A guide to the San Francisco Maritime National Historical Park Facilities and Ships Division photographs and media, 1986-1991

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A Guide to the San Francisco Maritime National Historical Park Facilities and Ships Division photographs and media

P91-071

San Francisco Maritime National Historical Park, National Park Service

2016, National Park Service

Title: San Francisco Maritime National Historical Park Facilities and Ships Division photographs and media

Date: 1986-1991

Identifier/Call Number: P91-071 (SAFR 22585)

Creator: San Francisco Maritime National Historical Park (Agency : U.S.)

Physical Description: 970 items. Some items available online.

Repository: San Francisco Maritime National Historical Park, Historic Documents Department

Building E, Fort Mason
San Francisco, CA 94123

Abstract: The San Francisco Maritime National Historical Park Facilities and Ships Division photographs and media collection, circa 1986-1991 (SAFR 22585, P91-071) consists of photographs and media created by San Francisco Maritime National Historical Park staff during the course of their work in the Facilities and Ships division from 1986-1991. This collection is processed at the item level and is open for use without restriction.

Physical Location: San Francisco Maritime NHP, Historic Documents Department

Language(s): In English.

Access

This collection is open for use unless otherwise noted.

Publication and Use Rights

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Processing Note

Additions to the collection are expected.

The descriptions in this collection guide were compiled using the best available sources of information. Such sources include the creator's annotations or descriptions, collection accession files, primary and secondary source material and subject matter experts. While every effort was made to provide accurate information, in the event that you find any errors in this guide please contact the reference staff in order for us to evaluate and make corrections to this guide.

Please cite the title and collection number in any correspondence with our staff.

Preferred Citation

[Item description], [Location within collection organization identified by Collection Number/Series Number/File Unit Number/Item Number], P91-071 (SAFR 22585), San Francisco Maritime National Historical Park Facilities and Ships Division photographs and media, San Francisco Maritime National Historical Park

Acquisition Information

SAFR-00664
SAFR-01813, SAFR-00581

Accession SAFR-00664: On March 29, 1993, photographs, documents, videos and objects that were determined to be NPS property were removed from staff member Michael Harrington’s property being housed in Museum Storage and accessioned as SAFR-00664. The accession was split into three groups: the flag of the Petaluma River Festival (cataloged as SAFR 12573); WAPAMA certificates (cataloged as an accretion to SAFR 88, HDC 455); and the photographic material and media in this collection (P91-071, SAFR 22585).

Accession SAFR-01813: On February 16, 1995, approximately 375 color photographs of shipwright activities were received from Alan Canterbury, a San Francisco Maritime National Historical Park Shipwright staff member. The materials were formally accessioned on April 24, 2003.

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Accession SAFR-00581: On July 6, 1992, 6 color photographs showing HERCULES departing Fort Mason were received as a field collection from William G. Thomas, Superintendent of the San Francisco Maritime National Historical Park. The photographs were accurred to P91-071 on July 30, 2012.

**Historical or Biographical Note**

The San Francisco Maritime State Historic Park was established in 1956 and existed under this name until 1977 when it became the National Maritime Museum, part of the Golden Gate National Recreation Area. In 1988 the Maritime Unit became a separate national park called the San Francisco Maritime National Historical Park, the name it is still known by today.

The San Francisco Maritime National Historical Park (SFMNHP) provides services for millions of visitors annually and acts as a custodian for historic vessels, small watercraft, museum artifacts, archives and a maritime library. The SFMNHP is responsible for maintaining 35 acres of urban parkland which include the Aquatic Park Bathhouse (a National Historic Landmark which serves as a museum exhibit facility), the Hyde Street Pier (where the historic vessels are moored), and the Haslett Warehouse. Five of the historic vessels moored on Hyde Street Pier are designated National Historic Landmarks: the ALMA, BALCLUTHA, C.A. THAYER, EUREKA, and HERCULES. The park also operates a library and archives in a Historic Landmark building at nearby Fort Mason which houses a variety of documents, vessel plans, photographs, motion picture film, books, periodicals and oral histories.

Many of the park’s programs and collections existed well before 1988, formed by several predecessor organizations. It began with the opening of the San Francisco Museum of Science and Industry in 1941, through the efforts of Mrs. Alma de Bretteville Spreckels. It was comprised mainly of an impressive collection of ship models and artifacts, which were exhibited at Aquatic Park and various other locations in the Bay Area during World War II.

Karl Kortum, a maritime history enthusiast and able bodied seaman freshly returned from a voyage on the bark KAIULANI (1948), contacted Mrs. Spreckels to discuss his vision of a maritime museum for San Francisco. He believed that historic ships, on exhibit and available to the public, would create a more interesting and economically viable museum than ship models. The San Francisco Maritime Museum Association (SFMMMA) was formed in 1950 and provided funding for the purchase of the first of the historic sailing vessels in 1954.

In 1954, the San Francisco Maritime Museum Association undertook the purchase and restoration of the historic sailing vessel BALCLUTHA. A year later, after extensive restoration primarily through volunteer efforts, the BALCLUTHA opened to the public at Pier 43.

In 1956, a bill was passed through the state legislature that called for the purchase of the schooners C.A. THAYER and WAPAMA, and also created the San Francisco Maritime State Historic Park. The ferry EUREKA and scow schooner ALMA were acquired (1958-1959) and in 1960, the State Public Works Board approved the expenditure of $75,000 for the creation of an authentic Victorian Park.

The resources needed for the state park were underestimated and both the state and SFMMA turned to the Golden Gate National Recreation Area (GGNRA) for help. In 1977, the San Francisco Maritime State Historic Park became the National Maritime Museum, part of the GGNRA. However, the Maritime Museum’s visibility (and fund-raising opportunities) was swallowed up as part of this large, disperse national park. To gain more direct federal support for the maintenance-intensive historic sailing vessels and preserve visibility, the Maritime Unit became a separate national park in 1988.

[Agency History written by SAFR staff (primarily Lisbit Bailey). Slightly revised by Amy Croft, October 2011.]

**Chronology:**

- 1988 Jun - ALMA becomes a National Historic Landmark
- 2009 Mar 4 - BALCLUTHA returns to Hyde Street Pier after a trip to the dry dock for maintenance work (including repainting)

**Historic Vessel Histories:**

ALMA: The scow schooner ALMA was built in 1891 in Fred Siemer’s shipyard at Hunters Point (in the southeastern section of San Francisco).

Fred Siemer came to San Francisco from Germany in 1865 and started his own shipyard at Hunters Point. He constructed two scow schooners and named the first after his daughter Adelia. After Adelia married, Siemer built the second scow for his son-in-law, James Peterson. That boat was constructed in Peterson’s front yard in 1891 and was named for Peterson’s daughter, Alma.
ALMA's construction was not unique, but it was unusual; her bottom planking was laid athwartships (side-to-side) instead of fore-and-aft. Called "log built" because the horizontally laid planks were quite thick, scows like ALMA traded a bit of speed and ease-of-repair for economy and strength. ALMA hauled a wide variety of cargoes during her career. She carried hay and lumber under sail, and after Peterson removed her masts in 1918, she freighted sacks of Alviso salt while being towed as a barge. Frank Resech, who purchased the vessel in 1926, installed a gasoline engine in her, and from then until 1957 her cargo was exclusively oyster shell - carried in a 22' by 36' wooden bin installed on deck.

A number of sailing scows ended up as oyster shell dredges. The shell was free for the taking and vast deposits lay in the San Francisco Bay. Both Resech and his wife lived and worked aboard ALMA for a time; Mrs. Resech handled the steering while her husband operated the dredging machinery. During those days, ALMA hauled 110-125 tons of shell per week to Petaluma, California, where it was ground and used for chicken feed.

In 1943, Resech sold the vessel to Peter John Gambetta, who continued to operate her as a dredger until 1957. When Gambetta retired ALMA she was still seaworthy, but no longer profitable. The State of California purchased ALMA as she lay on the Alviso mudflats in 1959, and restoration work began in 1964. She was transferred to the National Park Service in 1978, and designated a National Historic Landmark in 1988. ALMA is now part of the San Francisco Maritime Historical Park's fleet of historic vessels at Hyde Street Pier. She sails every season and participates in the revived Master Mariners Regatta every May.


BALCLUTHA: BALCLUTHA (built 1886; ship, 3m: museum ship) is one of the last surviving steel-hulled, full-rigged ships. She was involved in the 19th century Pacific Coast grain trade, Pacific Coast lumber trade, 20th century Pacific Coast salmon packing trade, and was a tourist attraction before becoming a museum ship of the San Francisco Maritime Museum in 1954.

She was built by Charles Connell & Co. in Scotstoun, Scotland for the British merchant ensign trade, mostly transporting coal to the Pacific Coast of the United States and returning to Europe with grain and general cargo. Because of the months-long ocean voyage, BALCLUTHA made only one round-trip per year while engaged in the Europe-to-San Francisco grain trade. During the mid-1890s the ship called at other ports around the world as well.

In 1899, BALCLUTHA was transferred to Hawaiian registry, joining the Pacific Coast lumber trade. For three years the ship sailed north to Puget Sound, Washington, and then across the Pacific Ocean to Australia. Much of lumber she carried was used for mining timbers in the Broken Hill Mine at Port Pirie, Australia. She was the last vessel to fly the flag of the Hawaiian Kingdom.

As the demand for wooden deep-sea cargo vessels decreased, BALCLUTHA was put on the market and the Alaska Packers Association purchased the vessel in 1906 to ship livestock and supplies to the remote canneries in southwest Alaska. At this time, she was renamed the STAR OF ALASKA. She sailed to the Chignik salmon cannery every year from 1906 to 1929, spending the summer months in Alaska, returning to San Francisco in the fall, and wintering in the Alaska Packer's shipyard in Alameda. During the winter the ship was laid up with the rest of the Packer's fleet of thirty-odd vessels, and shipwrights performed maintenance and renovation on the vessels. In 1911, the STAR OF ALASKA's poop deck was extended to house Italian and Scandinavian fishermen. Later, additional bunks were added in the "tween deck for Chinese canny workers. As STAR OF ALASKA, she carried a crew of twenty-six men; over 200 men made the trip north.

