

NOTICIAS del PUERTO de MONTEREY

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BOAT BUILDING ON THE CARMEL RIVER

By John Jernegan

In this period when the Carmel River has distinguished itself mainly for its lack of water, it is interesting to recall that once upon a time in the long ago it was considered a good place to build a boat, one of the first ever built by white men in what is now California.

This took place in the summer of 1775. Lieutenant Juan Bautista de Ayala of the Spanish navy, commanding the "paquebot" 'San Carlos', had been given orders to explore the bay of San Francisco by water as a preliminary to the planned establishment of a presidio and mission in that vicinity. After arriving at Monterey, however, he had to wait some time for a parallel land expedition to be assembled. So, as Bancroft reports in his "History of California," "Ayala busies himself in constructing a cayuco or 'dugout' from the trunk of a redwood on the River Carmelo, a beginning in a small way of shipbuilding on the California Coast." (Bancroft is probably wrong in saying it was the "beginning," for Sebastian Rodriguez de Carmeño built one or two small boats at Drake's Bay in 1595, in which he sailed down the coast after his galleon, the 'San Agustin' from Manila, was wrecked by a storm.) The historian does not tell us *where* on the Carmelo the craft was constructed, but it seems reasonable to suppose that it was on or near the lagoon at the mouth of the river, not far from the mission.

Having finished his 'cayuco' and evidently deciding not to wait longer for the land party, Ayala sailed from Monterey in the 'San Carlos' in late July 1775 and arrived off the Golden Gate on the evening of August 1. He sent his new launch in first to check out the situation, but it was slow in returning, so Ayala plunged on in with the 'San Carlos', despite the darkness, and anchored safely in the vicinity of what we now call North Beach. Considering the number of modern ships that have been wrecked in the Golden Gate even with the benefit of modern charts and pilots, we may conclude that Lieutenant Juan Bautista de Ayala was shot with luck, or that St. Francis was taking special care of him.

The next day the 'San Carlos' and the 'cayuco' crossed to Angel Island, which they

made their "headquarters" anchorage. Ayala stayed in the bay for more than forty days. He sent one of his sailing-masters, José Cañizares off in the 'cayuco' to survey the northern part of the bay — today's San Pablo Bay and its southern approaches — while another, Juan Bautista Aguirre, went off to the south to explore that portion.

At length, having made his preliminary survey and become the first European to lead a ship into San Francisco Bay (leaving aside the possible but unproveable entry of Sir Francis Drake in 1579), Ayala left the 'cayuco' and sailed back to Monterey, where he arrived September 22, 1775. On that same day, a follow-up party under Captain Bruno Heceta, who had come up from Monterey overland, came upon Ayala's launch stranded on the beach below the cliffs where the Cliff House now stands. It had been carried out the Gate by the currents.

Carmel's first maritime construction did not have a long life — about three months — but it can claim some distinction as having played an important role in the opening up of San Francisco Bay.

NAMING A ROOM FOR ADMIRAL STONE AT THE MUSEUM MONTEREY, CA., 24 NOV., 1976

REMARKS BY R. ADMIRAL EARL E. STONE, MUSEUM DIRECTOR

MR. PRESIDENT, MR. MAYOR, DISTINGUISHED GUESTS, LADIES AND GENTLEMEN:

I was truly surprised when I learned in September that a room at the Museum was to be named for me. What a great and unexpected honor! I am *deeply grateful* for this honor, and *very proud of this Museum*.

For the record, I would like to relate briefly just how all this happened — how the Museum became a reality. It is a story of people — *many* people doing *many* things — all directed to the common goal of creating the Maritime Museum.

The late Allen Knight amassed a fabulous collection of artifacts of the sea. This was the nucleus of our Museum, which is appropriately named in his honor and memory.

Mrs. Allen Knight generously presented Allen's comprehensive collection to the Monterey History and Art Association — to establish a Museum.

Edwin Bliss, when President of the Association, asked me to take on the Chairmanship of the Maritime Museum Project, about ten years ago. It was just what I needed at that time — a chance to do something worthwhile in my days of retirement.

Colonel Allen Griffin, then Publisher of the Monterey Peninsula Herald, gave the Museum Project many a column of fine publicity and promotion — and gave me much personal encouragement.

The early planning was actively participated in by the late Margaret Hudson, V. Adm. Ira Hobbs, R. Adm. Tod Singleton, Architect Gordon Hall, and the City Planning representative, Dick Garrud.

Stuart Haldorn gave me much encouragement, and our first large money contribution.

The local radio and TV stations helped also — as did the local magazines, *GAME & GOSSIP* and *THIS MONTH Magazine* — thanks to Lee Harbick, Mr. Vaughan and Hal Hallett, the publishers.

The Monterey History and Art Association worked together with the Monterey Peninsula Museum of Art, and City and County of Monterey officials — and, as a result, the City purchased this old County building, and leased space to the two Museums at very nominal rentals.

We had excellent advisors — William Concolino, Architect, Hal Geyer, Contractor, and Steve Sassoon, construction engineer. But it took a great deal of physical labor to transform this ground floor into the usable space we now have. The transformation was largely accomplished by one hard-working, able and creative master carpenter, Harold Quintel, of Carmel Valley.

The arduous work of moving Allen's collection and setting up our many displays was done by some of those who are still among our many Volunteers — Mel Dick, Anne Dick, and Pat Dick, Malcolm Steel, Colonel Charles Richmond and Joe DeSimone. They were all "can-do" people — both the men and the women.

