired where bound, too which we replied Canterbury; and immediately after the Captain signalled, Please report us all well. The Tenedos promised to do so and wished us a pleasant voyage. We thanked and saluted her, by dipping our ensign three times. The distance at which we passed was about four or five miles. Our ship would be no doubt reported at Plymouth or some of the channel Ports next day. It was interesting to many of us how had for the first time the opportunity of witnessing a conversation carried on at sea by two ships miles apart by means of a series of flag signals.

Another custom that was new to the emigrants was the crew's "dead horse" ceremony. Before boarding the ship in London the sailors received a month's wages in advance, and so the first month at sea they figured they were working for a "dead horse." Mr. Lister describes the festivities:

Tuesday [September] 2nd. Wind in favour and the weather very fine. The sailors month was up to day, and the dead horse was made. It was made of straw and bags; it was about the size of a Donkey but very like a goat, only it had a long tail. It was taken to the middle of the ship and put up for sale, which they collected about fifteen shillings. One of the sailors was dressed like an old man with a long white coat and a long beard, made of towed rope. Then the rope was put through a pulley on the end lower yard on the main mast, and tied to the man and

horse as he was on its back. They were then drawn over the side of the ship and swung about for awhile. The rider then loosed the horse from under him and it fell into the sea. He was then lowered down, and then all sorts of amusements was carried on until very late. Wednesday 3rd. The wind in our favour. They started to take the observations and to mark them down on a board so that everyone might see the longitude, and latitude, and know how many miles we had gone; to days was Latitude $44^{\circ} 30'$. Longitude $12^{\circ} 42'$. Miles 158. Thursday weather very fine; we are some where of the coast of Portugal, in Lat. $42^{\circ} 37'$. Long $14^{\circ} 10'$, distance 133 miles. Friday 5th. Very fine and going well. The distance was not put up to day, but every day it was put up I took it down on a paper by itself. So I will not put it in the book as it takes up so much room, only occasionally to let you (if you look at the map of the World) whereabouts we are at. And the number of miles when I reckon'd them up they are only about fourteen thousand miles.

Fourteen thousand miles would not seem so short a distance after months of subsisting on ship's food. Even before *EUTERPE* was out of the English Channel there were murmurings about the poor quality and quantity of the rations. Grievances came to a head soon after they were on the open sea. Mr. Lister continues:

Monday [September] 8th. Very calm. There as often been disturbance about our treatment of provisions for we only got a part of them given to us, for the Coffee, Peas, Rice, Oat Meal, and salt Meat are given to the Cooks. (There are two Cooks.) So to day when we went to the Galley for our meat there was not one ounce for each. So all went and stormed the Galley, and searched everything but the Cooks said it was all they got from the Mate, and we could not find any more. So we went to the Captain and let him see, so we arranged to see everything weighed out to us. We have to make our own bread or any thing else we want and take them to the Cooks Galley to Cook them, so they have certain days for every thing. On Sundays and Wednesdays they boil Duff, and we get Salt Meat for dinner and Salt Pork the other, but not on Duff days, and perserved potatoes every other day. It is not often we can eat the Meat as it stinks so, we just throw it over in the sea; and we get Coffee every morning and Burges or Porridge one morning and boiled Rice the other, and Peas soup every other dinner time.

Disputes over food would persist throughout the long five-month journey, but other diversions took the emigrants' minds off their problems. Unlike modern-day cruise ships with professional cruise directors and entertainers, *EUTERPE* let her passengers amuse themselves. One popular form of shipboard entertainment is described in the next entry of Mr. Lister's diary:

Friday [September] 12th. Weather very fine. A notice was put up in the morning that there would be a foot race, at five thirty P.M. between an old man about fifty, and a young Irishman. They had to run five times around the deck. The Old man striped of and did it in one minute and forty eight seconds. When the Irishman appeared he was very amusing; some one had lent him a pair of tight-skins and a black belt. He did it in one minute and twenty six seconds, so two got him on their shoulders and carried him around the deck. And then a walking match had to come of between the sailors and passengers. So a Young man in the single cabin walked first; it is about onehundred and fifty yards and they had to walk twenty times around. He did it in eight minutes & thirty eight seconds. Then a sailor tried but gave in the sixth time around. He was three minutes. So then the entertainment commenced which passed of very lively. They are held on deck when fine.

So life was not dull aboard *EUTERPE*. In future issues of MAINS'L HAUL we will continue Mr. Lister's account of the voyage, including the antics of his shipmates, their experiences with ocean wild-life, and the terrifying storms that *EUTERPE* weathered on this trip to New Zealand.

(Ed. Note: Our thanks to Mrs. Irene Lister for her kind permission to print this diary. The original spelling has been retained, but punctuation has been added for clarification.)

CURATOR'S CORNER

The activities behind the scenes are often unsung but are extremely important to the quality and success of a museum. A project is now underway to improve our storage capability for the artifacts that are not currently on exhibit and that are in the study collection. New shelving is being installed in the three storage areas by the Museum's carpenters after the spaces have been prepared and painted by the Museum's painters. Once completed, the collections will be reorganized so that similar types of artifacts are safely grouped together. In conjunction with the storage improvements is a continuing program of recataloging the collection.

One of the advantages (and necessities) of proper storage and record keeping is the ability to provide better exhibits. It is much easier to plan exhibits if you know what you have, where it is, and what condition it is in. This also helps determine what artifact donations are needed for future exhibits and research.

Research is another of the hidden functions of a museum. Oral history continues in documenting the operation of the San Diego ferryboats. Photographs and documents of various types supplement the taped interviews. So far, two masters, Captain Vernon Murdock and Captain Curtis Allen; a chief engineer, Mr. Axel Hedberg; and an operations manager, Admiral Sydney Dodds, have been interviewed by Captain Lester Miller and myself. A

Library volunteer, Commander Alan Thewlis, has taped Walter (Jack) Wood telling about his leading role in collegiate sailing and San Diego yachting.

New exhibits now on view are "Early Ships of War" and "Twentieth Century Merchant Marine." Donors of the artifacts on exhibit are as follows: Mr. John Washington, ship model of Dutch warship *PRINSES*; Mrs. Winifred Best and Mrs. Dorothy Demmery, English ship-of-the-line model; Mr. Robert Pranka, ship model of C-2 freighter; Mr. Thomas Sefton, original "Little Annie" cartoon strip of steam advocate versus diesel advocate; and Mr. Leon Kiralfy, electrified model of triple expansion steam engine. The model of the English ship-of-the-line has been expertly restored for the Museum by Dr. Charles Stern. Members of the Maritime Museum are invited to see these varied exhibits of maritime history.

Dave Brierley, Curator

STAR OF INDIA AUXILIARY

A new Auxiliary year will begin on May 19 when officers for the fiscal year 1982-83 will be installed at the annual meeting of the general membership to be held on the *BERKELEY*.

My term as president has passed with unbelievable swiftness, and it has been a pleasure for me because I have had the loyal support of a dedicated and talented membership. We have enjoyed successful fund raising events during the year which benefit the Maritime Museum. An Auxiliary Founder's Day, which will become an annual occasion, has been designated formally as May 14 and will be observed for the first time on that date. I am most gratified that our new docent program, which began in January, is successfully fulfilling its purpose of providing information to visitors to the ships of the Museum fleet. My sincere appreciation goes to members of the Executive Board and the Standing Committee Chairmen who served with me this year for their unfailing support; and to the Museum Curator, David Brierley, whose unobtrusive help was always forthcoming as often as it was requested.

Auxiliary officers for the coming year who will be installed on May 19 by our charter president, Mrs. Chauncey Clark Woodworth, are: Mrs. Charles A. Isham, President; Mrs. John W. Allen, First Vice-President; Mrs. M. Copeland-Bourland, Second Vice-President; Mrs. Alex H. Quartly, Third Vice-President; Mrs. Margaret Arveson, Recording Secretary; Mrs. William Duncan Fulton, Corresponding Secretary; and Mrs. Lee Tracy, Treasurer.

We welcome these new officers and look forward to working with them toward another successful Auxiliary year.

Norma Day, President

MERCHANT MARINE MEMORIAL SERVICE

The annual memorial service to honor Merchant Marine seamen lost at sea will be held on Sunday, May 23rd, at 2:30 P.M. This year the service will be at

Seaport Village and is open to the public. The ceremony will include the formal dedication of a memorial plaque and propeller mounted on a large blue granite stone. This memorial is being jointly dedicated by the Women's Propeller Club and the Propeller Club of the United States, San Diego.