The ship again became obsolete and it was sold to Frank and Rose Kissinger in 1933. They purchased the vessel with the intent of creating a money making attraction. At times, the Kissingers took her up and down the coast of California, exhibiting her as a "pirate ship." She was moored near Catalina Island and San Pedro, and served as a prop in the movies "Mutiny on the Bounty and Souls at Sea," before a 1940 trip to San Francisco for display at Pier 43 for the World's Fair. She returned to southern California in 1946 and continued to be an attraction. The vessel slowly deteriorated during this time, barely escaping World War II scrap metal drives.

By 1952, negotiations had begun with the San Francisco Maritime Museum to purchase the vessel from the Kissingers. Mr. Kissinger passed away the same year and deliberations continued with Mrs. Kissinger. The Maritime Museum was eventually able to purchase the vessel, and from 1954 to 1955 completed restoration to return her to her form when she sailed as the STAR OF INDIA. She was returned to Pier 43 for display. The ship was transferred to the National Park Service in 1978, and BALCLUTHA was designated a National Historic Landmark in 1985. In 1988, she was moved from Pier 43 to the Hyde Street Pier, where she is still moored today.

C.A. THAYER: C.A. THAYER is a three-masted schooner built in Fairhaven, California, in 1895. The original hull was made of dense, old-growth Douglas fir carefully chosen for shipbuilding. She was named for Clarence A. Thayer, a partner in the San Francisco-based E.K. Wood Lumber Company. This schooner is representative of hundreds that sailed the Pacific Coast in the early 1900s. C.A. THAYER is 219 feet in length and has a cargo capacity of 575,000 board feet (1360 cubic meter). She carried about half of her load below deck, with the remaining lumber stacked ten feet high on deck. In port, her small crew of eight or nine men were also responsible for loading and unloading the ship. Unloading 75,000 to 80,000 board feet (180 to 190 cubic meter) was an average day's work.

C.A. THAYER had several careers: she carried lumber to 1912, was a salt and salmon packet to 1924, and was in the cod fishery to 1950, when she was the last commercially working sailing vessel on the west coast. The vessel had a number of owners during this time: E.K. Wood Lumber Co. (S.F.) (1895-1912); Captain Peter Nelson (San Francisco) (1912-1925); Pacific Coast Codfishing (Seattle) (1925-1952); Charles Macneil (Seattle) (1952-1957).


After 40 years as a museum ship, C.A. THAYER has again been restored, a restoration which took three years starting in 2004, and which resulted in her temporary removal from her berth at the San Francisco Maritime National Historical Park. Approximately 80% of the ship's timbers were replaced with new timbers matching the original wood. The ship sailed back to the Hyde Street Pier on April 12, 2007. She is currently missing her masts and bowsprit.

[History written by SAFR staff and information also taken from http://www.nps.gov/safr/historyculture/ca-thayer-history.htm, accessed October 27, 2011]

EPPLETON HALL: EPPLETON HALL was built in 1914 by the Hepple and Company of South Shields, England, for the Lambton and Hetton Collieries, Ltd. The vessel, named after the Lambton family's ancestral home, was designed to tow ocean-going colliers (coal-carrying vessels) to and from the port of Newcastle on the River Tyne. Coal was a booming business, and days of transit time were saved by towing the sailing vessels upriver to load. The vessel was also used to tow newly-built ships out to sea.

EPPLETON HALL is a steam sidewheeler with side-lever engines, and is the only remaining intact example of a Tyne paddle tug. The vessel was engaged on the Wear and Tyne rivers of northeast England from 1914-1967 and she is a direct descendant of the first craft to go into commercial service as harbor tugs. In 1946, she was purchased by France Fenwick, Wear and Tyne Ltd., which operated her in the Wear River until 1964 (she is being restored to this period today).

EPPLETON HALL's steam engines are descended from a type first developed in England in 1828. The two large side lever engines, often referred to as grasshopper engines, operate the paddle wheels independently, making the tug especially maneuverable in tight spots. Another unusual feature of the EPPLETON HALL is its hand-forged boilers designed to use seawater. Every six weeks the accumulated salt had to be chipped out of the boilers and rinsed away. The advantage was that large freshwater tanks did not have to be carried aboard.

In 1952, the tug was slightly modified in order to obtain a Passenger Certificate, so that she could transport officials from newly-launched steamers. Her last commercial owner was the Seaham Harbour Dock Board, which operated her from 1964 to 1967. She was sold for scrap in 1967 to Clayton and Davie, Shipbreakers and, while sitting on a mud bank, fire (part of the scrapping process) destroyed her wooden afterdeck and interior.

In December of 1968, Scott Newhall discovered EPPLETON HALL in Newcastle after trying to acquire the last operating paddle tug RELIANT, which was slated to be dismantled and pieces put into an exhibit at the Greenwich Maritime Museum. Newhall wanted to purchase RELIANT but was told it was already spoken for and he was shown the EPPLETON HALL as an alternative; however he still wanted the RELIANT. In early 1969, Newhall assembled a group of maritime enthusiasts in Newcastle for the negotiation of the purchase of the RELIANT and they arrived sometime near the beginning of May. Scott hoped to purchase RELIANT from the Greenwich Maritime Museum, defray the cost of their investment in RELIANT and have them use parts from the EPPLETON HALL for their exhibit instead. He wanted to do all this in order to prevent the sea worthy vessel RELIANT from being cut-up into parts and then take the RELIANT back to San Francisco.
In early May 1969, it was determined that they could not purchase RELIANT and Newhall decided to purchase EPPLETON HALL. Restoration efforts were turned to her, and Bill Bartz remained in Newcastle to oversee the design and renovation of the vessel. She was taken to R.B. Harrison & Sons, Ltd. Shipyard. Bartz worked alongside shipyard employees to restore her and hired appropriate staff to make sure that she was logistically able to leave England for the United States. As she was no longer a vessel used for commercial means, she was registered as a yacht. This allowed her to take on a volunteer crew and have an easier time finding accommodations in ports. She remained registered as a private yacht until 1979.

In mid-September of 1969, EPPLETON HALL departed England with a crew consisting of Scott Newhall, Karl Kortum and his son Johnny, Bill Bartz and his children Heide and Billy, and engineers and a purser, bound for San Francisco via the Panama Canal. Despite technical difficulties, inclement weather conditions, and illness of the crew, she steamed through the Golden Gate on March 24, 1970.

The vessel was donated to the National Park Service in 1979. She is now berthed at Hyde Street Pier.

Sources: History written by SAFR staff and information also taken from http://www.nps.gov/safr/historyculture/eppleton-hall-history.htm, accessed October 31, 2011


EUREKA: The ferry EUREKA was originally named UKIAH and was built in 1890, at Tiburon, California, for the San Francisco and North Pacific Railway (SF&NPR). She was named UKIAH to commemorate SF&NPR’s recent rail extension into that California city. A freight-car ferry, UKIAH was SF&NPR’s “tracks across the Bay,” ferrying trains from Sausalito to San Francisco.

The ferry originally carried commuters between San Francisco and Tiburon during the day and hauled railroad freight cars at night. In 1907, UKIAH was re-routed to the Sausalito-San Francisco Ferry Building route by her new owners, Northwestern Pacific Railroad.

During World War I, UKIAH carried munition-filled rail cars for the war effort. After WWI, UKIAH needed extensive repair, and shipwrights at the Southern Pacific yard labored for two years - eventually replacing all of her structure above the waterline. This kind of reconstruction was called “jacking up the whistle and sliding a new boat underneath.” In 1923 she was re-christened EUREKA and was launched from the Southern Pacific yard as a passenger and automobile ferry (her present form).

At one time, Southern Pacific Railroad operated forty-two ferryboats on the Bay (they transported 50,000,000 passengers per year). Construction of the Bay and Golden Gate bridges (mid 1930s) signaled the end of the ferryboat era, however. In 1941, EUREKA had the distinction of making the last Marin County run, and by the 1950s regular ferry service was limited to railroad connections. Eureka kept working, but on February 20, 1957, the main crankpin of the walking beam engine broke while en route to San Francisco from the Oakland mole, just after her 11:40pm departure. The walking beam was separated from the cylinder and the EUREKA had to be towed back to Oakland. This was her last trip as a passenger ferry. Just one year later on July 30, 1958, the only remaining ferry boat SAN LEANDRO made the last transbay ferryboat run.

The EUREKA was acquired by the San Francisco Maritime State Historic Park in 1958 and became a National Historic Landmark in 1985. EUREKA is the only surviving wooden-hulled ferryboat.

[History written by SAFR staff. Information also taken from http://www.nps.gov/safr/historyculture/eureka-history.htm and from Levingston, Steven E., "Historic Ships of San Francisco", 1984.]

HERCULES: The tugboat HERCULES was built by John H. Dialogue and Son, of Camden, New Jersey, in 1907. She had been ordered by the San Francisco-based Shipowners’ and Merchants’ Tugboat Company, to join their Red Stack fleet (named for their red-painted smoke stacks).

When completed, HERCULES towed her sister ship, the GOLIAH, through the Strait of Magellan to San Francisco. Both vessels were oil-burners; GOLIAH carried fuel, water and supplies for her sister. HERCULES towed barges, sailing ships and log rafts between Pacific ports. Because prevailing north-west winds generally made travel up the coast by sail both difficult and circuitous, tugs often towed large sailing vessels to points north of San Francisco.

In 1916, HERCULES towed the C. A. THAYER to Port Townsend, Washington. The trip took six days. She also towed the FALLS OF CLYDE, now a museum ship in Hawaii. On trips back down the coast, HERCULES often towed huge log rafts, laden with millions of board feet of Northwest timber, to Southern California mills. At other times, HERCULES towed barges of bulk cargoes between other West Coast Ports, and to Hawaii. During the construction of the Panama Canal, she towed a huge floating caisson (a steel structure used for closing the entrance to locks) to the Canal Zone.

