

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC Sailing Ship Balclutha

AND/OR COMMON

Balclutha (ex Star of Alaska, ex Pacific Queen)

2 LOCATION

STREET & NUMBER Foot of Powell Street and Embarcadero, Pier 43 East

___ NOT FOR PUBLICATION

CITY, TOWN

San Francisco

___ VICINITY OF

CONGRESSIONAL DISTRICT

Fifth

STATE

California

CODE

06

COUNTY

San Francisco

CODE

075

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input checked="" type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input checked="" type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 AGENCY

REGIONAL HEADQUARTERS: *(if applicable)*

National Park Service, Western Region

STREET & NUMBER

450 Golden Gate Avenue, Box 36063

CITY, TOWN

San Francisco

STATE

California 94102

___ VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Consolidated Enrollment and License #52, Balclutha (#3882)
United States Coast Guard, Port of San Francisco, California

STREET & NUMBER

Government Island

CITY, TOWN

Alameda

STATE

California

6 REPRESENTATION IN EXISTING SURVEYS

TITLE National Register of Historic Places

DATE

November 7, 1976

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

National Park Service

CITY, TOWN

Washington, D.C.

STATE

District of Columbia 20240

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE <u>N/A</u>
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

With the exception of a few alterations discussed within the body of this narrative and made during the course of her long career as a working vessel and as a museum ship, the sailing ship Balclutha is essentially the same vessel launched in 1886. She possesses remarkable integrity since in every case restoration and repair has been in-kind utilizing historic construction materials and techniques, with the exception of "doublers" welded over the original riveted construction for urgent temporary repairs.

Balclutha is a three-masted, riveted steel hulled full-rigged ship 301 feet long with an on-deck length of 256.5 feet, a beam of 38.6 feet, a depth of hold of 22.7 feet, 1835 gross and 1583 net tons. The vessel is of single-hull construction with riveted steel plates and iron frames. There are four decks, two of which are partial decks. The main deck is vertical grain fir with teak margin planks, 4 x 4, laid over steel stringers and caulked with oakum and marine glue, as are the poop and forecandle decks. The poop deck originally extended to the mizzenmast but was extended 68.8 feet forward in 1911 to just abaft the mainmast. There is a small charthouse on the poop; it can be entered at deck level or from the cabin below; aft of the skylight is the binnacle and wheel. At main deck level a "midship house" between the fore- and mainmasts housed the galley, the carpenter's shop, and the half-deck quarters for apprentices. At the forecandle head are the catheads and anchors; below deck in the forecandle are the bunks for the crew and the ship's windlass. Also on the main deck are two hatches, located between the fore- and mainmast and forward of the foremast, which lead to the 'tween deck and then the hold. The hold contains 819 tons of concrete block ballast placed in the ship during restoration in 1955-1956.

The hull is painted red, grey, black and white, in traditional style, with false gun ports on the sides. Spars are painted white and buff. Balclutha's lower and top masts are steel; the topgallant masts are wood. The bowsprit is steel; below it is the wooden figurehead, carved to represent a woman, and painted white. The masts carry the following spars: on the foremast is a foreyard, topsailyard, an upper topsailyard, a topgallantyard, and a royalyard. The mainmast is rigged identically and is the tallest mast, reaching a height of 145 feet above deck level. The mizzenmast is rigged with crojack lower topsail, upper topsail, topgallant, and royalyard along with a spanker gaff and boom. The standing rigging is wire rope: some manila running rigging is in place but since no sails are carried much of the running rigging is absent. The ship's wooden lifeboats are on skids next to the cabin on the main deck; they are modern reproductions of a pair of historic boats, which are in museum storage at nearby Fort Mason.

The interior of the vessel is largely open, with original wooden cargo battens on the side of the ship in the lower hold. Originally the crew bunked forward on the main deck level in the forecandle; after 1906, when Balclutha was used for Alaskan salmon fishing, bunks were installed forward in the 'tween deck; additional bunks were added in 1911 requiring the extension of the poop deck on the main deck level. All of the bunks

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1886-1930 BUILDER/ARCHITECT Charles Connell

