

Contributed by Darryl Baker

Sacramento Daily Union, Volume 47, Number 7200, 2 May 1874 —
"GOOD LUCK TO YOU, FREDA." [ARTICLE]

Back

"GOOD LUCK TO YOU, FREDA."

The beautiful little schooner, which for the past few months has been building at the navy yard, was launched yesterday afternoon under the superintendence of Rear Admiral John Rodgers, Commandant of the yard, Thomas S. Phelps, Captain of the yard, George W. Much, Constructor, and George E. Malett, Assistant Constructor. Several ladies, besides a number of naval officers and civilians were present to witness the interesting ceremony. Miss Freda, the elder daughter of Admiral Rodgers, whom the vessel is named after, was also present, an interested spectator. A platform with gang plank leading up to it had been erected and draped with national colors alongside the bow of the little vessel, for convenience sake in christening her. Everything had been gotten in readiness so that the cradle upon which she rested would have no obstruction as she slid off the ways into the slip. Master Willie Rodgers led his young sister, Helen, upon the platform. She was dressed in a light brown serge, flounced black cloth jacket, trimmed with a broad band of black beads, a jaunty little straw hat upon her head, with hair flowing from underneath. In her hand she held a nosegay of choice flowers, tied around with a tri-colored ribbon, to the end of which was suspended a slender vial about six or eight inches in length, filled with pure, sparkling sherry wine. Upon arriving at the top of the platform she paused a moment, and taking the vial in her hand, raised it above her head, letting it fall on the gunwale of the boat, causing it to break into a thousand pieces and the glittering spray to fall in liquid showers upon the deck, at the same time proclaiming in a loud voice, "Good luck to you, Freda," and then came down amid loud applause from all the spectators present and was warmly greeted by her father and mother who were ready to receive her. The

silver-locked old Admiral then commanded, "Let loose the colors," upon which order they floated gaily to the breeze from a couple of staffs that had been placed, one upon the vessel's stem and the other upon her stern. The next order given was "Let go," and at seventeen and one-quarter minutes to 2 o'clock she slid off from the ways in the briny element, and in a moment more was riding safely at anchor a thing of beauty and the observed of all observers, who pronounced her to be as fine a model as it had been their good fortune to look upon in a long time, and that there was no reason but her sailing qualities would be such as to make her eclipse anything on the coast. —[Vallejo Independent, May 1st.]

Sacramento Daily Union, Volume 47, Number 7244, 23 June 1874
— LETTER FROM SHINGLE SPRINGS [ARTICLE]

A YACHT RACE AND A CHALLENGE—An informal race, or rather friendly test of speed, took place Saturday afternoon between the Navy Yard schooner Freda and the yacht Minnie. The course was from Long Bridge round the Presidio shoal buoy, and the weather was most delightful, with a moderate westerly wind. The Freda was conqueror by about five minutes, but many think that the Minnie with a stronger breeze would beat her. The first-named vessel was built at Mare Island by G. M. Much, and although complete for sailing purposes is not yet finished in her internal arrangements. She is a beautiful model, intended for a dispatch boat, and was in charge of W. R. Cox, the Admiral's Secretary, and sailed by Lieutenant Drake. The Minnie was sailed by Captain Berry. Captain R. L. Ogden's steam yacht, the Peerless, once one of our best sailing yachts, accompanied the race, and at the conclusion the victors were entertained on board by the vanquished, Commodore Eckley, Kelly and Langley doing the honors. After adjournment to Captain Ogden's boat-house, it was decided to run a formal race for a silver cup, on July 18th, between the Freda and the club's yachts.—[San Francisco Call, June 22d.

Daily Alta California, Volume 26, Number 8928, 11 September 1874 — The Navy Yard Schooner "Ireda." [ARTICLE]

Back

The Navy Yard Schooner "Freda."

EDITORS ALTA: As a matter of simple justice to the authorities at the Mare Island Navy Yard, I deem it a duty to state the facts of the case in regard to the objects and purposes for which the schooner *Freda* was built, inasmuch as certain parties of this city have seen fit to entirely misrepresent the character of this vessel, in calling her a yacht, and grossly exaggerating her cost.

The Navy Yard has, from its inauguration, had use for a small schooner, for freighting stores and supplies from the city, and for purposes pertaining to the business of the Yard.

The one that they had, having been in use for the past ten or fifteen years, has been literally worn out in service. Authority was given to replace her, by a new vessel, and the *Freda* was built from such odds and ends as accumulate in all our Navy Yards, mostly of materials unfit for use in the heavy vessels of war. She was modeled and built solely for the purposes above stated, and is, in all respects, a creditable, strong and serviceable vessel, without any attempt at show, and in no particular of the build and character of a yacht, her frames, deck and planking being of heavy plain material, principally hard pine. In finish, very plain, her cabin being only of the capacity of an ordinary Bay schooner, and finished with pine sawed from an old condemned mast, and some pieces of Alaska cedar, unpainted—simply varnished.