In her deep-sea days, HERCULES usually carried a crew of fifteen: enough manpower for her Engine Department to stand three watches while underway. The deep, narrow hull made life uncomfortable at times, because it rode low in the water, and the main deck was often awash. However, the food was good and, for an experienced hand, the work was steady. Tugboat captains were generally well-paid and highly respected, for it took considerable experience to bring a tug and a
heavy tow through high seas in bad weather— and good judgment to navigate the shallow bars and narrow entrances of West Coast ports. HERCULES was eventually acquired by the Western Pacific Railroad Company. Her career changed significantly; she no longer served as an ocean-going tug, but shuttled railroad car barges back and forth across San Francisco Bay. She worked until 1962, when changing transportation patterns (the decline of the railroads) and the introduction of diesel-powered tugs sealed her fate.

HERCULES avoided the scrap yard, but languished until the California State Park Foundation acquired her for the San Francisco Maritime State Historic Park, in 1975. The National Park Service took over the task of her restoration in 1977, and in 1986 she was designated a National Historic Landmark. HERCULES has been documented as part of the Historic American Engineering Record's Maritime Record.

[History written by SAFR staff and information also taken from http://www.nps.gov/safr/historyculture/hercules-history.htm]

WAPAMA: The WAPAMA is a wooden schooner that was built in 1915 by the St. Helens Ship Building Company of St. Helens, Oregon, which was part of a major complex of lumber industries owned by Charles R. McCormick. She was unique in her construction, varying from established shipbuilding practices of the time but she was representative of an older standard. In 1937 the WAPAMA was sold to the Alaska Transportation Company and in 1938 her name was changed to the TONGASS and she carried mail, freight and passengers until she was sold to a scrapyard in 1949.

In 1958, the San Francisco Maritime State Historical Park acquired TONGASS and she was towed to San Francisco Bay where restoration work was done. After the initial restoration was completed and her original name was restored, the WAPAMA was brought to the Hyde Street Pier on the San Francisco waterfront to join the fleet of other historic vessels. There she became a favorite attraction in the popular park. While moored to the Hyde Street Pier, the WAPAMA underwent additional restoration in a piecemeal fashion by the park’s trained shipwrights.

In 1979, WAPAMA was in need of additional restoration work but was placed on a preservation dry docked barge due to lack of funds. WAPAMA was declared a National Historic Landmark in 1984, as she is the last surviving example of some 225 steam schooners that served the lumber trade and other coastal services along the Pacific Coast of the United States in the early 20th century.

As of December 2011 she is currently stored in Richmond, California and is slated to be dismantled in the near future.


Collection Scope and Content

The San Francisco Maritime National Historical Park Facilities and Ships Division photographs and media collection, circa 1986-1991 (SAFR 22585, P91-071) consists of photographs and media created by San Francisco Maritime National Historical Park staff during the course of their work in the Facilities and Ships division from 1986-1991. This collection is processed at the item level and is open for use without restriction.

The collection includes photographs of volunteers working on the museum vessels ALMA, C.A. THAYER, EUREKA, HERCULES and WAPAMA, volunteers and staff sailing on ALMA, and condition surveys of C.A. THAYER and the WAPAMA. The photographs of volunteers were likely taken by Michael Harrington as they were in his possession and he was a manager of volunteers in the 1980s.

Also includes photographs received from shipwright Alan Canterbury, which document repairs and maintenance work on ALMA, BALCLUTHA, C.A. THAYER, EUREKA, HERCULES, and WAPAMA from 1989-1991. There is a significant amount of photographs of BALCLUTHA, EUREKA, and HERCULES.

Also includes photographs received from Superintendent William G. Thomas showing HERCULES departing from Pier 1 at Fort Mason, San Francisco, California, with the assistance of SEA LARK (built 1941; tugboat) on January 22, 1991.

Collection Arrangement

Arranged into the following series and arranged chronologically within each series/subseries/file unit.

Series List

Subseries 1.1: Alma (built 1891; scow schooner), circa 1988-1991
Subseries 1.2: Balclutha (built 1886; ship, 3m), circa 1988-1991
Subseries 1.3: C.A. Thayer (built 1895; schooner, 3m), 1989-1990
Subseries 1.4: Eppleton Hall (built 1914; tugboat), 1991
Subseries 1.5: Eureka (built 1890; ferry), 1990
Subseries 1.6: Hercules (built 1907; tugboat), 1991
Subseries 1.7: Wapama (built 1915; steam schooner), 1986-1991
Subseries 1.8: Historic Fleet, circa 1988-1991

Series 1.4: Eppleton Hall does not have any material in it at this time but is a placeholder, as additions are expected in this collection.

Related Materials

This material is located at San Francisco Maritime National Historical Park

Subjects and Indexing Terms
Historic ships--Conservation and restoration
Historic ships
Historic preservation
ma (built 1891; scow schooner)
Balclutha (built 1886; ship, 3m)
C.A. Thayer (built 1895; schooner, 3m)
Eureka (built 1890; ferry)
Hercules (built 1907; tugboat)
Wapama (built 1915; steam schooner)
San Francisco Maritime National Historical Park (San Francisco, Calif.)
ctorian Park (San Francisco, California)
Hyde Street Pier
Black-and-white prints
Black-and-white negatives
Color slides
Color prints (photographs)

Extent: 970 items (0.9 linear feet)
Scope and Content Note
Contains photographs and media of the vessels ALMA, BALCLUTHA, C.A. THAYER, EPPLETON HALL, EUREKEA, HERCULES, and WAPAMA. The photographs show the vessels on their own, close up shots of different parts of the vessels, volunteers and staff members working, sailing and having events on the vessels.
Includes photographs of the following people: John Birkholz, Daria Booth, Russel Booth, Captain Bud, John Conway, Bill Doll, Richard Everett, Sara Halaj, Tam Halaj, Michael Harrington, Rocky Harris, David Hull, Karl Kortum, Ken Lewin, Kathy Lohan, Tony Messler, San Francisco Chronicle columnist Carl Nolte, Ron Oakes, Erik Olson, Evelyn Roberts, Dick Rose, Lou Switz, Russel Thomas, Glennie Wall, Gary [no last name given] (a park ranger and shanty singer), Roy [no last name listed], and Cliff [no last name listed].
Arrangement
Arranged into 8 subseries by vessel name.

Box 1, Folders 1-2
Extent: 161 items
Scope and Content Note
Contains photographs of volunteers working and sailing on the vessel.
Arrangement
In chronological order.

Box 1, Folders 1-2
Extent: 161 items.
Physical Description: Color negatives, prints and slides.
Scope and Content Note
This file unit contains materials created during the volunteer program circa 1988-1991. The materials came from staff member Michael Harrington who was the volunteer supervisor at the time. It is unknown if he was the person who took all of the photographs or if there were multiple photographers. The photographs show volunteers working and sailing on the vessel.
Includes photographs of the following people: Daria Booth, Russel Booth, John Conway, Bill Doll, Richard Everett, Sara Halaj, Tam Halaj, Rocky Harris, David Hull, Ken Lewin, Kathy Lohan, Tony Messler, San Francisco Chronicle columnist Carl Nolte, Ron Oakes, Erik Olson, Russel Thomas, Glennie Wall, and Gary [no last name given] (a park ranger and shanty singer).

Box 1, Folder 1, Envelope 1
Item No. 01. Views of Alma (built 1891; scow schooner) sailing in the distance (4 photos) and view of Alma’s (built 1891; scow schooner) deck (1 photo taken from the rigging), 1988 October
Extent: 5 items.
Physical Description: 5 color prints, 3.5 x 5 in.
Scope and Content Note
Date taken from the processing date on the back of the photographs.

Box 1, Folder 1, Envelopes 2-3
Item No. 02. Alma (built 1891; scow schooner) sail #1, 1988 November
Extent: 40 items.
Physical Description: 18 color prints, 3.5 x 5.5 in.; 22 color negatives, 35 mm
Scope and Content Note
Includes photographs of staff members Russel Booth, John Conway, Tam Halaj, Ron Oakes, Russel Thomas, Glennie Wall and one photograph of the barkentine [TULEMAU].

Box 1, Folder 1, Envelope 4
Item No. 03. Alma (built 1891; scow schooner) drydocked and sailing, 1989 May
Extent: 21 items.
Physical Description: 21 color prints, 4 x 6 in.
Scope and Content Note
Includes photographs of staff members John Conway, Erik Olson and Gary (a park ranger and shanty singer). Date written on outside of original envelope.