STATEMENT OF SIGNIFICANCE

The historic ship Balclutha, built in Glasgow, Scotland in 1886, survives as the last square rigged vessel afloat on San Francisco Bay, her home port for many years, and as one of the only two American-owned square riggers yet afloat on the Pacific Coast. Through her long life Balclutha has played an active role in the development of maritime trade and commerce in the United States, beginning with the grain trade between California and England between 1870 and 1890, of which Balclutha is one of three survivors of thousands of grain ships which called at San Francisco. After 1899 and purchase by West Coast sawmill interests Balclutha was engaged for a time in the Pacific Coast lumber trade, another major maritime commercial activity. During this period in 1901 she passed into American ownership along with a handful of other vessels through a specific Act of Congress. Beginning in 1902 Balclutha was employed in the Alaskan salmon trade, in which she remained until she was the last sailing vessel to go north for the Alaskan Packers Association, her owners, in 1930. During her career Balclutha sailed to ports around the world: Antwerp, London, HeHavre, Rangoon, Callao, Cape Town, Montevideo, Honolulu, Melbourne, Rotterdam, Port Townsend, San Francisco, and Chignik, Alaska, being but a few of her ports of call. Due to her active participation in the principal American maritime trades on the Pacific Coast, involving California, Hawaii, Washington, and Alaska, and due to her role in the grain trade, which was vital to the economy of the nation, Balclutha is of National Significance in the area of Commerce. Typical of the British "Cape Horners" of the late Nineteenth Century, possessing remarkable integrity, and being exemplary of her class, Balclutha is of National Significance in the area of Transportation.

Balclutha was nominated to the National Register of Historic Places on June 28, 1976, and was placed on the Register on November 7, 1976, with an evaluated National level of Significance. This nomination form is intended for National Historic Landmark evaluation.

The above statement of significance is based on the more detailed historical context which follows.

Historical Context:

The steel ship Balclutha was built in 1886 near Glasgow, Scotland, by Charles Connell & Company. Launched December 9, 1886, the vessel was "built to the highest class in Lloyd's registry, and is fitted with all the modern appliances for the speedy loading

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Durkee, Alfred, "Beating Out of Bristol Channel in the Winter of '94: Ship Balclutha." Manuscript (7 pp) in the Collection of the National Maritime Museum, San Francisco.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY .25

UTM REFERENCES

A	1,0	5,5,17,8,0	4,18,46,4,0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

Commencing at the bow and extending along the extreme beam and length of ship to encompass an area of the vessel (301 x 38.6 feet) as it floats on the water at its moorings alongside Pier 43 East, San Francisco.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
N/A			
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

REVISED BY:

James P. Delgado, Historian

ORGANIZATION

National Park Service

DATE

December 30, 1983

STREET & NUMBER

450 Golden Gate Avenue Box 36063

TELEPHONE

(415) 556-9504

CITY OR TOWN

San Francisco

STATE

California 94102

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES

NO

NONE

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is National State Local.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

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I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
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TITLE: Historic Ship Register

DATE: 1980

DEPOSITORY FOR SURVEY RECORDS: Survey done under the auspices of the International Congress of Maritime Museums. Published copies of the Historic Ship Register can be found in any accredited maritime museum in the United States.

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added in 1911 have been removed; a representative sample of bunks remain as museum exhibits on the 'tween deck. Elsewhere the original open spaces of the area below decks remain open and are the setting for museum exhibits pertaining to West Coast maritime history and the history of the ship. The forecastle, cabins, and charthouse remain unaltered and are furnished with period fittings and furniture. Of particular note in the Captain's cabin are the original wood panelling and the decorative skylight, which are in excellent condition.

Occasional maintenance includes care of the hull, decks, interior spaces, spars, and rigging. All work is done in-kind with historic materials and techniques, hence maintaining Balclutha in a fashion very similar to her appearance when originally launched in 1886.

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and discharging of cargo. The Balclutha is intended for the general trade."¹

Balclutha's name is Gaelic for the town of Dumbarton (Bal) on the River Clyde (Clutha). Owned by retired shipmaster Robert McMillan of Dumbarton, Scotland, Balclutha sailed for San Francisco on her maiden voyage, departing Cardiff with 2650 tons of coal. The passage was uneventful, with Balclutha arriving on June 9, 1887.² In San Francisco the ship loaded 59,179 centals of wheat, a cargo valued at \$95,933, and sailed for Fleetwood, England, on August 26. Balclutha arrived at Fleetwood on January 21, 1888, ending her first round trip to the United States. Thus Balclutha's first and earliest tie to the maritime trades of the United States was her involvement in the California grain trade, which flourished between 1870 and 1900. Balclutha loaded grain at San Francisco for English markets in 1887 (her maiden voyage), 1888, 1889, 1896 and 1897, being one of several hundred vessels which called at the port each year for wheat products. Inasmuch as

The economic development of the United States was heavily dependent on the exportation of agricultural commodities until the late nineteenth century....After 1875 exports of breadstuffs made up an important segment of this commerce and helped maintain the nation's sizable balance of trade....³

The entry of the Pacific coast into the American grain trade, which was already flourishing elsewhere in the country, was a major addition to the economic growth of the United States.

