

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY

RECEIVED APR 9 1986

DATE ENTERED MAY 8 1986

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**

HISTORIC

Ship King Philip, Schooner Reporter (CA-SFR-108 H)

AND/OR COMMON

(Shipwreck Site) and Remains, Ship King Philip, Schooner Reporter**2 LOCATION**

STREET &amp; NUMBER

CITY, TOWN

San Francisco

VICINITY OF

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

Fifth

STATE

California

CODE

06

COUNTY

San Francisco

CODE

075

**3 CLASSIFICATION**

## CATEGORY

☐ DISTRICT☐ BUILDING(S)☐ STRUCTURE☒ SITE☒ OBJECT

## OWNERSHIP

☒ PUBLIC☐ PRIVATE☐ BOTH

## PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

## STATUS

☐ OCCUPIED☒ UNOCCUPIED☐ WORK IN PROGRESS

## ACCESSIBLE

☒ YES: RESTRICTED☐ YES: UNRESTRICTED☐ NO

## PRESENT USE

☐ AGRICULTURE☐ MUSEUM☐ COMMERCIAL☒ PARK☐ EDUCATIONAL☐ PRIVATE RESIDENCE☐ ENTERTAINMENT☐ RELIGIOUS☐ GOVERNMENT☐ SCIENTIFIC☐ INDUSTRIAL☐ TRANSPORTATION☐ MILITARY☐ OTHER:**4 AGENCY**

REGIONAL HEADQUARTERS: (If applicable) National Park Service, Western Regional Office

STREET &amp; NUMBER

450 Golden Gate Avenue, Box 36063

CITY, TOWN

San Francisco

VICINITY OF

California 94102

STATE

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Golden Gate National Recreation Area

STREET &amp; NUMBER

Building 201, Fort Mason

CITY, TOWN

San Francisco

STATE

California 94123

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

California Archeological Site Inventory

DATE

1983

☐ FEDERAL ☒ STATE ☐ COUNTY ☐ LOCAL

DEPOSITORY FOR

SURVEY RECORDS

Department of Anthropology, Sonoma State University

CITY, TOWN

Rohnert Park

STATE

California

## 7 DESCRIPTION

### CONDITION

☐ EXCELLENT

☐ GOOD

☐ FAIR

☐ DETERIORATED

☐ RUINS

☒ UNEXPOSED

### CHECK ONE

☒ UNALTERED

☐ ALTERED

### CHECK ONE

☒ ORIGINAL SITE

☐ MOVED

DATE \_\_\_\_\_

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

### SUMMARY

The remains of King Philip

is administered by the United States Department of the Interior, National Park Service, as a part of the Golden Gate National Recreation Area. The remains of King Philip, which are usually covered by seasonal sand accretion, lie in the intertidal zone. When exposed by seasonal winter beach erosion, the remains of the ship are covered by water at high tide and washed by the surf at low tide.

### 'KING PHILIP' AS BUILT

As built in 1856 at Alna, Maine, King Philip was a full-rigged ship of 1194 40/95 tons, built of white oak, yellow pine, and hackmatack with iron, copper, and yellow metal fastenings. The ship was originally sheathed with copper. Her registered dimensions were 186.6 x 37.2 1/4 x 24 feet. King Philip had two decks, a square stern, and figurehead (1). King Philip was built along lines referred to at the time of her construction as a "medium clipper":

In hull form they had a moderately fine entrance but longer and finer run; to carry the maximum amount of cargo, they were full bodied amidships with almost flat floors which were carried fore and aft (2).

In 1869 King Philip was damaged by fire at Honolulu, Hawaii. Her bow was repaired with Douglas fir; another fire, in 1874, made repairs of an unknown nature necessary to her hull. In 1867 the ship, which had been re-sheathed in 1860, was sheathed with yellow metal (a copper, zinc, and tin alloy also known as "Muntz Metal"). The yellow metal sheathing was renewed in 1871. In 1875 the rig of the ship was reduced for coastal trade, her mizzen being down-rigged from full to fore-and-aft to make the

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vessel a bark. King Philip when lost in 1878 was bark-rigged.