NEW MARITIME MUSEUM SLIDE PRESENTATION

A twenty-five minute slide presentation is now available to help acquaint people with the Maritime Museum. The slides and speaker give an insight into the maritime history of San Diego and the ships and exhibits of the Museum. Members are welcome to recommend luncheon or evening meetings for the use of this slide show and for the movie "Iron Lady of the Sea."

FOUNDER'S DAY ESTABLISHED

The Star of India Auxiliary will observe its first Founder's Day on May 14 with a formal ceremony aboard the *STAR OF INDIA*. The occasion will honor Mrs. Chauncey Clark Woodworth, founder and charter president of the Auxiliary.

At a recent meeting of members of the Executive Board and past presidents of the Auxiliary, it was established formally that the birthdate of the founder of the Auxiliary, May 14, is designated henceforth as Founder's Day of the Star of India Auxiliary and that the date shall be observed annually.

The Auxiliary regrets sincerely that, due to space limitations of the ship, attendance at the ceremony and reception will be by invitation only.

AND THE WORK GOES ON AND ON

It is not always evident to the occasional visitor to the Museum, but currently a staff of thirty-seven full-time and part-time paid employees is needed to keep it all going. These employees sell tickets, keep our books, type our letters and manage our records, build and install exhibits, catalog our collections, edit the newsletter, and, for the most part, engage in an unceasing battle to maintain and improve our fleet of historic vessels.

Over 70 percent of our annual expenditures goes into wages and related expenses, with well over half of the wages going to the maintenance crew. In just the past few weeks they have not only been carrying out the routine daily chores of cleaning and washing down, but have been involved in a variety of maintenance, restoration, and general improvement tasks as well. Bright work aboard *STAR OF INDIA* and *MEDEA* has been sanded and varnished, and the *STAR*'s saloon deck has been refinished. Aloft, *STAR*'s rigging is being overhauled, while aboard *MEDEA*, the rewiring to meet Coast Guard regulations proceeds rapidly; new wiring races are being built, and the various cabins are being overhauled

and refinished. Aboard *BERKELEY* the sound of power saws, chipping hammers, and needle guns serves to remind us all that there is no such thing as reaching an "end" in the ship preservation business. Our crew is now overhauling various compartments for collections storage, tackling the long-term project to overhaul the sponsons, and continuing to restore the boiler room and make it accessible to the public.

If the Museum depended solely on admissions revenue, it could not meet its payroll. Fortunately, we also have revenue from *BERKELEY* party rentals, the Slop Chest, membership, and gifts—all of which help keep the wolf away from the door.

We recognize that the work on this superb fleet of historic vessels did not end with their restoration, but that it was just beginning. We further recognize the key role that the membership plays in providing the support necessary to insure our continuing achievement.

Lin Snow, Executive Director



Ship model *CONFIDENCE* at dedication of Whittier Institute for Diabetes and Endocrinology

—Scripps Memorial Hospital Photo

PRESIDENT'S MESSAGE

Since my last report, Ann and I enjoyed a six weeks' cruise to the Sea of Cortez with Bob and Dort Foster. It is nice to have a full-time Director.

The long-time members of this Association will remember that Paul Whittier obtained, restored, and then donated to this Museum the steam yacht *MEDEA*. More recently Mr. Whittier enabled Scripps Memorial Hospital to construct the Whittier Institute for Diabetes and Endocrinology. On the 2nd of April, members of our Board attended the dedication ceremonies of this important addition to Scripps Memorial Hospital. Our Curator of Models, Bill Benson, constructed a beautiful model of the seventeenth century ship *CONFIDENCE* in which the first Whittiers arrived in New England. Past President Gordon Frost presented this model to the Institute as a token of the Museum's appreciation to Mr. Whittier for his generosity over the years. The model will be permanently installed at the entrance lobby of the Whittier Institute for Diabetes and Endocrinology.

Carl Bowman, President

ALAN VILLIERS 1903-1982

I regret to announce that I have just heard from Nancy Villiers that Alan passed away on the 3rd of March—peacefully at home in Oxford, England. Were it not for Alan, the *STAR OF INDIA* might never have been restored. During a visit to San Diego in 1957, he was taken aboard the miserable hulk, recognized her potential, and exerted his nautical prestige to kindle the interest necessary to start on the restoration project after thirty years of neglect.

Alan is best known for his prolific documentation of the last days of commercial sail. His stories of the Cape Horn "Grain Races" in the

late 1920s and early '30s are classics. After spending World War II as a commander in the British Navy, he settled in Oxford, England, where he continued his nautical research, writings, and working on various projects for the National Geographic magazine.

In the course of his career he sailed on a wide variety of sailing vessels ranging from Arab dhows to the Coast Guard Cutter *EAGLE* where I was fortunate to have him as a shipmate in 1954.

Carl Bowman

WELCOME ABOARD

New members since the last issue:

William J. Burke
Anthony Caputo
Richard Villa
Arthur Peterson
Clair Tucker
Kim McCallum
Oscar Johnson
Marjorie Dyhre
Carl Dybdal
Dave McAllen
Robinson Brady
T. Quinn Enright
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MARITIME MUSEUM ASSOCIATION OF SAN DIEGO
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MAINS'L HAUL is published quarterly (wind and weather permitting) at headquarters of the Maritime Museum Association aboard the bark *STAR OF INDIA*, 1306 North Harbor Drive, San Diego, California 92101.