After the initial boom of mining in California following the Gold Rush of 1848-1858, many settlers turned to the State's rich agricultural lands. By the mid-1850s a surplus of wheat in California gave rise to the first exportation of the product from the Pacific and by 1867 a large, steady surplus made California a leading wheat producing state. California wheat was highly prized, and throughout the 1880s California and her Pacific neighbors sent to Great Britain "somewhere between one quarter and three quarters as much as was exported by all the rest of the United States...." Assessing the heyday years of the grain trade (1875-1900) indicates that:

British import statistics for the last quarter of the nineteenth century show that in most years United States Atlantic ports were Britain's largest overseas supplier, and United States Pacific ports were either the second or third largest....⁴

California wheat was primarily shipped to Great Britain; some was also shipped to Australia, China, and the eastern seaboard of the United States. The trade was so

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important to the English that yearly a fleet, at times numbering into the hundreds of vessels, was sent to California, loaded with trade goods which would be unloaded at San Francisco, clearing the holds for sacks of grain and wheat. Balclutha was one of these hundreds of ships.

The economic impact of the grain trade was greater in California than elsewhere in the nation. While California grain sales did greatly boost the American economy, in California the trade

was instrumental in bringing huge tracts of virgin land under cultivation, in causing many miles of railroads to be built, in facilitating the growth of towns and interior marketing arrangements....A complex system of marketing was developed in conjunction with the export trade in wheat; and this increase in exports and earning power was accompanied by a major expansion in the import trade and the domestic business and industrial activities of the state. California's grain trade must therefore be viewed as an organic part of its general economic development.⁵

The importance of the grain trade can best be summarized in the volume of exports. In 1860 6,000,000 bushels were exported, 16,000,000 bushels were sent in 1870, with 29,000,000 bushels in 1880, and 40,000,000 bushels in 1890. In 1881, five years before Balclutha first arrived in San Francisco, 559 vessels assembled in the port to load grain.⁶

In addition to her participation in the California grain trade, Balclutha carried other assorted cargoes, sailing to South America for nitrates, Australia for grain, and voyaging to Montevideo, Calcutta, Antwerp, Rangoon, LeHavre, Cardiff, Plymouth, London, Cape Town, Naples, New Zealand, Callao, Rotterdam, Honolulu, Melbourne, and Puget Sound for various goods until 1899, when she entered a new trade which exported yet another abundant Pacific coast commodity. In 1899 Balclutha arrived in San Francisco from England. The grain trade was declining, and she was sold to J.J. Moore and Company of San Francisco, who were in the lumber business. Under their ownership Balclutha carried lumber from Puget Sound ports to Australia, returning to San Francisco with coal from Newcastle. While engaged in this trade she was admitted by a special Act of Congress to United States Registry in 1901 with official number 3882 under the ownership of Pope and Talbot, pioneering lumber merchants on the Pacific.⁷

In 1903 the Alaskan Packers Association, a San Francisco based firm which actively harvested and canned fish in Alaska's waters chartered Balclutha to carry fishermen and cannery crews to Karluk, Alaska, for their 1902 season. Leaving San Francisco on April 25, she made the trip, the first of many, in eighteen days. That Fall she returned by way of Nanaimo, British Columbia, and Port Townsend, Washington, arriving in San Francisco on October 16. She would continue in the Alaskan salmon trade for

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the next three decades. In 1904 Balclutha was again chartered to the Alaska Packers by Pope and Talbot for the next season of salmon fishing, sailing for Karluk on April 27. Twenty-three days after she sailed from San Francisco, Balclutha was wrecked at Sitkinak or Geese Island on the Alaskan coast. The wreck was purchased from Pope and Talbot by the Alaska Packers for \$500 and salvage work began. After temporary repairs Balclutha was refloated and got off, sailing for San Francisco on October 3, 1904. Unfortunately due to unfavorable conditions she had to put back, and while at anchor at Chip's Cove, Alaska, she dragged ashore, remaining there through the winter of 1904-1905. In the Spring of 1905 a new crew and officers, armed with pumps and materials to repair the ship were sent north from San Francisco, arriving at the wreck on May 25. Balclutha was once again refloated and temporary repairs effected; she sailed for San Francisco on July 12, arriving in the city on August 7. In September Balclutha was permanently repaired by the United Engineering Works. After these repairs her new owners renamed the ship Star of Alaska, in accordance with their new policy of naming company vessels with a "star" prefix. Following the name change, Star of Alaska ex Balclutha sailed for Karluk for the 1906 season under the command of Captain Wagner, who had brought the damaged ship back in 1905, flying for the first time the flag of her new owners.⁸

Though the distance from San Francisco to the Alaskan canneries was not long, being only 2,400 miles, Star of Alaska and her "sister" ships in the Alaskan Packers fleet were loaded with supplies for the canneries, the fishermen, and the ship's crew. The season covered seven months of the year, during which time several hundred men would live on board the ship during the voyage north and return. To meet the requirements of the new trade alteration was necessary. In 1907 one hundred and fifty bunks were installed below decks; in 1910 seventy-two more bunks were added in the 'tween deck. In 1911 the poop was extended to accomodate eighty-six more men.