Box 1, Folder 1, Envelope 4
Item No. 03.001. Stern view of Alma (built 1891; scow schooner) in dry dock, some frame exposed, 1989 May
Extent: 1 photograph.
Physical Description: 1 color print, 4 x 6 in.
Scope and Content Note
Some side boards removed, partially exposing the interior of the structure. Anchor is seen off the stern. Depth measuring tool visible on the right.
| Box 1, Folder 1, Envelope 4 | Item No. 03.005. **Starboard view of Alma (built 1891; scow schooner) in dry dock, some frame exposed, 1989 May**
| | Extent: 1 photograph.
| | Physical Description: 1 color print, 4 x 6 in.
| | Scope and Content Note
| | Side boards removed, interior of the structure in partial view. |
| Box 1, Folder 1, Envelope 4 | Item No. 03.019. **Deck view of Alma (built 1891; scow schooner) in dry dock, 1989 May**
| | Extent: 1 photograph.
| | Physical Description: 1 color print, 4 x 6 in.
| | Scope and Content Note
| | Mast, rings and yards with sails in view with Erik Olsen, San Francisco Maritime National Historical Park staff, and an unidentified man in the background. |
| Box 1, Folder 1, Envelope 4 | Item No. 03.020. **Mast rings on Alma (built 1891; scow schooner) in dry dock, 1989 May**
| | Extent: 1 photograph.
| | Physical Description: 1 color print, 4 x 6 in.
| | Scope and Content Note
| | Mast, rings and yards with sails visible. |
| Box 1, Folder 1, Envelope 5 | Item No. 04. **Alma (built 1891; scow schooner) sail #2, circa 1988-1991**
| | Extent: 23 items.
| | Physical Description: 23 color prints, 4 x 6 in.
| | Scope and Content Note
| | Includes photographs of the WAPAMA drydocked in Sausalito and photographs of staff members Russel Booth, John Conway, Bill Doll, Sara Halaj, Rocky Harris, Ken Lewin. |
| Box 1, Folder 1, Envelopes 6-7 | Item No. 05. **Alma (built 1891; scow schooner) sail #3, circa 1988-1991**
| | Extent: 32 items.
| | Physical Description: 32 color prints, 4 x 6 in.
| | Scope and Content Note
| | Photographs taken at the time of the Master Mariner's Regatta. Includes photographs of staff members Daria Booth, Russel Booth, Richard Everett, David Hull, Ken Lewin, and Kathy Lohan, Tony Messler; San Francisco Chronicle columnist Carl Nolte and Gary (a park ranger and shanty singer). One photograph of the tug SEA DIVER. |
| Box 1, Folder 1, Envelope 8 | Item No. 06. **Alma (built 1891; scow schooner) sailing in the distance, circa 1988-1991**
| | Extent: 2 items.
| | Physical Description: 2 color prints, 4 x 5.5 in. |
| Box 1, Folder 2 | Item No. 07. **Alma (built 1891; scow schooner) masts, rigging, stern, 1988-1990**
| | Extent: 38 items.
| | Physical Description: 38 color slides
| | Scope and Content Note
| | Includes one slide of ALMA with the fireboat PHOENIX (slide is stamped "R. Archibald". Roger Archibald sailed on the GOLDEN HINDE II). |
Subseries 1.2. Balclutha (built 1886; ship, 3m), circa 1988-1991

Box 1, Folder 3
Subseries 1.2. Balclutha (built 1886; ship, 3m), circa 1988-1991
- Extent: 68 photographs
- Scope and Content Note: Contains photographs of the deck house, midship house, and anchor.
- Arrangement: In chronological order.

Box 1, Folder 3, Envelopes 1-3
File Unit 01. Balclutha (built 1886; ship, 3m) condition survey, circa 1988-1991
- Extent: 68 items.
- Physical Description: Black-and-white prints and negatives; color prints
- Scope and Content Note: This file unit contains photographs documenting the state of the vessel's condition.

Box 1, Folder 3, Envelopes 1-2
Item No. 01. Balclutha (built 1886; ship, 3m) deck house, circa 1990
- Extent: 60 items.
- Physical Description: 30 black-and-white prints, 4 x 6 in.; 30 black-and-white negatives, 35mm

Box 1, Folder 3
Item No. 01.002. Balclutha (built 1886; ship, 3m) deckhouse ceiling, circa 1990
- Extent: 1 photograph.
- Physical Description: 1 black-and-white photographic print, 4 x 6 in.
- Scope and Content Note: Damaged wood and flaking paint visible. The photograph is from a condition survey.

Box 1, Folder 3
Item No. 01.008. Balclutha (built 1886; ship, 3m) roof hatch in the deckhouse, circa 1990
- Extent: 1 photograph.
- Physical Description: 1 black-and-white photographic print, 4 x 6 in.
- Scope and Content Note: Looking up, light is coming in the roof hatch and the deterioration of the deckhouse can be seen. The photograph is from a condition survey.
| Box 1, Folder 3 | Item No. 01.014. Balclutha (built 1886; ship, 3m) bulwark, circa 1990  
Extent: 1 photograph.  
Physical Description: 1 black-and-white photographic print, 4 x 6 in.  
Scope and Content Note  
Looking along her starboard side, the bulwark and deck are in view. The photograph is from a condition survey. |
| Box 1, Folder 3 | Item No. 01.021. Balclutha (built 1886; ship, 3m) close up of machinery, circa 1990  
Extent: 1 photograph.  
Physical Description: 1 black-and-white photographic print, 4 x 6 in.  
Scope and Content Note  
Unknown part of the vessel. Rivets, bolts and watermarks are visible. The photograph is from a condition survey. |
| Box 1, Folder 3, Envelope 3 | Item No. 02. Balclutha (built 1886; ship, 3m) deck, midship house, anchor, circa 1988-1991  
Extent: 8 items.  
Physical Description: 8 color prints, 4 x 6 in. |
| Box 1, Folder 3 | Item No. 02.003. Balclutha (built 1886; ship, 3m) anchor on deck pending preservation, circa 1990  
Extent: 1 photograph.  
Physical Description: 1 black-and-white photographic print, 4 x 6 in.  
Scope and Content Note  
EPPLETON HALL is visible in the background. The photograph is from a condition survey. |
| Box 1, Folder 4; Film Storage | Subseries 1.3. C.A. Thayer (built 1895; schooner, 3m), 1989-1990  
Extent: 12 items  
Scope and Content Note  
Contains photographs of the vessel in drydock in 1989 and a video of a condition survey of the vessel in 1990.  
Arrangement  
In chronological order. |
| Box 1, Folder 4 | File Unit 01.  
C.A. Thayer (built 1895; schooner, 3m) repair work, 1989  
Extent: 11 items.  
Physical Description: Color slides  
Scope and Content Note  
This file unit contains photographs documenting repair work and/or maintenance being done on the vessel. |
Subseries 1.3. C.A. Thayer (built 1895; schooner, 3m), 1989-1990

<table>
<thead>
<tr>
<th>Box 1, Folder 4</th>
<th>Item No. 01. <strong>Views of C.A. Thayer (built 1895; schooner, 3m) in drydock, 1989 January</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Extent: 11 items.</td>
</tr>
<tr>
<td></td>
<td>Physical Description: 11 color slides</td>
</tr>
</tbody>
</table>

Film Storage

<table>
<thead>
<tr>
<th>File Unit 02.</th>
<th><strong>C.A. Thayer (built 1895; schooner, 3m) condition survey, 1990</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Extent: 1 item.</td>
</tr>
<tr>
<td></td>
<td>Physical Description: Videocassette</td>
</tr>
</tbody>
</table>

Scope and Content Note

This file unit contains a videocassette documenting the state of the vessel's condition.

Film Storage

<table>
<thead>
<tr>
<th>Item No. 01.</th>
<th><strong>C.A. Thayer (built 1895; schooner, 3m) drop down camera condition survey, 1990 August 25</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Extent: 1 item.</td>
</tr>
<tr>
<td></td>
<td>Physical Description: 1 videocassette</td>
</tr>
</tbody>
</table>

Scope and Content Note

Includes script showing what is at each counter time for video (located in the collection file).

Related Material

This collection also has a digital access copy made from this videocassette.

Subseries 1.4. **Eppleton Hall (built 1914; tugboat), 1991**

<table>
<thead>
<tr>
<th>Box 1, Folder 10</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subseries 1.4.</td>
</tr>
<tr>
<td><strong>Eppleton Hall (built 1914; tugboat), 1991</strong></td>
</tr>
<tr>
<td>Extent: 0 items</td>
</tr>
</tbody>
</table>

Scope and Content Note

This subseries is a place holder for the accrual of addition material to the collection related to the EPPLETON HALL.

See Subseries 1.8, File Unit 1, Item 2 in Box 1, Folder 8 for a few related photographs of EPPLETON HALL in a volunteer slide show from 1991.

Box 1, Folder 10

<table>
<thead>
<tr>
<th>Subseries 1.5.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Eureka (built 1890; ferry), 1990</strong></td>
</tr>
<tr>
<td>Extent: 13 items</td>
</tr>
</tbody>
</table>

Scope and Content Note

Contains photographs of the Eureka's smokestack in a shipyard.

Box 1, Folder 10

<table>
<thead>
<tr>
<th>File Unit 01.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Eureka (built 1890; ferry) repair work, 1990</strong></td>
</tr>
<tr>
<td>Extent: 13 items</td>
</tr>
</tbody>
</table>

Physical Description: Color slides

Scope and Content Note

This file unit contains photographs documenting repair work and/or maintenance being done on the vessel.

Box 1, Folder 10

<table>
<thead>
<tr>
<th>Item No. 01.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Eureka (built 1890; ferry) smokestack in shipyard, 1990 February</strong></td>
</tr>
<tr>
<td>Extent: 13 items</td>
</tr>
</tbody>
</table>

Physical Description: 13 color slides
Subseries 1.6. Hercules (built 1907; tugboat), 1991

Box 3, Envelope 6

Subseries 1.6. Hercules (built 1907; tugboat), 1991

Extent: 6 items
Scope and Content Note
Contains photographs showing HERCULES departing from Pier 1 at Fort Mason, San Francisco, California on January 22, 1991.

Additional photographs of HERCULES can be found in Subseries 1.8 in File Unit 2, Item 2 (Volunteer Slide show) and in the same subseries in File Unit 3.

Box 3, Envelope 6

File Unit 01. William G. Thomas photographs of Hercules (built 1907; tugboat), 1991

Extent: 6 items.
Physical Description: Color prints.
Scope and Content Note
This file unit contains photographs received as a field collection from William G. Thomas in 1992. Thomas was superintendent of the San Francisco Maritime National Historical Park from 1990 to 2002. It is unclear if he is the photographer.

Box 3, Envelope 6

Item No. 01. Hercules (built 1907; tugboat) departing from Fort Mason, 1991 January 22

Extent: 6 items.
Physical Description: 6 color prints, 3.5 x 5 in.
Scope and Content Note
Contains photographs showing HERCULES departing from Pier 1 at Fort Mason, San Francisco, California on January 22, 1991. SEA LARK (built 1941; tugboat) is assisting.

Box 1, Folders 5-7; Film Storage

Subseries 1.7. Wapama (built 1915; steam schooner), 1986-1991

Extent: 277 items
Scope and Content Note
Contains photographs of staff and volunteers working on WAPAMA and a condition survey videocassette titled "Rot II".
Arrangement
Arranged chronologically within each file unit.

