

NOTICIAS del PUERTO de MONTEREY

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The Barque NARWHAL, typical of the hundreds of whaling vessels that sailed out of New England from the late 1700s to the early 1900s.

WHALING IN THE PACIFIC

Excerpts from a Ship's Log

"Log Book of Ship Ohio on a Whaling Voyage to the Pacific — Oct. 18, 1848 — at 7 a.m. took the Anchor and put to sea — at 10 discharged Pilot"

Thus starts the Log book entries of the Ship Ohio. Captain James Norton of New Bedford was in command on a long journey lasting from October 18, 1848 to March 31, 1851. The Ohio was built in 1833 for the Nantucket whaling fleet and her first captain was Charles W. Coffin, Jared Coffin Agent. She was then transferred to the New Bedford Whaling Fleet in 1846, E. W. Howland, agent.

Each day's entry has the wind, the sailing course, any unusual events, and ends with the words "so ends," and the latitude and longitude. Some entries have only a brief mention of weather and the latitude and longitude. Some have a single sentence that reveals the problems encountered by those on shipboard.

The Log book from which we have taken the following excerpts is part of the magnificent collection of the Allen Knight Maritime Museum now established by the Monterey History and Art Association. The museum can be seen by members from 10 to noon during the weekdays—550 Calle Principal, Monterey.

We make no attempt to give a complete record of the trip of the Ohio, but have taken excerpts from the Log book to tantalize our readers and encourage them to visit the museum, to volunteer as a Watch Stander, and to join with the association in developing this museum into one of the finest in the country.

"Monday Oct. 23 — at 2 p.m. passed the Brig Cora of Philadelphia her foremast standing and mainmast gone. Water logged — no one on board"

"Jan 29, 1849 — Moses Gillman off duty spitting blood"

The next excerpt has us puzzled because we did not find out what had led to a confrontation between Captain and mate. Perhaps it was simply because they had been out fourteen months, several men were ill, and they had not as yet reached the important whaling grounds.

"Monday Dec. 17, 1849 — Capt. Norton has put me off duty — he threatened to put me on shore at the next Port and I told him I would go but that I wanted a chance to wring his nose first — so ends Lat 14:21 S Long 157.11 "

The next day's entry is in the hand of the Captain himself.

"Ship Ohio of New Bedford Bound Toward Rarotonga Dec. 18, A.D. 1849 Watch employed in fitting the Fore Stay — I, James A. Norton put W. Thomas, M. Leaks off Duty for giving me Abusive Language the most insulting I ever heard on Ship Board — at Night Squally with rain — at 4 p.m. Steered SSW " Whatever the cause, the result was not noted — as later the mate's handwriting again appears in the log.

Four months later the ship neared the Sandwich Islands "April 11 — saw Island of Owhyhee (Hawaii)" "April 12 — dropped anchor in 20 fathoms water and gave her 40 fathoms chain as well April 13 employed in getting water — Starboard watch on liberty and Blacksmith discharged" — Former entries had mentioned that the Blacksmith was often off duty "with Clap" — so now he had to be discharged as unfit.

The usual problems of liberty ashore now occurred. Each watch had a turn at liberty and evidently some of the men came back to suffer hangovers. On April 22nd while they were still lying off and the Captain was on shore we find "Steward intoxicated on Ship's Liquor which he had stole"

From the Hawaiian islands the Ohio started north "Bound for coast of Kamtscatsky." They were now joining with other whalers in the seasonal period in which the ships followed the whales north to the coast of Kamchatka peninsula, into the Sea of Okhotsk off the coast of Russia, and then up through the Bering Sea into the Arctic Ocean as soon as possible after the ice flows melted.

"May 6 — Captain Norton sick with Dysentary" "May 12 — watch employed picking over potatoes" "May 19 bound into Sea of Ochotsk"

Now they faced the ever present enemy of the whaler — the elements. "heavy gales . . . took in fore and Misen Topsail . . . close reefed the Main every appearance of a gale . . . strong wind with thick weather" "May 21 strong winds and heavy rain with Thunder and Lightning . . . at 9 p.m. double reefed Top Sails furl'd Jibb and Mainsail"

Two days later the storm abated and they were able to start the arduous work of catching whales, cutting, boiling the blubber, and stowing away oil and bone. "May 23 moderate breeze from NNE saw Right Whale lowered all four boats in pursuit but were unsuccessful" There is a small drawing of a whale's tail beside the entry. The log book now becomes a record of whales seen, caught and lost — as the drawing to the left of entry is either just a tail, a full whale, or half a whale.