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

—John Masefield

Gregg Chandler, Editor
Carol Kettenburg, Associate Editor

MARITIME MUSEUM ASS'N. OF SAN DIEGO

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MAINS'L HAUL

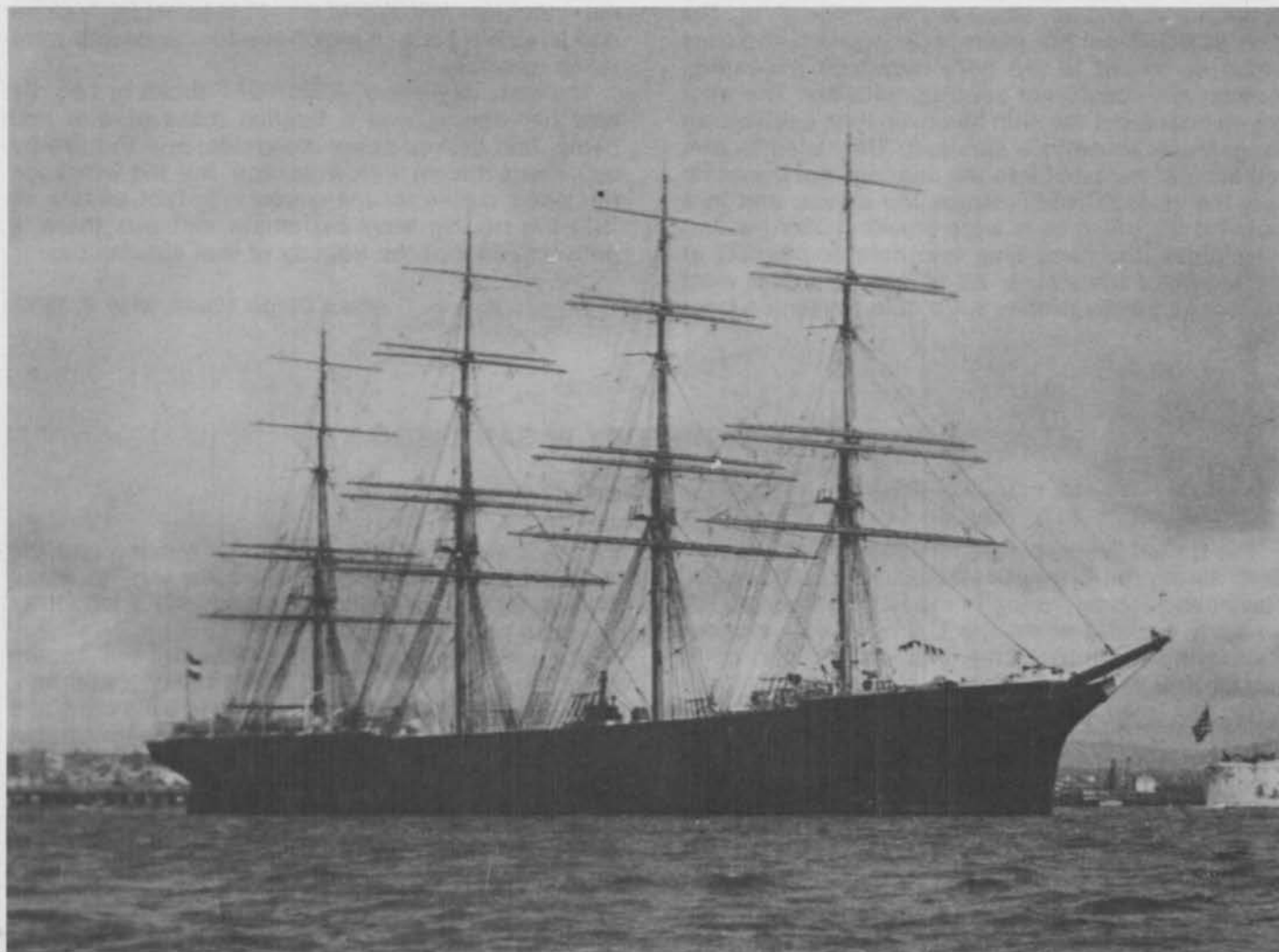


MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

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German ship *H. BISCHOFF* with U.S. Flagship *PHILADELPHIA* in background.

Photo from Jerry MacMullen
Collection

TOO MUCH DESIRE FOR SPEED AT END OF VOYAGE FATAL TO HOMEWARD-BOUND GERMAN WINDJAMMER

By Jerry MacMullen

At the mouth of the Elbe there stood, for several years, a grim example of the sentiment of Joseph Conrad that "anyone can carry on—only the prudent man knows when to shorten sail."

That monument was the steel mainmast of the German four-masted ship *H. BISCHOFF*, at one time a trader to San Diego. Built as the steamer *VILLE DE*

PARIS, the *H. BISCHOFF* later was drydocked, her engines were taken out, and yards were crossed on all four of her masts. As a sailing ship, she appears to have been rather successful. At any rate, when she called here many years ago, no one referred to her as a misfit.

However, speed may have been lacking, and

maneuverability also may have been an uncertain quantity. At any rate, her last voyage—and that was away back in 1900—found her taking 120 days from Caleta Buena to the mouth of the Elbe.

On Oct. 28, 1900, the *H. BISCHOFF* was close to the mouth of the river, in company with several vessels which included the British ship *TRAVANCORE* and the German bark *ASSEL*. These two were reduced to lower topsails, foresail and foretopmast staysails, for it was blowing half a gale.

The big four-master, however, had been three months at sea, and everyone was in a bit of a hurry to get home. And so, alone among those ships, the *H. BISCHOFF* set her main upper topsail, and tugs which came out to get her—they took a beating, themselves—could not keep up with her. The pilot got on board, but the ship had even then been blown dangerously close to a sandspit. They tried to trim sail and get her back into the channel, but it was no use; the *H. BISCHOFF* struck the sands, and in a moment the green seas were breaking over her.

Helpless, the huge ship lay there completely at the mercy of the waves. All of her deck-gear went overboard, although they were able to lower a boat

in which the pilot and a few sailors got away from the doomed vessel. By then, her decks were a churning maelstrom, and loosened spars were crashing down from above.

Other ships nearby launched boats and tried to get the crew off of the stranded *H. BISCHOFF*. In spite of their efforts, however, eight of the big wind-jammer's crew were drowned—and four men from the other ships also lost their lives in the thundering breakers.

The master and three men were left on the ship as darkness descended. In the morning, the government steamer *NEUWERK* was able to get fairly close and launch a boat, in which the four survivors were taken to safety.

The next day the *H. BISCHOFF* broke in two. By now her rigging was a tangled mass of wire and hemp, and broken spars alongside, and the nearby shore was strewn with wreckage. But the wreckage remained visible for many years; in fact as late as 1910 the rusting steel mainmast still was there, a grim reminder of the tragedy of that autumn day.

(*San Diego Union*, May 7, 1939)

EARLY NAVAL HISTORY IN SAN DIEGO

By Captain Eddie Fredericks

The United States Navy first came to San Diego in 1846 during the War with Mexico. However, the U.S. Navy had been operating in the Pacific Ocean since as early as 1813 when the U.S.S. *ESSEX* rounded Cape Horn to protect American whalers during the war of 1812 with Great Britain. Many important missions had been entrusted to the commanders of the few ships of the small American Navy, ranging from the claiming of the Oregon Territory in 1818 to the exploring of the entire Pacific Ocean area and the Antarctic in 1838-42 during which the Antarctic continent was discovered. Naval officers on distant stations negotiated treaties and conducted a variety of missions as representatives of the United States government. Foremost always was the protection of American commerce, citizens, and interests in this vast ocean area. When the War with Mexico came, a handful of ships with a few seamen and marines faced the task of conducting a campaign which required not only sea but also land operations to occupy and control the western part of California and Mexico.

In the summer of 1846, shortly after the outbreak of war between Mexico and the United States, a small group of U.S. Navy ships operating in scattered locations along the west coast of Mexican California moved cautiously toward the San Francisco area. Their commander, Commodore John Sloat, USN, had received rumored information that a war had started, but due to poor communications, he had no confirmation. He had earlier received contingency orders indicating that it was hoped a state

of peace would continue between Mexico and the United States, but if war came he was to make efforts to occupy San Francisco and such other Mexican ports as his force would permit.

Commodore Sloat, in his flagship the frigate U.S.S. *SAVANNAH*, arrived in Monterey, California, on 2 July 1846, granted shore liberty to his crew and that of the sloop U.S.S. *CYANE*, which had preceded him there, and went ashore to confer with the American consul. On the basis of his information, the consul urged that Monterey be occupied on the 4th of July. Commodore Sloat did not choose to act that expeditiously, but on 7 July a landing party of seamen and marines under the command of Captain Mervine of the U.S.S. *CYANE* occupied Monterey and raised the American flag, symbolizing the conquest of that part of California by the United States. On 8 July, Yerba Buena (San Francisco) was occupied by naval forces from the sloop U.S.S. *PORTSMOUTH*.

On 15 July 1846, Commodore Robert F. Stockton, who had been enroute and scheduled to relieve Commodore Sloat, arrived at Monterey. A great concern of the Americans in the preceding months and years was that if hostilities between the United States and Mexico should occur, the British, with their superior naval forces, might take advantage of the situation and occupy California. Thus there was considerable concern at Monterey when the British flagship H.M.S. *COLLINGWOOD* arrived a day after the arrival of Commodore Stockton. However, after the usual exchange of courtesies by the senior

officers, there was no interference with the U.S. operations, and the ship departed a week later, relieving doubt about potential British interference with U.S. operations in California.