A typical fishing season for Star of Alaska, between 1906 and 1930, would see the ship anchored in Chignik Bay, Alaska, in the spring. Both anchors would be let go and a swivel attached to the chain so that the ship could "swing freely." The stores were unloaded and the upper yards sent down to keep the ship stable. All hands then turned to getting the cannery ready for operation and overhauling the fishing boats. The next few months would be spent in fishing, cleaning, and canning the fish. At the end of the season, in the fall, the cannery would close, the canned fish loaded in the ship and the crew and their catch would return to San Francisco.⁹ Star of Alaska was considered a fast sailer, averaging better than twenty-two days sailing north and fifteen days homeward bound. "Her average day's run was about one hundred and forty three miles a day, averaging six knots all the way."¹⁰ On her voyage in 1925 Star of Alaska was joined by a well-known marine artist Gordon Grant, the result being a number of sketches depicting life on board the ship published in Grant's book Sail Ho!¹¹

The year 1925 also marked the beginning of the end for sailing ships in the Alaskan

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Packers fleet. That year the Packers bought their first large steamship and began to lay-up the sailing vessels. In 1924 the Packers had laid-up their wooden ships; by 1927 most of the steel and iron hulled ships had joined the wooden vessels. In 1928 only five sailing ships were sent to Alaska. This number included Star of Alaska, which would eventually outlive all of her sailing contemporaries. In 1930 she was the only sailing ship sent north; upon her return on September 16, 1930, Star of Alaska was also laid-up.¹²

After three years of lying idle Star of Alaska was bought from the Alaska Packers Association by Frank Kissinger of Los Angeles for \$5,000, who installed salt water tanks in the 'tween decks for an aquarium. However, the idea proved impractical and was abandoned. Finally, on February 4, 1934, the unaltered Star of Alaska (renamed Pacific Queen by Kissinger) set sail for Los Angeles. For about a year Pacific Queen lay at anchor in Los Angeles harbor, during which time she appeared as an "extra" in several motion pictures, including "Mutiny on the Bounty," in which she was used as a man-of-war in Plymouth Harbor. Her hull was painted white with huge black gun-ports painted along her sides.

In 1935-1936 she was exhibited in San Diego as a pirate ship, being moored behind an old Alaska Packers sailing mate, Star of India. After an ill-fated sailing venture to the South Seas with a crew of Sea Scouts in 1936, she returned to Los Angeles Harbor, where she was displayed as a "pirate ship" until 1939, when she was towed back to San Francisco. There, Kissinger opened her to the public at Fisherman's Wharf where she remained until the beginning of war in 1941. She was then towed to South San Francisco to provide space for cargo vessels. In 1943, she was again towed out of the way, this time to the quiet backwaters of Sausalito.

In Sausalito she quietly began to fall apart. Rust appeared on her hull, her rigging rotted and fell to the decks, and her appearance was one of neglect. She narrowly escaped being cut down to a barge by the military during the war, but the intervention of interested parties forestalled the scrapping.¹³ With the end of the war, Pacific Queen was again towed south, this time to Long Beach, where she was put on display by the Kissingers. They contacted the City of Long Beach with hopes of selling the ship to the city, but the plans were never finalized.

Meanwhile, in San Francisco, a new movement was underway which was to affect the destiny of Pacific Queen. The San Francisco Maritime Museum Association was formed to preserve the colorful history of the port. The first move of this organization was to convert an unused public bathhouse in Aquatic Park into a maritime museum building. The second phase was to preserve a number of historic vessels, preferably

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beginning with an old square-rigger. Many of the members of the Maritime Museum Association had close ties with the sea. Accordingly they traveled to Long Beach to present their plans to the Kissingers. By 1952, their perseverance paid off when the Kissingers brought Pacific Queen back to San Francisco. However, they had not settled whether they would be able to purchase the ship or not. The Kissingers had strong ties to the ship. However, after Frank Kissinger's death in 1952, his widow finally agreed to sell the ship to the San Francisco Maritime Museum Association.