During the next few months they also had chances to "gam" with other ships. When they were close enough, and not busy catching or processing, the Captain's boat would be lowered and he would visit the other ship while often the Mate of the other ship and his boat crew would visit them. Thus there was opportunity to compare notes, tell yarns, perhaps receive letters; at least the latest news of the world. This friendly visit was called a "gam."

"May 23 spoke Bark Fellow of Staminton 18 months out 1,000 blls Oil reports ships doing nothing in Japan Sea"

"June 2, 1849 saw Fin backs, thick snow" "June 3 employed clearing decks from snow — saw two Right Whales going quick to the N." "June 4 — Whales going quick to Windward" That same day they saw two more whales, lowered their boats, struck a Calf and brought it to the ship. All the boats had to return because of thick fog. On June 5 while they were headed NNE (now starting for the Arctic Ocean through Bering Sea) Captain Norton went on Board of a French ship 20 months out with 1500 bbls of oil. Two days later they spoke to the Barque Richmond, the Ship India and another vessel. All reported ice to Westward. They themselves saw large icebergs to the north on June 8.

June 12th they suffered one of the usual hazards of a whaling voyage. "Saw 2 R Whales . . . lowered and chased without success Whales very wild broke the Waist Boat's Boat Steerer and put in James Watson in his place"

The captain thus promoted James Watson to a position of Boat Steerer, and a chance for a larger share in the voyage. It was customary to settle whaling voyages by a system of shares or "lays" as they were termed. Each officer and crew member received a stated proportion of the earnings from which were deducted charges against him before the voyages (such as clothing for the trip) and charges during the trip. An average voyage might yield over \$5,000.00 for the Captain and as low as \$571 for a "landsman" who would do the cutting and stowing on ship. A misfortunate voyage or too many charges could mean a disappointing "lav" to a seaman. In 1884 John Murray signed a paper in New Bedford that he had received of Henry Taber & Co., ten cents "balance due me for my late voyage in Ship Milton and also Ten dollars in cash and for which I released said Ship Capt Lewis and officers from all claims & demands." \$10.10 for two years at sea!

The cold hard work on board, and perhaps improper diet were beginning to take toll of the men on the Ship Ohio by June. "June 13 — Cook off duty with pain in his breast and Spitting Blood."

"June 14 — 7 a.m. lost overboard an old flour barrel lowered the S Boat to pick it up and in coming alongside broke an Oar and stove the Boat at 11½ took her in on deck Cook off duty with the pain in his breast Mr Norton off duty with piles." Thus they lost half a day trying to save an old barrel and in so doing lost a valuable whale boat. Both Captain and cook were sick, and part of the crew also — as a few days later we find an entry "two men on sick list one with dysentary one with Ague" also "one man off duty with Fever and Ague."

When they were in the islands some months before they had shipped as part of their crew some Hawaiians, and the cold and food were evidently affecting them. Home made remedies were used with what knowledge the Captain or Mate had — and the results could be uncertain. "Jose Kanaka off duty with Ague — gave him an Emetic which was near killing him"

Almost every day during these summer months the ship was sighting whales, killing some and busy rendering out the blubber — back breaking work that went on continuously, day and night until each whale was disposed of.

At the same time they were in sight of other ships. "spoke Ship John Barker of New Bedford 14 months out 1500 bbls of Oil." "busy cleaning bones and stowing away various thing" "spoke Ship Alert of London 27 months out 2100 bbls oil."

By July 27 they were well into the Arctic Ocean and cruising there "Boats off in pursuit of Whales struck and killed one of a species different from what we have ever seen" Beside this entry is the drawing of the whale different from the Right, Sperm or Finback. The word "Algerine" is written over the drawing. Evidently someone was able to identify the whale, as later on July 31 there is an entry stating that they saw a large number of Algerine whales.

