



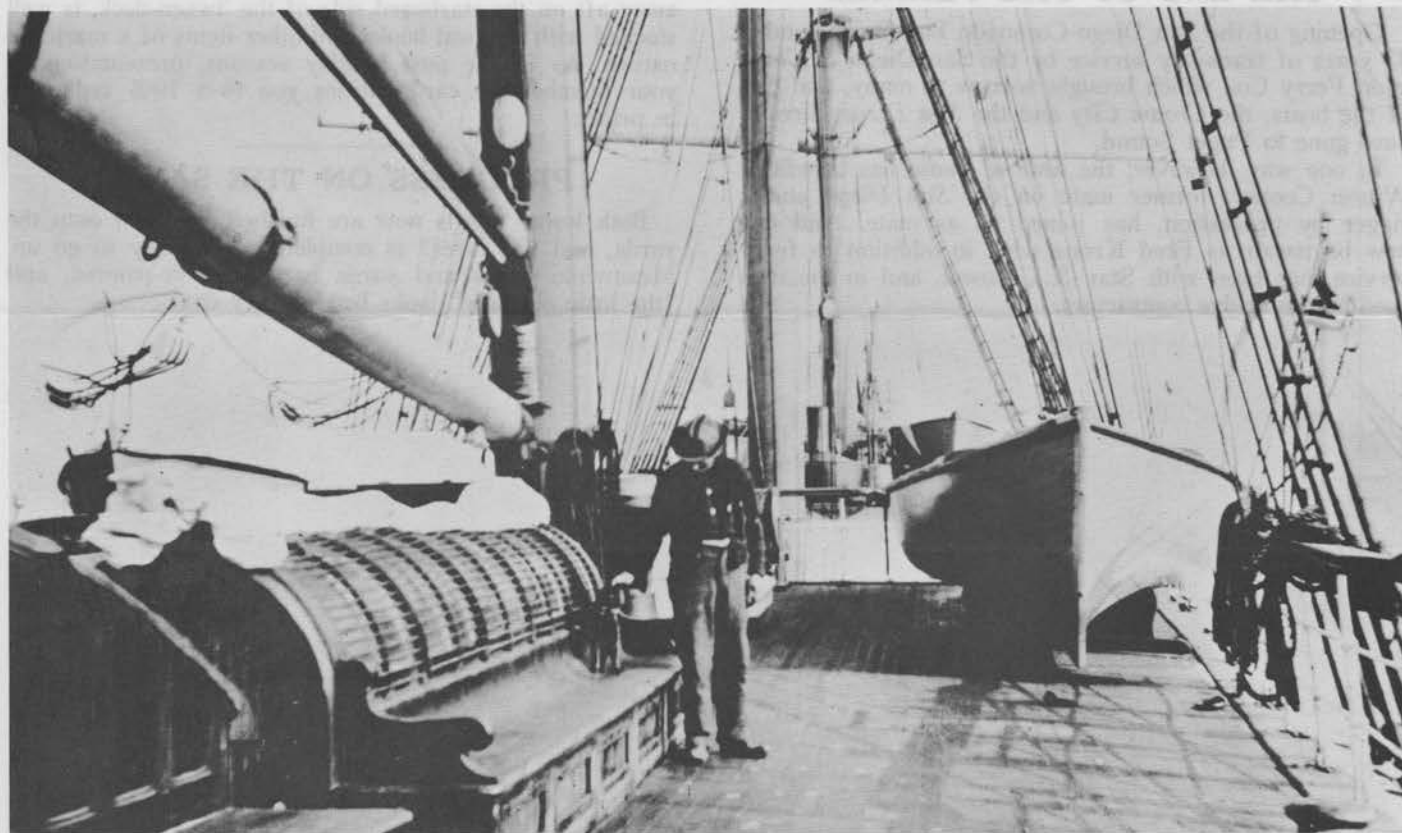
MAINS'L HAUL



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NO. 1



HOW SHE LOOKED, AWAY BACK IN 1906

A rare and hitherto unpublished photo of the *Star of India* when she was still the *Euterpe*, but already had been cut down to bark rig. Note the track on the mizzen-mast, for hoisting the sparker and its gaff

— DEL MONTE CORPORATION

RARE PHOTOS OF OUR SHIP DISCOVERED

They would have been invaluable when the restoration of the *Star of India* began — but they are just as valuable now, because they show how closely, by highly educated guess-work, the restorers hit the mark.

Such is the evaluation of a series of photos, one of which is reproduced herewith, which Capt. Ken Reynard

has just received from Phil D. Smith, editor of the *Del Monte Shield*, of San Francisco. Del Monte has taken over the Alaska Packers Association, and the photos were taken aboard, or close to, the *Star of India* in 1906, a few years after she joined the Packers.

That was, of course, the last year in which she went by her old, original name of *Euterpe*, although she already had been cut down from a full-rigged ship to a bark. The deck view reveals clearly that she still was carrying a gaff-headed sparker, later replaced by the leg-o-mutton sparker which was the hall-mark of West Coast ships. It is interesting to note that, instead of the familiar gaff-jaws, the gaff was hoisted on a track secured to the after side of the mizzen-mast, the same track, with sliders, held the luff of the sail, instead of having it bent onto hoops around the mast.

