

MINUTE ITEM  
This Calendar Item No. 31  
was approved as Minute Item  
No. 31 by the State Lands  
Commission by a vote of 2  
to 0 at its 9/14/88  
meeting.

CALENDAR ITEM

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09/14/88  
W 23867 PRC 7247  
Louie

APPROVAL OF A SALVAGE PERMIT

APPLICANT: Sea Epics Research, Inc.  
c/o Donald G. Knight  
1334-B Diamond Bar Boulevard  
Diamond Bar, California 91765

AREA, TYPE LAND AND LOCATION:  
A 8.5-acre parcel of tide and submerged lands  
in the Pacific Ocean offshore from Crescent  
City.

LAND USE: Salvage operations on wreck site of Brother  
Jonathan; salvage operations shall only consist  
of the retrieval of the Doublier safe and its  
contents.

TERMS OF PROPOSED PERMIT:

Initial period: One year beginning on the day  
the salvage permit is  
executed on behalf of the  
State Lands Commission.

Surety bond: \$10,000.

Public liability insurance: Combined single  
limit coverage of \$1,000,000.

Special: Permittee must have Workman's  
Compensation Insurance  
coverage satisfactory to the  
State.

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CONSIDERATION: \$225 land rental, and 25 percent of the net salvage value of \$25,000 or less, and 50 percent of the net salvage value in excess of \$25,000 for salvaged items sold or items retained by the State or the Permittee. Disposition of items not sold and not retained by the State or Permittee shall be determined by mutual agreement between the State and the Permittee upon termination of the permit.

BASIS FOR CONSIDERATION:  
Pursuant to 2 Cal. Adm. Code 2003.

APPLICANT STATUS:  
N/A.

PREREQUISITE CONDITIONS, FEES AND EXPENSES:  
Filing fee has been received.

STATUTORY AND OTHER REFERENCES:  
A. P.R.C.: Div. 6, Parts 1 and 2; Div. 13.  
B. Cal. Adm. Code: Title 2, Div. 3; Title 14, Div. 6.

AB 884: 02/22/89.

OTHER PERTINENT INFORMATION:

1. This project involves the potential retrieval and salvage of the remains of a "Doublier" safe and its contents from the S. S. Brother Jonathan. The Brother Jonathan was a 1359-ton wooden-hull side-wheel steamer built in 1850 and was lost in 1865 offshore near Crescent City.
2. The Applicant, Sea Epics Research, Inc., proposes to conduct salvage operations in two phases. The initial phase will consist of obtaining further visual confirmation of the identity of the wreck and mapping of the vessel in the areas searched. The second phase will consist of recovery of the safe and its contents. The Applicant has retained Macfarlane Archeological Consultants to supervise and oversee survey and recovery operations.

CALENDAR ITEM NO. 31 (CONT'D)

3. The permit is subject to a Memorandum of Agreement (M.O.A.) between the State Lands Commission and the Applicant ensuring that the recovery and conservation of artifacts are performed in accordance with the Advisory Council on Historic Preservation's handbook, Treatment of Archeological Properties. The M.O.A. is substantially in the form shown on Exhibit "B".
4. The permit requires Permittee, at Permittee's expense, to house and conserve all salvaged items, including items retained by the State, until those items are fully stabilized. The permit also provides that the State shall have a designated person on board at Permittee's expense to monitor Permittee's compliance with permit terms and conditions.
5. The Applicant's proposed salvage operations will result in the following public benefits:
  - (a) Location and condition of the S.S. Brother Jonathan will be confirmed and recorded.
  - (b) Retrieval of the safe and its contents will confirm the location of the safe on the ship, confirm that the safe was a "Doublier" safe and provide information on its contents.
  - (c) Retrieval of the Doublier safe may result in a lessening of public interest in salvaging the Brother Jonathan which in turn will lessen the potential for disturbance of the remaining wreck site.
6. Staff contact with the City of Crescent City indicated no city permits would be required. However, the City is interested in the historical aspects of the project.

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Staff contact with Del Norte County indicated no county permit would be required. However, the County would need to know the location of onshore support and storage facilities if they will be located within county jurisdiction. The applicant proposes to transport the safe, if recovered, to a conservation facility in the Los Angeles area.

7. This activity involves lands identified as possessing significant environmental values pursuant to P.R.C. 6370, et seq. Based upon the staff's consultation with the persons nominating such lands and through the CEQA review process, it is the staff's opinion that the project, as proposed, is consistent with its use classification.
8. Pursuant to the Commission's delegation of authority and the State CEQA Guidelines (14 Cal. Adm. Code 15025), the staff has prepared a Proposed Negative Declaration identified as EIR ND 445, State Clearinghouse No. 88083010. Such Proposed Negative Declaration was prepared and circulated for public review pursuant to the provisions of CEQA.

Based upon the Initial Study, the Proposed Negative Declaration, and the comments received in response thereto, there is no substantial evidence that the project will have a significant effect on the environment. (14 Cal. Adm. Code 15074(b))

FURTHER APPROVALS REQUIRED:  
California Coastal Commission.

EXHIBITS:           A. Site Map.  
                      B. Memorandum of Agreement.  
                      C. Negative Declaration.

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CALENDAR ITEM NO. 31 (CONT'D)

IT IS RECOMMENDED THAT THE COMMISSION:

1. CERTIFY THAT A NEGATIVE DECLARATION, EIR ND 445, STATE CLEARINGHOUSE NO. 88083010, WAS PREPARED FOR THIS PROJECT PURSUANT TO THE PROVISIONS OF THE CEQA AND THAT THE COMMISSION HAS REVIEWED AND CONSIDERED THE INFORMATION CONTAINED THEREIN.
2. DETERMINE THAT THE PROJECT, AS APPROVED, WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.
3. AUTHORIZE ISSUANCE TO SEA EPICS RESEARCH, INC. OF A ONE-YEAR SALVAGE PERMIT BEGINNING ON THE DATE THE SALVAGE PERMIT IS EXECUTED ON BEHALF OF THE STATE LANDS COMMISSION; IN CONSIDERATION OF LAND RENT IN THE AMOUNT OF \$225, AND 25 PERCENT OF THE NET SALVAGE VALUE OF \$25,000 OR LESS AND 50 PERCENT OF THE NET SALVAGE VALUE IN EXCESS OF \$25,000 FOR THOSE SALVAGED ITEMS THAT ARE SOLD OR RETAINED BY THE STATE OR PERMITTEE; DISPOSITION OF ANY REMAINING ITEMS NOT SOLD OR RETAINED BY THE STATE OR PERMITTEE SHALL BE DETERMINED BY MUTUAL AGREEMENT OF THE PARTIES UPON TERMINATION OF THE PERMIT; PROVISION OF A \$10,000 SURETY BOND; PROVISION OF PUBLIC LIABILITY INSURANCE FOR COMBINED SINGLE LIMIT COVERAGE OF \$1,000,000; FOR THE RETRIEVAL OF THE DOUBLIER SAFE AND ITS CONTENTS FROM THE BROTHER JONATHAN IN THE GENERAL LOCATION SHOWN ON EXHIBIT "A" ATTACHED AND BY REFERENCE MADE A PART HEREOF.