When a storm arose suddenly a ship might have to cut loose a whale carcass they had beside the ship, or at times a whale would be lost by the boats when the whale broke a line. The ship several times saw carcasses floating as a result of other ships losses — and sometimes profited therefrom "Aug 2 — saw a dead whale hauled him to the Ship and began cutting at 2½ clear weather — several whales in sight — cut off flukes from the blasted Whale and lowered the boats S Boat struck got stove and cut the line at 10 p.m. boats came on board." The "blasted whale" they had been cutting in the early morning must have been nearing putrefaction to be called "blasted."

August was a very busy month. A number of whalers were near them and daily entries mention their presence. "saw three ships boiling." "saw Ship Omega of Fairhaven boiling and a whale alongside." "spoke Ship Margaret of New Port 14 months out 2000 blls of oil" etc. "Aug. 7, struck another Whale got to the Ship dropped Kedge (a type of anchor) in 25 fathoms of Water 60 fathoms of Chain . . . began cutting . . . began boiling and stowing oil in the Main Hole plenty of Whales in sight the land North Coast of Asia bearing E W 20 miles dist so ends"

"Aug 11 the B Boat struck — got badly stove — lowered the other boats — picked up the pieces and saved the Whale got the Whale to the Ship — employed boiling and stowing" Now they had one boat to be repaired, a hold of blubber that needed boiling immediately, and a whale alongside that needed to be cut — so the next day on Sunday the 12th of August the elements also struck them with more problems. "parted the Fluke chain and lost the Whale . . . winds increased suddenly to a very heavy gale with a tremendous sea . . . rolled the B Boat down and lost her . . . Called all hands . . . took in

Main Topsail . . all hands employed securing oil and boats . . wore ship to the N — the land by calculation bearing 30 miles distant."

Other ships also suffered during that August gale as the log notes on Aug. 13 "passed several casks of oil and pieces of Bulwark gales began to abate" They also saw that day four sails (other ships) and one of them steering to the S E had all sail set. This was of interest as the Ohio was under very little sail as were the other three ships because of the storm. Perhaps the full sail ship had decided the time had come to leave the Arctic and was heading back down toward the Bering Sea and Pacific taking advantage of the winds.

Aug 14 they came upon the carcass of the whale they had lost on Sunday "found our chain attached to him," and took that whale to the cutting stages hung over the side while at the same time they were busy boiling the remains of blubber on board from a previous whale. During these periods there was constant danger — the deck, the men and even the rigging would be smeared with blood and oil, the smoke from the try pots curled up through the sails day and night, and the rolling of the ship often set casks, sections of blubber, tools etc., skidding across the deck.

"Aug 18 passed the wreck of a Boat and several barrels" "Aug 24 picked up a Pipe filled with Shook Staves 5 ships in sight all cutting and plenty of whales also in sight."

Aug 27 was another day of tension. They caught a whale and brought it to the ship but at mid day strong squalls with snow and wind came down on them and the wind increased to a very heavy gale. All hands were called up, the chain was slipped from the whale alongside, Foresail and Main Topsail were furled, Boats and oil secured. The Spanker sail was blown away. The wind abated slightly and they let one watch go below. But before the end of that day all hands had to be called up again, and finally they "wore round under bare poles." This last week of August and the first of September marked the turning point of the voyage. The cook and four other men were now sick, and so on Sept. 15 the Log reads "Bound out of the Arctic Ocean." They spoke to the Ship Republic of Berman 10 months out 2300 bbls oil, and the two ships sailed south in company. They sailed together for at least five days as the 19th records "still in company with ship Republic — all possible sails set — raised St. Lawrence islands 20 miles . . snow and hail." Were they racing each other or just trying to get out before the ice?

October was bound for the Sandwich Islands, cook sick also Ezra Hatch with scurvey, and all hands were fitting for Port. The end of October they were in the Islands taking on supplies particularly water and potatoes. Job Coleman and Gustave Brand were discharged for sickness. Each watch was given its turn ashore, repairs were made, and in November they took the Anchor and made sail again.

The voyage continued for many months more, through the Indian Ocean and around Africa, across the Atlantic, and finally home to New Bedford. She had on board 184 barrels of sperm oil (the top grade oil), 3183 bbls of whale oil, and 22,736 lbs whalebone. A profitable journey, around the world, and twenty nine months at sea!

