



MAINS'L HAUL

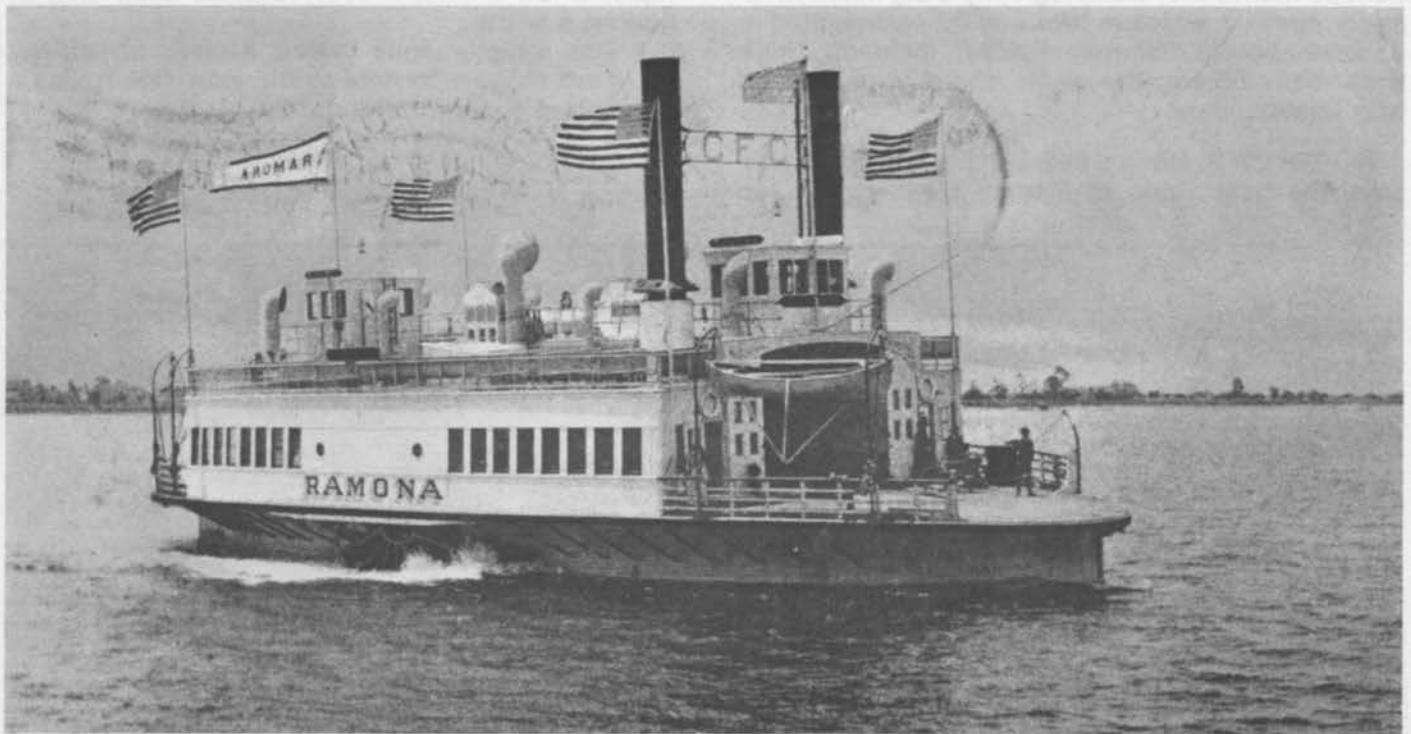


VOL. XV

SEPTEMBER 1978

NO. 1

MARITIME MEMORIES OF SAN DIEGO



Ferry Steamer "Ramona" Between San Diego and Coronado

PACIFIC HIGHWAY'S SEAFARING PAST

by Jerry MacMullen

PACIFIC HIGHWAY was once called Atlantic street and marked the westerly side of the city. Most occupants of seats at Lane Field would be surprised to know that they are sitting over the forgotten anchorage of the San Diego Yacht Club.

South from Broadway—or D street, as it was called then—the west side of the street was occupied largely by boat-houses and small boat-yards. On a sunny day it was a pleasant if slightly ramshackle place, the air full of the pungent smell of oakum and of hot, wet planks freshly removed from the steam-boxes, for bending onto the frames of fishing boats and yachts. Each yard had its own little marine railway, generally with a hand capstan at its upper end,

for hauling boats out for repairs.

All of that now is hidden by filled land, of course, and by Navy buildings, and the names of those early shipwrights are forgotten. Jireh Nichols, for instance, bought out George Hunt who came here in the 90s after working on San Francisco Bay with Matthew Turner, an immortal among West Coast shipwrights. Hunt, an earlier builder of wooden hulls, also ran a bath-house.

Manual Goularte, who learned his trade in the Azores, had a shop just south of Broadway, and built fine double-end fishing boats known locally as "Columbia River Salmon-boats." Actually, the type originated on the Sacramento River.

CHRIS TELSON, near the foot of E street, had been the master carpenter for the old Coronado Iron Works, builders of the steamers *Silver Gate*, *Roseville* and *Santa Fe*; the latter was a twin-screw steam tug which cost, in 1888, the then astronomical sum of \$10,000.

A southerner, Telson had been in Charleston when it was overrun by Confederate troops, and his last job, as the yard was put to the torch, was to scuttle the *USS Merrimac*. The rebels captured him and put him to work—on raising the *Merrimac*, later to become the Confederate ironclad *Virginia*, of *Monitor* and *Merrimac* fame.

Laurence Jensen had a yard around the foot of G street; he built many local yachts, and also the Scripps Institute of Oceanography's big ketch *Alexander Agassiz*, which in World War I participated in an opera-bouffe "German Raider" incident. There were many others; the whole shoreline was lined with boat-builders.

NORTH OF D, along a beach of clean yellow sand, were the boat yards of Manuel Madruga, of Joe

Supple, and of "Cap" Clanton; Madruga later was to become an outstanding figure in the building of tuna-boats.