Box 1, Folders 5-7


Extent: 276 items.
Physical Description: Color prints and slides; black-and-white negatives and prints; videocassette
Scope and Content Note
This file unit contains materials created during the volunteer program from 1986-1991. The materials came from staff member Michael Harrington who was the volunteer supervisor at the time. It is unknown if he was the person who took all of the photographs or if there were multiple photographers. The photographs show volunteers working and sailing on the vessel. Includes photographs of the following people: Michael Harrington, Karl Kortum, Erik Olson, and Evelyn Roberts.

Box 1, Folder 6

Item No. 01. Exterior views of Wapama (built 1915; steam schooner), 1986 December

Extent: 6 items.
Physical Description: 6 color slides
<table>
<thead>
<tr>
<th>Box 1, Folder 5, Envelope 1</th>
<th>Item No. 02. <strong>Wapama (built 1915; steam schooner) deck, side of the middle of the vessel, and cabin, 1987 June</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Extent: 3 items.</td>
</tr>
<tr>
<td></td>
<td>Physical Description: 3 color prints, 3.5 x 4.5 in.</td>
</tr>
<tr>
<td></td>
<td>Scope and Content Note</td>
</tr>
<tr>
<td></td>
<td>Processing date on the back of the print.</td>
</tr>
<tr>
<td>Box 1, Folder 5, Envelope 1</td>
<td>Item No. 02.001. <strong>Wapama (built 1915; steam schooner) cabin as seen from the dock, 1987 June</strong></td>
</tr>
<tr>
<td></td>
<td>Extent: 1 photograph.</td>
</tr>
<tr>
<td></td>
<td>Physical Description: 1 color print, 3.5 x 4.5 in.</td>
</tr>
<tr>
<td></td>
<td>Scope and Content Note</td>
</tr>
<tr>
<td></td>
<td>Construction underway.</td>
</tr>
<tr>
<td>Box 1, Folder 5, Envelope 1</td>
<td>Item No. 02.003. <strong>Wapama (built 1915; steam schooner) upper deck showing floor damage, 1987 June</strong></td>
</tr>
<tr>
<td></td>
<td>Extent: 1 photograph.</td>
</tr>
<tr>
<td></td>
<td>Physical Description: 1 color print, 3.5 x 4.5 in.</td>
</tr>
<tr>
<td></td>
<td>Scope and Content Note</td>
</tr>
<tr>
<td></td>
<td>Floor boards are different colors due to replacement or repair. Railing is in view as well.</td>
</tr>
<tr>
<td>Box 1, Folder 5, Envelope 2</td>
<td>Item No. 03. <strong>Aerial view of Wapama (built 1915; steam schooner) with yellow tarp on top of entire vessel, 1987 July</strong></td>
</tr>
<tr>
<td></td>
<td>Extent: 1 item.</td>
</tr>
<tr>
<td></td>
<td>Physical Description: 1 color print, 3.5 x 5 in.</td>
</tr>
<tr>
<td></td>
<td>Scope and Content Note</td>
</tr>
<tr>
<td></td>
<td>Processing date on the back of the print.</td>
</tr>
<tr>
<td>Box 1, Folder 5, Envelope 2</td>
<td>Item No. 03.001. <strong>Aerial view of Wapama (built 1915; steam schooner) with yellow protective covering over the hull, 1987 June</strong></td>
</tr>
<tr>
<td></td>
<td>Extent: 1 photograph.</td>
</tr>
<tr>
<td></td>
<td>Physical Description: 1 color print, 3.5 x 5 in.</td>
</tr>
<tr>
<td></td>
<td>Scope and Content Note</td>
</tr>
<tr>
<td></td>
<td>Vessel is seen from above with a dock on her starboard and the maintenance platform on her port.</td>
</tr>
<tr>
<td>Box 1, Folder 5, Envelope 3</td>
<td>Item No. 04. <strong>Men working on the upper deck of Wapama (built 1915; steam schooner), 1987 August</strong></td>
</tr>
<tr>
<td></td>
<td>Extent: 6 items.</td>
</tr>
<tr>
<td></td>
<td>Physical Description: 6 color prints, 3.5 x 3.5 in.</td>
</tr>
<tr>
<td></td>
<td>Scope and Content Note</td>
</tr>
<tr>
<td></td>
<td>Processing date on the back of the prints.</td>
</tr>
<tr>
<td>Box 1, Folder 5, Envelope 3</td>
<td>Item No. 04.004. <strong>Wapama (built 1915; steam schooner) upper deck looking to the stern, 1987 June</strong></td>
</tr>
<tr>
<td></td>
<td>Extent: 1 photograph.</td>
</tr>
<tr>
<td></td>
<td>Physical Description: 1 color print, 3.5 x 3.5 in.</td>
</tr>
<tr>
<td></td>
<td>Scope and Content Note</td>
</tr>
<tr>
<td></td>
<td>Unidentified men working at the end of the vessel.</td>
</tr>
<tr>
<td>Item No.</td>
<td>Description</td>
</tr>
<tr>
<td>----------</td>
<td>-------------</td>
</tr>
</tbody>
</table>
| 04.005. | Wapama (built 1915; steam schooner) upper deck interior, **1987 June**
   | Extent: 1 photograph.  
   | Physical Description: 1 color print, 3.5 x 3.5 in.  
   | Scope and Content Note  
   | View of the rail and interior of the upper deck. |
| 05. | **Borax Lab, 1988 January**
   | Extent: 8 items.  
   | Physical Description: 8 color slides  
   | Scope and Content Note  
   | Lab staff member looking at samples (from Wapama (built 1915; steam schooner)). |
| 06. | **Staff working on Wapama (built 1915; steam schooner), 1988 July**
   | Extent: 10 items.  
   | Physical Description: 10 color prints, 3.5 x 5 in.  
   | Scope and Content Note  
   | Includes photographs of staff members Michael Harrington, Erik Olson. Some staff members are scraping paint off of railings and working on pipes. Processing date on the back of the prints. |
| 07. | **Borax presentation aboard Wapama (built 1915; steam schooner), 1988 August**
   | Extent: 32 items.  
   | Physical Description: 32 color slides |
| 08. | **Port OTR, 1988 August**
   | Extent: 26 items.  
   | Physical Description: 26 color slides  
   | Scope and Content Note  
   | "Port OTR" was already written on slide sheets; unclear what this means. |
| 08.014. | Wapama (built 1915; steam schooner) ceiling interior, **1988 August**
   | Extent: 1 photograph.  
   | Physical Description: 1 color slide  
   | Scope and Content Note  
   | What appears to be the deckhouse; the walls appear freshly painted. |
| 08.019. | Wapama (built 1915; steam schooner) interior view of walls with outdoors visible, **1988 August**
   | Extent: 1 photograph.  
   | Physical Description: 1 color slide  
   | Scope and Content Note  
   | Walls are flaking paint and the ceiling is exposed revealing the sky. |
Subseries 1.7. Wapama (built 1915; steam schooner), 1986-1991

Box 1, Folder 6  Item No. 08.020.  Wapama (built 1915; steam schooner) upper deck construction, 1988 August

Extent: 1 photograph.
Physical Description: 1 color slide
Scope and Content Note
Boards removed for restoration revealing part of the frame. Drop cloths and railings in view.

Box 1, Folder 6  Item No. 08.023.  Wapama (built 1915; steam schooner) hull/rail deterioration, 1988 August

Extent: 1 photograph.
Physical Description: 1 color slide
Scope and Content Note
The edge of the vessel, possibly the bulwark, is in view with rotting wood apparent.

Box 1, Folder 6  Item No. 08.024.  Wapama (built 1915; steam schooner) hull/rail repair, 1988 August

Extent: 1 photograph.
Physical Description: 1 color slide
Scope and Content Note
The edge of the vessel, possibly the bulwark, that is seen in item 08.23, is shown with repairs.

Box 1, Folder 7  Item No. 09.  Wapama (built 1915; steam schooner) wheel house, 1988 August

Extent: 21 items.
Physical Description: 21 color slides

Box 1, Folder 7  Item No. 09.012.  Wapama (built 1915; steam schooner) wheelhouse door, 1988 August

Extent: 1 photograph.
Physical Description: 1 color slide
Scope and Content Note
Wheelhouse door is closed with yellow tarp above the vessel. Railings are seen on either side of the door.

Box 1, Folder 7  Item No. 09.013.  Wapama (built 1915; steam schooner) wheelhouse corner showing rot, 1988 August

Extent: 1 photograph.
Physical Description: 1 color slide
Scope and Content Note
Exterior corner of the wheelhouse is seen from underneath a yellow tarp, showing rot.

Box 1, Folder 7  Item No. 09.016.  Wapama (built 1915; steam schooner) wheelhouse parallel exterior view, 1988 August

Extent: 1 photograph.
Physical Description: 1 color slide
Scope and Content Note
Exterior corner of the wheelhouse is seen from underneath a yellow tarp, showing rot.
Subseries 1.7. Wapama (built 1915; steam schooner), 1986-1991

Box 1, Folder 7  Item No. 09.018. View through the wheelhouse of Wapama (built 1915; steam schooner), 1988 August
Extent: 1 photograph.
Physical Description: 1 color slide
Scope and Content Note
Looking through one open door and out the other side of the wheelhouse.

Box 1, Folder 7  Item No. 09.019. Top of Wapama (built 1915; steam schooner) wheelhouse, 1988 August
Extent: 1 photograph.
Physical Description: 1 color slide
Scope and Content Note
Wheelhouse; hatch in view under a yellow tarp.

Box 1, Folder 7  Item No. 10. Michael Harrington on Wapama's (built 1915; steam schooner) deck; construction work; deck house; wheel; engine telegraph, 1989 May
Extent: 18 items.
Physical Description: 18 color slides

Box 1, Folder 7  Item No. 11. Wapama (built 1915; steam schooner) slide show, 1990 March
Extent: 56 items.
Physical Description: 56 color slides
Scope and Content Note
Includes views from midships, fo'c'sle deck, winches, dining salon, cabin deck salon, captain's cabin, engine room, etc.