Finally, in May of 1954, negotiations for a price were successfully concluded when Mrs. Kissinger sold the ship for \$25,000 to the San Francisco Maritime Museum Association. A great amount of public and industrial support poured in, and many marine firms donated materials or labor, as did the local maritime unions. Finally, after nearly a year of painstaking restoration, Pacific Queen, restored with her original name, Balclutha, was brought to Fisherman's Wharf and opened to the public. 14

Balclutha was and is a popular attraction near San Francisco's Fisherman's Wharf. From 1954 until 1978, Balclutha was operated by the San Francisco Maritime Museum Association as a museum ship. With the establishment of the Golden Gate National Recreation Area on the San Francisco waterfront, negotiations commenced to integrate the San Francisco Maritime Museum and Balclutha into the Golden Gate National Recreation Area as part of the National Park System. Finally, on June 18, 1978, the San Francisco Maritime Museum and Balclutha became part of the National Park System.

FOOTNOTES

¹Marine Engineer (Glasgow) January 1, 1887, p. 352.

²Norman J. Pearce, "Before the Mast in the Balclutha During Her Maiden Voyage to San Francisco, 1887." Manuscript, National Maritime Museum at San Francisco, pp. 1-3 passim.

³Morton Rothstein, "American Wheat and the British Market, 1860-1905" Ph.D. Dissertation, Cornell University, 1906, p. 390.

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- ⁴Rodman W. Paul, "The Wheat Trade between California and the United Kingdom," The Mississippi Valley Historical Review, XLV (3) December 1958, p. 393.
- ⁵Forest B. Hill, "The Place of the Grain Trade in California's Economic Development." Manuscript, University of California, Berkeley, n.d. p. 1-2.
- ⁶Roger R. Olmsted, Nancy Olmsted, Allan Pastron, San Francisco Waterfront. (San Francisco: Wastewater Management, 1977), p. 512.
- ⁷Harold Huycke, "the Ship Pacific Queen," American Neptune, IV (3) July 1944 pp 199-200.
- ⁸Ibid., p. 201.
- ⁹C. Johansen, "History of the Ship Star of Alaska," Manuscript, Collections of the National Maritime Museum, San Francisco, n.d. passim.
- ¹⁰Huycke, p. 202.
- ¹¹Gordon Grant, Sail Ho! Windjammer Sketches Alow and Aloft. (New York: William Farquher-Payson, 1926).
- ¹²Huycke, p. 204.
- ¹³Huycke, p. 205.
- ¹⁴Levingston, Steven, San Francisco's Historic Ships. (San Francisco: Chronicle Books, 1984).

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- Durkee, Alfred, "Life on a Sailing Ship." Manuscript (25 pp) Collection of the National Maritime Museum, San Francisco.
- Grant, Gordon. Sail Ho! Windjammer Sketches 'Aloft and Aloft. (New York: William Farquhar-Payson, 1926).
- Hill, Forest B. "The Place of the Grain Trade in California's Economic Development." Manuscript, University of California, Berkeley, n.d.
- Huycke, Harold, "The Ship Pacific Queen" American Neptune, July 1944, Volume IV, Number 3, pp. 199-206.
- Johansen, Captain C. "Reminiscence" of Star of Alaska. Manuscript (18 pp) Collection of the National Maritime Museum, San Francisco.
- Levingston, Steven. San Francisco's Historic Ships. (San Francisco: Chronicle Books, 1984).
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- Olmsted, Roger, Nancy Olmsted, Allan Pastron, San Francisco Waterfront. (San Francisco: Wastewater Management, 1977).
- Paul, Rodman W. "The Wheat Trade between California and the United Kingdom." The Mississippi Valley Historical Review, December 1958, Volume XLV, Number 3, pp. 391-412.
- Pearce, Norman, "Before the Mast in the Balclutha During Her Maiden Voyage to San Francisco, 1887" Manuscript (7 pp) Collection of the National Maritime Museum, San Francisco.
- Rothstein, Morton, "American Wheat and the British Market, 1860-1905." Ph.D. Dissertation, Cornell University, 1960.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

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Nomination Update

Acting under authority of Public Law 100-348-100th Congress,
San Francisco Maritime National Historical Park Act of 1988.

The National Historic Landmark **BRITISH MERCHANT SHIP BALCLUTHA**
was transferred from the Golden Gate National Recreation Area to
the newly formed San Francisco Maritime National Historical Park
on June 27, 1988.

National Historic Landmark # 76000178

In addition, the location of the ship was changed, from Pier 43,
San Francisco to the Hyde Street Pier, on April 28, 1988.