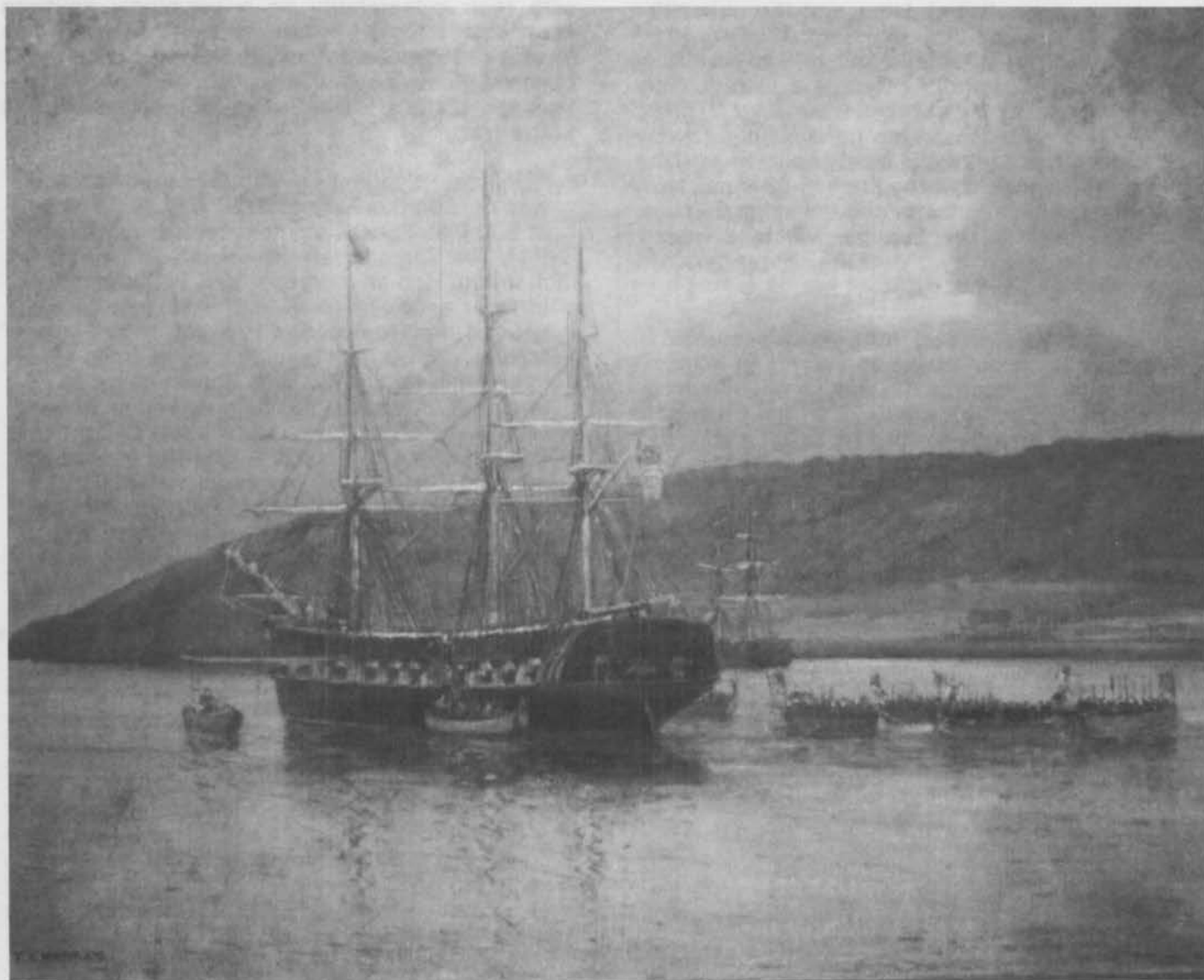
Commodore Stockton assumed command of the Pacific Squadron on 23 July 1846. At that time the squadron consisted of the frigates U.S.S. *CONGRESS* (flagship) and *SAVANNAH*; sloops *PORTSMOUTH*, *WARREN*, and *CYANE*; one small schooner *SHARK*; and the storeship *ERIE*. The *SHARK* was soon to be lost in a shipwreck off the Columbia River.

On the 26th of July, Commodore Stockton dispatched U.S.S. *CYANE*, now under the command of Captain Samuel F. Dupont, USN, to proceed south and occupy the port of San Diego. On board were Major John C. Fremont, U.S. Army, and 165 irregular cavalry troops with equipment but no horses. Also included were Captain Archibald Gillespie, USMC, and Kit Carson, noted frontier scout. Major Fremont had orders to advance by land to prevent Mexican

General Castro's retreat to the south and to assist in the capture of Los Angeles.

U.S.S. *CYANE* anchored off Point Guajarras (Ballast Point) at 11:30 A.M. on the 29th of July, 1846, becoming the first American warship to enter San Diego harbor. In the afternoon of that day a landing party of seamen and marines under the command of Lieutenant Stephen C. Rowan, USN, Executive Officer of *CYANE*, with Lieutenant William A.T. Maddox, USMC, commanding the marines, departed the ship. They proceeded ashore and occupied San Diego without resistance. The American flag was raised in Old Town, thus bringing San Diego into the United States. Major Fremont landed some of his troops later that day and the remainder the following day.

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



U.S.S. *CYANE* off Point Loma, 28 July 1846.

Photo by Dave Brierley of
painting from Joseph Jessop
Collection

LIFE AT SEA ON THE *EUTERPE*—1879

While roaming the decks of *STAR OF INDIA*, you may find it difficult to imagine what life would have been like as an emigrant on this ship over one hundred years ago. At that time you would have known her as the full-rigged ship *EUTERPE*, and you would be sharing her decks with more than four hundred other emigrants as well as pigs, sheep, and chickens. If you were lucky enough to be a first class passenger, you would be traveling in the relative luxury of the after cabin saloon, rubbing elbows with Captain Phillips and the ship's officers. The other passengers lived one deck down on the 'tween decks, with the single men crowded in the forward hatch, the single women and families in the main hatch, and the second class passengers little better off in the after hatch.

The decks of *EUTERPE* would not only be your home, but your entire world for up to five months. Chances are you were a farmer or tradesman from the interior of the British Isles, and the unfamiliar world of the sea could be terrifying. This would be especially understandable on the 1879 voyage from London to New Zealand. As George J. Lister's diary records (November 1981 MAINS'L HAUL), *EUTERPE* was rammed by a steamship her first night away from the dock, and later she nearly collided with the sailing ship *HURUNUI* in the English Channel. How some of these incidents affected the emigrants was a favorite topic in the *Euterpe Times*, a weekly newspaper published by one of the passengers. Mr. Lister writes of it in his diary:

Saturday [September] 13th. A little breeze. The paper came out to day, and very interesting it is. We generally go by the number of our bunk instead of the name. I am No. 5, in No. 1 mess. There was a Song in the papers about a young man from London, a mess mate, he is No. 3. It is as follows

There is a lively sort of chap,
Whose down our for'ard hatch;
I guess for sea antipathy,
On board he has no match.

For him a Sea life has no charm,
He'd sooner be on land;
He cried to be on shore once more,
A five pound note I'll stand.

And to our Captain he repaired,
But he replied with reason;
That to desert our noble ship,
Would be the foulest treason.

So No. 3 while here you be,
I'd prove myself a man;
And if of sea life you'r afraid
Why buy a Dolby Can.

While we were in channel a good many was frightened, after the narrow escape with the *HURUNUI*. There was one night it was very rough, and the sailors were calling aloud and an Old Man named Duff thought we were com-

ming in collision, and he run up on deck naked and shouted, and a good many followed in their shirts. This sort of thing was done a few times untill every one got tired of it. One chap used to put is Dolby Can on every time, and some times he would have lost the cork and others it would be full of water. So he goes by the name of Dolby.

Three of the Pigs died, and two were dressed for the first class passengers.

Apparently, Dolby Cans were the 1879 equivalent of our life jackets. The *Euterpe Times* was sure to take note of the final disposition of the unfortunate pigs, ending their elegy with the couplet:

"That's all for each Euterpean sinner
Knows how the firsts had pork for
dinner."

Poking fun at each other was one way of coping with their vulnerability on a seemingly limitless expanse of ocean. Another more effective way was to turn to their Creator, whom the emigrants firmly believed would carry them safely to their destination. Mr. Lister's Sunday diary entries reflect this active faith:

Sunday [September] 14th. Very fine service was held on the Poop at 10.30 A.M. Bible class at 2.30 P.M. Service on main deck at six Oclock P.M. The Captain only conducts service in the morning. Had an increase. Mrs. Fairhurst gave birth of a Daughter at 11.15 P.M. just as we entered the Tropics. She is in the third cabin. Monday 15th. A very large fish came along side of the ship for a while. It measured about 35 ft. in length; it was said to be a Grampus; it was very like a whale. There were a few flying fish Yesterday, the first we saw, but there as been hundreds to day. They are very small, the largest about size of a small herring. They are likest a swallow and flys very like them. Their wings are very large to the size of the body. They could not fly far, for as soon as their wings got dry they fell. Sometimes they would fall on the ships deck, and they could not fly off again.

The fish, birds, and sea mammals were a continuous source of fascination for the emigrants, being their only companions besides fellow-passengers and an occasional passing ship. Mr. Lister made careful and sometimes detailed notations of every creature they encountered as part of the daily shipboard routine. Their routine also included frequent auctions, with the passengers exchanging goods they had brought on board but later did not need or want. Mr. Lister describes the first such auction on *EUTERPE*:

Tuesday [September] 16th. A sale took place at 3 P.M. Mr. Middleton acting as auctioneer. The articles were of a miscellaneous character consisting of Potted Meats, Salmon, Lobsters,



Sardins, preserved Milk, Tobacco, Candles, Dishes, Tins, Wollen and Linnen Jackets, Hats, and Caps, Cheese, Lemons, Sugar, and Leather Laces. The bidders were very keen especially for Milk and potted Fish. They went for four

times their value. Clothes go very cheap and those that wants money to drink will sell a good suit for a few shillings and drink is very dear on board. Some sell their bread and we can get six-pence for a bit about size of our hand. In the evening the Childrens singing contest came off. After each Girl and Boy had sung two pieces the prize was awarded to John Austin. Mr. Duff gave the prize and on ascending the platform, said, "Ladies and Gentlemen, this Boat was made by a gentleman on Board the Euterpe whose name is Mr. Wagstaff. It is a complete model and the name of it is Nonsuch, bound for New Zealand," handing it to the Boy.