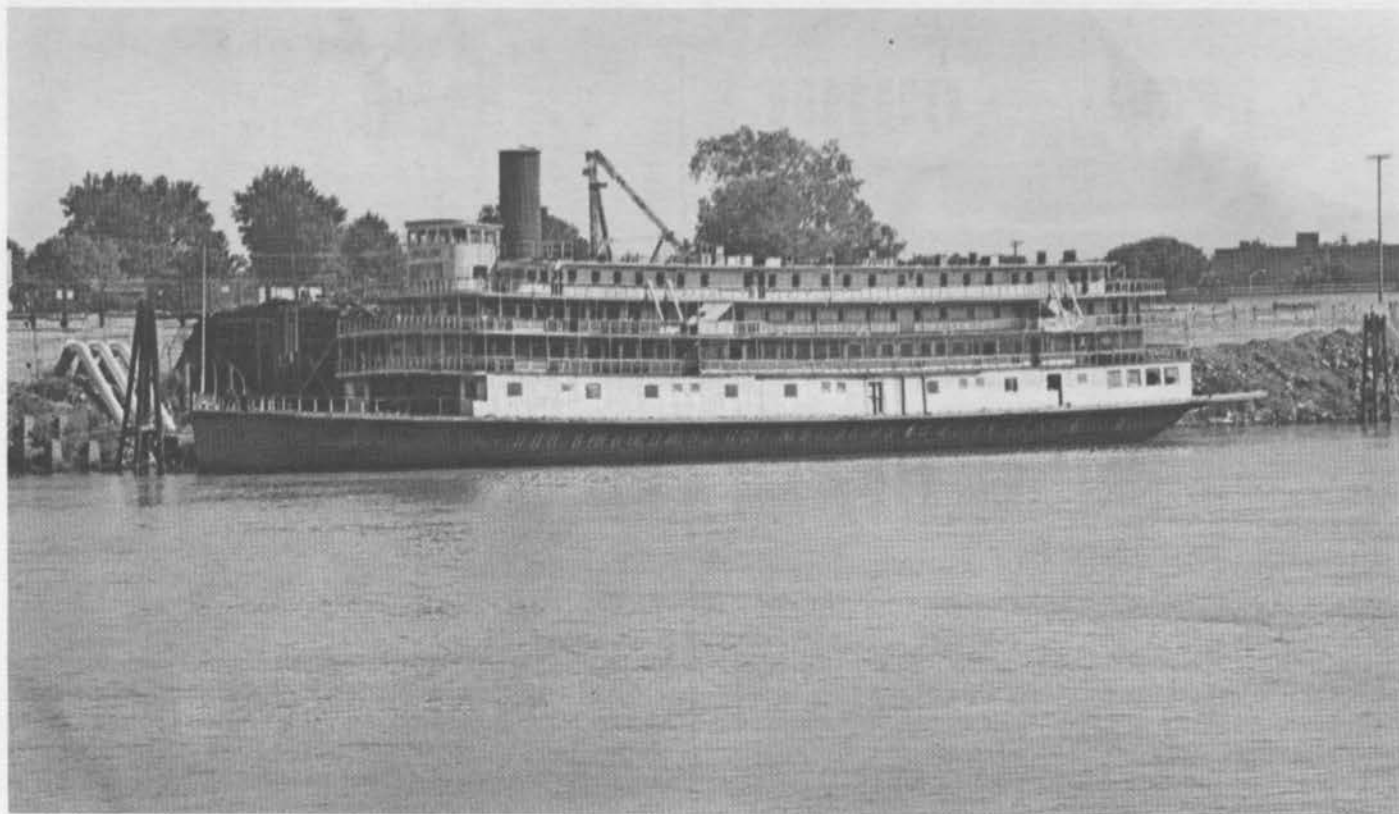
The street was unpaved, and largely unlighted at night. Of course, there was always a splash of illumination around the foot of G street where, at the entrance of the Coal Bunkers wharf, stood the Snug Harbor Saloon. From there on south to Dead Men's Point were nondescript buildings occupied by ship-chandlers, small dockside businesses and the like, and frequented by what the dime-novels used to call "shady waterfront characters."

There are vague references to smuggling and other nefarious enterprises being hatched there, generally in a back room which was furnished with a table, a few chairs, a sooty coal-oil lamp and, of course, a bottle.

It was a picturesque byway, Atlantic street, but there are those who hold to the view that it was a good place to avoid after dark.

(Courtesy of The San Diego Union of August 26, 1956.)

DELTA KING GETS A REPRIEVE



In the 1920's when Riverboats were popular across America, a pair of twins were churning their way up and down the Sacramento River. The *Delta King* and *Delta Queen* provided many a romantic moonlight boatride for thousands of San Francisco Bay area passengers.

After World War II, the *Delta Queen* went on to fame and glory on the waters of the mighty Mississippi, where she is still operating today. Meanwhile, the *Delta King* served her country as a military ferry on San Francisco Bay and after the war was sold to a construction company and moved to

Kitimat B.C. From 1952 to 1959 she was used as a "floating hotel" for project workers of ALCAN. In these years the *Delta King* played a big part in the local activities of Kitimat. She was home, library, theatre and social center to hundreds of men who came from all over the world to take part in the Kitimat Project. In 1959 her services were no longer required, and ALCAN sold her to the Stockton Chamber of Commerce whose intention was to restore her into an historical museum of pioneer river steamboats.

According to Kathleen M. Law (Editor of ALCAN Smelters and Chemicals Ltd.), "The memory of the *Delta King* and the first chapter in Kitimat's history have been kept alive through a week-long celebration which annually culminates on the Victoria Day weekend in May and which is known, not surprisingly, as Delta King Days."

However, after the *Delta King* was towed back to her old home in California her fortunes began to take a turn for the worse. It was resold several times, returned to Sacramento and finally sold to the Quinby Island Reclamation District. But the plans of the District to convert it into a restaurant and shops

never materialized. The *Delta King* lay abandoned and forlorn at an old shipyard at Rio Vista, California for the past several years. On viewing her last summer, stripped of her huge stack, an engineless hulk, she appeared to be a victim of dreams that never came true.