A CALL FOR VOLUNTEERS

VOLUNTEERS NEEDED — MARITIME MUSEUM: The Maritime Museum is now well along toward completion. The formal opening is scheduled for Saturday, 9 January 1971 at 2:00 p.m. To insure having an alive and progressive Museum, we need the assurance NOW of enough men and women volunteers to stand watch during open hours. The Museum will be open to the public, without charge, from 10 a.m. to 4 p.m. daily, except for Mondays and Holidays.

Voluntary Watch Standers would be present at the Museum for at least two hours per month each. It has been suggested that these essential men and women would be called "MERMAIDS AND MARINERS" — but whatever the name, the Museum cannot be kept open without them. Volunteers will staff the Museum either from 10 a.m. to 12 noon (once or more often each month) or from 2 p.m. to 4 p.m. Those who cannot thus serve regularly, would be welcome as Substitute Watch Standers for volunteers who may be ill or out of town, etc. If two adult family members or friends volunteer, both may serve during the same period if desired. A Minimum of three Watch Standers are needed for each two hour period — one in each of the two large exhibition rooms, and one to serve as host in the large entrance area. All would keep an eye on the exhibits, and would answer questions asked by visitors. Those who stand watch will be briefed, as may be desirable, to familiarize them with the Museum Collection.

The Museum should be an interesting place in which to spend two or more hours each month — in the midst of unique maritime exhibits, paintings, pictures, and hundreds of old books of the sea. The space utilized by the Museum has been renovated — really transformed — since the City acquired the old building and leased the ground floor to the Association.

The scope of the Maritime Museum will embrace — besides the old sailing era in the Pacific — the history of the old and economically important Monterey Fishing Industry, and the local Naval history of the early days. Monterey is a natural place for such a maritime museum, and the Allen Knight Collection provides the nucleus about which our Museum is being developed — to portray the story of our historical area, and emphasize, as it should, its close ties with ships, boats, and seafaring men.

If you know of persons, or couples, to whom this type of worthwhile voluntary service might or should appeal, PLEASE pass this information on to them — or request our office to do so (372-2608). One need not be a member of the Association to volunteer.

The Museum should become an increasingly important asset to the whole Monterey Peninsula Community. We hope that you can and will volunteer for watchstanding at the Museum — to begin early in the new year. Why not make **this** the New Year's Resolution that you **keep**?

Please come in any weekday forenoon (Monday through Friday — between ten and twelve o'clock) and see the Maritime Museum in the making.

Earl E. Stone Chairman, Maritime Museum

WINIFRED WOLF

The death this past year of Winifred Wolf marks the breaking of the last family link to the founding of Gonzales. Winifred Wolf lived her last thirty nine years in the old family country home west of the railroad tracks.

Born in Salinas on May 1, 1885, she was closely connected with the early history of Monterey County. Her mother was Luisa Stokes, a daughter of James Stokes whose adobe home in Monterey is now known as Gallatin's restaurant, and of Josefa Soto born at Mission San Antonio to the wife of an early soldier of infantry. Luisa was a beautiful petite blonde with blue eyes — taking after her father James Stokes the Englishman who settled in Monterey.

Luisa Stokes married Alfred Gonzales who was also of the early families of Monterey. His father Teodoro Gonzales had a fine adobe home in Monterey (now gone) which was well known for its beautiful roses, and its library — one of the few libraries in town. Don Teodoro in 1836 was granted Rincon de la Puente de Monte Rancho of more than 15,000 acres. He and his two sons Alfredo and Mariano operated the ranch as a partnership and in 1873 founded

the town of Gonzales. They gave land for school, cemetery and other needs. They maintained country homes in Gonzales.

Alfredo lived with his family for many years in San Francisco, and they traveled a great deal. During the San Francisco fire and earthquake they spent some days in a tent in Golden Gate Park.

Winifred was on a trip to Europe with several cousins when she met a young German doctor who followed her back to San Francisco to ask for her hand. She married Dr. Otto Cleve in 1910 and lived in Dusseldorf Germany until 1920 when the doctor died, partly as a result of the privations the Germans suffered during the last part of the war.

