

interest in maritime history and in this Library—each of you with your friends and acquaintances is a publicity center for this Library.

What am I proposing? Publicize this Library. Or publicize the Library Friends, which connects people to this Library. How?

- When you finish with this issue of *Relative Bearings*, leave it on a bus. Give it to a friend. If you pick up commuters, leave it on the back seat of your car. There are a million ways to recycle it to other readers.
- We include in this mailing a membership envelope. Christmas is coming--give a membership to a friend. Or give the envelope to someone with an interest in the sea. Or...see above bullet.
- If you have a personal website, briefly describe your maritime interests if you have not already done—and mention this Library as a good source for oceans of answers (<http://www.nps.gov/safr/historyculture/library-and-research.htm>). You could also mention the Library Friends group and their below-market-price online book sales (<http://www.maritimelibraryfriends.org/>).
- Use the *Chronicle* article as a hook in social conversation, or the war in Iraq (“money could be going, for instance, to libraries like the Maritime Library”), or literacy or television or digital books. Virtually any subject can be steered to any other subject, as we know from politicians.
- Simply file this idea in your head and it will find a way out through your imagination: Tell someone about the Maritime Library.

One story on this last: Vicki Bleicher, a past president of the Library Friends and founder of Marine Chartering, tells me of a party at which he became acquainted with someone who was also interested in the sea. Vicki mentioned this Library. His new friend was interested. Vicki sent him a membership envelope. Oh, and by the way: Welcome, new member Captain Jack Going of San Rafael!

Tell us how your imagination flows in publicizing this Library ([Melani Van Petten@partner.nps.gov](mailto:Melani_Van_Petten@partner.nps.gov))—from a note in a bottle cast upon the sea (Bottle Post in our card catalog) to whatever. One of your ideas may float up into a future *Relative Bearings*...

Why are we publicizing the Library? *Because the Library is open!*

Wanted! Count Dracula

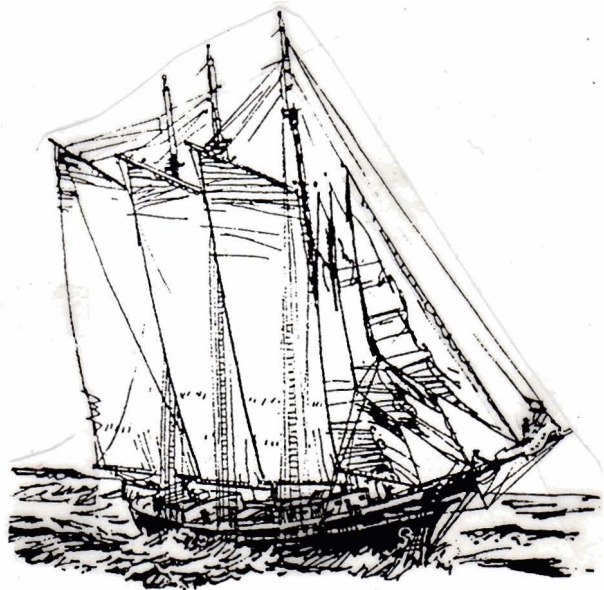
Counting is a very important activity, and difficult for a library. Why?

It is difficult to count the number of people who benefit from library collections because that number goes far beyond the number of researchers. That total number includes those who read the books and articles arising out of research in this Library, it includes those who view on public television the documentaries arising out of research done here, it includes all the seminal impacts of research here.

We do record titles arising out of research here. *And here is where we want you, Count Dracula.* We want you to contact the publisher and count the press run or subscription numbers of books and articles, count the market share of radio and television products.

This very important count will make it possible for us to more accurately represent to management the count of visitors—including those far away who never set foot on this National Park Service corner of San Francisco—who benefit from the Library of the San Francisco Maritime National Historical Park.

Call or email [David Hull@nps.gov](mailto:David_Hull@nps.gov), 415-561-7031.