Box 1, Folder 7  Item No. 11.006. Wapama (built 1915; steam schooner) construction midship looking forward on port side, 1990 March
Extent: 1 photograph.
Physical Description: 1 color slide, 2 x 2 in.
Scope and Content Note
Construction midship looking forward on the port side. "Note uneveness and twisting on deck," written on the slide holder. From a slide show given to an unknown audience.

Box 1, Folder 7  Item No. 11.008. Wapama (built 1915; steam schooner) construction looking forward from fo'c'sle deck aft towards the deckhouse, 1990 March
Extent: 1 photograph.
Physical Description: 1 color slide, 2 x 2 in.
Scope and Content Note
Construction looking forward from fo'c'sle deck aft towards the deckhouse. From a slide show given to an unknown audience.

Box 1, Folder 7  Item No. 11.010. Wapama (built 1915; steam schooner) winches, 1990 March
Extent: 1 photograph.
Physical Description: 1 color slide, 2 x 2 in.
Scope and Content Note
Close-up view of winches. From a slide show given to an unknown audience.
Subseries 1.7. Wapama (built 1915; steam schooner), 1986-1991

Box 1, Folder 7

Item No. 11.011. **Wapama (built 1915; steam schooner) galley, 1990 March**

- Extent: 1 photograph.
- Physical Description: 1 color slide, 2 x 2 in.
- Scope and Content Note

Galley, starboard of crews mess, aft of the bulwark. From a slide show given to an unknown audience.

Item No. 11.012. **Wapama (built 1915; steam schooner) forward bulwark of galley, 1990 March**

- Extent: 1 photograph.
- Physical Description: 1 color slide, 2 x 2 in.
- Scope and Content Note

Forward bulwark of the galley; stove is visible. From a slide show given to an unknown audience.

Item No. 11.013. **Wapama (built 1915; steam schooner) pantry, 1990 March**

- Extent: 1 photograph.
- Physical Description: 1 color slide, 2 x 2 in.
- Scope and Content Note

Pantry, starboard and aft of galley. From a slide show given to an unknown audience.

Item No. 11.014. **Wapama (built 1915; steam schooner) dining salon, 1990 March**

- Extent: 1 photograph.
- Physical Description: 1 color slide, 2 x 2 in.
- Scope and Content Note

Forward bulwark of dining salon. From a slide show given to an unknown audience.

Item No. 11.016. **Wapama (built 1915; steam schooner) staircase, 1990 March**

- Extent: 1 photograph.
- Physical Description: 1 color slide, 2 x 2 in.
- Scope and Content Note

View of the staircase. From a slide show given to an unknown audience.

Item No. 11.018. **Wapama (built 1915; steam schooner) cabin deck salon, 1990 March**

- Extent: 1 photograph.
- Physical Description: 1 color slide, 2 x 2 in.
- Scope and Content Note

Cabin deck salon; port, aft side. From a slide show given to an unknown audience.

Item No. 11.023. **Wapama (built 1915; steam schooner) cabin deck, 1990 March**

- Extent: 1 photograph.
- Physical Description: 1 color slide, 2 x 2 in.
- Scope and Content Note

Cabin deck. Looking from port to starboard with capstan in view. From a slide show given to an unknown audience.
Subseries 1.7. Wapama (built 1915; steam schooner), 1986-1991

Box 1, Folder 7

Item No. 11.027. **Wapama (built 1915; steam schooner) wheelhouse interior, 1990 March**
- Extent: 1 photograph.
- Physical Description: 1 color slide, 2 x 2 in.
- Scope and Content Note
  Wheelhouse interior. Looking at the wheel and engine telegraph. From a slide show given to an unknown audience.

Item No. 11.031. **Wapama (built 1915; steam schooner) Captain's cabin, 1990 March**
- Extent: 1 photograph.
- Physical Description: 1 color slide, 2 x 2 in.
- Scope and Content Note
  Captain's cabin. "Ghost of John Muir looking aft," written on the slide mount. From a slide show given to an unknown audience.

Item No. 11.032. **Wapama (built 1915; steam schooner) aft starboard cabin, 1990 March**
- Extent: 1 photograph.
- Physical Description: 1 color slide, 2 x 2 in.
- Scope and Content Note
  Aft starboard cabin on the boat deck. From a slide show given to an unknown audience.

Item No. 11.040. **Wapama (built 1915; steam schooner) Dynamo engine, 1990 March**
- Extent: 1 photograph.
- Physical Description: 1 color slide, 2 x 2 in.
- Scope and Content Note
  Dynamo engine. From a slide show given to an unknown audience.

Item No. 11.041. **Wapama (built 1915; steam schooner) electrical panel, 1990 March**
- Extent: 1 photograph.
- Physical Description: 1 color slide, 2 x 2 in.
- Scope and Content Note
  Electrical panel, uplit. From a slide show given to an unknown audience.

Item No. 11.042. **Wapama (built 1915; steam schooner) doorplate hardware detail, 1990 March**
- Extent: 1 photograph.
- Physical Description: 1 color slide, 2 x 2 in.
- Scope and Content Note
  Doorplate hardware detail. From a slide show given to an unknown audience.

Item No. 11.043. **Wapama (built 1915; steam schooner) door hinge detail, 1990 March**
- Extent: 1 photograph.
- Physical Description: 1 color slide, 2 x 2 in.
- Scope and Content Note
  Door hinge detail. From a slide show given to an unknown audience.
| Box 1, Folder 5, Envelope 5 | Item No. 12. **Staff on board Wapama (built 1915; steam schooner), circa 1988-1991**  
**Extent:** 7 items.  
**Physical Description:** 7 color prints, 3.5 x 4.25 in.  
**Scope and Content Note**  
Includes photographs of staff members Michael Harrington, Karl Kortum, and Erik Olson.  
Staff party aboard the vessel, working on the vessel, and Mike Harrington in front of the vessel. |
| Box 1, Folder 5, Envelope 6 | Item No. 13. **Mike Harrington in office; woman aboard Wapama (built 1915; steam schooner), circa 1988-1991**  
**Extent:** 2 items.  
**Physical Description:** 2 color prints, 3.5 x 5.5 in.  
**Scope and Content Note**  
Mike Harrington in office; woman aboard WAPAMA (possibly Harrington's wife). |
| Box 1, Folder 5, Envelope 7 | Item No. 14. **Event aboard Wapama (built 1915; steam schooner), circa 1988-1991**  
**Extent:** 15 items.  
**Physical Description:** 15 black-and-white negatives, 35 mm  
**Scope and Content Note**  
Includes photographs of people standing around talking and seated at a long table. |
| Box 1, Folder 5, Envelope 8 | Item No. 15. **Staff working on Wapama (built 1915; steam schooner), #2, circa 1988-1991**  
**Extent:** 7 items.  
**Physical Description:** 7 black-and-white prints, 3.5 x 5 in.  
**Scope and Content Note**  
Includes photographs of staff scraping paint off of a deckhouse and railing, staff sweeping. |
| Box 1, Folder 5, Envelope 8 | Item No. 15.002. **Stern view of Wapama (built 1915; steam schooner) in dry dock, circa 1988-1991**  
**Extent:** 1 photograph.  
**Physical Description:** 1 black-and-white print, 4 x 6 in.  
**Scope and Content Note**  
Vessel hull in full view with people standing on the upper deck looking down. |
| Box 1, Folder 5, Envelope 8 | Item No. 15.008. **Starboard hull of Wapama (built 1915; steam schooner) in dry dock, circa 1988-1991**  
**Extent:** 1 photograph.  
**Physical Description:** 1 black-and-white print, 4 x 6 in.  
**Scope and Content Note**  
Most of the hull is in view; WAPAMA name plate visible. |

#### Subseries 1.7. Wapama (built 1915; steam schooner), 1986-1991

<table>
<thead>
<tr>
<th>Box 1, Folder 5, Envelope 8</th>
<th>Item No. 15.009. <strong>Wapama (built 1915; steam schooner) electrical panel gauges, circa 1988-1991</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Extent: 1 photograph.</td>
</tr>
<tr>
<td></td>
<td>Physical Description: 1 black-and-white print, 4 x 6 in.</td>
</tr>
<tr>
<td></td>
<td>Scope and Content Note</td>
</tr>
<tr>
<td></td>
<td>Eclipse voltmeter and eclipse [am] meter in view among other electrical panel components.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Box 1, Folder 5, Envelope 8</th>
<th>Item No. 15.022. <strong>Wapama (built 1915; steam schooner) deckhouse, circa 1988-1991</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Extent: 1 photograph.</td>
</tr>
<tr>
<td></td>
<td>Physical Description: 1 black-and-white print, 4 x 6 in.</td>
</tr>
<tr>
<td></td>
<td>Scope and Content Note</td>
</tr>
<tr>
<td></td>
<td>View of the deckhouse from on deck while in dry dock.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Box 1, Folder 5, Envelope 9</th>
<th>Item No. 16. <strong>Staff working on Wapama (built 1915; steam schooner), #3, circa 1988-1991</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Extent: 29 items.</td>
</tr>
<tr>
<td></td>
<td>Physical Description: 29 black-and-white prints, 4 x 6 in.</td>
</tr>
<tr>
<td></td>
<td>Scope and Content Note</td>
</tr>
<tr>
<td></td>
<td>Includes exterior shots of the vessel during the day and at night, staff member Evelyn Roberts,</td>
</tr>
<tr>
<td></td>
<td>staff painting and working on machinery.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Box 1, Folder 5, Envelopes 10-11</th>
<th>Item No. 17. <strong>Wapama (built 1915; steam schooner) engine room (13 photographs), C.A. Thayer (built 1895; schooner, 3m) (1 photograph), circa 1988-1991</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Extent: 29 items.</td>
</tr>
<tr>
<td></td>
<td>Physical Description: 14 black-and-white prints, 4 x 6 in.; 15 black-and-white negatives, 35</td>
</tr>
<tr>
<td></td>
<td>mm (14 correspond to the prints, one print missing)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Box 1, Folder 5, Envelopes 10-11</th>
<th>Item No. 17.002. <strong>Wapama (built 1915; steam schooner) engine room floor, circa 1988-1991</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Extent: 1 photograph.</td>
</tr>
<tr>
<td></td>
<td>Physical Description: 1 black-and-white print, 4 x 6 in.</td>
</tr>
<tr>
<td></td>
<td>Scope and Content Note</td>
</tr>
<tr>
<td></td>
<td>Condition survey photograph showing the condition of the engine room floor. Engine parts are</td>
</tr>
<tr>
<td></td>
<td>visible.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Box 1, Folder 5, Envelopes 10-11</th>
<th>Item No. 17.003. <strong>Wapama (built 1915; steam schooner) engine room floor deterioration, circa 1988-1991</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Extent: 1 photograph.</td>
</tr>
<tr>
<td></td>
<td>Physical Description: 1 black-and-white print, 4 x 6 in.</td>
</tr>
<tr>
<td></td>
<td>Scope and Content Note</td>
</tr>
<tr>
<td></td>
<td>Condition survey photograph showing deterioration of the floor where it meets the engine room</td>
</tr>
<tr>
<td></td>
<td>wall.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Box 1, Folder 5, Envelopes 10-11</th>
<th>Item No. 17.006. <strong>Wapama (built 1915; steam schooner) engine room floor deterioration, circa 1988-1991</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Extent: 1 photograph.</td>
</tr>
<tr>
<td></td>
<td>Physical Description: 1 black-and-white print, 4 x 6 in.</td>
</tr>
<tr>
<td></td>
<td>Scope and Content Note</td>
</tr>
<tr>
<td></td>
<td>Condition survey photograph depicting pipes, valves, and engine components as well as the poor</td>
</tr>
<tr>
<td></td>
<td>condition of the floor in the engine room.</td>
</tr>
</tbody>
</table>
Item No. 17.008. **Wapama (built 1915; steam schooner) engine room floor marked “Danger Soft”, circa 1988-1991**