I have had *great* support, encouragement and assistance from all the Presidents of the Monterey History and Art Association in my time, namely, Edwin Bliss, Boyd Mewborn, Ted Durein, Bob Stanton, Bob Ross, Hal Hallett and Ray Smith.

My personal horizon was greatly expanded by my task as Chairman of the Museum Project. I have enjoyed making many contacts, especially with City, County and State representatives and administrators, with those in charge at the Navy's Postgraduate School, and with the Monterey Peninsula Museum of Art — who are our friendly neighbors upstairs.

I am grateful to all those I have mentioned, and especially to those many persons who today staff and help operate the Museum — notably R. Adm. Boyle, Colonel McFarland, Mabel Turner, Stella Snyder, Prof. Giet, and our long list of Watchstanders.

I am grateful to those who have added much by their valuable contributions to our Collection — notably, Mr. H. Royce Greatwood, Mike Anderson, Colonel Charles Richmond, General Arthur Mason, Dick McGraw, and Hans Skaalegaard.

My only regret is that some of those who helped greatly are no longer with us — namely, Margaret Hudson, Boyd Mewborn, Stuart Haldorn, Church Chappell and Claude Faw.

Monterey should always have a fine Maritime Museum — considering its important historical nautical past, and its fishing and whaling days, and that much of its history is closely related to the Sea.

I am deeply grateful for the honor given me here today. I want to thank everyone who is present here today, and all those who lent a hand in the achievement of our Maritime Museum.

MARCH WEATHER ON THE SUR 1911

A. Ramos, Mayordomo of Ranch No. 3 of the Sur reported regularly to Andrew Molera, the owner, in 1911. This year of 1911 is a contrast to the present year of 1973 and so we have chosen three old letters to share with our readers.

Sur Ranch No. 3, Mar. 6, 1911

Mr. A.J. Molera,
Dear sir:

This is just to tell you we have been having a very heavy storm — snow, hail and lots of rain for a whole week.

And we are short of another mare the bay mare with a rat tail, that was running on the Pfeiffer ridge.

We saw her last weekend, and on Thursday last she was missing. We looked for her for 3 days but we can't find her. She must be dead some place. She was together with a sorrel mare with a star on her forehead and now the mare is with the other mares. And we lost several little pigs for want of shelter.

With such a heavy storm milking our cows in the rain they are shivering and we hardly get much milk.

I don't know how to finish putting in the crop with such bad weather. And the roads are nearly washed away and we can't haul any feed for the thoroughbred stallions and the thoroughbred cows.

I guess I'll make you tired with all my worrying so I won't tell you no more, as I don't want to get you worried.

The rest of the ranch affairs is doing nicely. We can get the hay at Mrs. Castro for \$15.00 per ton providing we haul it.

Yours Respectfully
A. Ramos

Sur Ranch No. 3, Mar. 7, 1911

Mr. A.J. Molera,
Dear Sir:

Last night about 8 o'clock as we was writing your letter a terrible heavy storm came, I suppose a cloudburst and took the fence back of new barn and brought down big rocks, sticks and everything you can imagine way below the old barn.

And I went and called the men up to come and help get the thoroughbred cattle out of the barn as the water was up to their knees. And the pigs were swimming in the water, the little ones got drowned and the big ones we saved. We worked hard until 1 o'clock. The corrals are all broke down and full of rocks and gravel. It's hard to explain all the damage.

Yours Respectfully,
A. Ramos

We now omit other reports for the year, to include the following letter from owner Andrew Molera to Ramos — suggesting steps that might be taken to prevent another winter disaster to the ranch.

Monterey 12/9/11

Mr. A. Ramos,
Dear Sir:

Sometime ago Mr. S.M. Trotter and I were speaking about the changes which the river had made last winter in the bank before the big house.

We thought that 3 wing dams about 8 ft. wide made of logs and bolted and spiked and with rock between the logs would protect the banks.

Sam says he could begin on them now and will make them for \$1.00 a linear foot, we to furnish the material and team to haul the logs out. Or he will furnish the team if we feed it hay.

I think it would be very good to have it done, but wanted your opinion first. If there is nothing to stop him, write to him by Tuesday's stage to begin at once.

The boats have not left yet. Willey has his boat here and I think I can get him to go down.

A. J. M.

COSAS DE INTERES PARA LOS SOCIOS

It has been many years since a small group of local residents met to form the Monterey History and Art Association. We are pleased to announce the placing of a plaque to honor the woman who started the association. On the wall of the Memory Garden behind the Pacific Building has been placed the following memorial.

IN MEMORY OF
LAURA BRIDE POWERS
AUTHOR AND CIVIC LEADER
FOUNDER OF THE
MONTEREY HISTORY
AND ART ASSOCIATION
OLD CUSTOM HOUSE MUSEUM
AND ANNUAL MERIENDA

The memorial plaque has been put in place this past month under the sponsorship of the Association and through the generous contribution of Mrs. George Applegarth, daughter of Mrs. Powers.

IN MEMORIAM: Imelda Elizabeth Borreson; Dwight Whitney Morrow, Jr.; Breckenbridge Thomas; Cora H. Callander; Leighton C. Phillips; Harry L. Bunker; Joseph De Simone; Frank W. Lang; Mrs. Clare A. Brown; Margaret Bott; V. Adm. Ira Earl Hobbs.

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upon
Receipt of Ticket Application and Check

Members Wishing to Sit Together
Must
Return Applications Together

Invitations will be Mailed
by
May 1st

THE EDITORS
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AND ART ASSOCIATION

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