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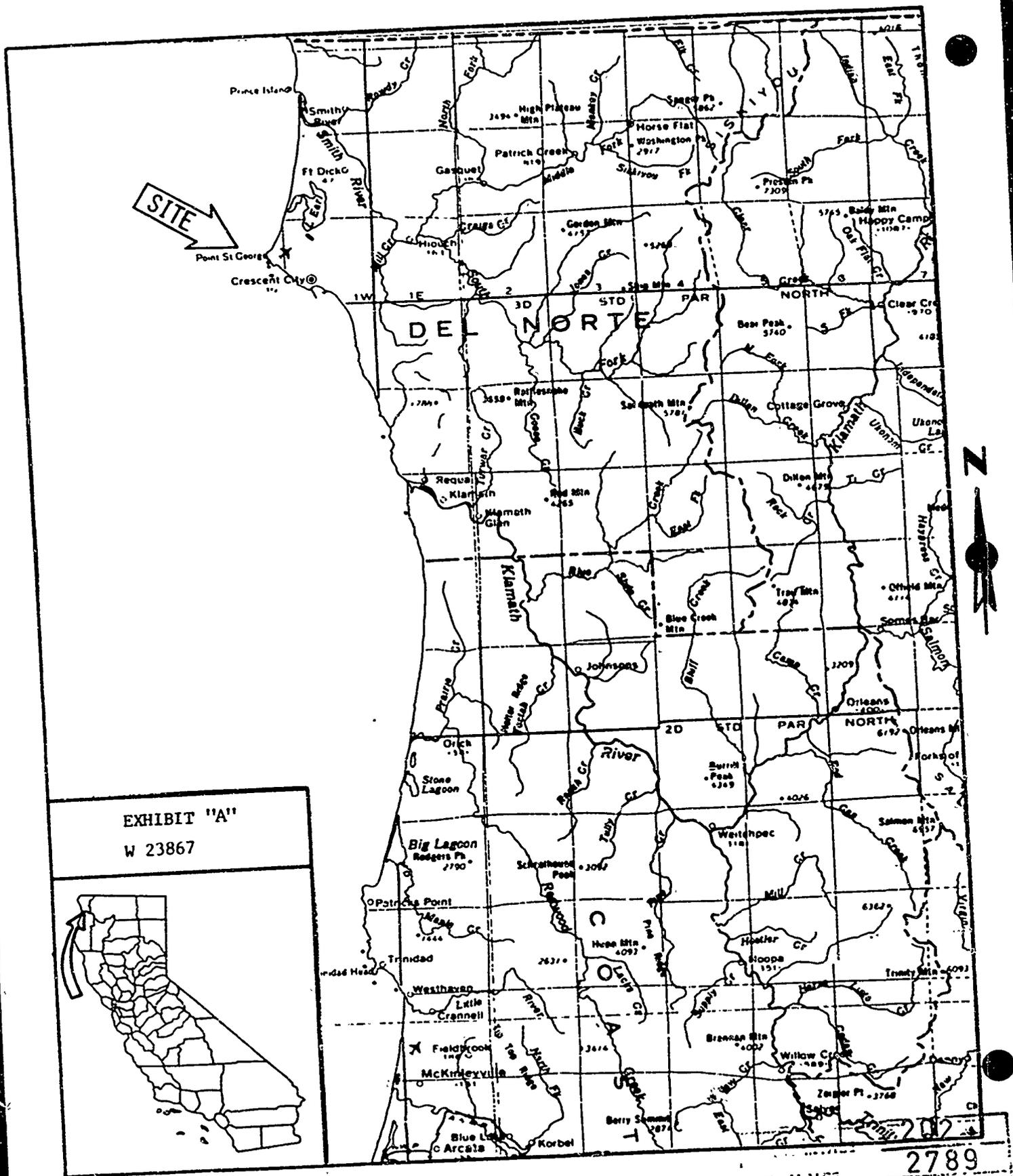


EXHIBIT "A"

W 23867

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MEMORANDUM OF AGREEMENT

WHEREAS, the State Lands Commission (the Commission) proposes to issue a salvage permit for the archeological investigation and recovery of possible cargo from the wreck of the vessel Brother Jonathan, located in the Pacific Ocean near Crescent City, Del Norte County.

WHEREAS, the State Lands Commission, in consultation with the State Office of Historic Preservation (OHP), has determined that the proposed salvage may result in adverse effects to a significant archeological resource which is potentially eligible for inclusion in the National Register of Historic Places;

NOW, THEREFORE, the State Lands Commission, and Sea Epics Research, Inc. (Applicant), agree that the proposed salvage will be conducted according to the following stipulations:

STIPULATIONSI. Archeological Data Recovery

A. Applicant currently has on file with the State Lands Commission, an archeological survey and recovery development plan. Applicant shall carry out salvage operations in accordance with said plan. However, in the event there are conflicts between the terms and conditions of the salvage permit and this Memorandum of Agreement (hereinafter M.O.A.) and Applicant's archeological recovery plan, the salvage permit and this M.O.A. shall be controlling.

B. Applicant shall only remove the Doublier safe and its contents from the remains of the Brother Jonathan if such removal will not damage the wreck or wreck site. Applicant shall not use explosives or tools which may damage the wreck or wreck site.

C. Prior to approval of the salvage permit, Applicant shall provide to the State a list of specific research questions pertaining to the "Doublier" safe and its contents, if any, which will be addressed should the safe be located and salvaged.

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## II. Performance Standards

A. The Applicant will provide to the State Lands Commission documentary proof of financial responsibility, capability, and solvency, including adequate funding to cover insurance and/or bonding.

B. The Applicant will provide to the Commission evidence of having the appropriate resources (funding, staff, equipment) to accomplish documentary research, diving operation, archeological work, conservation, artifact and other data analysis, public display and reporting consistent with the data recovery plan and salvage permit conditions. Prior to approval of the salvage permit, SEA EPICS shall provide to the State a copy of an agreement or other documentation evidencing Applicant's arrangements with a professional conservation facility to conserve the "Doublier" safe and its contents if salvaged. Applicant agrees to house the safe and its contents at Applicant's sole cost until these artifacts are fully stabilized.

C. All archeological work will be conducted in a manner consistent with the standards and principles contained in the Advisory Council on Historic Preservation's handbook, Treatment of Archaeological Properties. In addition to following the approved archaeological recovery plan submitted to the State, the Applicant agrees to undertake a strict regimen of standard underwater archaeology including maintaining detailed notes, photos, plans, drawings and other archaeological data, and to keep a daily log containing a detailed record of all salvage operations conducted pursuant to this permit, including the following:

- a. Date and time of operation each day;
- b. Names and occupations of all those participating in the salvage operation;
- c. Equipment used;
- d. Salvage method employed; and
- e. A detailed description, including photographs, of all material recovered.

D. All archeological work, including marine survey and underwater data recovery, will be conducted under the direct field supervision of a person or persons meeting, at a minimum, the following qualifications:

1. Equivalent to certification by the Society of Professional Archaeologists (SOPA); and,
2. A demonstrated familiarity with: techniques of underwater archeological survey, including the operation of electronic remote sensing devices, standard diving operation practices relevant to marine archeological data recovery and recording, certification by NAUI, PADI, or other accredited certifying institution, and interim techniques for conserving artifacts and other recovered materials from a marine environment. In addition, the principal investigator shall have at least the minimum acceptable professional qualifications contained in The Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation.

E. All recovered archeological materials having the potential to yield significant scientific information will be conserved in accordance with the archeological recovery plan on file and salvage permit conditions, will be fully stabilized and preserved against damage and deterioration, will be fully described and analyzed, and will be retained by the Applicant for the Commission for a sufficient length of time to permit scientific study before being sold or transferred to other parties. The period allowed for such study shall not exceed one (1) year.

F. A plan for public display and interpretation of the results of archeological investigations, in the form of exhibits and publications for the general public, or other means agreed upon by all responsible parties will be submitted by the Applicant to the Commission staff and other agencies as required.

G. A copy of all final archeological reports, including technical papers, will be submitted to the Commission, the OHP, and the University of California. A copy of all field notes, maps, drawings, photographs, photographic negatives, and other photographic records, along with all historical documentation will be placed in a research archive approved by the Commission in consultation with OHP.

H. In order to accurately locate any remains found in the area of search, Applicant shall install a physical point of horizontal reference on the ocean floor. Said point shall be either located on the California State Plane Coordinate System, located on the Universal Transverse Mercator System, fixed by Loran coordinates, or referenced to a survey monument of record. Applicant shall map all areas searched in proximity of the wreck. The map or maps produced, shall be referenced to such physical point of horizontal location.

SEARCHED	INDEXED
SERIALIZED	FILED
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2792	

### III. Monitoring and Coordination

A. The Applicant will provide the Commission progress reports every 90 days for all project operations, including surface operations, diving, and laboratory activities.

B. The Applicant will permit regular on-site inspections and unannounced visits during the course of all field work, analysis, and conservation phases of the plan to monitor the Applicant's performance under the permit. Such visits will be made only by staff of the Commission or OHP, or such persons authorized in writing to perform inspections for the staff.