- Extent: 1 photograph.
- Physical Description: 1 black-and-white print, 4 x 6 in.
- Scope and Content Note
  Condition survey photograph of the engine room floor: “Danger Soft,” is written twice on the floor with a large box around it, showing the deterioration of the wood.

Item No. 17.012. **Wapama (built 1915; steam schooner) engine room with caution tape in view, circa 1988-1991**

- Extent: 1 photograph.
- Physical Description: 1 black-and-white print, 4 x 6 in.
- Scope and Content Note
  Condition survey photograph of the engine room with engine components on the left and caution tape visible at the end of the room. The back of a man can be seen coming down the stairs on the right.

Item No. 17.013. **Wapama (built 1915; steam schooner) engine room floor deterioration, 1988 August**

- Extent: 1 photograph.
- Physical Description: 1 black-and-white photographic print, 4 x 6 in.
- Scope and Content Note
  Condition survey photograph showing engine components with deteriorating floor boards in the foreground. There is caution tape in the background.

File Unit 02. **Wapama (built 1915; steam schooner) condition survey, 1987**

- Extent: 1 item.
- Physical Description: Videocassette
- Scope and Content Note
  This file unit contains a videocassette documenting the state of the vessel's condition.

File Storage

Item No. 01. **Wapama (built 1915; steam schooner) condition survey of wood samples in lab; “ROT II”, 1987 October 8**

- Extent: 1 item.
- Physical Description: 1 videocassette
- Scope and Content Note
  Video shows a lab staff member being interviewed in her lab by National Park Service staff members and answering questions about the mold samples the lab took from the WAPAMA wood sample.
  Related Material
  This collection also has a digital access copy made from this videocassette.

Subseries 1.8. **Historic Fleet, circa 1988-1991**

- Extent: 433 items
- Scope and Content Note
  This subseries contains photographs of projects involving multiple vessels, photographs with more than one vessel in the shot and unidentified parts of vessels. Projects include the volunteer program, circa 1988-1991, and shipwright activities, 1989-1991. Includes photographs of Captain Bud, John Birkholz, John Conway, Tam Halaj, Michael Harrington, Ron Oakes, Erik Olson, Dick Rose, Lou Switz, Roy [no last name listed], and Cliff [no last name listed].
Box 1, Folder 8  File Unit 01. **Volunteers, circa 1988-1991**

Extent: 82 items.

Physical Description: Color prints and slides

Scope and Content Note

This file unit contains materials created during the volunteer program circa 1988-1991. The materials came from staff member Michael Harrington who was the volunteer supervisor at the time. It is unknown if he was the person who took all of the photographs or if there were multiple photographers. The photographs show volunteers working on the vessel. Includes photographs of staff members John Birkholz, John Conway, Tam Halaj, and Michael Harrington.

Box 1, Folder 8  Item No. 01. **Staff working on Alma (built 1891; scow schooner) and Wapama (built 1915; steam schooner), 1988 April**

Extent: 12 items.

Physical Description: 11 color prints, 3.5 x 5 in.; 1 color print, 4 x 6 in. print

Scope and Content Note

Includes photographs of staff members John Birkholz, John Conway, Tam Halaj, Michael Harrington, and a photograph of the sunset through a vessel's rigging.

Box 1, Folder 8  Item No. 01.004. **NPS staff, John Conway, on board Alma (built 1891; scow schooner), 1988 April**

Extent: 1 photograph.

Physical Description: 1 color print, 3.5 x 5 in.

Scope and Content Note

Ships and Facilities Division staff member pictured working aboard Alma (built 1891; scow schooner).

Box 1, Folder 8  Item No. 02. **Volunteer slide show, 1991 January**

Extent: 70 items.

Physical Description: 70 color slides

Scope and Content Note

Includes photographs of volunteers working on the vessels ALMA, EPPLETON HALL, EUREKA, HERCULES, JACQUELINE, WAPAMA, the donkey boiler, and a script of the slide show.

Box 1, Folder 9  File Unit 02. **Unidentified vessels, circa 1988-1991**

Extent: 3 items.

Physical Description: Color slides

Scope and Content Note

This file unit contains photographs of parts of vessels that cannot be identified with certainty.

Box 1, Folder 9  Item No. 01. **Wood planking on unidentified vessel, circa 1988-1991**

Extent: 3 items.

Physical Description: 3 color slides

Scope and Content Note

Likely the decking under BALCLUTHA.
File Unit 03. **Alan Canterbury photographs of shipwright activities, 1989-1991**

**Extent:** 348 items.

**Physical Description:** Color prints and Polaroids

**Scope and Content Note**

This file unit contains photographs received from Alan Canterbury in 1995. The photographs document repairs and maintenance work on the ALMA, BALCLUTHA, C.A. THAYER, EUREKA, HERCULES and the WAPAMA. There is a significant amount of photographs of the BALCLUTHA, EUREKA and HERCULES. Includes photographs of Captain Bud, John Conway, Michael Harrington, Erik Olson, Ron Oakes, Dick Rose, Lou Switz, Roy [no last name listed], Cliff [no last name listed].

Each photograph has a description of the work being done and the vessel identified on the back in black ink (Polaroids annotated on the front). The photographs are in chronological order, which is their original order. Each of the following items represents an original grouping.

Alan Canterbury was a shipwright staff member at the San Francisco Maritime National Historical Park in the 1980s. He donated these photographs but it is unclear if he took all of the photographs. Some of the photographs have a stamp with Alan Canterbury’s name and address on the back but most photographs do not have this stamp.

---

**Box 2, Envelope 1**

**Item No. 01. Repairs and maintenance work, 1989 March, October-December**

**Extent:** 15 items.

**Physical Description:** 15 color prints, 3.5 x 5 in.

**.Scope and Content Note**

Includes photographs of: BALCLUTHA’s spliced eye for stern line (October 1989); EUREKA’s starboard stern deck rotting (September 1989), cold molding outside trim for topside (September 1989), rot through the top deck (October 1989), shaping the covering boards and new painted covering boards (November-December 1989); C.A. THAYER hole in deck where the rudder head comes up through the deck; wheel and gear are removed (November 1989); rotting wood in Amy’s room on the main deck of the WAPAMA (March 1989).

---

**Box 2, Envelope 2**

**Item No. 02. Repairs and maintenance work, 1990 February**

**Extent:** 14 items.

**Physical Description:** 14 color prints, 3.5 x 5 in.

**Scope and Content Note**

Contains photographs of the EUREKA: chipping stanchions of safety rail, fire hose box scraped and primed, walking grates, newly refinished doors, fitting outer covering boards, hurricane deck, and EUREKA’s stack arriving on February 27, 1990.