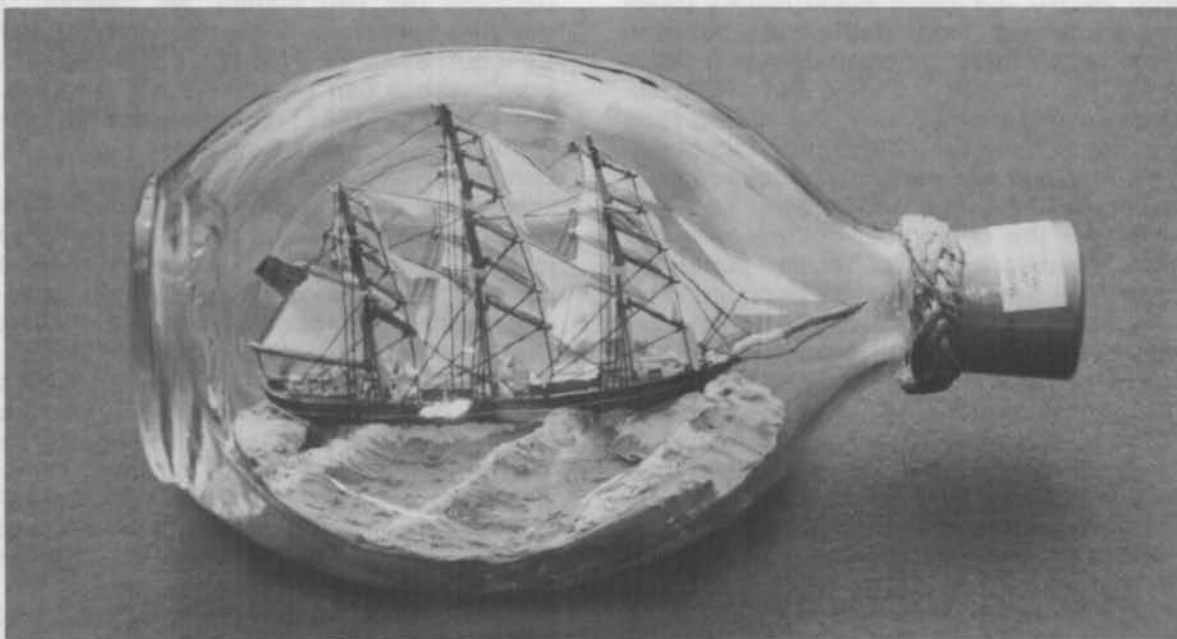
Between whale-watching, auctions, and singing contests, the emigrants still found time to play practical jokes on each other, write poetry, and hold sporting events. These topics and others will be covered in future issues of MAINS'L HAUL.

(Ed Note: Our thanks to Mrs. Irene Lister for her kind permission to print this diary. The original spelling has been retained, but punctuation has been added for clarification.)

INTERNATIONAL SHIPS-IN-BOTTLES EXPOSITION

The Maritime Museum is pleased to announce the first International Ships-In-Bottles Exposition aboard *STAR OF INDIA*. Approximately 100 models built by modellers from around the world will be on exhibit from August 1 to September 30. Members are encouraged to use their free admission privilege to view the show. The exhibit is being co-sponsored with the International Ships-In-Bottles Association

under the American chapter currently led by local member, Cdr. Don Hubbard. It will demonstrate the wide variety of ship types, sail and steam, different approaches to content, and many shapes and sizes of bottles. Come and see the skill and ingenuity of the model builder and the magic of this nautical art that shows a square peg can fit into a round hole.



Ship-in-bottle by Jack Needham

Photo by Dave Brierley

OF WOOFEL BIRDS, HORSE TRADING, AND THE STAR OF INDIA

By Carol Kettenburg

Everyone who has read Jerry MacMullen's book *Star of India: The Log of an Iron Ship* knows the story of how the old bark came to San Diego. We all remember how in 1925 a small group of maritime enthusiasts, including Jerry and Dr. Harry Wegeforth of the San Diego Zoological Society, decided that the best way to preserve sailing ship history was to buy an old vessel and turn it into a museum. According to Jerry, "they looked longingly at *STAR OF FRANCE*," a fine, sleek sailer that the Alaska Packers Association was offering for \$12,000. But having more imagination than money, the group finally settled on the stouter and older *STAR OF INDIA* for only \$9,000. Of course, we should all remember how James Wood "Sunny Jim" Coffroth, a local racetrack promoter, generously wrote a check for the full amount, thus bringing *STAR OF INDIA* to San Diego.

But how many people realize how close we came to getting *STAR OF ITALY* instead of *INDIA*? This story has been buried for the last fifty-five years but is now coming to light, at least partially, through Jerry's personal papers donated to the Maritime Museum before his death. We are fortunate that Jerry was acting secretary of the group, for his correspondence gives a fascinating and sometimes surprising look into the negotiations for *STAR OF INDIA*. But the story about the near-switch of *INDIA* for *ITALY* actually begins after negotiations were completed and Sunny Jim's check was turned over to the Alaska Packers, in November of 1926.

That was when a new problem arose, specifically, how to get San Diego's future maritime museum out of Oakland Estuary and down to San Diego. The five hundred mile trip would have been nothing for the old girl who circled the globe some twenty times back in her prime and made yearly treks between San Francisco and Alaska for another twenty years after passing her fortieth birthday. But *STAR OF INDIA* had been laid up since 1923. Her rotting sails and rigging, not to mention the questionable condition of her hull, ruled out making the voyage from San Francisco to San Diego on her own. Tow fees were too high for the Zoological Society, now her legal owners, to absorb, and collecting donations was going to take time. The Alaska Packers, after patiently granting several extensions of time before demanding payment for the bark, were now anxious to get her out of their storage docks. They immediately cleaned and outfitted her as best they could for the trip, at no extra cost. They even threw in an old Viking boat replica that Dr. Wegeforth had admired in the Packers' yard on one of his inspection trips. That was placed as a finishing touch on *STAR OF INDIA*'s poop deck. So there she sat, all dressed up, waiting for her fare home.

Meanwhile, enthusiasm was beginning to spread for sailing ships in general and *STAR OF INDIA*'s plight in particular. In December 1926 Jerry received

a letter from H.B. "Skip" Warren, editor of *Pacific Coast Yachting* magazine. He had conceived the fantastic idea of entering a square-rigger in the 1928 Honolulu Race as a publicity stunt and suggested *STAR OF INDIA* as a likely candidate. He hastened to add, however, that "that first thing is to have somebody capable of judging to go over the ship with a fine tooth comb to see if she is seaworthy; for if not, all bets would be off. To drown the whole crew would be publicity all right, and a wonderful story, but not just the most desirable kind."

Apparently this was before *STAR OF INDIA*'s reputation as a slow ship was widely known, for despite Sunny Jim's magic touch, he had not bought a racer in this vessel. She would have required extensive work to prepare her for such a voyage, anyway, and as Jerry pointed out, it would be impractical to enter a museum ship in a race. But Jerry added in his reply to Skip that there were other ships available for such a venture. The Hollywood movie people were keeping some old clippers in shape to use as props and might be interested in the promotional angle. The famous *CUTTY SARK* had just been re-rigged in England where plans were being made to sail her around the world again. And *STAR OF FRANCE* now belonged to a Mr. Walter J. Seaborn, the Alaska Packers agent who had handled the *STAR OF INDIA* deal. He might be interested in entering her in the 1928 Honolulu Race.