C. The Applicant will submit proposals for changes in supervisory personnel, deviations in the recovery plan(s) on file, or alternative equipment or procedures to the Commission at least 30 days before implementing such changes, deviations, or alternatives. The Applicant agrees to not implement any such changes without the prior written consent of the Commission who shall consult with the OHP.

In the event that the above stipulation cannot be met, owing to the disability or death of a principal, summary resignation, or emergency changes in operations to ensure the safety of the investigators or the public, the Applicant and the Commission will convene as soon as practicable to confirm that such changes are acceptable to all parties. Should the Applicant receive notice from the Commission that such changes are unacceptable, the Applicant shall discontinue such changes immediately.

D. Should the Commission, in consultation with OHP, and the Applicant, be unable to resolve any disputes arising from actions taken under this agreement, the permit will be held in suspension by the Commission until all parties agree that the dispute has been resolved to their mutual satisfaction. However, such suspension may be converted to termination upon the Commission's determination that it is in the best interest of the State.

E. All historical and archeological investigation, survey, data recovery, materials analysis, and conservation shall be reported in a final report. The final report shall be submitted to all parties by the Applicant for review and acceptance. An acceptable final report should be certified not more than one (1) year after completion of archeological field and laboratory work. Up to 50 percent of the Applicant's share of recovered material will be held in trust for the Commission until the final report is accepted.

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Failure by the Applicant to produce an acceptable and certifiable final report within the one-year period forfeits the Applicant's right to the recovered materials held in trust. Forfeited materials held in trust by the Commission will be examined by the OHP for suitability for public display.

F. This document may be amended during the life of the salvage permit it is appended to with the consent of the applicant, and the Commission. Other responsible agencies may be consulted in regard to proposed changes.

Execution of this Memorandum of Agreement evidences that the Commission has taken into account the effects of the permit to salvage materials from the Brother Jonathan shipwreck site, and concurs that the adverse effects can be mitigated by performance of the Memorandum of Agreement.

PERMIT APPLICANT  
SEA EPICS RESEARCH, INC.

State of California  
State Lands Commission

By \_\_\_\_\_  
Title \_\_\_\_\_

By \_\_\_\_\_  
Title \_\_\_\_\_  
Date \_\_\_\_\_

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STATE OF CALIFORNIA—STATE LANDS COMMISSION

STATE LANDS COMMISSION  
1807 13TH STREET  
SACRAMENTO, CALIFORNIA 95814PROPOSED NEGATIVE DECLARATION

EIR ND 445

File Ref.: W 23867

SCH#: 88083010

Project Title: Salvage Permit for Steamship "Brother Jonathan"  
 Project Proponent: Sea Epics Research, Inc.  
 Project Location: St. George's Reef, Offshore of Del Norte County,  
California  
 Project Description: Open field recovery of purser's safe from debris  
 surrounding the wreckage of steamship "Brother Jonathan"

Contact Person: Goodyear K. Walker

Telephone: (916) 322-0530

This document is prepared pursuant to the requirements of the California Environmental Quality Act (Section 21000 et seq., Public Resources Code), the State CEQA Guidelines (Section 15000 et seq., Title 14, California Administrative Code), and the State Lands Commission regulations (Section 2901 et seq., Title 2, California Administrative Code).

Based upon the attached Initial Study, it has been found that:

the project will not have a significant effect on the environment.

mitigation measures included in the project will avoid potentially significant effects.

CALIFORNIA	208
DATE	2795
Form 13.17 (2/88)	

## STATE LANDS COMMISSION

LEO T. McCARTHY, Lieutenant Governor  
 GRAY DAVIS, Controller  
 JESSE R. HUFF, Director of Finance

EXECUTIVE OFFICE  
 1807 13th Street  
 Sacramento, California 95814  
 CLAIRE T. DEDRICK  
 Executive Officer

September 2, 1988  
 File Ref: W 23867

NOTICE OF INTENT TO ADOPT NEGATIVE DECLARATION  
 (Section 21092 PRC)

An application for the following described project is currently being processed by the staff of the State Lands Commission:

Project Title: Salvage Permit for Steamship "Brother Jonathan"

Project Proponent: Sea Epics Research, Inc.

Project Location: Offshore of Del Norte County, St. Georges Reef

Project Description: An open field recovery of the purser's safe from the wreck of the steamship "Brother Jonathan," with archaeological mapping of the wreck site.

Contact Person: GOODYEAR K. WALKER Telephone: (916) 322-0530

A Negative Declaration identified as EIR ND 445, State Clearinghouse No. 88083010 has been prepared pursuant to the requirements of the California Environmental Quality Act.

The above described document will be considered for adoption at a regular meeting of the STATE LANDS COMMISSION scheduled for September 14, 1988, at 10:00 a.m., State Capitol, Room 447, Sacramento, California. Anyone interested in this matter is invited to comment on the document by written response prior to the meeting or by personal appearance at the meeting. Persons wishing to appear at the meeting should call (916) 322-4107 so that time can be allotted for such appearance.

CLAIRE T. DEDRICK  
 Executive Officer

cc: G. Pelka

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SERIALIZED	2796

INITIAL STUDY FOR "BROTHER JONATHON" SALVAGE:

Sea Epics Research, Inc. (Sea Epics) has applied to the State Lands Commission (SLC) to salvage the purser's safe from the site of the wreck of the steamship "Brother Jonathon" on St. Georges Reef, off of Del Norte County. This proposed salvage is from the sovereign lands of the State of California, within the three mile limit offshore.

PROJECT DESCRIPTION:

Sea Epics has carried out extensive instrumental surveys of the wreck site, and has also used remotely operated vehicles to video portions of it. They have retained a professional archaeologist to prepare a recovery plan. The State Lands Commission staff, in concert with staff from the Office of Historic Preservation and the Cultural Resources Unit of the Department of Parks and Recreation, has reviewed this plan and developed Salvage Permit conditions that reduce the potential impacts to the wreck site to insignificance.

The proposed project consists of divers, monitored by underwater video equipment, searching the debris field between two major components of the wreck. If the purser's safe is found in the open, it will be recovered by winch and placed in a conservation facility until stabilized. When, in the opinion of professional conservators, it is safe to do so, the safe will be opened.

Major remains of the wreck itself will not be entered or otherwise disturbed. If the safe is not found in the debris field the project will be terminated and a second proposal will be prepared for review and consideration by the SLC, the State Office of Historic Preservation and the Department of Parks and Recreation.

As the debris field is searched it will be mapped, and each artifact discovered will be plotted relative to the major wreck elements and a central geographical reference point. These plots will be combined at the end of the project to produce a site map for all portions of the wreck site actually visited by the dive team.

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ENVIRONMENTAL SETTING:

St. Georges Reef extends for almost six miles northeast from Point St. George, near Crescent City in Del Norte County. The reef consists of isolated pinnacles of rock rising as much as 220 feet from the ocean floor to the sea's surface. Some of the rocks remain just below the surface, others break at low tide, and a few remain above the surface at all times. The area has historically been a hazard to navigation.

CLIMATOLOGY AND AIR QUALITY:

This portion of California's coast is subject to extreme weather conditions over most of the year. Storms batter the coast during the winter and thick fogs blanket the area through most of summer. The ambient air quality is good to excellent.

The proposed project must take place in a fairly narrow diving "window," which runs from mid-September through mid-November. The only equipment affecting air quality is the boat itself, which will be moored on station for from three days to two weeks, depending on the success of the search. Electrical power would be supplied by two CAT 3304 diesels driving electric generators. Those engines are equipped, and will be run to, minimize emissions. The air in the project location is typically very well mixed, due to pronounced on- and offshore movement. It is anticipated that the air quality impacts will be insignificant.

WATER QUALITY:

The diving vessel proposed for this project is self-contained, and meets all Coast Guard regulations for control of discharges to the ocean. No excavation is planned. Removal of the safe, if found, will only cause an insignificant increase in local turbidity for a few hours, at most.