She differs from a yacht in so many points as to totally dispel any idea of the kind, or in any way giving the right to be so termed, a yacht's hold being given up entirely to accommodations, while the *Freda*'s hold is reserved for freighting capacity.

By an Act of Congress yachts are especially exempt from the Custom House regulations as applied to freighting vessels, with a view to encourage the training of a class of people to the discipline of the sailor, and the improvement of naval architecture. That the Government might avail itself at any time of such improvements, the Act provides that the Secretary of the Navy shall be furnished, if he requires them, with the models of any and all yachts built. It was very natural that the authorities at the Yard should be desirous of testing the model, as illustrated in the *Freda*, with the sailing qualities of the best boats and fastest vessels sailing on these waters—and in a friendly spirit, the Yacht Club proposed an excursion to Mare Island, to pay their respects to the Commandant and exchange friendly courtesies with the officers of the men-of-war there, and with that view invited the schooner *Freda* to accompany them, not in the character of a race, but as a social affair, and it was the public that elected the simple matter into a regatta.

The *Freda* did not start with the yacht fleet, but was met in the bay, and, by courtesy, joined and sailed with them for her proper destination, and did not participate in the return trip. That she was beaten by many of the yachts simply proves that in building her the model was not sacrificed to speed, but by reason of her being modeled for a freighting vessel and not for sailing solely. Again, it must be remembered that the competition was in perfectly smooth water, the play of the frail vessels that contested with her, while the *Freda*, being built for heavy service in rough water, had no chance to exhibit her sea-going qualities. Had she been built for inside navigation alone the result might have been different. There is no question but what she would have shown her superiority as a sea-going craft and left our fancy vessels a long way astern in a sea-way. The *Freda* is a very handsome, staunch sea-going freighting-vessel, and a credit to her projectors, and will do good service, last

yachts will have been made into kindling-wood, worn out and useless. As to the fabulous amount stated as her cost, it is simply absurd. She has nothing about her to allow of any such outlay—fifteen thousand dollars probably covering her entire cost. At any rate, a vessel like her can be built for about that sum; and if she cost more, it is by reason of the small amount of labor for the pay bestowed upon any job that is virtually run by politicians. It must be borne in mind that Senators and politicians run Navy Yards mostly in these days, and even the Commandant is powerless to correct or reform these matters. He is placed there, principally, to attend to the naval duties, and these alone being within his jurisdiction, all important orders coming from higher authority.

The unjustifiable and scandalous charge bearing upon the integrity and honor of the Commandant, I pass over as too ridiculous to notice, being simply absurd. In saying that I regret most sincerely the misconception and misjudging of the character and motives of our little excursion, as far as the part attributed to the gentlemen at the Navy Yard, I know I am but expressing the sentiments of every member of the Yacht Club, who feel pained to see such guileless motives and a simple desire to be polite and cordial to the Club be misunderstood. They made our visit to the Navy Yard a most delightful one, and we only regret that their sincere and hearty

welcome should be commented upon in the spirit it has, and trust that no intent and purpose of that kind can be attributed to the Club, generally or individually.

We are under obligations for their courtesy, and shall remember it, regretting only that their courtesy and motive should have been so severely criticised by unauthorized and irresponsible parties, who are ever ready, in a spirit of recklessness, to condemn, wholesale and indiscriminately, what don't happen to meet with their special approval.

I would say, in conclusion, that I have not been influenced in writing this communication by any parties at the Navy Yard, and from no other motive than to do justice to those gentlemen, and in so doing am simply complying with the wishes of the members of the Yacht Club.

A MEMBER OF THE S. F. YACHT CLUB.

This article has been automatically clipped from the Daily Alta California 11 September 1874, organised into a single column, then optimised for display on your computer screen. As a result, it may not look exactly as it did on the original page. The article can be seen in its original form in the page view.

Sacramento Daily Union, Volume 11, Number 139, 29 July 1880 — NEWS OF THE MORNING. [ARTICLE]

The United States schooner Freda left Mare Island yesterday, under orders of the Secretary of the Navy, for Socorro Island, to rescue the castaways of the wrecked ship Mathilde.