Mr. Seaborn was indeed interested and wrote in February 1927 that he would have *STAR OF FRANCE* ready for the race. He also controlled *STAR OF ITALY*, an almost identical sister of the *FRANCE*, both built in 1877 by Harland & Wolff of Belfast, Ireland. Since a traditional rivalry had developed between the two sisters, Mr. Seaborn proposed entering both ships in the race and letting them battle it out. *STAR OF FRANCE* could be the "Southern boat" with a San Diego and Los Angeles backing, and *STAR OF ITALY* could be the "Northern boat" from the Bay Area. Both were already in sailable condition.

None of this talk was doing much to help poor *STAR OF INDIA*, as she continued to cool her heels in the Oakland mudflats with the Viking boat still perched on her poop. In March 1927 Jerry was getting desperate enough to write Skip Warren that if the Zoological Society could afford the tow down to San Pedro, maybe a crew of movie people could sail her the rest of the way to San Diego. Skip quickly replied that he belonged to a group called the Woofel Birds who would probably jump at the chance to sail *STAR OF INDIA*. They were also about to consider an offer that Mr. Seaborn made to sell *STAR OF ITALY* to the southern interests in the Honolulu Race for \$15,000.

This sudden desire of Mr. Seaborn's to unload *STAR OF ITALY* came at an opportune time. He reasoned if the San Diego people wanted a sailable

vessel, perhaps they would be willing to trade *STAR OF INDIA* for the *ITALY*. On April 7 he sent Jerry a telegram outlining the deal, requesting an immediate reply. The next day Jerry wired back: "MUCH INTERESTED IN NEW SHIP PROPOSAL IF SHE WILL FULFIL OUR NEEDS DR WEGEFORTH WILL SEE YOU ABOUT THIS NEXT WEEK." After an inspection of *STAR OF ITALY* the following week, Dr. Wegeforth recommended the trade, as she had electric lights, was full-rigged, and was fifty feet longer than *STAR OF INDIA*. A furious exchange of telegrams over April 14 and 15 ended with Jerry wiring Mr. Seaborn to go ahead with the trade providing arrangements could be made for transferring the Viking boat from *STAR OF INDIA*'s poop to the *ITALY*.

That should have been final; *STAR OF ITALY* would soon be bound for San Diego to become the new maritime museum. But for a week the Bay Area was strangely silent. Finally Jerry wired Mr. Seaborn and the Alaska Packers requesting the status of the trade. On April 26 the answer came back: "ITALY SOLD TODAY TO OREGON INTERESTS STOP LUMBER PEOPLE HERE NOW CONSIDERING PURCHASE FRANCE STOP IF YOU DESIRE FRANCE ARRANGEMENTS MUST BE MADE BY YOU WITH SEABORN QUICKLY." We have no record of Jerry's reply.

Through all this commotion *STAR OF INDIA* rested quietly in Oakland Estuary, feeling a bit rejected perhaps, but still patiently waiting to be taken to her new home. The Woofel Birds were now anxious to sail her down if they could wait until June and if San Diego could not make a horse trade for something better. It would be good practice for them in training for the 1928 Honolulu Race. Jerry, however, was busy making other arrangements, as he covers so thoroughly in his book, and on July 9, 1927, the old iron bark was towed into San Diego Bay. At last *STAR OF INDIA* was home.

(Ed. Note: Before his death in February 1981, Jerry MacMullen donated his personal papers and memorabilia to the Maritime Museum. This collection is now in the process of being properly stored, cataloged, and indexed to become available for future researchers in maritime history.)

**BE SURE
TO VISIT SHIPS-IN-BOTTLES
EXPOSITION
BEFORE
SEPTEMBER 30
(see page 5)**

CURATOR'S CORNER

Research is like the Kingston Trio's song "MTA" in that one cannot physically return to the past, and the story is still untold. Our Maritime Museum has a continuing need to document the long and involved histories of *STAR OF INDIA*, *BERKELEY*, and *MEDEA*, as well as many other maritime subjects covered by the exhibits. The full story should be known, and the facts are being secured from many sources, but there will always be gaps to fill.

A concentrated effort has been made this year to learn more about *STAR OF INDIA*'s involvement with the emigrant trade from England to New Zealand. As *EUTERPE* (her name until 1906), she carried hundreds of emigrants to New Zealand from 1871 to 1898 with the 1870s being the peak years.

One of the missing research ingredients has been "Who were the emigrants?" Through the cooperation of the San Diego Convention & Visitors Bureau and travel writers from New Zealand, a New Zealand magazine article was written to appeal for information from the emigrants' descendants. The response was gratifying. Welcome letters have included passenger lists, a crewman's papers, and a photograph of a painting of *EUTERPE* in the 1870s; a newspaper article with the now humorous opening sentence "We have been waiting hourly for the past six weeks for the arrival of *EUTERPE*;" and a copy of the "Euterpe Waltz" written by a young emigrant who grew up to be a composer. Respondents shared their parents' or grandparents' experiences during the passage to New Zealand and what the people did once they arrived. Emigrants became farmers, blacksmiths, and carpenters, among other trades, and raised their families far from English friends and family. The Lister Diary excerpts printed in MAINS'L HAUL portray this cross-section of displaced British society.

Our current research supplements the research conducted in the 1940s by the foresighted maritime historian and marine surveyor, Captain Harold Huycke of Seattle. He was able to correspond with people who had actually emigrated aboard *EUTERPE* and has shared this information with the Maritime Museum. It is best to conduct research when your primary subjects are able to contribute.

The tip of the iceberg has been explored, but there is much yet to be discovered. Contacts with New Zealanders will be maintained and developed further. Various uses for this research information are plentiful and include possible publication, new exhibits on emigration aboard *STAR OF INDIA*, and use by the ladies of the Star of India Auxiliary's helpful new docent program and the group hostess program.

BERKELEY and *MEDEA* are also being researched with new information continually coming to light. Sometimes investigations are instituted from within, while at other times information is volunteered by outside sources. Recently Mr. Harry Valentine allowed us to copy a scrapbook about his father's time as a master of the *BERKELEY* and about San Francisco

(Continued on page 9)

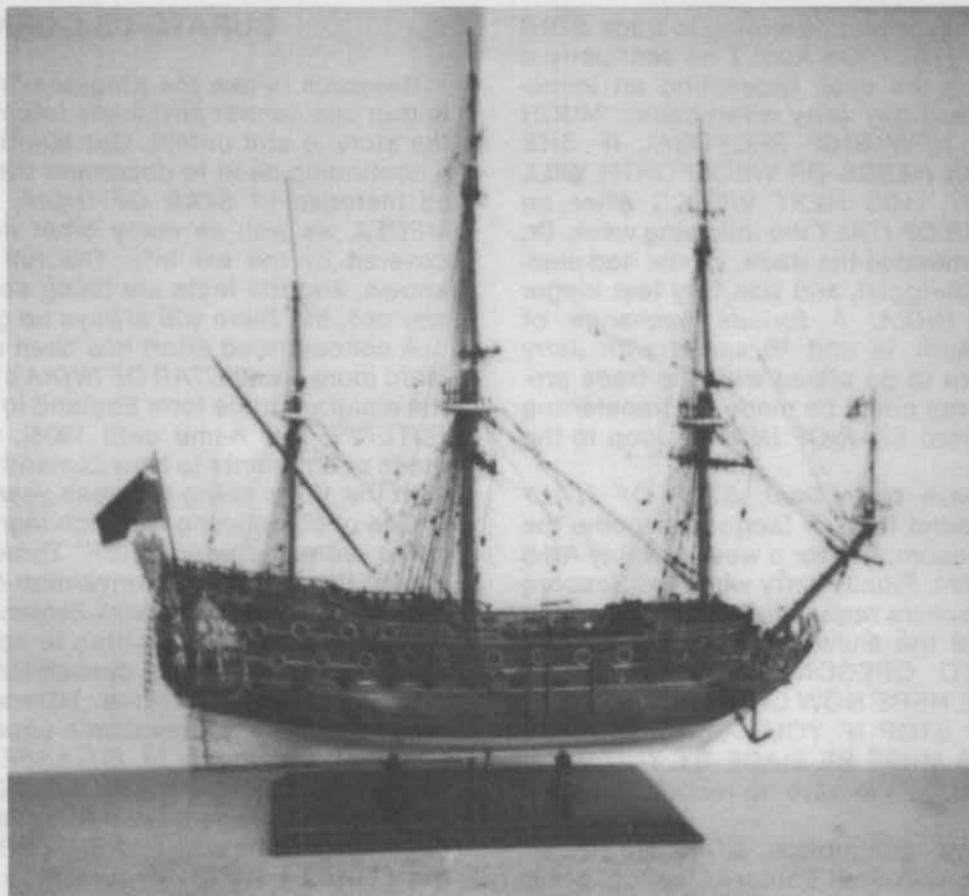


Photo by Dave Brierley

BRITISH SHIP-OF-THE-LINE MODEL ADDED TO MUSEUM WARSHIPS

Thanks to the painstaking work of Dr. Charles A. Stern over the past two years, a rare and valuable model of a British ship-of-the-line circa 1700 has been restored from a damaged and deteriorated condition to museum exhibit quality. It is now on display in the "Early Ships of War" collection in the Naval Exhibit Area of the Maritime Museum.