BIOLOGICAL RESOURCES:

The total biosphere around St. George Reef encompasses an area of approximately 18 square miles. The area extends from Northwest Seal Rock, the western most extension of the reef, eastward all the way to the coast line, 2 miles either side of Pt. St. George. This reef area is defined in size by a complex trapazoid.

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MINOR	2798

Geologically, the entire reef area is of volcanic origin, an extension into the sea from the subterranean mass of igneous material that surfaces again eastward in the Jedediah Smith Woods area. Through an uplifting of this mass during the close of the Pliocene Epoch, approximately 3-5 million years ago, the reef's bottom established itself as a jagged, non-uniform slope toward the west, only achieving a uniform, gentle sloping seaward at the western limits of the outcrop. The porous surface of the volcanic outcrop has led to a great abundance of benthic forms. These forms are still very much in evidence on the reef, on the various surfaces of the rocky pinnacles and lower upcrops, distinguishing themselves occasionally by a variety of hues brought out by the leaching of elements from within the rock.

The sand and shell bottom of the reef is fairly smooth due to bottom currents that vary from 1/2 to 4 knots on the average, providing a very gentle slope toward the continental break. The area of concern on the continental shelf is in the shallow littoral zone at a depth of 190 feet. The temperature in this area remains fairly constant year round, ranging from 49 degrees to 54 degrees Fahrenheit on the surface to 39 degrees to 43 degrees near the bottom. The turbidity varies during each season with the worst cases occurring during the winter and spring when visibilities are reduced to 1 to 4 feet near the bottom. During the summer and fall, the visibility increases to a range of between 6 to 15 feet on the bottom. This turbid condition is, of course, caused by differences in the levels particulates and nutrients in the water during the different periods, and the varying storm conditions which prevail at this latitude.

Intense surge in this location enhances sediment transport. In general, beach erosion occurs in the winter and the sediments are moved offshore and deposited in and around the reef. The process reverses in the late spring and summer, moving these sediments from the reef back up to the beach areas.

Generally, the marine vegetation is fairly luxurious in sheltered areas, along with a variety of invertebrates found in the area. Occasionally, a bed of Bull Kelp will be found on the seaward sides of the pinnacles. The flora and fauna are principally cold-temperate, with a few subarctic species making their appearance from time to time.

The proposed project site is a pinnacle measuring from about 650 feet to 900 feet in diameter at the base, and extends upward 180 feet to the surface, which depending on the tide, is uncovered 2 to 3 feet, and at other times is totally submerged.

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2799

The pinnacle is definitely volcanic in nature, a lava intrusion that was thrust upward with the rest of the reef during the Pliocene Epoch. It has somewhat of an elongated horizontal cross-section, interlaced with fissures, holes, and crevasses, displaying crags and other small pinnacle offshoots.

The overall covering of the rock is basically of an invertebrate turf type that has laid a protection out for benthic coelenterates, such as two classes of Anthozoa and one class of Porifera that has been noted. Marine plants that have been noticed are the Bull Kelp bed on the northwestern side of the rock (outside of the project) a dark brown bladed leaf like plant occasionally, that is called Laminaria farlowii, and possibly small clusters of Stenogramma interrupta.

The animal populations noted are, Geodia Mesotriaena, Polymastia pachymastia, Telia crassicornis, and an almost overabundance of Metridium senile which we refer to as Cauliflower Anemones. There is also a great abundance of Eunephthya rubiformis, generally referred to as Sea Strawberry. These cover many of the objects of wreckage as well, and are extremely common all along the coast. One other particular anemone that has been noticed is the Ceriathid Anemone.

Chitons are found on the rock, along with various snails, Top Shells, Sea Slugs (orange), scallops, abalones, octopus, rock fish, ling cod, other ocean fish, and a variety of crabs. The Sitka Crab, Hermit crab, Rock crab, kelp crab, and one particular crab for which little information exists, that is red in color with a large, 10-12 inch top shell and a very calciated appearance, are all found at the site. Also seen are several stars, such as the Leather Star, and others, along with small purple urchin. Some pelagic fish, such as the salmon and kelp fish are seen from time to time. To date, no species of shark have been observed, but they are known to inhabit the reef.

No significant biological impacts are expected since: 1) the recovery phase, should it occur, is designed for minimal disturbance; 2) the entire site encompasses no more than 1,000 square yards, which constitutes such a small percentage of the total reef environment; and 3) all of the marine life that has been discussed (with exception of one particular species of crab) is very common on the reef, and to most areas off the northern California coast.

NO. BOARDING	213
NO. TONNAGE	2800

CULTURAL RESOURCES:

The most important resource in the area, and the one most susceptible to impact, is the shipwreck itself. The "Brother Jonathan" is an important vessel in California history, and her loss was a significant event.

The wooden, side-wheel steamer was built by Perrine, Patterson, and Stack Shipyard at the foot of North Sixth Street, Williamsburg, New York. She was under construction for Edward Mills, who superintended the construction in the early part of 1850.

The vessel was officially launched November 2, 1850 and finished in Williamsburg by the spring of 1851.

The pertinent characteristics are:

Hull -- Made of white oak, live oak, locust, and cedar; floors and decks of white oak, 14 inches thick. Iron diagonal braces from coaged to keelson. Copper plates attached to lower hull, below water line. Two decks, 2 masts, round stern, binnaclehead; 1,359 to burden (originally).  
Dimensions: 220'11" overall length, 36' beam, 13'10" draft (extreme)  
Cabins have an air through ventilation system. Two 70' saloons, below decks, painted with enamel and gold.

Machinery -- Engines were built by the Morgan Iron Works, New York, New York. (Vertical Beam Engine)  
Steam Cylinder: 6' dia. x 11' stroke  
Paddle-wheels: 33' dia., 9' width (face), 30" board buckets, 4' dip.  
Flue type boiler, 12' dia. shell, 28' long.  
Coal burner (primary) Wood (secondary)

Accommodations: 365 passengers (berths, as built).

The main lounge or saloon was 70 feet long, and the vessel had 12 staterooms along either side, which opened up onto the deck as well as into the lounge itself.

Cost: \$190,000

Owners: Edward Mills -- 1850 to 1852  
Cornelius Vanderbilt -- 1852  
Nicaragua S.S. Line (Vanderbilt -- 1852 to 1857  
John T. Wright -- 1857 to 1861  
CA Steam Navigation Co. -- 1861 to 1865

CALL NUMBER	214
LINE NUMBER	2801

Edward Mills, a New Yorker who had tried his hand at the transatlantic steamship business with little success, decided to try his luck with the trans-isthmus service. In order for Mills to carry on the Atlantic portion of his new service, he had to have a new steamer built. This new steamer was to be the S.S. Brother Jonathan.

The shipyard of Perrine, Patterson and Stack of Williamsburg, New York was contracted in the early spring of 1850 to build the Brother Jonathan, and her keel was laid by late May. After about five and one-half months, she was ready for launching.

The vertical beam engine installed in the Brother Jonathan originally came from the Long Island Sound steamer Atlantic, when, on November 26, 1846 the steamer ran stern first onto the reefs off Fisher's Island in the north part of the sound off New London, Connecticut. The steamer was a total loss and her engine was salvaged, to eventually be purchased by Edward Mills and overhauled by the Morgan Iron Works, and to be installed in the Brother Jonathan.

On November 2, 1850, the vessel was launched successfully, and she was finished in Williamsburg by the spring of 1851. She would be placed in service on the New York-Chagres run at the end of March '51. Edward Mills' company, the Independent Opposition Line, did not as yet have through service to San Francisco. But arrangements were made with another steamship company, the Empire City Line, to have the S.S. Union on the Pacific side transport his passengers on to San Francisco from Panama.

Capt. Charles Stoddard took command of the S.S. Brother Jonathan (her first skipper) and set about the task of getting her ready for that first run to Chagres. The 1,359 ton vessel completed her sea trials with flying colors and returned to port to await loading of passengers and cargo bound for San Francisco via Chagres and the Isthmus traffic.

