

John B. Goodman, III

439 SOUTH DOHENY DRIVE
BEVERLY HILLS, CALIFORNIA

October 2, 1970

Jerry Mac Mullen
382 Glorieta Boulevard
Coronado, Calif. 92118

Dear Jerry:

In answer to your letter of Sept. 27th.

First let me say I have no information on the sloops NEW HOPE or RESTLESS.

The smallest vessel said to have sailed for San Francisco in the year 1849 was the pleasure yacht BREEZE, 14 tons, sailed ? Nov. 6, '49, from Boston (no further word). She may have been a sloop. Other than this no sloops (so listed) sailed for California from the east coast in 1849. There was several sloops (not named) brought to California in sailing ships. One that I do have a name for was the CHELSEA SMITH, 11 tons, brought from New London on the deck of the ship CHARLES CARROLL, 411 tons. Upon arriving at Talcahuano the sloop was launched for the voyage to San Francisco. The latter sailed March 27, 1850, and the former on the 30th. They both arrived at San Francisco the same day, May 31, 1850. In 1857 the "Bollinas Bomb-Lance Whaling Association" was formed and employed a fleet of sloops - but none by the names you mention.

I suspicion that most of the sloops listed as sailing on the Sacramento and San Joaquin rivers in 1850, and other ports, were actually built in California rather than having been brought out from the east and assembled here. Most sources simply state a "boat" was brought out, no name given. The bark SUCCESS, 203 tons, arrived Apr. 7, '50; among her listed cargo was "frame for two scows". They were shipped in sections and unloaded at San Francisco. One turned out to be the steamboat WASHINGTON and in 1852 was purchased on the Sacramento river and shipped to Oregon. The other scow was transshipped and became the 100 ft. steamboat MULTNOMAH that plied the Columbia river. All this is hard to come by as you know.

I am sorry I could not be of help in giving you the information you seek. If there is anything regarding the 1849 "California Fleet" that I have I shall be only to happy to share it with you.

Sincerely yours

John B. Goodman, III