Now at last, the *Delta King* may have found a saviour and a new life. His name is Moa Choi Sun, and he recently acquired the old riverboat at a public auction for \$35,000. After restoration is completed the boat will be placed at a San Francisco pier, with shops, restaurants and small stores occupying spaces on the boat. Sun, a Berkeley restaurateur, realizes the renovation and restoration which will soon commence at the Red Rock Marina in Richmond may cost as much as a million dollars, but goes on to say, "There are floating restaurants in Hong Kong and Hawaii that are very prosperous. So this will be too—especially in the moonlight!"

Good Luck, Mr. Sun, and Happy Landings, *Delta King*.

G.C.

(Credit Rich Brown of Pico Rivera for supplying much of the information.)



Delta King at Kitimat B.C.

(Credit ALCAN Smelters and Chemicals Ltd. and Marine Digest)



Delta King at Rio Vista

(Credit Kathy Baker and Marine Digest)

WE HEAR FROM THE LADIES

"Greeting, Friends of the *Star of India* Auxilliary. It's an exhilarating era we're looking to. First, there is the 2nd Annual Boat Tour, which will be a memory by the time this reaches you; followed by our first Fall fund raising party on October 13th; and thence on to the Christmas Party—all before the New Year is even upon us. From this you may get some idea that we are enthusiastically working toward our goal of matching, if not improving upon, the funds we will give the Maritime Museum for assisting in the maintenance and development of the Museum and its fleet and the community interest we always endeavor to foster."

Joan McKesson, President

THANKS TO OUR SHIPMATES AND FRIENDS

Judith Light donated several of her uncle's books to our library. Judith is from Half Moon Bay, and her uncle was Captain Christiansen, one of the early skippers of the *Star of India*, circa 1910. We certainly appreciate this fine addition to our library.

Our own Captain Reynard has given several books to us from his fine Maritime Library, and has been keeping busy working on our photo library.

Captain Fredericks not only has donated more books and more of his time to our library, but is now engaged in making a display of old Navy ribbons which will be exhibited on the *Berkeley* later this fall.

SEEN FROM THE PORTHOLE OF THE *BERKELEY*

The *Catalina*, a fugitive from San Pedro and Newport Beach, rested forlornly at a dock just beyond the Coronado Bridge before being asked to leave San Diego—destination unknown. As she was towed down the channel memories of the beautiful "Great White Steamer" that brought happiness to so many in her trips to Catalina must have stirred those who watched.

WANTED!!!

Readers to borrow books from our library.

MARITIME MUSEUM ASSOCIATION OF SAN DIEGO
A non-profit, educational corporation
Conference of California Historical Societies
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

WELCOME ABOARD

Since the last number of *Mains'l Haul*, the following have signed on:

Judge J.W. Meyers
George Chapel
LCdr R.W. Hartung
John D. Ahearn II
Ethyl Armstrong
William Kelly-Fleming
Wilson Bevins
Dale Richardson
Glenn McNames
Carol Martin
Kathryn Guymon
Cdr Robert Turney
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MERRY CHRISTMAS AND A HAPPY NEW YEAR

SHIP "VERNON"

Encounter with Violent Storm in South Pacific
January and February 1865

NOTE

The manuscript from which the following account is copied, although in the form of a letter from the ship's master, Captain Edward Murray, to the ship's owners, probably is not the letter actually sent to them, but presumably is only the "rough draft" for such letter, which he mentioned in his letter of Feb. 22nd 1865 to his wife and which he forwarded to her at that time for her information.

The date of 1864 on his letter obviously is incorrect, as the dates on several other letters from him make it clear that the events described below could not have happened to him during January and February 1864, and indicate that they actually took place early in 1865. This disastrous voyage of the Vernon is probably the one that commenced at Sydney, Australia on December 29th, 1864 with Shanghai the intended destination; the Third Mate of the Vernon for this voyage was John Taylor, the brother-in-law of Capt. Murray.

Apia Navigators Islands 19th Feby 1865

Messrs R Towns & Co.

Gentlemen

I respectfully inform you of the arrival of the Ship Vernon under my command having put in here in distress being dismasted in a gale from the westward in Latitude 7 S and between the Longitudes of 171 and 179 East

After leaving Sydney I experienced very fine weather with favorable winds in general and having decided on taking the passage to the Eastward of the New Hebrides I shaped a course for Norfolk Island which I made on the 7th Day From thence to Mathews Island which I sighted on the 10th Day I had fine S.E. Trades - but afterwards the wind hauled to N.E., North and N.W. where it settled with dark Gloomy weather & light winds until in Lat 10 S where

it commenced to be squally On Sunday - 22nd Jany at 3 PM we were in Lat 7 S & Long 171 East by acct. weather thick and rainy - fresh breeze & occasional squalls with cross confused sea. Light sails in also. Top Gt sails Spanker Upper Mizzen Topsail Outer Jib & Mainsail furled, ship rolling considerably - the Inner Jib Stay (wire rope) parted Got the sail down all right spliced the Stay and while reeving it the ship gave a heavy weather roll, and in recovering herself with a sudden Jerking motion the Foretop-mast carried away short by the Cap falling on the Fore top & Fore Yard - which were both broken also carrying away Jib Boom & Mn Top Gt Mast A seaman at work on the Jib Boom was carried overboard - but was fortunately saved - I immediately Lowered the Upper Main Topsail & hove ship to under the Lower Main & Mz Topsails and cleared away the wreck of Jib boom from ships bows - to which I attached a hawser in the hope of saving it if

possible It was now dark - and raining in torrents. the sea getting up Ship rolling badly - & straining and knowing that nothing could be done of any use till daylight I sent the crew to supper & set a watch of 1 officer & 2 seamen calling all hands to pump ship every 4 hours At daylight the wreck of Jib boom was still in the weather bow and acting as a drag on the ship and helping her to lay to so - I commenced and got down the broken Fore Yard - & Mn Topmast & yds I then got in from alongside the Upper & Lower Topsails Yds Fore Top G Mast & Yard & Royal Yds -with sails and rigging - which were all saved entire with very little cut or lost although badly chafed - It now began to blow hard with furious squalls - the sea ran very high and was cross & the ship rolled badly -and during the night the hawser parted so lost the Gear of Jib boom Next day the Carpenter was at work getting Jury fore Yd ready - the sailmaker in altering a foresail and the crew - in clearing decks of spars & Rigging - and pumping ship every two hours - as she began to leak considerably more than usual