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**Box 2, Envelope 3**

**Item No. 03. Repairs and maintenance work, 1990 March**

**Extent:** 9 items.

**Physical Description:** 7 color prints, 3.5 x 5 in.; 2 color Polaroids

**Scope and Content Note**

Contains photographs of the BALCLUTHA’s repaired royal yard; removing the stack of the EUREKA in MARCH 1990; stair for tubs bld. [Tubbs Cordage Company Office Building]
<table>
<thead>
<tr>
<th>Box 2, Envelope 4</th>
<th>Item No. 04. Repairs and maintenance work, 1990 April</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extent: 9 items.</td>
<td></td>
</tr>
<tr>
<td>Physical Description: 9 color prints, 3.5 x 5 in.</td>
<td></td>
</tr>
<tr>
<td>Scope and Content Note</td>
<td></td>
</tr>
<tr>
<td>Contains photographs of the BALCLUTHA: new bunks going up in the port fo'c's'le, foredeck fo'c's'le skylight combings, mahogany side boards for the new bunks.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Box 2, Envelope 5</th>
<th>Item No. 05. Repairs and maintenance work, 1990 May</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extent: 2 items.</td>
<td></td>
</tr>
<tr>
<td>Physical Description: 2 color prints, 3.5 x 5 in.</td>
<td></td>
</tr>
<tr>
<td>Scope and Content Note</td>
<td></td>
</tr>
<tr>
<td>Contains a photograph of the partial bulkhead in Steve Hasting's office on the BALCLUTHA (May 10); a photograph of the new carved stanchion for the EUREKA.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Box 2, Envelope 6</th>
<th>Item No. 06. Repairs and maintenance work, 1990 June</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extent: 16 items.</td>
<td></td>
</tr>
<tr>
<td>Physical Description: 4 color prints, 3.5 x 5 in.; 12 color Polaroids</td>
<td></td>
</tr>
<tr>
<td>Scope and Content Note</td>
<td></td>
</tr>
<tr>
<td>Contains photographs of BALCLUTHA's old top gallant mast and the BALCLUTHA joint, atop the top gallant mast being carved for bisket; stanchions for the auto deck of the EUREKA; running light trays for the HERCULES.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Box 2, Envelope 7</th>
<th>Item No. 07. Repairs and maintenance work, 1990 July</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extent: 19 items.</td>
<td></td>
</tr>
<tr>
<td>Physical Description: 10 color prints, 3.5 x 5 in.; 9 color Polaroids</td>
<td></td>
</tr>
<tr>
<td>Scope and Content Note</td>
<td></td>
</tr>
<tr>
<td>Contains photographs of: the BALCLUTHA's heel of the top gallant mast being constructed (carved, cutting the mid. sheave hole, primed); capping on the bunk tops in the fo'c's'le; EUREKA's refurbished port ladder and safety railing for the hurricane deck, replacement grading, top deck starboard mid safety lines being replaced; HERCULES A-Frame lighting fixture construction (July 13).</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Box 2, Envelope 8</th>
<th>Item No. 08. Repairs and maintenance work, 1990 August</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extent: 31 items.</td>
<td></td>
</tr>
<tr>
<td>Physical Description: 27 color prints, 3.5 x 5 in.; 4 color Polaroids</td>
<td></td>
</tr>
<tr>
<td>Scope and Content Note</td>
<td></td>
</tr>
<tr>
<td>Contains photographs of: EUREKA: loading new gratings for the top deck with a crane and Roy and Cliff moving them around on the top deck, creating a new ladder for the starboard passenger/storm deck aft, removal of dome deck and partial removal of Irish felt off of the men's head and women's head; HERCULES: close ups of stack, tapered thimble spl and life preserver, new blocks and tackle for the life boat, fitting the new starboard stanchion on the auto deck, new handmade pipe safety rails for top of steering cabin, rot removal on the stern top deck, Dick Rose fitting the port light A-Frame for night watches.</td>
<td></td>
</tr>
</tbody>
</table>
Box 2, Envelope 9

Item No. 09. Repairs and maintenance work, 1990 September
Extent: 37 items.
Physical Description: 29 color prints, 3.5 x 5 in.; 8 color Polaroids
Scope and Content Note
Contains photographs of: BALCLUTHA during night time filming of a movie; EUREKA passenger deck stern U-seats repainted, starboard stern safety fence being scraped, non-slip and paint going on stern auto deck, new deck covering being applied to the dome deck, 100 year anniversary party on Hyde Street Pier showing pier and cake replica of the EUREKA; HERCULES boat deck looking aft, from port side while docked at Pier 1 at Fort Mason, starboard and port side safety rails, water damage in captain’s cabin bunk, water damage on portside roof of captain’s cabin, rot hole in stern boat deck.

Box 2, Envelope 10

Item No. 10. Repairs and maintenance work, 1990 October
Extent: 8 items.
Physical Description: 8 color prints, 3.5 x 5 in.
Scope and Content Note
Contains photographs of the HERCULES boat deck after the paper was removed, new corner covering boards for boat deck, fresh canvas going over the Irish felt on the boat deck, freshly painted canvas on the boat deck, coopernal being put on the new canvas on the boat deck, Ron Oakes standing next to the new rudder and tiller for the life boat at Pier 1 at Fort Mason.

Box 2, Envelope 11

Item No. 11. Repairs and maintenance work, 1990 November
Extent: 16 items.
Physical Description: 15 color prints, 3.5 x 5 in.; 1 color Polaroid
Scope and Content Note
Contains photographs of: BALCLUTHA: fore capstan pads being replaced, steering chain coupler broken, separation of bulwarks, Michael Harrington and Ron Oakes; HERCULES: new nameboard attached to vessel; John Conway working on the floor grating of the life boat, Dick Rose making and attaching new life ring hand ropes, building and mounting new floating lid life jacket boxes for boat deck, framework being built for rain cover for skiff.

Box 2, Envelope 12

Item No. 12. Repairs and maintenance work, 1990 December
Extent: 23 items.
Physical Description: 20 color prints, 3.5 x 5 in.; 3 color Polaroids
Scope and Content Note
Contains photographs of: BALCLUTHA: Ron Oakes making a section of the pad base for the fore capstan and the finished product, new capstan block being made; HERCULES: partially floor boards for the lifeboat, rotting in the steering block, rust being removed from the stern, removing parts of rusted safety rail and reaming newly casted rail connectors for safety rail, removing covering boards and Ron Oakes transferring template of fore covering boards from the boat deck to actual lumber to be cut, staff member threading bolts for stanchions, bare steel wall after paneling removed in engine room, inside trim board crew’s mess, fire sand bucket holders being constructed; staff building shop horses.
| Box 2, Envelope | Item No. 13. **Repairs and maintenance work, 1991 January**  
Extent: 22 items.  
Physical Description: 22 color prints, 3.5 x 5 in.  
Scope and Content Note  
Contains photographs of: HERCULES: newly mounted floating lid life jacket boxes, new and old covering board for port edge of boat deck, pump removed and lying on deck, needle gun work done in the fore peak (note on back of one photo says: This is area where Jim Barret, Mike Walls and Bruce Van got a good dose of carbon monoxide leaking from the needle gun. Crack in exhaust main in air compressor was next to air intake for gun operation), stern roller, freshly red leaded iron deck on stern, bell and gong station, new fire bucket holders in place and freshly painted, work on skylight, HERCULES leaving pier on January 22 (possibly leaving Pier 1 at Fort Mason); staff member preparing to strip the 100 year old roll top desk for Superintendent Bill Thomas. |
| --- | --- |
| Box 2, Envelope | Item No. 14. **Repairs and maintenance work, 1991 February**  
Extent: 16 items.  
Physical Description: 16 color prints, 3.5 x 5 in.  
Scope and Content Note  
Contains photographs of: ALMA: Ron Oakes breaking apart old block and new parts for old block (2 cheeks); BALCLUTHA: capstan pad in place, staff member making corner trim fore deck, covering board and new deck grove aft end of fore deck, painted after fore deck trim; EUREKA's telephone wire box; HERCULES: working on safety rails, chain house cover, iron bark rail capping stern under roller; repainting life ring box from Hyde Street Pier, view outside workshop at Pier 1 looking north. |
| Box 2, Envelope | Item No. 15. **Repairs and maintenance work, 1991 March**  
Extent: 19 items.  
Physical Description: 17 color prints, 3.5 x 5 in.; 2 color Polaroids  
Scope and Content Note  
Contains photographs of: C.A. THAYER: working on platform (milling work, putting platform pieces together, fitting block for gangplank), staff members working (John Conway, Ron Oakes and others); HERCULES: newly casted and primed brass pieces and bent pipes for safety rails, making new header beam; staff member refurbishing the pier ladder. |
| Box 2, Envelope | Item No. 16. **Repairs and maintenance work, 1991 April**  
Extent: 16 items.  
Physical Description: 16 color prints, 3.5 x 5 in.  
Scope and Content Note  
Contains photographs of: C.A. THAYER: work on gangway/ladder (out board tripod support, under deck blocks for support); HERCULES: newly made and installed safety rail, new boarding ladder, Erik Olson and Lou Switz attaching the pudding to the bow, life boats and newly painted life raft, shaping and forming brass holders for life rings, cleared off and newly painted stern deck, staff member sawing piece of wood. |
Box 3, Envelope 1

Item No. 17. **Repairs and maintenance work, 1991 May**

Extent: 12 items.

Physical Description: 11 color prints, 3.5 x 5 in.; 1 color Polaroid

Scope and Content Note

Contains photographs of: BALCLUTHA: transporting rail to fore deck, crack in capstan base (May 21); HERCULES: building the boarding platform, making the tripod for the pudding, layout for grating stern deck, shaping iron bark for rail capping.

Box 3, Envelope 2

Item No. 18. **Repairs and maintenance work, 1991 June**

Extent: 28 items.

Physical Description: 28 color prints, 3.5 x 5 in.

Scope and Content Note

Contains photographs of: BALCLUTHA: painting the leading iron parts on the cats head red; EUREKA: bringing in new steel plate for gangway rollers on deck; HERCULES: working on the tripod for the pudding (readjusting the angle spread, Captain Bud doing the pudding), working on the iron bark rail capping (shaping and attaching), views of grate for steering quad, grape vining, preparing the engine room for repainting, staff working (John Conway, Ron Oakes, and other staff); building new suggestion box for Hyde Street Pier.

Box 3, Envelope 3

Item No. 19. **Repairs and maintenance work, 1991 July**

Extent: 7 items.

Physical Description: 7 color prints, 3.5 x 5 in.

Scope and Content Note

Contains photographs of HERCULES: working on rail capping, deck part to be replaced aft of stack on boat deck, painted brass bottom plates and life stanchions, refitted life rings.

Box 3, Envelope 4

Item No. 20. **Repairs and maintenance work, 1991 August**

Extent: 23 items.

Physical Description: 23 color prints, 3.5 x 5 in.

Scope and Content Note

Contains photographs of HERCULES: rot outside the Captain's cabin door, lying new treated plywood deck on boat deck, working on rail capping, fitting life stanchions on port side, stringing new life line on port side, parceling safety wire line eye splice, top of engine (triple expansion type).

Box 3, Envelope 5

Item No. 21. **Repairs and maintenance work, 1991 September**

Extent: 6 items.

Physical Description: 6 color prints, 3.5 x 5 in.

Scope and Content Note

Contains photographs of: ALMA: working the end fitting on the bowsprit; HERCULES: finished repairs on outside of Captain's cabin door (previously had rot), wirework finished on safety rails.