The President's Letter

Dear Library Friends,

This is my "Farewell" letter as President of the Friends of the San Francisco Maritime Museum Library. My term expired as of the October 4 Board Meeting and I was succeeded by Linda Kahn, fresh off her triumph as one of the leaders of the extremely successful Coulter Exhibition. Richard Geiger succeeded Linda as Vice President and, per our by-laws will succeed her as President in two years, becoming our first two term President, since he also served as President about 20 years ago. I know we all wish them good luck.

Speaking of the Coulter Exhibition, which ended October 31, I hope you all got a chance to see it in the Park's Visitor Center. It was a splendid and unique showing of the works of the premier West Coast marine artist, presenting a collection of works which will never be assembled again. I sat on the sidelines for almost three years and marveled at the amount of intellectual, administrative and physical effort that went into the mounting of the exhibition by Dave Hull, Tom Coulter, Linda Kahn and a host of others in the NPS and the local community. If you would like a memento of the exhibition, or perhaps just a good Christmas gift or handsome wall hanging for you home or office, browse the Store on our web site (<http://www.maritimelibraryfriends.org>).

In my last letter to you, and in Dave Hull's article elsewhere in this newsletter, a recurrent theme is that *the Library is not closed*. We still get visitors by appointment, on-line, and via telephone, and we are still the prime West Coast resource for professional and amateur maritime research. With the inevitable drop in physical visitation, however, the Library needs the Friends' support more than ever, and the opportunities are there. But this is not just a plea for financial support, although we always need your donations and memberships. We now have an even greater need for *active* members.

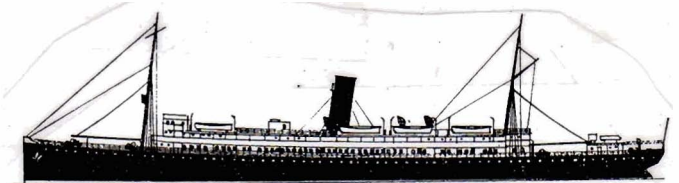
We need your skills, time and enthusiasm in many areas. We have many interesting projects that a person (like you) could do in a few spare hours a month, even at home. For example:

1. Elsewhere in the newsletter we point out that we need a "Count Dracula" to estimate the direct and indirect usage of our resources through the articles, books, documentaries etc. that are researched at the Library.
2. Superintendent Kate Richardson has suggested that we may want to use the Park's huge photograph collection to create maritime posters to sell on line and in the Park stores.
3. As regular readers know, I'm always looking for volunteers to help with on line book sales (pricing donated books, listing them on line and filling orders). Every volunteer we get directly increases our bottom line (and therefore what we can give to the Library) by releasing work-study students for other critically needed Library work.
4. We need someone to liaise with a grant-writing consultant to secure grants for specific Library projects which would otherwise be left undone or be funded from the Friends' general revenues.

Given the volunteers and enthusiasm, we can easily come up with another half dozen interesting and fulfilling projects to benefit the Library and make you more a part of the organization you have been supporting for years. Contact Dave Hull (David_Hull@nps.gov), Melani (Melani_Van_Petten@partner.nps.gov), or me (dncjb@aol.com) and let us know what your interests are.

The best part of my two years as President has been working with the staff, volunteers and Friends at the library. So drop by, give us some time, and find out for yourself.

Doug Burrill



Sea Breezes Magazine

By James Shuttleworth
Engineering Geologist & Maritime Researcher

The J. Porter Shaw Library has a near complete run of *Sea Breezes* magazine, published for more than 85 years. It is a very special magazine, particularly the pre World War II issues, because they contain articles, photos, and notes, about ships, by the seamen, wives, and passengers who actually sailed in the ships. Many men and women who sailed in the second half of the 19th Century were still alive in the first half of the 20th Century, and contributed to the magazine. The readers are the writers, contributing a wealth of information and stories for over a near century. This, I believe, is what has made *Sea Breezes* so long lasting and so successful. It is a treasure trove of first-hand historical information. *Sea Breezes* are full of photographs of ships, ports, figureheads, and people, you'll probably never see elsewhere.

