

*Friends of the SFMML*

# Relative Bearings

#4 July, 2006

## Old Pig, New Pig



In our last issue, Library Friends' Board member John Kortum shared his childhood recollection--locked in *Balclutha's* pigpen by a mischievous young friend, sharing the space with a wooden carousel pig. That pig was replaced in 1997 by a fine carving created by Exhibit Specialist Ghraydon Wallick of a Tamworth sow, the pig probably carried aboard *Balclutha* to provide fresh meat during the voyage. The carousel pig has found a new home with the National Carousel Association in Leavenworth, KS. "The original carousel pig might be said to be a 'pig in a pokey.' Now, in the Carousel Museum, he will be the real thing, not a pig in a poke." —J.K.

## The President's Letter

Dear Library Friends,

Welcome to the 4th edition of *Relative Bearings*, the newsletter of the Friends of the San Francisco Maritime Museum Library. We hope you are beginning to look forward to receiving it, and, dare I say, thinking about submitting articles for publication. Do you have a book, an event or a research interest that you would like to share with readers of a similar maritime inclination? If so, just e-mail or snail mail it to Melani at the Library (Building E, Fort Mason Center, San Francisco, CA 94123; [melani\\_van\\_petten@partner.nps.gov](mailto:melani_van_petten@partner.nps.gov)).

We've started a new feature: **Highlights of New Arrivals**. One way or another, most of these books come to the Library via the Friends. Either they are donated to the Friends and selected by the Library for its collection, or they are purchased outright with funds supplied by the Friends. Besides showing you what your donations and support accomplishes, we hope one or more of these titles will pique your interest. We have lots of comfortable chairs where you can sit and read.

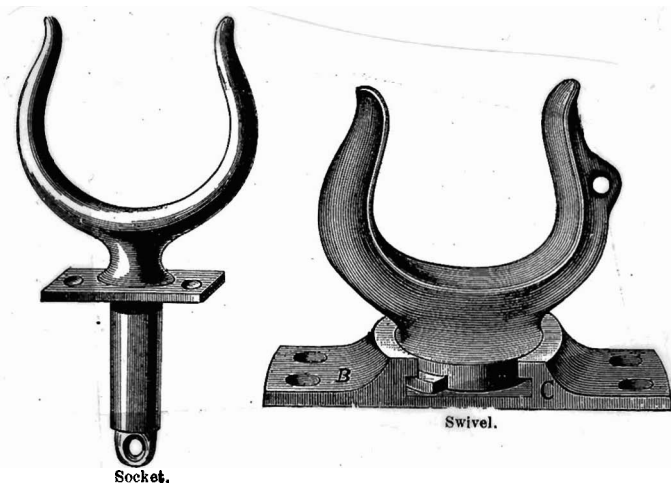
You can also get an idea of the workings of the Friends from our 2005 Annual Report, included in this mailing.

I hope that you have been able to get to see the William A. Coulter Retrospective Exhibition entitled "A Master's Brush with the Sea" at the Park's Visitor Center at Jefferson and Hyde. If not, please make a point of attending this ambitious exhibition. You won't be disappointed. If you would like to arrange for a guided tour for yourself, or a group of any size, please contact Linda Kahn (415-346-0643; lmkahn@mindspring.com). Regular docent tours are also offered at 1:00 p.m. daily. Coulter material—cards, pamphlets, books, prints and posters—are available on our web site ([www.maritimelibraryfriends.org](http://www.maritimelibraryfriends.org)).

Again, hear my plea for volunteers and books. We need volunteers both for library work and our donated book sales operation. Further, the library and book sales operation are always in need of new books. If you are downsizing your library, or clearing out an estate, please think of us. While the Library is always happy to get maritime publications, the Friends sell all kinds of books and periodicals.

So please consider donating your time, expertise, money or books to the Friends of the San Francisco Maritime Museum Library. I can assure you that they are all needed. And go see the Coulter Exhibit...it's a rare treat!

Doug Burrill



"Row Locks"—this image is from Huntington, Hopkins & Company's *Price List and Illustrated Catalogue of Hardware, Iron, Steel, Coal, etc.* 1884. Gift to the Library from the Friends.