Sacramento Daily Union, Volume 12, Number 1, 23 August 1880 — SAN FRANCISCO ITEMS. [ARTICLE]

No tidings have yet been heard from the British steam yacht Lancashire Witch, or the United States schooner yacht Freda, that left on the 28th of July for the Socorro Islands in search of the seamen from the ship Mathilde, whom it was hoped have effected a landing there. The Lancashire witch should have arrived ere this. The island is about 400 miles west of Mazatlan, in about 19 degrees north latitude. The Mate's boat, with a portion of the crew, reached Mazatlan in safety, and the men were brought to this city. The boat in which the Captain, together with his wife and some of the men were, became separated from the other boat and probably steered for Socorro Island. Both vessels have now been out twenty-five days.

Daily Alta California, Volume 32, Number 11090, 25 August 1880 — FROM SOCORRO. [ARTICLE]

Back

FROM SOCORRO.

Arrival of the Steamship "Newbern"

The "Freda" at Mazatlan—Result.

The "Freda" at Mazatlan—Fruitless Search at Socorro Islands—No Traces of the "Matilde's" Castaways—No News of the "Lancashire Witch"—Mexican News.

The steamer *Newbern* arrived yesterday from Mazatlan, which port she left on the 17th instant. She brings news of the *Freda*, despatched by the Government on the 28th of last month to search on the Socorro Islands for the captain and crew of the wrecked *Matilde*, but of the *Lancashire Witch* she has no tidings.

The *Freda* was in Mazatlan when the *Newbern* left for this port, and had been there some two or three days. She had made the run to the island in 14 days under light winds. Three days had been passed in the search for the crew, and a complete circuit of the island made, and three landings effected, an entire night being passed in Cornwallis Bay. Not the slightest traces of the *Matilde's* crew were discovered, nor of their having been on the island.

Socorro Island they report to be very desolate, with a thick undergrowth of shrubbery, and surrounded with a heavy surf, rendering a landing rather difficult. It is entirely destitute of any animal food and water, but some few small birds, and fish and turtle in abundance were seen. Nothing was heard or seen of the *Lancashire Witch*, and it is the theory that she reached the island several days in advance of the *Freda*, perhaps succeeded in saving those they were in search of, and is now sailing back.

6

Daily Alta California, Volume 32, Number 11108, 12 September 1880 — Arrival ml ik* "Freda." [ARTICLE]

Back

Arrival of the "Freda."

The United States yacht *Freda*, Lieutenant Yates, which sailed from this port the same day with the *Lancashire Witch* (July 28th), for the Bocorro Islands, in search of the missing Captain and crew of the *Mathilde*, arrived in port yesterday afternoon, at 4 o'clock. Without stopping, she sailed directly for Mare Island. A passing yacht hailed her, and, in reply to the enquiry whether there was any news, her commander said they were twenty-three days from Mazatlan, and had nothing important to communicate.

TROPIC-FRUIT LAXATIVE is sold in dressed tin boxes only. Price, 60 cents.

Sausalito News, Volume 6, Number 21, 4 July 1890 — YACHTING. [ARTICLE]

The *Freda*, the government yacht at Vallejo, has only been out once this season. She is looking very rough for a navy yacht.

San Diego Union and Daily Bee, Volume XXXIX, Number 9408, 19 September 1894 — NAVAL RESERVE CRUISE WILL PROBABLY SX TARSI THE LAST OP OCTOBER Atalaleet Secretary MrAdoo (live* a •Jalat "Tls" on Saw la Severe a Vaaaal. [ARTICLE]

Back

NAVAL RESERVE CRUISE

WILL PROBABLY BE TAKEN THE LAST
OF OCTOBER.

Assistant Secretary McAdoo Gives a
Quiet "Tip" on How to Secure
a Vessel.

WASHINGTON, Sept. 18.—According to information secured at the navy department the California naval reserve will probably get its practice cruise about the end of October. This cruise at most will not last longer than a week, but naval officers here think that a great deal could be learned by this branch of California's national guard even in such a short time.

Yesterday Assistant Secretary McAdoo of the navy department, wrote a letter to Lieut. F. H. Stahle, commanding the naval battalion at San Francisco, giving him a "tip" as to the manner in which a ship could be secured for the use of the California naval battalion. He informed him that if the governor of California would make application for the use of the schooner Freda, which is now at Mare Island, for the use of the naval reserve, his request would be granted. With this vessel would be included four cutters, fifty cutlasses, and other implements of naval warfare.

Two men from the enlisted force of the navy would be detailed as ship-keepers, and these men being experienced sailors would probably act as instructors. Assistant Secretary McAdoo says that California has one of the best naval battalions in the country.

8

This article has been automatically clipped from the San Diego Union and Daily Bee 19 September 1894, organised into a single column, then optimised for display on your computer screen. As a

San Diego Union and Daily Bee, Volume XXXIX, Number 9427, 8
October 1894 — THE PHILADELPHIA COMING. Will Take Naval
Reserves on Ten Days' Cruise. [ARTICLE]

Back

THE PHILADELPHIA COMING.

