



MAINS'L HAUL



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July 4, 1976, was very definitely

A DAY TO REMEMBER!



They said it could not be done — and must not be done. But they were wrong, and to celebrate the Bicentennial, our *Star of India* spread her sails, let go the tug's hawser off Point Loma and, for the first time in 53 years, was on her own for a few glorious hours.

Here, in this imposing photo, Roscoe Smith caught her with everything set and — can you imagine it! — showing a bow wave! Following us respectfully is Pacific Towboat & Salvage's tug *Cuyamaca* which, with her fleet-mate *Coronado*, they all but flat-out donated to us for that unforgettable day. So, you see, there are nice people on our waterfront — like Pacific, and like Campbell Industries, who took us into their drydock after we had been called practically a basket case. And there was that Seattle marine surveyor, Capt. A.F. Raynaud, who looked at her riddled plies and grinned and said "Why not?" — and proved his faith by being at the wheel when she proved his point.

In command was Capt. Carl G. Bowman, ex Coast Guardsman and Master, Unlimited, in Steam and Sail. Quietly and efficiently he called out orders from the poop as he looked forward into thousands of yards of sail and miles of rigging brought into being by years of toil by some of the best sailmakers in the world. B. Reynard — who was here, there and everywhere, worrying unnecessarily that perhaps some little thing might go wrong. It didn't.

Unlike New York's simultaneous Operation Sail, we did it by brawn and brains alone; there was no auxiliary Diesel to help us! A sticky situation arose, no power winches to hoist those cruelly heavy yards and sails. And when, late that afternoon, we rounded up and let go the anchor, we got it back up to the cat-head by the muscles of our crew, tramping around the capstan on the foc'sl head.