## Highlights of New Arrivals June, 2006

**"At the end of our streets are spars": San Francisco's Maritime Heritage Becomes a National Park**, by Nancy Olmsted

**"The 'Roberts' Safety Water Tube Marine Boiler :"** illustrated opinions

**Anchors**, by N. E. Upham

**Architecture in the Parks**, by Laura Soullièrre Harrison

**Barometers**, by Anita McConnell

**Beam Engines**, by Terence Eldon Crowley

**Don't Give Up This Ship! 1895 Schooner C.A. Thayer**

**Early California Stock Certificates**

**Elementary Manual for the Deviations of the Compass in Iron Ships**, by E. W. Creak

**Environmental Assessment: Rehabilitate Failing Amphitheater Structure in Aquatic Park National Historic Landmark District**

**Figureheads: Carving on Ships from Ancient Times to Twentieth Century**, by Giancarlo Costa

**The Fisheries and Fishery Industries of the United States**, by G. Brown Goode

**The Galilee**

**National Park Friends Groups, 1998-1999 Directory**

**Notes on the Technique of Painting**, by Hilaire Hiler

**A Race on the Edge of Time: Radar—the Decisive Weapon of World War II**, by David E. Fisher

**Research Vessels of the National Marine Fisheries Service**, by Robert S. Wolf

**Rope, Twine and Net Making**, by Anthony Sanctuary

**Scantlings of 500 Small Wooden Passenger Vessels: "inspected in accordance with Title 46, Code of federal regulations, subchapter 'T'"**

**Sovereignty of the Sea**

**Steel Ship Building**, by Fred M. Walker

**Tunnel Rehabilitation and Preliminary Cost Estimate Report: Fort Mason Tunnel Assessment Project, San Francisco, California**

**Wellbank's Australian Nautical Almanac and Coasters' Guide, for the Southern and the Eastern Coasts of New Holland**

**The Whalebone Whales of the Western North Atlantic, Compared with Those Occurring in European Waters**, by Frederick William True

**William A. Coulter: a Master's Brush with the Sea**

*from the Principal Librarian's Desk...*

## **What Difference Will the Friends' Quarter-Century Plan Make? or, Ballast Makes a Good Ship Stand Up!**

Ballast. It's how the missing part of Telegraph Hill went missing—as ballast on sailing ships bound to ports around the world. Scrimp on ballast and the weight of tophammer—the masts and yards—on a sailing ship will capsize her. How about turning a profit on ballast instead of paying for it? What can we hide in the ballast?

Legends and stories and necessities swirl around the subject of ballast.

Think with me a moment about the value of ballast in the Library. In the winds and storms that have buffeted the Library since the Friends were established 24 years ago, I have found that there is *ballast* in the Friends that dampens the rolling.

There are three kinds of ballast in the Friends.

There is your friendship for me and my staff, your interest in the challenges of the Library, your gratification in our successes. These things were the first sort of ballast that I noticed—your support of our morale. What's a Friend for?

The second kind of ballast has been your time and energy, yours ideas and your work.

The final kind of ballast is the money that you as Friends have managed to accumulate, especially in the permanent funds.

Ballast. Good stuff.

In 1896 the empty British square-rigger *Blairmore*, although anchored safely in San Francisco Bay, capsized in a southeasterly storm and thirteen men died. She had ballast in her. But not enough.

What difference will the Friends' Quarter-Century Plan make? It will provide enough *ballast*. Enough ballast to secure the future of the Friends, enough ballast to enable them to continue to provide the Library with its edge of excellence. Enough ballast to dampen the rolling, to aid and advance this distinctive and remarkable repository we know as the J. Porter Shaw Library.

Dave Hull

### **Did You Know?**

In the past 24 years, the Library Friends have

—purchased or inspired the donation of three major libraries, doubling the size of the library collection;

—advanced maritime history by publishing eight books on subjects ranging from a clipper ship to a definitive bibliography of rare World War II “cruise books”;

—with the generous assistance of its benefactors, established endowments which

\*acquire rare books and other materials beyond the reach of the Park Service,

\*meet collection management challenges (such as remote storage) beyond the reach of the Park Service,

\*present \$1000 awards for research in maritime history—four have been presented to date and all four projects have been published;

\*fund elements of an academic class in maritime history and otherwise aid scholarship;

\*aim to eventually underwrite the core administrative costs of the Friends.

—with its volunteer efforts aided the Library throughout its departments;

—established and funded a WorkStudy program to fill staff needs beyond the reach of the Park Service...

In short, did you know that the Library Friends have provided the edge of excellence in the Library?