The Main & Mizen Rigging now began to slacken with the fearful rolling - So set them up using a tackle on every shroud - and in the intervals between pumping the crew were constantly employed in putting on chafing gear & preventers wherever necessary

On Thursday the 26th Fore Yard - & sail was ready but the tremendous sea prevented me from sending it aloft as no tackles or guys could have stood such rolling - and I was in hopes to have better weather shortly In the evening the main yard untrussed and had to keep ship before the wind to get it trussed and finally the ship made better weather Kept her running before it to ESE

The gale now increased with furious squalls The masts began to work fearfully - the leak increased to 4½ inches an hour and we were constantly at work repairing damage - putting on preventer tackle - but on Saturday - the 28th inst at 1 AM - the ship made a tremendous roll & the Mizen mast broke off by the futtock rigging - Cross Jack Yard went end on through the pook - both Topsail Yards - Mizen Topmast - Top Caps & tressle trees fell on deck Top Gt mast & yard fell on port lifeboat carrying it away also forward davit - Mizen Gaff fell on the wheel & smashed it also slightly injuring the man at the wheel. The second officer & myself nearly under it but providentially escaped - During the day the wind increased if possible The ship had to be pumped every hour - and our only hope was in scudding before it - under the Lower Main topsail & a Staysail which we bent forward At 8 PM the Truss of Lower main Topsail Yd broke also the Iron Stay - the 1st Mate - Boatswain & some seamen went to try if possible to put on rolling tackles but gave it up as it was impossible for them to hold on. I therefore clapped tackles over Mn & MnTopsail Braces & Lifts & boused them as taught as possible convinced that nothing more could be done under the circumstances and about 1 AM on Sunday morning one of the Lanyards of Mn Rigging parted We immediately hooked a large Thre fold purchase which we had used in getting wreck of Foretopmast etc - on to the chains - hove it tight by the capstan and while employed - and hard just finished

when the ship gave a fearful roll Every lanyard on port side gave way & Tackle likewise and the main mast went over the side having broken off 6 ft from deck, smashing the Boat Skeeds - Cross Jack yard & staving our large life boat, and tearing away Starboard Mn Channels - Cut away everything on deck but on getting to Starboard rigging found the lower deadeyes in the water. The main Yard in the meantime giving the ship some fearful knocks every heavy sea and Mainmast under the Counter beating on the rudder and severely injuring two men at the wheel who were thrown over, also carrying away starboard

It was impossible for any person to go overboard to cut the Lee Lanyards so got up the Fish Hook -and after great exertions succeeded in hooking them up one by one - and succeeded in getting clear of the wreck Daylight now came on and the Carpenter sounded the well and reported 3 feet 6 inches in the hold - Cleared away the wreck of Yards & Skeeds from pumps and at 8 AM ship was pumped out

Every body on board was now completely exhausted & worn out so sent them to Breakfast & to rest and in the Meantime after due deliberation I decided on trying to fetch this port if possible. At noon called all hands to pump Ship. 3 feet water in the hold - and told them my intention and tried to cheer them up as much as possible. Set a Fore topmast studdings sail on the foremast & Top Gt do on Stump Mizen mast -& scud the before it Next day I tried to throw overboard the coal with one watch, keeping the others at the pump & clearing wreck, but only got out about 12 Tons as the men could hardly stand on their feet I therefore gave up the idea of lightning the vessel so cleared up the wreck as well as I could, got a Fore Spencer rigged on Foremast, also a three cornered sail for a spanker, put Fore Topmast rigging over the Broken head of the Mizen Mast, and set a Mizen Staysail

The weather now moderated as I got to the S.E. and towards the latter end of the week I got up Jury fore Yard - Mizen topmast foreward - and laced an upper & Lower Mizen Topsail for a fore Topsail

Next week we had finer weather and having nailed felt and copper over some bad leaks in the first seam above the copper and which we saw daylight through while discharging the coal - it considerably relieved us from pumping Got out Jib Boom - & rigged it Got spare topmast in board out of the chains for Carpenter to fit for Jury Mn Mast. Fitted Mizn Rigging for Jury Mn Rigging and Altered a Mainsail to suit

On the 9th inst, Jury mast being ready - got in on Set up Stump Mn Top Gt mast for Mn Topmast and Lower Fore Topsail Yd for a Main Yd - & bent the sails & set them. I then took a spare Top Gt mast and lashed it to stump of Mizen Mast for a Mizen Topmast and set a large 3 cornered sail for a Spanker using a Topmast studding sail boom for Spanker boom. I also was able to set a Mizen Topmast Staysail

On the 10th I made Savaii bearing South dist about 60 miles stood in during the night and tacked to the northward next day I was agreeably surprised to find the ship work so well. She tacked as well as

ever and made very little leeway, so I stood off about 100 miles to N.E. Tacked again to Southward and fetched to windward of the port on the 14th inst.

Got a Pilot off that night and came in to port on the morning of the 15th inst, 17 days from date of getting dismasted and sailing on a direct line 800 miles to S.E.