The end of March marked the beginning of her sea trade as Capt. Stoddard moved the Brother Jonathan down the East River to the Hudson, and out to the Atlantic enroute Chagres. He was to stop at Havanna, Cuba and Kingston, Jamaica before continuing to his destination in Panama. There, the passengers would be transferred by mule train and river boat across the forty-five mile strip of land that separates the Gulf of Mexico with the Pacific Ocean. Arriving mid-April and offloading cargo and passengers, the Brother Jonathan began taking on new passengers, cargo and treasure from San Francisco. Upon departing Chagres, the skipper headed back to New York, only

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SERIALIZED	FILED
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FBI - NEW YORK	
215	2802

stopping at Kingston to drop cargo, finally arriving New York at a new record round-trip run of 31 days. The Brother Jonathan would remain in port until the end of June.

Capt. Stoddard was relieved by a Capt. Mills, no apparent relation to the owner, who would command the Brother Jonathan on a more permanent basis. Capt. Stoddard left to assume command of another vessel.

After a slight delay in loading, Capt. Mills was underway looking forward to a successful trip. Storms off the Carolinas' and southern Florida waters caused a delay in reaching Kingston, but most of the loss was made up enroute Chagres, arriving in near perfect time. There was very little to return to New York as the connecting ship, the steamer Union, was wrecked July 5, 1851 while enroute Panama from San Francisco. The S.S. Union was owned by the steamship company Empire City Line. A contract existed between the Empire City Line and Edward Mills of the Independent Opposition Line, to pick up passengers from the east and transport them to San Francisco. Due to the loss of the Union, there was no other steamer available to pick up the passengers, and the new Pacific Mail Steamship Company refused to honor Mill's tickets, which cost considerably less. Mill's agents in Panama also refused to refund the unused portion of the tickets, causing a great deal of hardship, most of the passengers being quite poor.

The third trip of the Brother Jonathan to Chagres experienced the same trouble as before, as the S.S. Monumental City of the Empire City Line failed to arrive at Panama. After a stormy protest meeting the passengers finally received a refund of \$70 - on each \$100 - ticket and managed to finish their trip on one of the regular mail steamers bound for San Francisco. The wrecks of the Union and Monumental City, along with the problems they caused, precluded any further business between Mills and the Empire City Line, and Mills set up the same type of contract with the Pacific Mail Steamship Company to transport his passengers on to San Francisco.

Routine runs from New York to Chagres and back were becoming more reliable and trips of 29 days were now fairly common. Cornelius Vanderbilt began negotiations with Edward Mills about this time but Mills held off. November 28th the S.S. Brother Jonathan arrived, a Thursday night, with about 400 passenger and gold dust consigned as follows: \$2,500. G. Bryson, \$1,100. William & Potter, \$5,000. J. McCollumn, \$2,719. Everett and Brown, \$196. C. Durand, \$3,000. Choteau, Merle, and Sanford.

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Capt. Kitteridge was commanding the Brother Jonathan, a Capt. Mills was left sick at Kingston. The one item Mills picked up from Vanderbilt was to pick up his passenger at San Juan Del Norte, Nicaragua from San Francisco, and transport them to New York. This was the beginning of their relationship and negotiations.

Mills and Capt. Kitteridge had his ship ready to depart again for Chagres on December 1st with passengers and cargo. She was cleared the afternoon of the 1st, and would return to New York on the 31st, without incident, and would sit in port before leaving again on January 12th.

Vanderbilt had completed negotiations with the government to use the preplanned route between San Juan de Nicaragua and San Juan del Sur for transport of his passengers to the west coast. At the close of 1851, Vanderbilt's Independent Line and his Accessory Transit Company, comprised of two small river steamers and several packs of mules for crossing the Nicaraguan route, had become the major competitor to the Pacific Mail Steamship Company. He had three ships on the Pacific, the S.S. Pacific, Independence, and North America, and on the Atlantic side, the S.S. Prometheus, and Daniel Webster.

The first major tragedy to the Independent Line of Vanderbilt's was the loss of the S.S. North America on the 28th of February 1852 when she ran aground about 70 miles south of Acapulco, while proceeding north to San Francisco from San Juan del Sur on the Pacific. The S.S. North America was a total loss.

Capt. Kitteridge had already made the first trip of 1852, in January, with the Brother Jonathan to Chagres, and had returned to New York without incident again, as she was one of the finest on the run at that time.

In March 1852, in order to replace the S.S. North America, Vanderbilt purchased the Brother Jonathan from Edward Mills and would send her around the "Horn" after a thorough overhaul and complete re-fitting. The overhaul and re-fit, under Vanderbilt's supervision, became a re-building process in order to accommodate more passengers for the Pacific trade, and to make her more sea worthy. The guards were raised and the passenger accommodations were increased to take care of 750 persons; the entire appearance of the steamer was radically changed. The Brother Jonathan's overall length was reduced to approximately 220 feet by the elimination of the Clipper bow as originally built, to a more realistic heavy weather, snub nose type bow, and her burthen was reduced to 1,111 tons. A third mast was added to the stern section and the steam exhaust and ventilation was modified. The wheel-house was elevated for

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better visibility with the raised guards. She was now complete and sea trials were held, much to the satisfaction of Vanderbilt, and her new skipper, Capt. C.H. Baldwin, afterward an Admiral in the United States Navy.

The S.S. Brother Jonathan, under command of Capt. Baldwin, departed New York for San Francisco via the "Horn", and made the trip in 144 days, arriving in San Francisco on October 5, 1852 with 288 passengers, whereby she was secured by Mr. Vanderbilt for his Nicaragua Line. The line was running to San Juan del Sur, Nicaragua, on the Pacific. During the trip around the "Horn", which called at the various ports of New Orleans, Valpariso, Panama, and Acapulco, only one major incident took place onboard. A gambler that had been taken aboard at New Orleans was accused of cheating, and Capt. Baldwin had to intercede in his behalf to keep him from being hung by the passengers and crew.

Among some of the notables making the trip to San Francisco was Mr. and Mrs. J.S. Knight and child, who (Mr. Knight) became quite successful in San Francisco in later years, Mrs. A. (Asher) Eddy, sister-in-law of E.W. Eddy, and Miss Mary Berry, who made the trip with her father and his youngest child also. Notable crew-members onboard the trip were Hiram Safford, Chief Engineer, L.V. Hogboom, First Assistant, Dan Saltus, Second Assistant, C.A. Low, Purser, and George Hutchinson, First Officer.

Engineer L.V. Hogboom was born in New York in 1827 and commenced his marine service on the Atlantic in 1847, running from New York to Southampton and Bremen as fireman and oiler, but left deep water for a short time to work on the Hudson River steamer Empire. In May 1852, he was transferred to the steamship Brother Jonathan, and came to the Pacific coast on her as First Assistant Engineer, with all of the crew signing a contract to remain with the vessel for a period of one year. At the end of this period in 1853, Hogboom was appointed Chief Engineer as Sanford left, and the new Chief Engineer remained onboard for year, and in late 1854, returned to Philadelphia to place machinery in the tug underwriter, which he accompanied to San Francisco, then went on to the Sea Bird in the San Diego Line.

December 31, 1852 Vanderbilt sold all his steamers to the Nicaragua Steamship Company. The steamers Lewis, Pacific, Brother Jonathan, Daniel Webster, Prometheus, Star of the West, and the Northern Light were sold for a sum of \$1,350,000; payable by cash of \$1,200,000, and \$150,000 in bonds of the company, due on January 1, 1854, one year from the date of the Bill of Sale. This way, Cornelius Vanderbilt maintained a position as a Director in the company, since the Nicaragua S.S. Company was a subsidiary of Vanderbilt's Accessory Transit

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Company. Mr. Charles Morgan in New York and Cornelius K. Garrison of the San Francisco Agency was to remain in their present positions as well. The Brother Jonathan continued then on the Nicaragua run to 1857.

The year of 1853 brought tragedy to Vanderbilt and the line. The steamers Independence and Lewis were lost. The loss of these two vessels left only the Pacific and Brother Jonathan to carry on the service of the Vanderbilt Independent Line on the Pacific side. There was much intrigue inside the Vanderbilt organization between Morgan, Garrison and their rival Vanderbilt himself. After an agreement was reached between Edward Mills and Vanderbilt in January 1854, a new company was formed, the Independent Line, and it would fly the Vanderbilt flag.