This fine model, having more than ninety guns on three decks, was typical of the warships which enabled Britain to "rule the waves" during the 1700s and 1800s. It was built over fifty years ago by expert model builder, Hugh Wilson of Alhambra, California, and in 1980 was donated to the Museum by his daughters, Mrs. Winifred Best and Mrs. Dorothy Demmery in his memory.

The restoration work under the expertise of Dr. Stern, physician and ship modeler, involved not only extensive and delicate handwork, but also many hours of detailed research to validate early warship design, construction, and rigging features relating to the British Navy. This outstanding contribution of time, talent, and effort by Dr. Stern is deeply appreciated by the Maritime Museum.

Capt. Eddie Fredericks

WOULD YOU LIKE TO READ A GOOD SEAFARING STORY?

Our Jerry MacMullen Library has one section devoted entirely to sea stories and historical novels about ships and maritime personalities. In Section A some three hundred or more books are available to members on a loan basis. Joseph Conrad, Jacques Cousteau, Richard Halliburton, and Captain Alan Villiers are just a few of the best known authors represented. If you are planning a trip to the South Seas, Africa, Alaska, or the fjords of Norway, you will find interesting stories and accounts of travelers in these areas. Please come and browse awhile, and we wager you will be taking a book home to read this summer.

Our Library is open Monday through Thursday, from 9 A.M. to 4 P.M., and Friday by appointment only. When coming aboard the *BERKELEY*, please contact the ticket booth, as the Library is available to members only.

(Continued from page 7)

ferryboat history in general.

Far more is now known about MEDEA'S history as well. Through the assistance of Mystic Seaport's Reference Librarian, Ms. Lisa Halttunen, we know most of MEDEA's owners (twice owned by family members of the Alexander Stephen & Sons Company which built her in 1904) and her World War I French name CORNEILLE. Inquiries are being made in France, Scotland, and England to complete more parts of the puzzle.

In addition to this ongoing research, we are exploring the possibility of a new research program. I have referred to oral history interviews in past issues of MAINS'L HAUL and hope that we can soon announce an effort to have Museum members conduct some of the tape recorded interviews and then transcribe them on paper. There are many excellent subjects to cover which would figure prominently in the overall research effort.

Dave Brierley, Curator

VOLUNTEERISM AND THE MUSEUM

The Maritime Museum Association of San Diego is a volunteer organization of people concerned with the preservation of our rich maritime heritage and the quality of life in our community. As a voluntary association we neither seek nor accept any tax-derived support, but we do need the voluntary assistance of our members and friends who share our interests and goals.

This assistance takes many forms:

Time and Talent—the voluntary offering of one's time and skills to assist the Museum in accomplishing many of its projects and, simply, in doing its job just a little bit better.

Treasure—gifts of money, materials, and items for our collections; tools and equipment which enable us to restore and maintain our fleet, better interpret our maritime heritage, deepen the breadth and depth

of our historical resources, and develop more effective programs for our community.

The American tradition of volunteerism is still alive and well in our society if the list printed below is any indication. It is with pleasure and our sincere thanks that we honor those who have given actively of their *Time, Talent, and Treasure* between January 1 and June 30, 1982.

Although I have taken care in compiling this information, names may have been inadvertently omitted or accidentally misspelled. Human or mechanical errors, if they are found, are by no means an indication of any lack of sincere appreciation for your help.

Best wishes and thanks,
Lin Snow, Executive Director

Mary Allen
Anthony's
Ed Antin
Robert Baker
Kenneth Baker
Cdr. Bill Benson
Barry Berndes
Louis H. Bodmer
Capt. Carl G. Bowman
Anita Brown
Richard Brown
Donald Burnham
California First Bank
Capt. Gregg Chandler
Charles A. Chapin
Doris Chidgey
Ed Coffey
E.R. Davis
Capt. Larry Davis
Col. Merrill Day
Norma Day
Arthur DeFever
Norval Diamond
Bob Dicker
U.S.S. DIXIE
William Douglas

Roy Drew
Dr. Eads
Robert Foster
Fox Foundation
Fred Fraas
Capt. Eddie Fredericks
Frank Freeman
Gordon T. Frost
Edwin Galea
Irene Goetz
Gary Gould
John Hamrick
Harbor Boat & Yacht
Company
Florence Hartman
Mrs. H.A. Hollinrake
Erik Jacobsen
Joseph Jessop
Gordon Jones
Paul Kettenburg
Otto Kiessig
Morris Landon
Richard Lewis
Associates
Barbara Mace
L.C. Maples

Marine Structures, Inc.
Anita Martin
Melba McCormick
Dr. Hamish J. McDonald
John F. McIntyre
Ben McKesson
Joan McKesson
Sen. James R. Mills
Audrey Mulvaney
National Maritime
Museum (Greenwich)
Nautical Research Guild
Jane Neely
Norman Neely
Marguerite Nelson
Ellie Newton
Al Oehler
Paddock Tool Company
Ed Paxton
Robert Phillips
Mary Quartly
Renee Rasmussen
Edward Ries
Freida Riess
Adm. H.J. Rotridge
Capt. Henry Rumble

John F. Schwendiman
Ellen Browning Scripps
Foundation
Ralph L. Snow
Bev Snyder
Star of India Auxiliary
Mark Starr
Dr. Charles Stern
Jane Swanson
Barbara Tan
Gertrude Taylor
Maxine Telford
Alan Thewlis
Virginia Tolleso
Clair Tucker
John Vandergriff
Ward Waddell
Barbara Wartes
Maurice Watson
Roy Weber
LCDR George Wheeler
Edward White
Mrs. Jo Wilcox
Katie Wilkinson
Paul Wolcott
John Woodward

ATTENTION MEMBERS

The Maritime Museum needs your support, and one important way of contributing is to bring in new members. Many of your friends and neighbors may not be aware that one of the finest maritime museums in the country is located right here on San Diego Bay. So bring them down, and we are sure that before they leave they will be anxious to fill out an application and join our membership.

Membership Fees

\$15	Individual	\$100	Development
\$25	Family	\$500	Life
\$50	Supporting	\$75	Business/Corporation

STAR OF INDIA AUXILIARY

The Star of India Auxiliary has been busy during the summer months. Two special board meetings were called on June 9 and July 14 to plan the Auxiliary events for the 1982-83 year. Two or three social events will be held to add to our fund raising efforts to aid the Maritime Museum. The arts and crafts committee is also working throughout the summer to provide more articles available for sale to Auxiliary members as well as to the public.

Our docent program is proving highly successful. We are recruiting and training more docents, especially from our new members. On *STAR OF INDIA* the Auxiliary exhibits are being updated and replenished, and plans are being discussed to help man the Slop Chest. The possibility of selling bays on the *BERKELEY* is being researched to provide income for refinishing the bay seats. Renovations to *MEDEA* include a new set of curtains now hanging in the forward dining saloon.

These are just a few of the many projects and activities being planned. We will keep you posted throughout the coming year.

Claradora M. Isham, President

SPEAKER'S BUREAU

Our Speaker's Bureau has been quite active during the past few months, speaking to service clubs, business organizations, and historical societies. The speakers report that their presentations have been received very enthusiastically and have generated much interest in the Museum.