On arrival I immediately noted my protest the Br Consul ordered a survey - advertised for tenders to advance money on bottoming also to repair Ship

No one have offered as yet, and though I suppose the vessel could be rigged here sufficient to proceed on her voyage still I am satisfied it could only be done at enormous expence and probably would have to be replaced ere she could get a freight from China or India

Under these circumstances I have deemed it my duty to apprise you of the position I am placed in - leaving it to your better Judgment how to act. A vessel is daile expected en route to Sydney - & I intend discharging my crew - with the exception of 2 & 3 officers Steward & Sailmaker The Carpenter I wish to proceed to Sydney to see after the Spars - should you decide on sending them up - and I thought his services would be of more value there in Sydney than here

I will not spend a dollar while here only for fresh provisions &c & shall endeavor to make that as light as possible and act in the whole matter throughout as if I owned half the vessel and was not insured

It is perhaps fortunate for me that it was no worse as on the Sunday I lost the Mainmast a terrific hurricane swept over these Islands - destroying a great deal of property and a fine Barque the Aleter laying in this port and about ready to sail for Hamburg was driven on the reefs and every soul on board perished, except one man

Trusting Gentlemen that you will approve the course I have adopted, I Remain Gentlemen

Yours Respectfully
Edward Murray

(Ed. Note: The above article is printed with permission of Mrs. Chas. R. Gildart, granddaughter of Capt. Murray.)

NOTES ON THE BERKELEY'S ENGINE ROOM

The major work on the *Berkeley's* triple expansion engine has been completed. All bearings have been taken apart and examined and cleaned and replaced. The packing glands have been removed, cleaned and replaced on all cylinders and valves. The reversing gear, eccentric straps, links, etc. are operating on air using the original steam lines and gauges.

Since the engines had not been turned in 19 years, lots of jacks, bars elbow grease and oil were necessary to bring them back to life.

As of now, the main engine is operating on a tool motor that we used in working on the engine. It turns the engine at one revolution in 1 1/2 min.

We have a larger high voltage motor that will be installed soon that will turn the engine at 7.2 R.P.M. and if things look o.k., we will change gear ratios for a 2 speed higher R.P.M.

All controls are operated from the original operating platform with the throttle and reverse levers operating remote switches out of sight.

The engine on the main circulating sea water pump is now operational as is the engine on the generator at the top of the engine room ladder aft. The blower engine on the heating system (2 cyl. 180° comp) is also working.

The vacuum pump for the condenser and the main boiler feed are almost ready to go. The pilot valves need more work. Also, some work has been done on several other pumps, auxiliary fire, oil, and standby-boiler feed.

We have run very few new air lines, using main steam and auxiliary lines as receivers. This means refacing and repacking many valves along with repacking many flanges and valve stems.

We still have to make an oil trough for under the large jacking gear and install lubricators on the worm shaft, but we are almost to the point where the painters, who have done such a marvelous job in the engine room, and have been giving us threatening looks when we mar the paint on nuts and bolts and the deck, can come in and touch it up again.

Among the things to be done before the room can be opened to the public, are guards on the engine crank pits that you can see through, and some means of letting the people know what they are looking at.

A future project is to open up the boiler room and possibly have one boiler cut in a section that people can walk through.

Ed Paxton

THANKS SHIPMATES AND FRIENDS

We wish to thank the following for their donations of books to our Martitime Library:

Walter Howe and Alex Summers of
Rancho Bernardo

John Arthur Gamon Jr. Captain, U.S.N. (Ret.)

Nicholas R. Keough

Cdr. Ronald L. Tarbox Jr.

Also, a Special thanks to Bill Adams, for his donation of two cartons of books on Pirates, and the Spanish Main. Bill had previously given a large number of books on this subject to our Library, as well as a complete cardex listing of his entire collection of books on Pirates which at one time was one of the largest in the world.

ANY VOLUNTEERS ?

We are in the process of forming a Speakers Bureau, headed up by Tom Money and Bill Moser, to show our movie on the *Star of India* to interested organizations and groups. Any members that would like to help in this project please contact the *Star's* office.

ATTENTION MODELERS

Cdr. Bill Benson's model Shop aboard the *Berkeley*, is becoming an extremely interesting stopping place for visitors to view his beautiful models and watch Bill at work. He invites any Modelers to stop by and shoot the breeze.

STAR OF INDIA AUXILIARY ANNOUNCEMENT

Greetings to all of you this Holiday Season. This should be a bright and festive time with the "lighting of the *Star*" on Sunday, December 17th. It will herald the Seventh Annual San Diego Boat Parade of Lights. Members of the Boards of both the Maritime Museum, and *Star of India* Auxiliary as well as crew members of the Fleet will view the parade from the decks of the *Star*.

In the New Year we are looking forward to hearing the Editor of *Mains'l Haul*, Gregg Chandler, speak at our joint meeting with the Women's Propeller Club of the United States, Port of San Diego. We are looking forward to hearing all about the new library aboard the *Berkeley*.

MARITIME MUSEUM

At our annual membership meeting on November 27th, six board members were re-elected: Gary Gould, Paul Kettenburg, Robert Phillips, Oakley Hall, Gould Eddy and Gregg Chandler. Francis Zeluff, at her own request, retired, and was replaced on the board by Ed Paxton.

RAGS, BOTTLES, OR WHAT HAVE YOU?!

The Ladies of the *Star of India* Auxiliary will be holding their annual spring Rummage Sale on the last two days of March, and the first day of April, 1979. They welcome any old clothes, dishes, books, magazines and other saleable objects which you wish to dispose of. If you are clearing out your attic or garage before or after Christmas, you may bring these items down to the *Berkeley* anytime during the week. The man at the ticket desk will assist you and will also give you tax deductible forms for your income tax filing. If you need any assistance in delivering your donations please contact Peggy Kyes (224-0627) or Ruth Murphy (224-7208). If you have any other questions regarding the Rummage Sale you may get in touch with the Chairman, Doris Briggs (222-7814).

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—John Masfield

Gregg Chandler, Editor

ADIEU

It is with regret that we announce the retirement of Captain Ken Reynard from the San Diego Maritime Museum. He labored for many years on the restoration of the *Star of India*. Without the untiring efforts of Captain Reynard and his crew, we would not have witnessed the beautiful sailing of the *Star* in July of 1976.