Winifred then returned to San Francisco and in 1924 was married to Adolf C. Wolf, a San Francisco businessman. This marriage was dissolved and she moved in 1940 to Gonzales to make the old Gonzales home her permanent abode.

She carefully saved the family treasures, and was interested in the history of this area, being an active member of the Monterey History and Art association.

She gave to the association in past years a number of historical items including two large portraits of Don Teodoro Gonzales and his wife Guadalupe. By her will the association received many fine pieces of furniture and other household items.

We remember attending in 1955 a special mass for her grandmother Josefa Soto Stokes which was attended by a cousin Mrs. John B. Cooper and other family members. After the service the grave was visited in the old Monterey cemetery where Josefa Soto Stokes was laid to rest in 1855, one hundred years before. Winifred Wolf had no children, and there are no descendants of Mariano Gonzales. Thus with her death the connection of the Gonzales family with Monterey county ends after 145 years.

COSAS DE INTERES PARA LOS SOCIOS

PUBLICATIONS: Two publications of local interest have appeared this past Bi-Centennial year which we recommend to our readers. "A Brief History of Old Monterey" prepared for the City Planning Commission of Monterey, and written by Robert W. Reese is available from the Planning Department, City Hall, Monterey (hard cover \$5.25 and soft cover \$3.68 with tax). It is an excellent volume of 113 pages, good word pictures and interesting illustrations of the City of Monterey through the various stages of its history.

The second volume, some 58 pages, is a well presented "History of the Presidio of Monterey 1770 to 1970" by Kibbey M. Horne. It has been published by the Defense Language Institute West Coast Branch, Presidio of Monterey, California, and may be obtained free from the Institute.

DOUD HOUSE AND LIBRARY: The Monterey Bay Chapter of the Women's Architectural League has just announced a most generous gift to the association of \$966.00 to construct a garden arbor between the Doud House and the Mayo Hayes O'Donnell Library on Van Buren Street. This gift is part of the proceeds the League raised as a result of a tour of local homes. The homes were selected by a local AIA committee as fine examples of contemporary architecture developed during this Bi-Centennial period.

As our readers may remember, Miss Florence Yoch, famous landscape architect, has designed as a gift the garden area around the two historical buildings on Van Buren. The Board of Directors has authorized preliminary work to develop this plan by authorizing funds for installation of a sprinkler system, building of curbing and curb, soil preparation, etc. Now the beautification and ultimate completion of the plan will be advanced by this generous gift. We express our thanks to the president of the Women's Architectural League, Mrs. Robert Stanton — and all the members who contributed to their successful tour in September.

MEMBERSHIP DRIVE: May we suggest to our members that you may have friends or relatives who would like to become members of the association if you would sponsor them. Please send their name and address, together with your name and endorsement to our Membership Chairman, Robert C. Littlefield, P. O. Drawer M, Monterey, California. The name will be presented on your behalf at the next monthly meeting of the Board of Directors for approval, and your nominee will be notified shortly thereafter.

THE EDITORS
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There have thus far been 96 members who changed their membership from Active to Sustaining this fall. Our thanks to you all!

LIBRARY: Mrs. Charles Bentley, chairman of the Mayo Hayes O'Donnell Library, has arranged staffing on a part time volunteer basis. The library is now open to members and friends on Wednesdays and Saturdays from 1 p.m. to 4 p.m. The hostesses have been gratified with the number and interest of the visitors.

DOUD HOUSE: If you have not yet visited the Doud House since its restoration we suggest that you plan to spend a pleasant visit there. Several fine business ventures are renting space in the house — well worth a visit on their own! Walk around the property and see the wonderful vista of Monterey Bay that Francis Doud and his family enjoyed during the many years the family lived in the little white house on the hill.

GIFT: The Board of Directors at the November meeting were privileged to see an amazing collection of "Golden Thumb Leprechauns" created by the late Mrs. Eulalia Stauffer, long time resident of the Monterey Peninsula. This collection has been willed to the association by Mrs. Stauffer. Members will remember the wonderful little figures she made for the model whale boat formerly on display in the Custom House. The little leprechauns will be kept at Casa Serrano and displayed on special occasions.

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