Garrison and Morgan took control of the Pacific, leaving only the Brother Jonathan to run to port of Panama for Vanderbilt. But of course, one steamer does not constitute a line; consequently a new steamer had to be built to complete the service on the Atlantic side. She would have to be one of the largest and most elegant built to date. She would be named the S.S. Yankee Blade.

In February of 1854, it was agreed upon to send the Yankee Blade around the "Horn" to San Francisco. Vanderbilt released the Brother Jonathan to the Nicaragua S.S. Company in 1854, which actually was owned by them, but under another agreement, would remain in the hands of Vanderbilt til he had his new line set up in San Francisco.

In October of 1854, the Yankee Blade ran aground and sank at Point Pedernales. Mayor Garrison sent the S.S. Brother Jonathan, under the command of Capt. Seabury, to pick up the destitute passengers and return them to San Francisco, rather than taking them on to Panama.

In February 1856 the Nicaraguan government annulled the charter of the Accessory Transit Company and all transit across the county was halted, the Brother Jonathan being the last steamer to sail from San Juan. With no charter, C.K. Garrison put his steamers up for sale. In 1857, the Brother Jonathan was brought by John T. Wright, along with the Pacific.

Capt. John T. Wright, Sr. had the two vessels cosmetically, overhauled; painted and light repairs were done, then the Brother Jonathan was renamed the S.S. Commodore, and was run between San Francisco and Seattle, with stops at Portland and Vancouver. Business was excellent in 1858, there being a rush of prospectors to the British Columbia Gold fields. She was at that time the largest steamer to enter the Columbia River.

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Capt. John T. Wright, Sr., was born in Darlington, England, in 1798, and began sailing out of English ports when a boy, and on one of his cruises coming to the Pacific Coast on a whaler about 1820. He was afterward Master of the Packet ship Lafayette, and made voyages to all parts of the world, spending several months in Egypt during the great plague there. On coming back to the United States early in the 1830's, he entered the steamship business between New Orleans and Galveston, and also established a line from New York to Charleston, operating the steamers Columbia, Galveston, New Orleans, New York, and others. This line was subsequently purchased by Morgan, the celebrated steamship man, and continued operating the line after the turn of the century. Capt. Wright engaged in a number of other steamship ventures on the Atlantic, and, in 1849, came to the Pacific coast and began running steamships out of San Francisco on the various routes north and to the south. He was in high favor with the Hawaiian Government, and made a great deal of money in the trade to the islands, and also ran one or two small local steamers in that vicinity.

His experience in the northwest with the Commodore (ex-Brother Jonathan), Pacific, Sea Bird, America and others continued until 1861, when he sold his steamships to Samuel Hensley of San Francisco. During the Civil War, he operated extensively on the Eastern coast, and built and sold a great many transports to the government. He died in 1868, leaving three sons, all of whom became prominent figures in the steamship business on the Pacific coast.

At the time of her sailing in 1861, the Commodore was passing outbound from San Francisco. The Commodore turned around and returned to San Francisco, leaking so badly, pumps along the pier were necessary to keep her afloat. The passengers were transferred to another steamer enroute the upper gold fields.

John T. Wright subsequently sold the Commodore to the California Steam Navigation Company for a very fair price and she was taken to North's Shipyard near Mission Rock, in San Francisco Bay, and hauled out for major repairs and a complete overhaul. Capt. A.M. Burns of the California Steam Navigation Company would supervise the rebuilding and would refit her out for additional service on the northern route for the new company.

Capt. Burns would alternately command the Pacific and the rebuilt Brother Jonathan, which she would be rechristened in 1861, after launching.

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The new S.S. Brother Jonathan, under command of Capt. Burns and just out of the shipyards in December 2, 1861, after being there for seven months, had been cut back down to a two deck ship, as she was originally. She also had been given new boilers, two in number and they were 21' long, her old timbers were replaced; Oregon oak used in the hull, Douglas fir for her new spars, and California redwood in all the cabins. Two additional keelson's framed and bolted on, and an additional 6,000 bolts were placed in her hull. The family suites and double berths were installed with all cabins on the main deck. A new dining saloon - 120' long - was built on the upper deck to replace the old one. Additional cargo space was created by cutting down on passenger accommodations, allowing for an 850 ton cargo capacity. A total of \$90,000 was spent on the overhaul, the largest overhaul job performed on a liner on the west coast at that time.

On the afternoon of December 15, the Brother Jonathan made a trial run around San Francisco Bay and out to the Farallon Islands, returning to the wharf at San Francisco and awaiting to make her first trip to Vancouver December 19th.

During the years between 1862 and 1865, the Brother Jonathan made a fortune for her owners. She was considered a very fair traveler in her day when she was not too deeply loaded, and the general opinion was that she was considered one of the staunchest vessels on the Puget Sound run. With a completely new coppered bottom, the steamer was also an efficient vessel, running smooth in the water without much drag caused by the heavy growth on the hull that had been quite apparent when she was hauled out of the water in 1861.

Capt. George W. Staples had command of the Brother Jonathan during this period, and in the service of the California Steam Navigation Company, secured a very large business on the northern route during the Salmon River mining excitement, carrying from 700 to 1,000 passengers a trip. A trip of either of the regular steamers on the route with less than 200 passengers was deemed light. It was on a single trip to Portland in April of 1862 that the Brother Jonathan carried one-thousand passengers and landed them on shore there.

During the year of 1862, the vessel ran from San Francisco to the town of Portland in nearly sixty-nine hours each trip, which at that time, was the best time on record. The total distance of 680 nautical miles covered in those 69 hours by the Brother Jonathan gave her a speed made good over the ground of 9.86 knots, and the weather and seas were considered to be moderate.

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In the late spring of 1865, just after the close of the Civil War, and before the news had reached the northern coast, Capt. Staples had layed over in Portland, waiting out a squall. There was considerable feeling at this time over the war, and a gambler named Patterson, who was a fanatical rebel, made some insulting remarks about the Federal Government, which led to a scrimmage, at the close of which he retreated upstairs, followed by several men who intended to have him arrested. He warned them not to follow, and, as he had a reputation as a gunfighter, they were all afraid except Capt. Staples, who started up the stairs. Before he reached the top, Patterson shot him through the heart, killing him instantly. The murderer was acquitted and left Portland for Walla Walla, Washington, where he was finally killed in a saloon brawl. Capt. Samuel J. DeWolf had been onboard the Brother Jonathan, filling in as First Mate on this trip, and assumed command as soon as the news of Staples' death reached him. Returning to San Francisco, the company confirmed Capt. DeWolf as new Master of the Brother Jonathan.

Capt. DeWolf and the Brother Jonathan left San Francisco again in June of 1865, heading north for Portland, when on June 14th, she collided with the Barkentine Jane A. Falkenberg in the Columbia River, sustaining damages to her hull. DeWolf returned to San Francisco without any major problems and minor repairs were affected while at anchor, preparing her for her next trip. For months preceeding her departure on the last trip, the northern business had been exceedingly heavy, and many of the steamers were obliged to leave freight behind for lack of carrying capacity.

This state of affairs existed when the Brother Jonathan was preparing for her fateful voyage. On July 27th, 1865, the day before she was scheduled to sail, Capt. DeWolf endeavored to induce the agent to stop receiving cargo, warning him the ship was already deeply laden as she could run with safety, even without the large number of passengers expected. The official who was acting in place of Major Samuel Hensley, the regular agent and Executive Vice-president of the company, paid no attention to his remonstrances, and intimated that if the captain did not wish to take the steamer out, he could find a skipper that would. Capt. DeWolf said no more at the time, though he expressed his misgivings to his wife, and later to a friend on the dock a few minutes before sailing. It was stated in a handwritten account by Mrs. DeWolf, that, "...in those early days, the Capt's of the steamers in the Navigation Company had no control over their steamers while in port from the dropping of the anchor on arrival, until raised for departure, the office had full supervision and management."