**WRECK SITE AND REMAINS**

A significant portion of the vessel has survived the wreck event and seasonal exposure by winter beach erosion. The ship lies parallel to the surf, and is heeled 8 degrees to port. The port side is breached 21 feet aft of the stem; the gap in the hull runs to within 20 feet of the sternpost. The depth of the breach is not known. The upper portions of the hull are gone; the bow and stern are the highest points on the hull, the bow rising approximately 15 feet and the stern 16 feet from the keel. The starboard hull, amidships, rises 12 feet from the keel. The hull has survived below the level of the lower deck; knees for this deck are present at the stern on the port side. The bow of King Philip is reinforced with three massive breasthooks set two feet apart at 45 degree angles, one atop the other. The upper breasthook has what seems to be the letter "W" carved in it, perhaps for "Weymouth," the shipbuilder who constructed King Philip. The ship is double framed, with a frame spacing of two feet, butt-fastened. There are three crutches, similar to the breasthooks, set 1 1/2 feet apart at 45 degree angles in the stern. The hull is sheathed beginning approximately three feet below the frame ends. Fragments of sheathing, sheathing nails, and nail holes in the outer hull planking above indicate that the hull was sheathed above the frame ends. The lack of sheathing is probably indicative of 1878 salvage activities; plank ends in the stern and stempost rabbets have been hacked out to the same level as the sheathing and the yellow metal spikes which held them have been removed. Surf washing over the exposed hull in 1984 scoured deep holes in the sand at the bow and stern. The 9-foot deep hole at the stern provided diver access to the lower portions of the sternpost. An intact brass gudgeon was noted. The gudgeon braces extended 15 inches along the sternpost; six inches below the gudgeon was a dumb chalder, a metal cleat or block bolted to the sternpost for the rudder pintle to rest upon.

Hydraulic probing of the interior of the wreck in 1983 along a base line established along the center of the hull from bow to stern and amidships contacted wood, loose gravel, and rock at various levels ranging from 1 to 10 feet, indicating loose structure rests inside the hull atop the ballast; contacts were made with what appears to be ballast at three stations at a depth

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of 7.8 feet below the beach level. Hydraulic probing and the documentation of exposed structure allowed for an accurate assessment of surviving areas of the hull; an estimated 45% of King Philip's hull has survived as articulated, intact structure.

The site has been surveyed with a proton precession magnetometer. Widely spaced transects with a hand-held GeoMetrics Unimag Model G-846 were conducted in April 1983. Three traverses were made on site. The most significant reading obtained was a positive anomaly of 863 gammas at the bow of King Philip. A 700 gamma positive anomaly was recorded amidships. A more precise survey will be accomplished with a EG & G GeoMetrics Model G-866 Recording Proton Precession Magnetometer in 1986.

Testing and documentation of the remains at the site have verified the vessel specific identification of the exposed remains as the 1856 ship King Philip. The nature of the resource as quantified consists of a 45% intact and articulated lower portion of the ship's hull at a point near the load line and lower deck level, apparently ballasted, with wreck scatter surrounding the hull in the water and on the beach. Archeological excavation of the interior of the hull, which sanded in during the wreck event, would most probably produce loose structure from King Philip, intact keelsons, mast-steps, and pump logs. Additionally the ballast and bilges beneath it may be a repository of shipboard refuse. Elements from a later shipwreck are also known to be present at the site.

**ELEMENTS FROM THE SCHOONER "REPORTER"**

The presence of elements from the 1902 wreck of the three-masted lumber schooner Reporter at the King Philip wreck site resulted from Reporter going ashore and being lost at the same location. Reporter, built at Port Ludlow, Washington, in 1876, was 141.4 x 34 x 10.6 feet, 350 gross tons. She was built entirely of Douglas fir and was iron-fastened. She was not sheathed (3).