I had seen odd copies of recent *Sea Breezes* magazines over the years, but was not fully appreciative of this fantastic reference until Ted Miles, Assistant Curator, San Francisco National Maritime Historical Park showed me some of the older issues. It is difficult for me to describe just how wonderful this magazine is. I have endeavored to do this by giving examples of the stories and information contained in a few of the issues. This article just skims the surface of its value. For those of you already acquainted with *Sea Breezes* no further testament to it is necessary.

Sea Breezes was started by the Pacific Steam Navigation Company (PSNCo), a British company, with its first issue or "Number," as they liked to refer to them, in December 1919. I am not sure of the company's original intent, but people took to it right away and started contributing their experiences, their relative's experiences, and their photographs.

For example, there is a very interesting account of a voyage to Australia in 1839, written by the long departed Thomas Young, and submitted by his nephew in 1930s. Apparently, there was no work in Britain and so the author, a young man, opted to

take passage for a new life *Down Under*, in the 350-ton Barque *Singapore* of Aberdeen. Another article, closer to home, describes the recovery of the bell from the medium Clipper Ship *Noonday*, built in 1855 at Portsmouth, NH. This bell is in the Museum's collection. *Noonday* was lost when she struck a rock about eight miles West of the North Farallones, inbound for San Francisco from Boston, January 1863. The article describes how Captain John Tarantino, of the Trawler *Junta* recovered the bell from his fishing nets on April 11, 1934. A photograph of Mr. A. Allioto, of Consolidated Fisheries, owner of the *Junta*, with the recovered bell, is included. A verbatim account of the wreck and rescue of the *Noonday's* crew by the San Francisco Pilot Schooner *Relief*, which appeared in the *Alta* January 3rd, 1863 is reprinted too.

Sea Breezes magazine is international. Submittals come from all over the world. It has regular features, some extant, or changed in name only; and still others that are now history, but still good reading. Captain John Isherwood submitted 459 illustrated vessel histories, in 'Steamers of the Past,' between 1949 and 1987. Alphabetical indexes by vessel name and by vessel owners, for 'Steamers of the Past' are available in the J. Porter Shaw Library. *Sea Breezes* contains articles and information by other well known maritime authors and historians too, including Harold Underhill, Charles G. Davis, and Basil Lubbock, to name just a few. Our own John Lyman, author, historian, and US Naval Officer; and whose significant and important book and ephemera collections reside in the J. Porter Shaw Library, was a frequent contributor to *Sea Breezes*.

For historians, professional and amateur alike, the *Sailing Ships Roll of Honour* feature is especially useful and interesting. These are fleet lists of various companies, submitted by the readers. I am fortunate to have acquired a bound collection of 80 of these double-page spreads, removed from the magazines, complete with the original collector's copious supplemental notes. In the December 1934 issue, John Lyman submitted Part One of the *Sailing Ships Roll of Honour* for the Alaska Packers Association. Part Two followed the next month. Fleet Lists for sailing vessels are not the only lists you'll find, though. Steamships, motor vessels, tugs, etc. are also represented. The article *Annals of*

the Clyde Shipping Line by G.W. Tripp (Oct. 1955) has a fleet list 14 pages long.

For lovers of marine art, like myself, the early issues contained many photographs of paintings of ships. Famous contemporary, marine artists, the likes of Charles Robert Patterson consistently contributed photos of their paintings of ships to illustrate the magazine. Ever heard of William Copeland of San Francisco? He contributed many photographs of his paintings of ships, in the 1930s. I've seen a number of postcards of paintings of ships by this man. He even has an ad for his paintings in an early issue of the magazine. I wonder what his life story is?

In another issue, I learned the difference between the correct terminology "serving *in* a ship," versus the incorrect "serving *on* a ship." The contributor offered the comparison "you live *in* a house, not *on* it." My favorite feature of the early "numbers" is *Notes From Everywhere And Everyone--An Honest Tale, Plainly Told, Speeds Best*. In this feature contributors placed inquiries of old shipmates, general commentary, anecdotes, stories of vessels or sailors, and photos.