# Quarter-Century Plan Opportunities

1. Naming opportunities
  - \*the revolving publication fund
  - \*the Friends' administration endowment

To explore either of these, contact the Principal Librarian, Dave Hull, at (415 561 7031), or Linda Kahn, Chair of the Quarter-Century Plan Committee (415 346 0643).

2. Planned giving
  - \*Give and get at the same time—charitable annuities
  - \*Bequests
  - \*and more—see the enclosed “Support Your Maritime Library”
3. Serve on the Quarter-Century Plan Committee  
Contact Linda Kahn, Chair, at 415 346 0643.
4. Donate to the Endowment of your choice:
  - \*Award research—the Karl Kortum Endowment for Maritime History
  - \*Acquisitions—the Dean Mawdsley Acquisition Endowment
  - \*Remote storage, etc.—the Donald V. Reardon Collection Management Endowment
  - \*Education—the George Davis Family Education Endowment
  - \*Library Administration—unnamed at this time
5. Or just donate to the Quarter-Century Plan at large, and we'll put your money where it's needed most!

Thanks!

## QCP Committee:

Linda Kahn, [lmkahn@mindspring.com](mailto:lmkahn@mindspring.com)  
Doug Burrill, [dncjb@aol.com](mailto:dncjb@aol.com)  
John Derr, [jmichaelderr@hotmail.com](mailto:jmichaelderr@hotmail.com)  
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# The Defeat of the Spanish Armada

by Garrett Mattingly

London : Jonathan Cape, 1983.

*Reviewed by Heather Hernandez, Technical  
Services Librarian*

Why read a book about the Armada? Didn't we all learn about it in school? Spanish fleet arrives, gets trounced, goes home, right? Don't we all know it was only important because it began the decline of the Spanish colonial empire and the rise of the British? According to Mattingly, “It is hard to see why [historians] think so.” (p. 354)

Then why was it important? And why read one of the many, many books on the subject if you're not interested in the history of 16th century Europe?

Because this was the beginning of modern ship-to-ship combat. When the Spanish Armada and the English fleet faced each other:

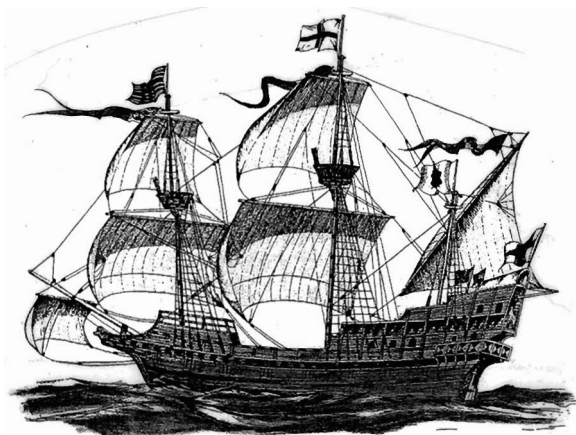
Fleets like these were a new thing in the world. Nobody had ever seen two such in combat. Nobody knew what the new weapons would do, or what tactics would make them most effective. This was the beginning of a new era in naval warfare, of the long day in which the ship-of-the-line, wooden-walled, sail-driven and armed with smooth-bore cannon, was to be queen of battles; a day for which the armour-plated, steam-powered battleship with rifled cannon merely marked the evening... That morning off the Eddystone nobody in either fleet knew how to fight a 'modern' battle. Nobody in the world knew how. (p. 252-253)

And what makes Mattingly's book a great choice is not only the engaging style of the writing, but how well he wrote for a general interest audience. To read this book you don't have to know about previous battles or the careers of the political players—if you do, it helps, but it's not necessary. Mattingly begins his book with the event that triggered Spain's Enterprise against England, the execution of Mary, Queen of Scots. Mattingly

breathes such life into the scene that from the first steps she takes into the last room she'll ever see, you, too, are swept up in the events set into motion that cold day in 1587, feeling the fear of English in taking that step, and the grief of King Philip of Spain. From there he introduces you to the major players, from Spain's manipulative spy in France all the way to those breathless moments on the deck when the Duke of Medina Sidonia was gripping the rails, refusing food, facing the already legendary Drake, Hawkins, and Howard across unfamiliar waters that might at any moment send him fireships as bad or worse than the dreaded hellburners of Antwerp.