Reporter was broken up on the beach next to the exposed remains of King Philip; photographs of the event clearly show King Philip's bow next to Reporter's stern. A tangle of wire rope rigging from Reporter lies in and over King Philip's bow. In 1984 beach erosion exposed wire rope and shrouds landward of King Philip's bow. Douglas fir timber fastened with iron drift bolts

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was also observed and documented. A lead soil pipe was found wedged in King Philip's stern; it may be from either vessel. An iron turnbuckle, a late 19th century rigging fitting, and presumably from Reporter, lies inside King Philip 26 feet aft of the bow. The most diagnostic artifacts were double bobstays found on the beach landward of King Philip. These fittings are presumed to have come from Reporter inasmuch as they are too small for a vessel of King Philip's size and King Philip's bobstays would have probably been salvaged. Photographs of Reporter show the same style bobstay; photographs of the wreck show her bobstay had been torn away with points of separation matching those on the bobstays on the beach. These bobstays, with lignum vitae deadeyes and fragments of three-strand, plain-laid hemp rigging, were removed from the beach and are currently undergoing passive desalinization at the National Maritime Museum, San Francisco.

A fragment of copper sheathing was recovered from the beach by a visitor in late 1983. It does not come from King Philip or Reporter as King Philip was sheathed with Muntz metal and Reporter was not sheathed at all. The closest-known copper sheathed wreck would be the 1851, New Bedford-built whaling bark Atlantic, lost next to the King Philip site in 1886. The vessel specific origin of the copper sheathing cannot be definitely ascribed, however.

## FOOTNOTES

1

American Lloyds' Registry of American and Foreign Shipping (New York: Ferris & Pratt, 1861) p. 59.

2

David R. MacGregor, Clipper Ships (Watford, Herts, England: Argus Books, 1979) p. 134.

3

Merchant Vessels of the United States (Washington, D.C.: United States Government Printing Office, 1900) p. 158.

## 8 SIGNIFICANCE

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

SPECIFIC DATES 1856-1878

BUILDER/ARCHITECT Dennett Weymouth

### STATEMENT OF SIGNIFICANCE

#### SUMMARY

The wreck site and remains of the 1856 ship King Philip and the 1876 schooner Reporter comprise an important environmentally exposed shipwreck resource. The remains of King Philip and Reporter together meet ~~for~~ criteria for National Register of Historic Places listing; a) both were associated with broad patterns and events in American history, namely United States maritime trade and commerce, King Philip being associated with the general carrying trades to international ports, the guano trade, the California grain trade, and the Pacific Coast lumber trade. Reporter was associated with the Pacific Coast lumber trade. c) King Philip's substantial remains comprise the only known surviving architectural link between the sleek-lined extreme clipper ships of the 1840s-1850s and the beamier, larger "Downeasters" of the 1860s-1890s. Finally, d) the remains of King Philip can yield important information since they are the most intact exposed shipwreck remains known to exist on the California coast. The potential for retrieval of architectural data from the remains of King Philip and Reporter is high; archeological excavation of King Philip's intact lower hull would most probably produce Reporter wreckage, loose King Philip structure, and intact keelsons, mast-steps, and pump-log sumps. The ballast and bilges beneath it may be a repository of refuse from previous voyages.

This statement of significance is based on the more detailed assessments which follow.

#### KING PHILIP AS ENVIRONMENTALLY EXPOSED SHIPWRECK REMAINS

The survival of a significant portion of King Philip's hull in a high energy surf environment indicates that the common-sense assumption that vessels break up and are distributed into

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meaningless jumbles in such environments is not always true. Vessels can and do survive wreck events in violent environments, either as sites like King Philip, as sites where a vessel comes ashore and then breaks up, or as sites where a fragment of a vessel lost offshore is deposited on the beach. The King Philip site is an important resource to be used to assess geomorphological factors inherent in her survival and preservation.

The 1982, 1983, and 1984 reappearance of King Philip can be attributed to extreme winter beach erosion exacerbated by severe storms during the winter of 1982-1983. Measured beach erosion in late 1982 noted an elevational drop of 9.0 feet at Mean Low ~~Low~~ Water. The beach receded 63.5 feet at the same point, two miles north of the King Philip site. This extreme erosional event apparently removed the sand artificially dumped or pushed on to the beach during the construction of the Great Highway and reasserted the contours of the 19th century beach. The former dune field now rests beneath the highway and adjacent urban development and can no longer replenish the beach. As littoral drift has continued to transport sediment away from this area of the beach after each winter storm, more extensive areas of King Philip's hull become visible with each year.