Balclutha is a big beneficiary of *Sea Breezes*. During her restoration in the 1950s *Sea Breezes* was an important networking vehicle to connect with former *Balclutha* sailors. Quoting from an article in the December 1955 issue, *Restoration of the Ship Balclutha*, by a California Correspondent (probably Karl Kotum): "*Sea Breezes* played its part in the restoration too. Inquires circulated in this magazine early in 1954 put the officials of the San Francisco Maritime Museum in touch with seafaring men all over the world who had known *Balclutha* in her prime and who were able to contribute details of her interior arrangements, colour plan, and anecdotes connected with her days under the British flag." Another quote from the same article: "Through an old issue of *Sea Breezes* [John] Lyman determined that an infant born in the ship in 1899, Inda Frances Durkee, a daughter of her last master under the British flag, was still alive and living in the Boston, Massachusetts area. The Maritime Museum made arrangements for her to cross the United States to re-christen the ship in her original name."

Whether you are looking for a good bedtime read or are doing serious research, *Sea Breezes* is an excellent source and valuable tool. Published for 85 years, and still going strong, proves its "sea worthiness." I like to take a volume or two on trips or when I know I'll have a long wait and need something to read. *Sea Breezes* is perfect for this. I found reference to a namesake this way—John Shuttleworth, 1850-60s shipbuilder of Shoreham, England.

As you might expect, *Sea Breezes* changed over time, especially after WWII. The seamen of the 19th Century were passing; fewer first-hand accounts, from this Era appear. In turn, the later contributors are early 20th Century, mid 20th Century, and now 21st Century seamen and ship enthusiasts. Although sail and steam are still prevalent in the articles, more modern shipping technology also graces its pages. A large, slick-page, color format has replaced the small, black and white format. *Sea Breezes* have become collectible, especially the early numbers. Ebay and second-hand book stores are good sources for older copies.

Pre World War II issues are referred to as the "Old Series" and Post World War II issues as the "New Series." Unfortunately, I know of no comprehensive index to its contents. Through the 1950s, the last issue of each volume, contains an index by subject for articles, people, vessels, etc. that appear in that volume. By the 1960s these indexes disappeared. Mr. Norman Brouwer, former Librarian at South Street Seaport, NY, prepared the *Index of Sailing Vessel Illustrations In Sea Breezes Magazine 1919-1992*. There are also two other specialized indexes: *An Index To Shipping Company Histories and Fleet Lists, Which Appeared In Sea Breezes Between 1919 and 1987*, and *An Index To the Steamers of the Past, the Series of 459 Illustrated articles in Sea Breezes Between 1949 and 1987*, by Captain John Isherwood; both indexes prepared by the Liverpool Nautical Research Society 1989 and 1990 respectively. The Library has copies of these three indexes.

Mr. Brouwer's Index also includes a detailed listing of the volumes by date—a must have chart for *Sea Breezes* navigating. Give *Sea Breezes* a try—and good reading!

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

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.

January 13, 2007

The Russian Navy Visits San Francisco

During the Civil War, Russia alone of the great European states gave no support to the Confederacy. Dr. C. Douglas Kroll will tell the story of the Russian Navy's surprise visit to San Francisco in 1863, lending support to the Union in the face of Confederate raids in the Pacific and influencing the course of events by its presence.

February 3, 2007, 2:00 p.m (please note time difference!)

Crossing the Line—Pollywogs to Shellbacks

When crossing the equator for the first time, sailors must be officially welcomed to the realm of King Neptune. San Francisco Maritime NHP's Living History Players will present a traditional line-crossing ceremony, and will talk about the festivities that accompany it, then and now.



***Give Your Friends
(and the Friends)
A Merry Christmas!***

Buy new books, posters, cards and tee shirts at our web site: <http://www.maritimelibraryfriends.org>. Coulter cards make great Christmas cards!

Buy our used books, maritime or otherwise at: <http://www.abebooks.com/home/ANMML/>

Buy your Amazon products through the link on the Friends home page—we get 5%, at no cost to you!