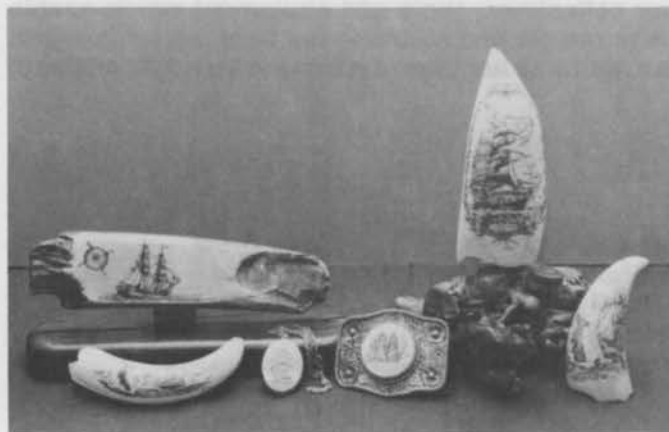
There are two programs available, one being a slide presentation highlighting the maritime heritage of San Diego. The other is a movie depicting the history, acquisition, renovation, and 1976 sailing of *STAR OF INDIA*. Should you know of any organization that is desirous of having one of these programs, please call the Museum office (234-9153).

Col. Merrill Day

ATTENTION MEMBERS!! GET ACQUAINTED WITH OUR "SLOP CHEST"

The Maritime Museum's "Slop Chest" located on the *STAR OF INDIA* would like to inform our members of the many unique items we have for sale. The quality and choice are excellent, the prices reasonable, and all proceeds go to the support of our Museum. Also, members get a **10% discount** on all items.

We offer an unusual collection of whale, elephant, and fossilized walrus ivory. All pieces have been registered with the Department of Interior, U.S. Fish and Wildlife Service.



Fossilized walrus tusk on wooden stand. This piece was recovered from an old gold mine in Alaska and was once used as a tool by the natives over 1000 years ago. One of a kind collector's piece.

9" long \$650.

Whale tooth on wooden stump. The *CHARLES W. MORGAN* beautifully scrimshawed on this fine piece of ivory.

7" high \$775.

- Whale teeth available, hand scrimshawed or plain/polished only. No two alike. Priced \$150 to \$175 and sizes averaging 5" long.
- Scrimshaw belt buckles, silver or gold tone. Each one is hand etched on a 1½" piece of ivory. Selling at \$24.

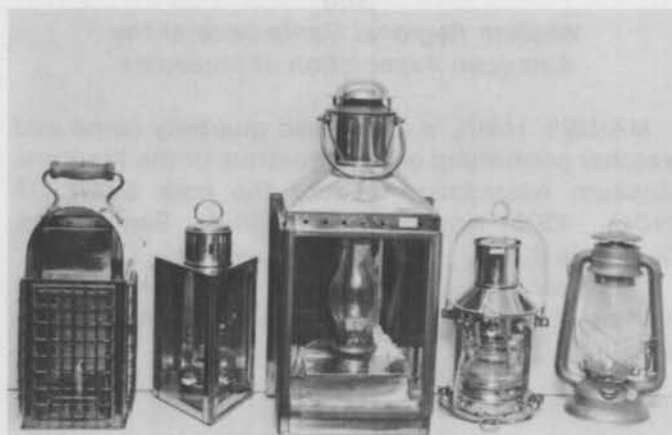
An excellent buy!

For the ladies we have choice selections of scrimshaw.

- Pendants ranging from \$11.95 to \$45.00.
- Sterling silver and gold-filled scrimshawed bracelets at \$13.50 to \$144.00.
- Earrings (pierced or non-pierced) at \$16.95.
- Pins from \$8.95 to \$16.95.
- All-ivory thimbles for \$15.00.

Men—we haven't forgotten you!

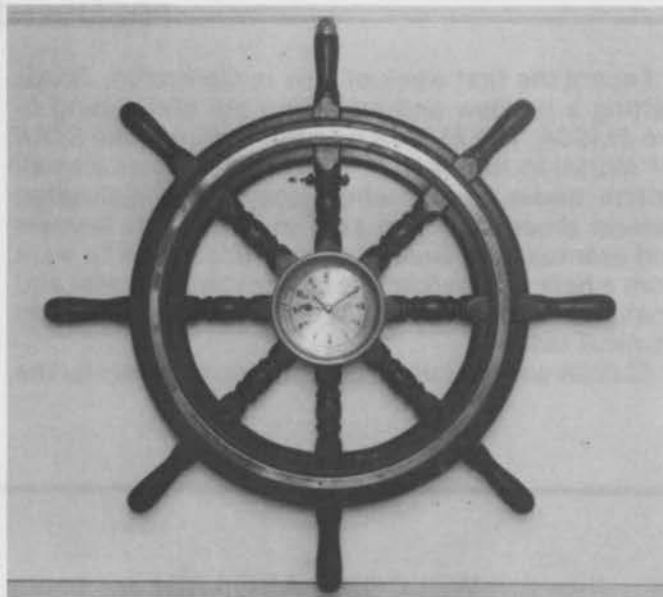
- Handsome scrimshaw cufflinks \$19.95.
- Bolo ties \$36.00.
- Knives \$24.00 to \$44.95.
- Lighters \$18.00.
- Tie-tacs \$8.95 to \$10.50.
- Money clips \$7.50 to \$10.95.
- Rings \$30.00.



Solid brass oil lanterns (left to right)

- Bulkhead lamp (also available in electric), 16" high \$57.95 and \$59.95.
- Triangular lamp, 11" high \$32.00.
- Large square lamp, 21" high \$149.00.
- #4 anchor lamp (copper and brass), 11" high \$54.95.
- Hurricane lamp (metal alloy, not brass), 16½" high \$8.95.

Other styles, authentic and reproductions, are available for purchase.



7" quartz clock with 36" teak wheel \$198.00.

Also available:

- 7" quartz clock with 24" brass wheel \$174.95.
- 5" quartz clock \$54.95.
- 5" barometer \$69.95.
- 7" barometer \$99.95.



Solid brass bell.
Inscribed "Star of India 1863".
10" diameter ... \$114.95.

Also in stock are brass bells of varying sizes and shapes for your bulkhead, desk, or table. Both useful and ornamental for the seafarer.

For further information, please write or call:

SLOP CHEST
San Diego Maritime Museum
1306 N. Harbor Drive
San Diego, CA 92101
Phone: (714) 234-9153

**A SPECIAL THANKS TO ALL OUR MEMBERS
FOR THEIR SUPPORT!**

PRESIDENT'S MESSAGE

I spent the first week of July in Galveston, Texas, getting a preview and attending the christening of the *ELISSA*. The *ELISSA* was built of iron (like *STAR OF INDIA*) in 1877. After twenty-odd years as a small British trader, during which she visited Galveston several times, she was sold to Norwegian owners and eventually to Greeks. During this time she went from a bark to a barkentine to a motor schooner and finally to a tramp motorship, at the bottom of the nautical ladder.

ELISSA was rescued from the ship breakers by the

Galveston Historical Trust, and, after several years of devoted effort by a young crew who started from scratch and a few million Texas dollars, she is now in virtually new condition. What this enthusiastic and nautically self-taught group has accomplished amazes and encourages me.

I am returning to Galveston late in August, and, barring a hurricane, we will sail *ELISSA* on Labor Day.

Carl Bowman, President

WELCOME ABOARD!

New members since the last issue:

Craig Arnold	R.J. Saar
Joseph McNealy	Robert Becker
Antonio Baig	Russell Adamczuk
Ronald Bafetti	Ruffner Gunn
James O'Neil	Steve Tarantino
Mary Freeman	Eugene Oftendahl
Susan Dyer	A.E. Hieshetter
Stuart Morrey	Mark R. Starr
L.I. Smith, Inc.	C.E. Reeve
Sauvel Jacques	Godfrey Duke
Capt. A.B. Furer	Marshall Salvaggio
Donald W. Haze	Dr. Edmund Barringer
A.M. Pilgrim	Charles Hicks
George Gibbon	Krause Foundation
Alan Hutchison	Clayton Raaka
Walter Bullard	Anthony Bruck
Earl F. Maus	Coronado Public Library
Richard White	Eduardo Calderon
T.S. Hand	Barry Boyer

MARITIME MUSEUM ASSOCIATION OF SAN DIEGO
A non-profit, educational corporation

Conference of California Historical Societies
American Association of Museums
and
Western Regional Conference of the
American Association of Museums

MAINS'L HAUL is published quarterly (wind and weather permitting) at headquarters of the Maritime Museum Association aboard the bark *STAR OF INDIA*, 1306 North Harbor Drive, San Diego, California 92101.

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

—John Masefield

Gregg Chandler, Editor
Carol Kettenburg, Associate Editor

MARITIME MUSEUM ASS'N. OF SAN DIEGO

Bark Star of India

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