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Capt. DeWolf was exceedingly concerned about the potential overloading before this next trip and rightfully so, as the damage to the hull caused by the collision with the Falkenberg was not repaired satisfactorily. Upon reaching port in San Francisco, a report of damage was filed with the company's office, and a recommendation was made by Capt. DeWolf to pull the vessel out of the water and into drydock to repair the break in the hull, as it was at the water line and slightly below, but the company decided against the recommendation. In consequence to this, the company's Foreman, Mr. Henry Mart, with his repair crew, was ordered to mend the break the best they could. As stated, the repair was not satisfactory to the captain, but he was powerless to take further action, with loading just a few days away.

While the vessel was tied up at the wharf, the loading of freight continued for over twelve hours, which included a large quartz-crusher weighing several tons, and as Mrs. DeWolf stated in her account, this ore-crusher was "...put under the forward part of the ship between decks, which placed it directly over the damaged part of the steamer, that had not been properly repaired." During the final loading of cargo the evening of the 27th and on into the early morning of the 28th, the ship's Purser, John S. Benton, was accepting and signing for monetary transfers from a variety of organizations, being placed in his care for safe-keeping.

Major E.W. Eddy, U.S. Army paymaster, arrived with a small, safe-like container (supposedly waterproof) that contained an official Army payroll transfer. Several officers watched as the Legal Tender Notes were counted, and the total sum of \$200,000 was confirmed. This then, was taken onboard and placed in the ship's strongroom. This payroll was to be used to pay the troops at Ft. Vancouver, Walla Walla, and other Army installations in the northwestern territory. Major Eddy was born in Newport, Rhode Island in 1830, and came to California in 1849, at the age of 19. He never married. Ellery W. Eddy, prior to his entrance into the Army, was a partner in the San Francisco firm of Newhall, Eddy and Company, auctioneers, and at the start of the war in 1861, he entered into the service as a Lieutenant. At his own particular request, he was allowed to change off with Major Fay, who was first designated for the post, and to sail on the Brother Jonathan.

William Logan, Northwestern Region Indian Agent, brought onboard gold coin to pay a number of Indian tribes their annual payment for treaty stipulations. These tribes in the pacific northwest were paid by the American government to remain on reservations laid out by them, and it was a unanimous decision by the Indian, to accept only payment in gold coin. The

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American government allocated nearly \$2.5 million dollars in gold coin, to be paid out to all tribes having, at that time, treaties with the United States. The sum William Logan brought onboard has been listed as being any where from \$5,000 to \$250,000. The latter figure has been listed as a transfer by Wells, Fargo, and Company. Our research has turned up a rational figure of \$105,000 for William Logan, and that amounted to 6 crates of coin, weighing approximately 60 pounds each.

Purser Benton also, according to certain reco. 3, received a private transfer of \$67,000 destined for Haskins and Company, in gold coin, and packed in 4 crates of approximately 58 pounds each. And Joseph Lord, Wells, Fargo and Company Messenger, placed \$5,400 in gold coin with Purser Benton, to be put in the ship's safe.

NOTE: According to the historical Department of Wells, Fargo and Company Bank in San Francisco, all monetary transfers by private concerns, including the treaty payments, were in gold coin at this time. Only the U.S. Government forces, aka, Army/Navy, were paid in Legal Tender Notes. Of course, there was silver coin amongst the coin transfers, as well.

Lastly, the Purser was collecting personal valuables (i.e., jewelry and monies) and stored them in the ship's safe, which was a "Doblier" safe. This type of safe was approximately 7' tall, by 5' wide, and 4' deep, constructed of laminated steels, with walls nearly 8" thick. The safe was a double door type, with each door weighing close to a ton apiece. The total weight of the safe was nearly 8 tons. The total value of the personal valuables and ship's money locked in the Doblier safe came to \$80,000.

The safe was located in the Purser's Office just aft of the main paddle-wheel shaft, on the Main deck. The strongroom, if all the Perrine, Patterson, and Stack designs hold true, would be directly below the Purser's Cabin, but this is only a matter of speculation.

By 9:00 a.m., the morning of the 28th, according to Mrs. DeWolf, every man belonging to the Brother Jonathan was onboard, with the exceptions of some four or five who had succeeded in finding substitutes to take their places, among them, the Wells, Fargo and Company Messenger, Mr. Joseph Lord, a clerk, a steward, a pantry man, and a waiter. Mr. Lord was not regularly assigned, as the other messengers were to various steamers, since he was senior messenger.

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Nearing noon, all the crew and passengers having said their goodbyes to their loved ones, began making ready for departure. The anchor was raised, steam started, and word was given to let-go-the-ropes. But not an inch of progress backward did she make. Upon investigation, it was found she was so deep in the mud, next to the wharf, she could not be started. They waited for the four o'clock tide, and with the help of a tug, she was finally pulled astern, out into the bay, and was underway toward the open sea, running laboriously through the Golden Gate, carrying 54 crew members, including Capt. Samuel DeWolf, and approximately 190 passengers northward. A strong headwind and a heavy sea, together with the overburdened condition of the steamer, made progress a difficult matter, and forced the majority of passengers to stay below in their cabins, many of them just remaining in their bunks, nauseous from the rolling motion of the vessel. It was surely noticed only a handful of passengers came to the dining saloon for lunch and less at dinner. As the ship headed farther north into the heavy gale, it became apparent the vessel was not making as good of time as anticipated.

After running for about 34 hours, at a rate of nearly 8 1/2 knots, the Brother Jonathan was approaching Crescent City, and arrived in port to offload a small amount of cargo, about 2:00 a.m. Sunday morning. Third Officer Patterson was in charge of the offloading and the vessel was underway again Sunday morning at 9:30 approximately. Mrs. Mary Tweedle Altrie stated this information and attested to it's correctness.

Capt. DeWolf made a decision to run outbound from Crescent City south of St. George Reef and proceed northward outside the reef for safety. The seas were even heavier outside the reef to the west than encountered prior to entering port. The captains speed was now less than the trip to Crescent City, and took nearly two (2) hours to reach a point 14 miles northwest of the port when it was noted she was scarcely holding her own. The captain made a decision to come about and head for shelter back in Crescent City Harbor.

There were some noted dignitaries onboard this particular trip, among which was Governor A.C. Henry, of the Washington Territory, Brigadier General George Wright, along with his wife, who was enroute Fort Vancouver to take command of the Department of Columbia, to which he had recently been assigned by the General Government, Lieut. E.D. Waite, Adjustant to General Wright, Capt. Chaddock, U.S.R.S., Major E.W. Eddy, U.S. Army Paymaster, James Nesbit of the San Francisco "Bulletin", and Joseph A. Lord, Wells, Fargo, and Company Express Messenger, along with James R. Richards, of the firm of Richards and McCracken, produce and commission merchants in Portland and San Francisco, J.G. Gay, an Attorney from

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Pennsylvania, James C. Hansacker, former Sheriff of Contra Costa County, Dr. A. Ingraham, U.S. Army Surgeon, attached to the Department of Oregon, and Victor Smith, formerly a Collector of Customs at Puget Sound. He had recently returned from the east and was on the ill-fated ship Golden Rule in charge of a large amount of Government funds when she was wrecked on the reefs in the Carribean about a month ago. One note of interest about Governor Henry. He was a dear friend of the Lincoln family, and it was in his house that Mr. Lincoln married Mary Todd in 1842. Gov. Henry was 55 years old. This should have been a routine, schedule voyage. Instead...

Capt. DeWolf carried his sextant out on the flying-bridge and took a sunline through the light clouds at 12 o'clock. Returning to the chart-house and plotting the position of the vessel, gathered and informed his officers the steamer was four (4) miles north of the latitude of Point St. George. Jacob Yates, Seaman, and Quartermaster of the Watch, had taken the wheel at 12 noon. After James Patterson, the Third Officer, had re-set the jib, the captain ordered the helm hard aport. Yates brought her about. Her head started swinging, passing West, passing W.S.W., passing South, passing S.E., finally settling on an easterly heading, which steadied the vessel. This was now 12:45 p.m..