**Will Take Naval Reserves on Ten
Days' Cruise.**

Some time ago orders were issued de-

Some time ago orders were issued detailing the coast defense vessel Monterey for a cruise in these waters with the naval reserves. It has been learned that Secretary Herbert has issued a new order, detailing the cruiser Philadelphia for this service, and that the Philadelphia will leave Mare Island about the 28th inst. for this port, bringing the San Francisco naval reserves, stopping to take aboard the Los Angeles reserves, and taking on the San Diego company here. The cruise will consume about ten days, out of sight of land most of the time, and visiting the islands off this coast. Drill, target practice, gunnery and general instruction will be given, besides practice in seamanship.

The schooner yacht Freda, sixty-two tons, and the old United States ship Swatara, both at San Francisco, have been placed at the disposal of the naval battalion, and a board of naval reserve officers will indicate to Governor Markham the vessel desired. In all probability it will be the Freda, as the Swatara is dismantled and fit only for target practice. The Freda will probably be sent to this port, to do duty exclusively for the naval reserves of this city and Los Angeles. Secretary Herbert has recently assured officers of the reserves of his interest in the organization, and of his intention to aid in increasing its efficiency.

This article has been automatically clipped from the San Diego Union and Daily Bee 8 October 1894, organised into a single column, then optimised for display on your computer screen. As a result, it may not look exactly as it did on the original page. The article can be seen in its original form in the page view.

9

San Francisco Call, Volume 87, Number 138, 7 April 1900 — AMONG YACHT-OWNERS. [ARTICLE]

Back

AMONG YACHT-OWNERS.

Next Saturday the Sausalito steamers will be gay with fluttering flags in honor of the opening day of the San Francisco Yacht Club. The clubhouse and every yacht lying at its moorings off the Sausalito water front will have every available signal and prize flag flying to usher in the yachting season of 1900. The Pioneer Yacht Club will be the first to open and in spite of that fact nearly all its fleet will be in commission.

Ex-Commodore George T. S. White and

Ex-Commodore George T. S. White and J. M. Punnett have chartered the sloop Siren for the season and will take many cruises. T. Turnbull, a member of the California Yacht Club and owner of the sloop Hope, will retain his membership in the Oakland Creek Club, but as he intends to moor his craft at Sausalito during the summer will also join the San Franciscos. The sloops Rover and Twilight are being put in order at Sausalito and as soon as they come off the ways the yawl Seven Bells and the sloop Thetis will be hauled out. The flagship Ramona has undergone a complete overhauling, new water tanks and additional ballast having been put in, and her bowsprit considerably shortened.

A handsome souvenir is being prepared for the opening day of the San Franciscos. It will contain views of the clubhouse and of well-known yachts; also portraits of officers and members of the club and a picture of the Perpetual challenge cup, now held by the San Franciscos. It will also contain a short history of the club, written by Arthur Inkersley.

John Norby, the boatkeeper of the Corinthian Yacht Club, who was recently stabbed, is progressing toward recovery. In consequence of his inability to leave his home, work on the Corinthian fleet has been somewhat delayed and all the yachts may not be in commission on opening day.

A well-known figure will be missing

10

from the ranks of the yachtsmen during the coming season—that of F. F. Ames, who has decided not to charter the sloop Ella this year.

J. V. O'Brien, W. Dixey and E. F. Sager are preparing the jinks for the Corinthian opening day and promise a highly entertaining show. During the afternoon of opening day ladies will be received on board the yachts, but only men will be present at the Corinthian supper and jinks.

The directors of the California Yacht Club at their last meeting elected several applicants for membership and discussed the arrangements for opening day, the 28th inst. A handsome souvenir programme is to be distributed on that occasion and ex-Commodore A. M. Clay is busy selecting photographs of all the flagships and well-known yachts of the club. The new suit of sails for the sloop Pactolus has been received from the East and will soon be bent on.

Toward the close of last year there was sold by public auction at Mare Island an old craft that was familiar to many yachtsmen on the bay. The Freda was built at the Mare Island navy-yard in 1875, while Naval Constructor G. W. Much was in charge of the construction and repair department. For many years she was one of the handsomest yachts in these waters, but two years ago was stripped of her gear and used as a barge to convey ammunition between ships and the magazine. For some time before the sale she lay half covered at high tide on the beach near the magazine. She was bought by I. Pantoscki of Oakland for \$450.

This article has been automatically clipped from the San Francisco Call 7 April 1900, organised into a single column, then optimised for display on your computer screen. As a result, it may not look exactly as it did on the original page. The article can be seen in its original form in the page view.