We wish the Captain Godspeed in whatever course he may chart in the years ahead.

WELCOME ABOARD

Since the last number of *Mains'l Haul*, the following have signed on:

David Dunkley
Thomas Faulconer
Milaxxo
Fletcher Pond
Charlette Ward
Albert W. Walker
Gabriel Saliba
Hugo W. Carver, II
Charles G. McIlwraith
Patricia M. Stanley

Joseph Dordahl
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Stephen McGee
Howard Smith
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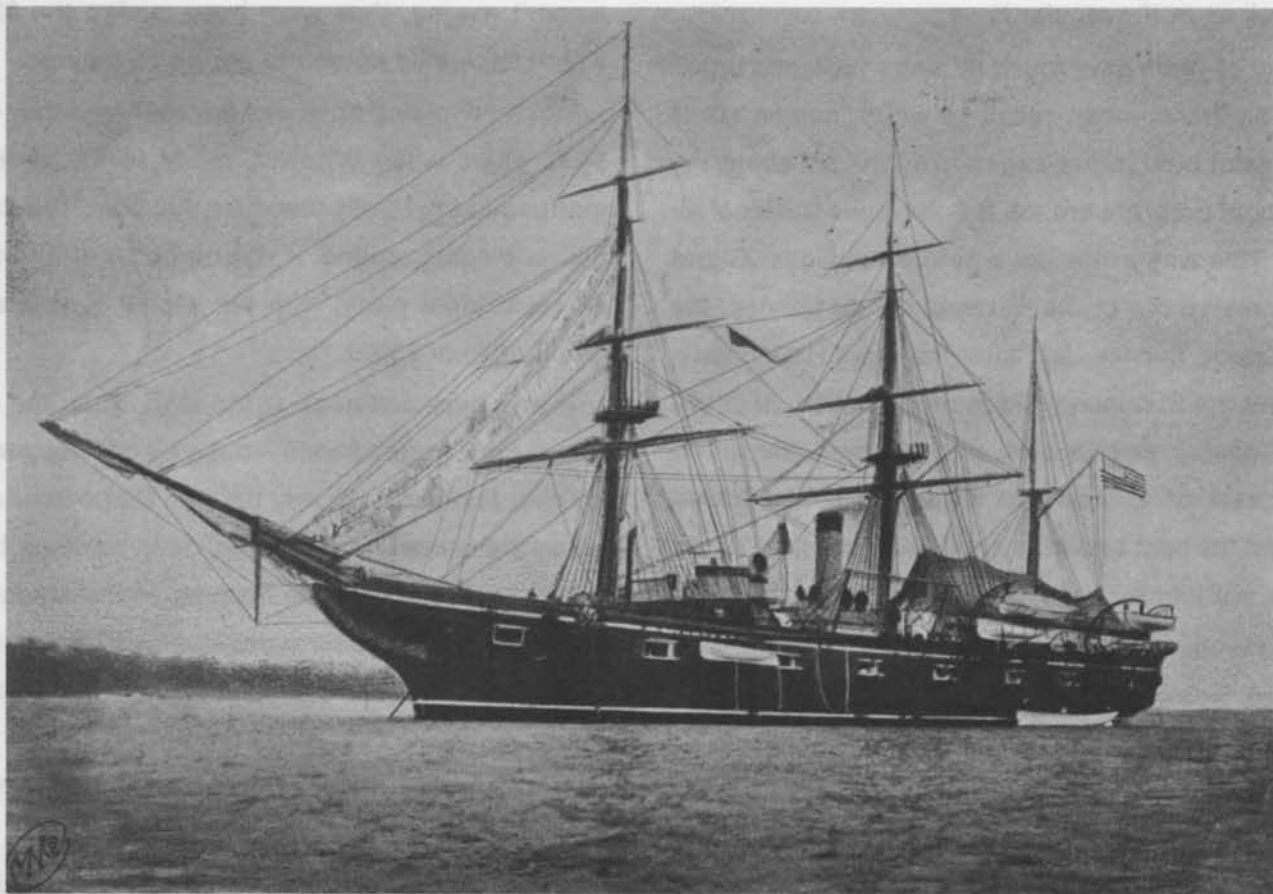
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VOL. XV

MARCH, 1979

NO. 3



U.S.S. Hartford Admiral Farragut Flag Ship, New London, Conn.

A FAMOUS BOAT RACE

by

Jerry MacMullen

Back in the days when ship's compasses were laid off in points and quarter points, and they still had ordinary seamen and able seamen in the Navy, and sailors took pride in their ability to handle small

boats under oars, it is easy to understand the situation which almost led to a part-time sailor losing his prize possession—which, was of all things, a piano!

Hand a lot of seafaring men an oar today, and they

wouldn't know which end of it to put into the water, much less what to do if the coxswain yelled "in bows", or "toss", or "way enough". It's a sad state of affairs, mates, and we've gone a long ways in one direction or another from the days when a favorite barroom taunt was "our boat crew can row circles around yours!" It was the case among the Reservists, or as they were known then, the Naval Militia, as well as in the regular Navy.

A lot of years have rolled by since 1904, and unfortunately no one can recall in which saloon some beligerent blue jacket began to sound off about the race boat crew aboard the U.S. Revenue Cutter *Manning*. This was in the days before the Coast Guard was created out of the Revenue Cutter Service, the Life-Saving Service, and later the Light-House Service and the Steamboat Inspection Service. Anyhow, the *Manning* was in port, and she was the proud possessor of a race-boat crew which had rowed against the best available opposition no less than 14 times; without a single defeat!