When the Brother Jonathan had proceeded as far as Seal Rock, Capt. DeWolf shouted orders to the helm, "Southeast by South". It was relatively clear near Seal Rock, but foggy and smokey inshore. The captain had made a decision to run south toward Crescent City outside the reef, and had laid down a track on the chart for this purpose. According to the charts used at the time, no obstructions of any kind stood in the way of Capt. DeWolf and his transit into the safety of the harbor 'round Battery Pt. and the lighthouse. Quartermaster Yates put the wheel over to starboard and steadied on a S.S.E. heading. One hour and five minutes had gone by since Capt. DeWolf ordered her about and they had returned about seven (7) miles when he ordered the anchors readied. The Mate had gone to the bow and was astride of one of the anchors, getting it loosened for the capstain control, when he suddenly saw something beneath the surface ahead, and yelled out. He had scarcely uttered any words, when the steamer raised up at that moment by an advancing wave, forcing the vessel down with tremendous force upon a sunken rock, striking her keel on the rock somewhere between the bow and foremast. The force was so great, knocked those on their feet down and started the deck planks. The next seas that struck her carried her as far on the rock as her foremast and probably slightly beyond. Her bottom was badly torn to pieces. The Captain ordered the engines reversed and tried backing her, but could not budge her an inch. The next seas lifted the ship up and ran her farther

up on the rock. After about three minutes, large fragments of the bottom and part of the rudder floated up alongside. The vessel continued to roll in the seas, and slowly, the force of the seas were beginning to slew her around until her head was pointed toward land, and the waves were pounding against her port side. Five minutes had gone by now since she struck the hidden rock and Capt. DeWolf was convinced the ship was finished and about to sink. Suddenly, the foremast dropped through the bottom til the lower yard came to rest on the guard rails, just above the main deck.

Through all of this, there still remained close to 150 passengers fastened in their bunks below decks. Those passengers that were up, along with most of the crew members, were now looking to their safety as Capt. DeWolf walked coolly forward and said, "All hands aft and try to save yourselves". The first boat that was lowered was the forward port-side life boat, and it was immediately swamped, as the ship was slewing and rolling to port.

There were six (6) life boats onboard the Brother Jonathan; four of the boats were Francis' Patent iron life-boats with flotation capability and the other two were common ships' surfboats, the capacity to carry a total of 250 persons in all.

The first boat was now bottom-up and a seaman was astride of her in the rough seas and some of the boats crew were swimming around it. The second boat lowered was on the starboard side just behind the wheel boxes. This boat was under the command of Mr. Campbell, the Second Mate, and contained a large number of ladies. As the boat and all in her was being lowered at the davit, the ship careened on to her port side, caused the second life-boat's bow to be slammed into the side of the ship. Mr. Allen, the First Officer, hauled the passengers out of the boat and on board the ship again, as the boat was finally broken of her davit lines and was swamped.

It was now 15 minutes since the rock collision, and the ship was fast breaking up. The Third Mate, Mr. Patterson, now began to lower his boat, one of the small surfboats, which had been astern of the second boat that was lowered and swamped. Mr. Patterson gathered five women, three children, who were nearest at hand, along with David Farrell, steerage steward, that had just left Capt. DeWolf's side, the baker, two fireman, two waiters, and four colored seaman, one of which was Jacob Yates, the wheelman/quartermaster.

Mr. Allen began lowering this boat down and when it hit the water, the ship careened over on her starboard side, rolling on the small surfboat almost sinking it, but escaping

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miraculously with all 19 that originally hit the water. The loss of the starboard thole-pins was minor compared with what the loss could have been. As Patterson pushed off, two guns fired aboard the ship, and as the people in the boat looked back, they saw the smokestack go by the board. Patterson had a great amount of difficulty clearing the ship, which they could only do by moving, pushing forward and around the ship's bow, which was sinking quite rapidly, her stern rising higher and higher. Some members in the boat were still looking back to see Capt. DeWolf, another gentleman, supposedly standing with the captain, General Wright, his wife next to him with her arm through his, all standing on the hurricane deck, bravely and calmly until the water covered them.

All in all, in less than 45 minutes from the time the Brother Jonathan struck the rock, she had sank below the waves, carrying with her in her crushing hull, very close to 200 persons to the bottom, a depth of nearly 800 feet.

The surfboat and her nineteen (19) passengers; James Patterson; the Third Officer, David Farrell; steward, Henry Miller; Baker, Patrick Lynn; Fireman, William Lowry; Fireman, William E. Shields; waiter, Stephen Moran; cabin boy, Jacob Yates; colored seaman/quartermaster, three other colored seamen, along with Mrs. Martha Wilder, Mrs. Mary Ann Tweedle, Mrs. Mina Bernhardt and child, Mrs. Martha Stott and child, a Chinawoman, Mrs. Lee and child, were now well away from the sinking ship, heading for shore, running quartering with the waves, which broke over the small surfboat at nearly every crest, at times filling the boat to capacity. Had it not have been for the bailing bucket, this boat surely would have sank also, without saving a soul to reach Crescent City to inform the people there of the terrible loss of the Brother Jonathan.

General Joseph Wall was agent at Crescent City for Wells, Fargo, and Company, for over thirty years, and at the time of the sinking of the Brother Jonathan rendered valuable assistance to the few survivors, and also took an active part in searching for the bodies of the unfortunate victims.

The surfboat rounded Battery Point and continued running into the bay at Crescent City after about 3 hours time, making shore at 5:05 p.m.. Four boats were immediately dispatched to proceed to the wreck and pick up survivors swimming in the churning water. But shortly outside the bay, the boats were turned back due to the high seas and gale force winds. It would be two days before any boat could get out to the wreck site. And on August 3rd, when the sea was moderate enough to permit an approach, there was nothing there.

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Of the 244 approximated persons on the Brd Jonathan, including 190 passengers, only the 19 survivors previously listed, escaped the tragic disaster. Everything else, the 700 tons of freight, the mail, baggage, two comes, and the captain's New Foundland dog, was all lost. The Purser's inventory, which was located in the ship's safe and also the strongroom, was the greatest economic loss. An estimated \$457,400.

For several weeks after the disaster, bodies and bits of wreckage floated into shore that spanned a distance from Cape Sebastian, Oregon to Trinidad Head, California, a total distance of 80 miles.

As soon as the news reached San Francisco of the tragedy, the Del Norte, Capt. Johnson, was dispatched to the scene to try to assist in the search for other survivors. Upon reaching the area, he saw nothing but a mattress and a few buckets and bits of shattered boat. The Del Norte was also instructed to pick up any bodies at Crescent City and return them to San Francisco. The loss of the Brother Jonathan was at the time the worst shipwreck on the Pacific coast, and aside from the loss of the Pacific off Cape Flattery, Washington in 1875, which took more lives than the Brother Jonathan, the disaster off Crescent City is still revered as the greatest non-military, peacetime shipwreck on our nation's western shores.

#### PROJECT IMPACTS AND MITIGATIONS:

Under working agreements, specifically a Memorandum of Understanding (MOU), with the Office of Historic Preservation, State Lands Commission staff has established procedures for permit applications which could result in impacts to historic shipwrecks. Under these procedures, Sea Epics has drawn up a recovery plan, with the assistance of a qualified archaeologist, and the plan has been reviewed and endorsed ut staff of the SLC, the Office of Historic Preservation, and Parks and Recreation. The plan and special permit conditions imposed on the project will eliminate the potential of any significant impacts occurring to the wreck itself.

First, all underwater work will be supervised by video equipment by both Sea Epics' archaeologist and an archaeologist working for the SLC. Either archaeologist can stop the project at any time if it appears that any disturbance to the site is possible.

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Second, the main areas of vessel wreckage are not to be entered by the dive team. Since Sea Epics believes the safe fell out of the wreck as she broke up, and there is a high potential for damage to the resource if salvage is attempted inside the wreck, this permit limits any search and recovery activities to the open debris field between and surrounding the major wreck elements.

Third, if the safe is found and recovered, it will be entrusted to professional conservators until it has been stabilized. It will be opened at the conservation facility and all artifacts will be professionally treated for maximum longevity.

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