Although the companion-hatch, at the far left of the picture, closely resembles the one which Capt. Reynard designed and built, it does not exactly match the skylight, either in height or in the curve of the seats. This would have been most unusual for those meticulous Manx shipwrights who built her in 1863, and leads to an interesting

MARITIME MUSEUM ASSOCIATION OF SAN DIEGO

A non-profit, educational corporation

Member

Western Museums League

Conference of California Historical Societies

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 Masfield

By the time we got her, the companion-hatch had been replaced by a purely functional chart-house of tongue-and-groove fir, put on by Capt. Woldemar Marzan in 1918, and long since a casualty of dry-rot.

Opening of the San Diego-Coronado Bay Bridge ended 83 years of trans-bay service by the San Diego & Coronado Ferry Co., which brought sorrow to many, and two of the boats, the *Crown City* and the *San Diego*, already have gone to Puget Sound.

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New members of the Maritime Museum Association of San Diego, since the last issue of *Mains'l Haul*, are the following.

Eric Teel
Mrs. William A. Watt

With the inevitable approach of Christmas — like it or not — our members are reminded that our Slop Chest, away aft on the starboard side of the 'tween-deck, is well stocked with nautical books and other items of a maritime nature. As in the past holiday seasons, presentation of your membership card entitles you to a 10% reduction in prices.

Both lower tops'ls now are finished and bent onto the yards, and the fores'l is completed and ready to go up. Meanwhile masts and yards have been re-painted, and "the little old lady" looks better every day.

1306 N Harbor Dr., San Diego, Calif 92101



MAINS'L HAUL



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— John Masefield

TWO HISTORIC RELICS

There is no better relic of a ship than her bell, and it now is our good fortune to have the two most historic bells from the little fleet of ferryboats which served San Diego and Coronado for more than four score years.

The two bells were a birthday present from our old friend, State Senator James R. Mills of San Diego — and he brought them aboard on November 14, 1969, the 106th Birthday of the *Star of India*.

As soon as it was known that the ferries would be replaced by a bridge, some of the members of the Maritime Museum Association began to cast anxious eyes toward two of the ferryboats, the *North Island* and the *San Diego* — for they each possessed bells of historic significance. What would become of the two bells? Would they wind up as scrap metal — or, almost as bad, as "conversation pieces" in some landlubber's rumpus-room?

The formalities of changing ownership of the ferries — from the San Diego & Coronado Ferry Co. to the State of California — were so involved that anything could have happened. Some of our members even considered a "moonlight requisition" — but the idea was abandoned as being (a) unethical, and (b) risky. Then someone suggested Senator Mills, who is a dyed-in-the-wool maritime history buff. When the state acquired title to the ferry fleet, he had the bells appraised, bought them himself — and gave them to us, complete with his bill-of-sale.

The bell from the *North Island* originally was from the side-wheel steam ferry *Coronado*, built by Alexander Hay in 1886; the *San Diego's* bell came from another side-wheeler, the *Ramona*, launched by the Risdon Iron Works in 1903, and the first local harbor craft to have electric lights.

Actually, the *Coronado's* bell, as such, dates back only to 1911. On New Year's Eve of 1910 her captain "rang in the New Year" with such zeal that he cracked the bell, and it had to be sent back to the foundry to be re-cast. Both bells came from the San Francisco brass-foundry operated by another State Senator, William T. Garratt, who served in the 1870s;



WE GOT THE BELLS!

Capt. Ken Reynard tries the tone of a bell originally from the ferryboat *Ramona* of 1903, beside it is the bell from the old *Coronado*, a side-wheeler of 1886. Looking on approvingly are, left to right, Sen. James R. Mills, and Joseph E. Jessop, president of the Maritime Museum Assn.

S.D. UNION PHOTO BY JERRY RIFE

unsuccessful when he came to California as a gold-hunter in 1849, he went back to his original occupation as a brass-founder, and became a leading San Francisco manufacturer of everything brass from bells to steam-gauges. The firm is still in business.

Bells of the other ferries were too modern to have historical significance — so we have the two prize ones.

THE ANNUAL MEETING

At the annual meeting last month, Joseph E. Jessop was elected president for 1969-70; William F. Wilmurt was elected first vice president, Ward W. Waddell, Jr., second vice president, Robert K. Cleator secretary, and Clinton S. McCracken treasurer.

Members of the board of directors, elected for three-year terms, were Mrs. Harry Azus, Robert K. Cleator, Oakley J. Hall, Jr., Mrs. Worth Martin, Clinton S. McCracken, Capt. Kenneth D. Reynard and Robert A. Weinstein.

The two new board members — Mrs. Azus and Mr. Weinstein — bring a wealth of knowledge and experience of sailing-ships to the organization. Mrs. Azus formerly owned the ship *Pacific Queen* — now the *Balclutha* — and taught navigation during World War II. Mr. Weinstein is maritime consultant to the Los Angeles County Museum, and many other institutions dealing with the history of the sea; he is an outstanding authority on photography and ship identification, as well as being a talented marine artist.