Someone, in whichever bistro the remarks were uttered, was a member of San Diego's old Third Division Naval Militia of California. This meant that he was a sailor every Monday night, plus 2 weeks in the summer if the State had enough money that year to board him on a war-vessel. This citizen sailor rose up and announced that maybe the San Diego amateurs could take the U.S.R.C. *Manning* down a bit. His remark was greeted with appropriate laughter. The Naval Militia-man, however, was dead serious. He sauntered forth and rounded up some of his one-night-a-week sailor friends, and the very audacity of it appealed to them. For one thing, they had a very fine race-boat a lovely cutter which had belonged to Admiral Farragut's flagship—the U.S.S. *Hartford* of Civil War fame. Like the *Manning*'s crew, it was traditional that the *Hartford*'s gig could not be defeated. With the nerve of a brave little boy standing up to a

bully from the gas house gang, San Diego's Naval Militia challenged the *Manning*.

The locals all were burly fellows, and they started a stiff course of training. The oarsmen were Johnny Parish, Herb Wheeler, Matt Walsh, Will Palmer, Bob McNary and Lou Almgren—the first and the last named later to serve as Chiefs of the fire department. They rowed and they rowed, and when they weren't rowing, they were busy raising the \$2500. which each side agreed to put up as a purse.

The fund raising drive was not easy, and they were \$400. short when Wheeler, ready to sacrifice all, mortgaged the family piano for that sum. The day of the race came around; it was to be an affair of 2½ miles, straight away, with the winner to divide the grand prize of \$5000.

It was neck-and-neck at the start. Then the *Manning*'s crew forged ahead—but a lot can happen in a bit over two miles. Slowly the San Diego boat crept up on them, kept abreast—then took the lead. It has been suspected that the training of the *Manning*'s crew, feeling that their opposition was only of token proportions, had not followed the strictest of training rules. At any rate, when the finish-gun was fired from the end of the old Santa Fe wharf, the Naval Militia's boat was four lengths ahead.

"The piano is saved", Wheeler's delighted yell followed right on the boom of the cannon. A few days later the *Manning* with a sadder, wiser—and \$2500. poorer crew—took in her anchors and departed, while the local citizen sailors made good use of their earnings. Most, if not all, of the winning crew are gone now, but a physical reminder of that epic race is still with us. Old, and scarred, but still with lines that bespeak speed, "the Hartford Gig" is carefully preserved in the 'tween deck of the *Star of India*, awaiting the day when patched up and painted, it will become a prominent part of San Diego's Maritime Museum.

ADDENDA (To article on U.S.S. Hartford's Pulling Boat)

1900: Members of the San Diego Naval Militia Unit acquired the boat from the *U.S.S. Hartford* at Mare Island, after the ship was decommissioned. Steamer *Santa Rosa* transported the boat to San Diego.

1900-1920: Boat was based at the Santa Fe (Fireboat) wharf through the courtesy of Fire Chief Louis Almgren, a member of the Naval Militia Unit.

1920: Early this year the boat was put in the water by the Naval Militiamen for the last time.

Legend: U.S.S. Hartford's pulling boat was never defeated in a race.

Further Research: U.S.S. Hartford was out of commission in Mare Island from 1887-1899. The Pulling boat could have been one which was replaced during the rebuild period.

Above information was compiled by Capt. Eddie Fredericks with assistance from Jerry MacMullen.

THANKS

The Maritime Library is going "full speed ahead" these days thanks to a wonderful group of volunteers. Norma Day, from the Star of India Auxiliary, is devoting much of her time organizing the Magazine Section of our Library and creating a semblance of order out of utter chaos. Cdr. Alan Thewlis USN (Ret) assisted by John Scranton is hard at work assembling, listing, and putting into categories our pictures in the Photo Section of the Library. Cap't. Eddie Fredericks is busily engaged in

a number of projects, the latest of which is the preparation of an exhibit of model U.S. and Japanese warships which will soon be ready for public view.

Cap't. Ralph Noisat USN (ret) and his charming wife paid a visit to the *Berkeley* recently, and brought with them a fine selection of Maritime books which they donated to our Library.

Mrs. John Sands of Glendale, Arizona, donated to the Museum an enlarged photograph which was given to her by Mrs. Zane Grey in 1934, and shows Zane Grey landing his record catch of Swordfish.

SCUTTLE-BUTT

It now appears that the *Catalina*, which has been in "rough water" for the past couple of years, may be headed for a safe and happy berth in Avalon. Two Bellflower realtors have leased the ship from her owner, financier Hymie Singer, and plan to outfit her as a restaurant, with shops, offices, and a disco dance floor. A docking lease has been "conditionally" approved by the Avalon City Council. However the conditions are rather complicated, and whether the *Catalina* can be put into shape to fulfill them remains a question. At present the ship is just over the three-mile limit off Redondo Beach, and has been described by the Coast Guard as a menace to navigation.

RUMMAGE SALE

The Star of India Auxiliary's annual rummage sale will be held this year on March 30, 31, and April 1, aboard the *Berkeley* with hours from 10 AM to 4 PM, it is announced by Mrs. Cameron Briggs, chairman of the sale. Your editor has seen some of the fine goodies that are being offered for sale, and advises

you to get there early! Remember all of the proceeds go to the continuing restoration and maintenance of the *Star of India*, *Berkeley*, and *Medea*.

MODELS

Cdr. Benson has been busy in his model shop, and is presently engaged in building a model of the ferryboat, *San Diego*. This was made possible by a donation from the Dayton-Hudson Corporation.

Also the Museum is proudly displaying two models which have been graciously given to us by the Sierra Museum. The first model is of the *North American*, one of the big 'down-easters' which spent much of her time on the west coast. Mr. Larsen, the ship's own sail-maker, and is an excellent example of a sailors model. The second model is of a 3 island World War I freighter.

NOTICE!!!

The Museum is actively searching for a full-time Executive Director.

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A non-profit, educational corporation
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and
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—John Masefield

Gregg Chandler, Editor

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MAINS'L HAUL



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NO. 4



Ed Paxton

Robertson Collins

THAT FABULOUS UP-AND-DOWNER

by

Jerry MacMullen

Luck was on our side when we got the *Berkeley*. She was the only San Francisco ferry which had never been extensively rebuilt, and so she had retained her Victorian

interior—even to those stained-glass windows. Her original post-ferryboat owner had no interest in her engine room, and so had left it strictly alone, which was most fortunate,

for as a result we now have a marine museum exhibit-piece which is truly unique—a triple-expansion steam-engine which actually operates.