Want to understand why the heavy sailing-ship took over the rule of the seas from the oar-powered galley? Mattingly neatly explains this in a few paragraphs during his chapter on Drake's campaign in Cadiz Bay. And what happened to those tall stern and bow castles that made medieval ships look like crescent-moons afloat, so different from the clear decks on sailing ships with which we're more familiar? Another great move by John Hawkins that Mattingly not only introduces but sets into context through his research in contemporary documents that tells you how exposed the fighting seaman felt on those newly constructed decks.

For everyone interested in why a pirate closed in on a 19th century merchant ship in the way that they did, and why the captain of that merchant ship knew just how far ahead to run, and just how critical proper gunnery became, this is a book to pick up. Ship confrontations at sea weren't always that way. This book takes you not only to the decks of the ships trying to figure out a new way of fighting, but also into the hearts and minds of those waiting to hear not only if their sons and fathers had fallen, but if their kingdoms were going down with them.



## Captain Fraser's Voyages, 1865-1892

edited by Marjory Gee

Stanford Maritime, London, 1979

Illustrated with photographs

Reviewed by Ted Miles, *Park Historian*

Thomas G. Fraser, 1850-1934, was a native of Harrington, Cumberland, England. He left four notebooks that detail his life at sea from his apprentice days through his voyages as a young mate to his voyages as a master mariner. The vessels in which he sailed changed with the times from wood to iron and got bigger all the time.

Starting in the tea trade in the 1860's, his voyages moved into the bulk cargos of the 1880's. Captain Fraser visited a number of cities around the world during his sea faring years, including San Francisco, and he had a good eye for detail, especially the Far East, as he was quite interested in India and China.

However, a modern reader might find some of his comments about racial and national peoples to be offensive. He was a man of his time, and in all things England was better than anyone and anything else.

As often the case with sailors' memoirs, some of the details got a little fuzzy with the passing years. His last vessel was the iron ship *Maxwell*, built by Thomas Royden & Company in 1887. He refers to the *Grace Harwar* as being her sister ship. But this is not correct as the *Grace Harwar* was built of steel by William Hamilton in 1889. The *Grace Harwar* had a long and successful career, eventually becoming the last British built full-rigged ship in commercial trade under the house flag of Gustaf Erikson.

Captain Fraser was shipwrecked twice during his years at sea, incidents which are well told in the book. He was lucky to survive the loss of the *Dorigo*, which had a coal cargo shift in a gale at sea. Fortunately, a steamer came by and took the crew off the sinking ship.

The cover art on the book is not what should be there. The editor or designer would have been better served to use a photo of one of the vessels discussed in Captain Fraser's narratives.

## ***What's Happening*** *Upcoming Events*

*The Klebingat Lecture Series takes place on Saturday evenings at 6 pm at the Maritime Library, Building E, Fort Mason Center.*

*Fee: \$5, \$4 for Library Friends*

*Reservations: 415-561-7040*

### **September 30, 2006**

#### **Navigating the *Flying Cloud***

San Francisco Maritime NHP Docent Kayta Barrows will portray Mrs. Eleanor Creesy, wife of Captain Josiah Creesy of the clipper ship *Flying Cloud*, who served as the vessel's navigator. Come meet Mrs. Creesy and hear about the excitement and danger faced by the women who voyaged around the world in the 19<sup>th</sup> century.

### **October 21, 2006**

#### **Grace Hopper—Admiral of the Cyber Sea**

Admiral Grace Hopper, USN, began her career as a professor of mathematics at Vassar College, but joined the WAVES during World War II. Her biographer, Professor Kathy Williams, will tell the story of how she went down in cyber history as one of the creators of the U.S. Navy's first computer system, was recalled to active duty at age 60, and became the oldest serving officer in the Navy at nearly 80.

### **November 18, 2006**

#### **The Cruise of the *Shenandoah***

Taking up where the sunken *C.S.S. Alabama* left off, the Confederate raider *C.S.S. Shenandoah* played havoc with the U.S. commercial fleet in the Pacific, capturing or sinking 38 ships and taking thousands of prisoners during her nine-month voyage of destruction. Join San Francisco Maritime Park Ranger Tom Jares as he traces the 27,000-mile cruise of the *Shenandoah*, ending when she fired the final shot of the Civil War—three months after Lee's surrender.

## ***A Master's Brush with the Sea***

### **William A. Coulter Retrospective Exhibition**

**Through Tuesday, October 31, 2006**

**Visitor Center**

**San Francisco Maritime National Historical Park**

**499 Jefferson Street (at Hyde)**

**San Francisco**