The triple-expansion reciprocating marine engine—affectionately nicknamed “up-and-downer” by its sometimes fanatical worshippers—gets its name from the fact that the expanding steam is used three times instead of only once. In the *Berkeley*, for instance, the steam came in from the boilers to the high-pressure cylinder at 165 pounds pressure. When it passed on to the intermediate cylinder it was down to 85 pounds—and it wound up in the low-pressure cylinder at 15 pounds. But don’t look down your nose at 15-pound pressure! To equalize the thrust on the cranks, each cylinder was bigger than the one ahead of it—and our low-pressure cylinder is 65 inches in diameter. Divide that up into square inches, and multiply each one by 15 pounds, and you’ll be surprised by the answer!

Of course, we can’t run the *Berkeley*’s engines with live steam: raised eyebrows are not the only thing we’d get from the U.S. Coast Guard if we even thought of raising steam in boilers which have been cold since 1957. However, thanks to the genius of Ed Paxton, assisted by our dedicated crew, that beautiful engine turns over once more. The answer to the problem: a silent, concealed electric motor. Ed, our volunteer Fleet Engineer and a member of the Board of Directors, also is the man in charge whenever we steam the *Medea*.

When we got the *Berkeley*, her engineroom was a dismal cavern of grease, grime, rust and the neglect of a score of years. Now,

every inch of it has been scraped and scoured, and it gleams in fresh paint and burnished metal. A safe steel ladder, with hand-rails, has been installed from the main deck down to the engineroom floorplates, so that the public may come down and view, in motion that lovely old up-and-downer, gleaming as brightly as it did when she left the Union Iron Works at San Francisco, away back in 1898.

The triple expansion engine was to the age of steam what the clipper ship was to sail. It was the motive-power of the transatlantic liner and the far-ranging tramp steamer. It powered the sea-going tug—in those happier times when tugs proudly bore such names as *Storm King* and *Fearless* and *Challenger*. Its gleaming rods went up-and-down in the enginerooms of battleships and cruisers and torpedo-boats. And—then came the turbine and the chattering Diesel! It had a brief but glorious revival during World War II when, because of its low speed and easy dependability, it was chosen as the engine for thousands of Liberty Ships. Perhaps a handful of them are running today, in re-named Liberties under the flags of other nations; we’d like to hear about them. We’ll guarantee that none are running more quietly and free from knock or slam-bang than Ed Paxton’s masterpiece, below decks in the *Berkeley*. But we can’t resist the temptation to go back to Kipling—who called the marine steam-engine “Man’s noblest achievement” or for the unforgettable lines of McAndrews’ Hymn:

Slam-bang too much—they knock a wee
the crosshead-gibs are loose,
But thirty thousand miles o’ sea has gied
them fair excuse. . . .

Editors Note:

In addition to the great job done by Ed Paxton, tribute should also be paid to members of the crew who ably assisted in restoring this fine engineroom. The painting and cleanup was handled by Vic (Andy) Anderson, Chuck Thomas and Jim Mahl. In the work on the engine, Ed was helped by Fred Stoakes on the mechanical, and Fred Krone on the electrical. The tireless efforts of all these men resulted in the fine accomplishment which will now be viewed by visitors to our Museum.

ANNOUNCEMENT!!!!

Official Opening of the *Berkeley's* *Engineroom*

At 10:30 A.M., Monday, July 9, Tom Sefton, President of San Diego Trust and Savings, and a longtime supporter of our Museum, will open the throttle to start the main engine of the *Berkeley*. The Board of Directors of the San Diego Maritime Association and their guests, as well as members of the Press, Radio, and Television media will be invited to attend the ceremony.

ATTENTION TELEVISION VIEWERS!!!

The film "Iron Lady of the Seas," the story of the *Star of India*, edited by Wayne Smith, has received awards and acclaim where ever it has been shown. It will again be presented Nationwide on Public Television stations twice during the month of July. First, on July 9, (on KPBS locally at 8:30-9:00 P.M., and then on July 14, (locally 12:00-12:30 PM).

AWARD

Recently the San Diego Maritime Association was presented with a silver cup, representing the President's Award, by the National Trust for Historic Preservation. This award was given in recognition of the restoration work done by the Museum, and especially commending the sailing of the *Star of India* on July 4th, 1976. Mr. Robertson Collins, Vice President of the National Trust made the presentation, and accepting for the Museum were Captain Carl Bowman, President, and Mr. John Hamrick, Vice President.



MANY THANKS STAR OF INDIA AUXILIARY

"On March 30th, 31st, and April 1st—early every morning and until late every evening, the tried and true ladies of the Auxiliary and their husbands staffed the most gigantic Rummage Sale yet to be. It was tiresome, dusty, hard work, but never was there heard a discouraging word, and after the closing Sunday at 4:00 P.M., a small celebration cemented the many friendships, both old and new, and forged a continuing good spirit for this labor of love. This years Rummage Sale enabled the Auxiliary to present a check for \$10,000, to the Maritime Museum, another giant step forward."

(Joan McKesson in her letter to
the Board of Directors)

Joan's term as President has come to an end, and she will be succeeded by Mrs. Paul Wolcott (Pats). Thanks Joan for a job well done, and best wishes Pats for the year ahead.

Library open to members
Wednesday and Friday mornings

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Gregg Chandler, Editor

—John Masefield

WELCOME ABOARD

Here are the new members since the last issue of MAINS'L HAUL

Leonard P. Fish	Dale Braegger
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Arthur Yeend	Richard Crane
Margerette Yeend	Ernie Pennell
Dannie S. Dent	James McVane
Frank C. White	R.P. Scripps
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J.E. Chambliss	Robert Ross
W.R. King	Walter Smith
Mary Robertson	David Dunkley
Edward Reis	Betty Bauer
Richard Ekenberg	George Sinks
Jack Frost	Kevin Baxter

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