Since 1983 the vessel remains have been carefully documented with photographs, measured drawings, and notation of construction technique. King Philip's construction seems similar to that of Snow Squall, an 1851, Maine-built extreme clipper, and "standard" construction techniques illustrated in some 19th century treatises (1). Any detailed conclusions about King Philip's construction must await further work since only a small portion of the ship has been examined. Additional documentation of King Philip will not only provide a detailed record of one vessel from a now vanished type; it may also help confirm and qualify what was considered "standard" or representational.

**KING PHILIP AS TRANSITIONAL NAVAL ARCHITECTURE**

King Philip was built in 1856 along lines referred to at the time as "medium clipper" by Dennett Weymouth, a master carpenter, in Alna, Maine. The term "clipper" is an oft-used and at times abused term. Clipper ships can be divided into three basic categories; 1) extreme, 2) half, and 3) medium clippers. An

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extreme clipper was a vessel with a fine-lined hull with an emphasis on streamlined appearance, a large sail area, and a master willing to push the vessel to its limits to attain a fast passage. King Philip was not this type of vessel despite her owner's advertisements. Rather, King Philip fits the requirements for a "medium clipper":

In hull form they had a moderately fine entrance but longer and finer run; to carry the maximum amount of cargo, they were full bodied amidships with almost flat floors which were carried fore and aft (2).

The term medium clipper may very well have been a marketing strategy in an era when the name "clipper" commanded high rates of freight. At least 121 of these vessels were built prior to 1858 (3). The majority of these vessels were built in the "Down East" New England States; Massachusetts built 55%, Maine built 12%, Connecticut built 5%, and New Hampshire built 4%. The remaining vessels were built at New York (7%) and Baltimore (6%). As a result "these medium clippers became known as Down-Easters." After the American Civil War the majority of American wooden-hulled deepwater sailing vessels were built along these lines and were gradually referred to as "Down-Easters" (4). Hence King Philip, built in 1856, can be construed as a late "medium clipper" or an early "Down-Easter." The terms are different, but the design during her era was the same. Later "Down-Easters" were built larger and fuller than King Philip, though, and she is therefore an important architectural link in assessing the changes of design in mid- to late-19th century American wooden hulled deepwater sailing ships.

**KING PHILIP'S ROLE IN AMERICAN MARITIME COMMERCE**

King Philip was built for William T. Glidden of Boston. She was used in the general carrying trade, sailing out of Boston for ports in Europe, South America, and the Pacific. Twice in her career she escaped destruction by fire. In March of 1869 she was set on fire by one or more mutinous crew members and was so seriously damaged that she was condemned and sold at auction. King Philip was purchased by Pope and Talbot of San Francisco, lumber merchants, who repaired her at their Port Gamble, Washington, lumber yard. King Philip continued in the general



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carrying trade, principally shipping guano and grain to Europe. In May of 1874 she was set ablaze by another mutinous crew. The fire was extinguished and the crew subdued. The ship continued her voyage but damage forced her captain to put in at Rio de Janeiro for repairs. After a long delay King Philip reached San Francisco in May of 1875 (5). Pope and Talbot never sent her around Cape Horn again. In September of 1876 she was re-registered as a bark. Her rig had been reduced for the Pacific Coast lumber trade. A notice in the San Francisco Daily Alta California of December 23, 1876, noted King Philip's successful new career:

The Bark "King Philip" has just completed her tenth trip to Puget Sound and back since January 1st 1876, and has still some days to spare. She has brought to port in that time nearly ten million feet in lumber.

On January 25, 1878, King Philip departed San Francisco Harbor in ballast for Port Gamble. Off the Golden Gate she lost the wind and drifted ashore, her anchors failing to hold. Cast up on the beach, King Philip was stranded high and dry at low tide. King Philip went aground at approximately 5:00 P.M. A high tide of 3.9 feet occurred at 6:10 P.M. A strong southwest wind was blowing from offshore, and these factors combined to drive the ship well up onto the beach. The ship could not be pulled off. On January 28, 1878, the Daily Alta California reported:

Yesterday morning at and after daylight the sea was breaking well up to the vessel, and she moved very uneasily at times, but later in the day it appeared as if she had settled down in the sand...she was immovable.

The action of the surf washing around the hull caused King Philip to sink deeper into the sand, until nearly sixteen feet of her hull lay buried. The ship was sold at auction on January 26, 1878, to John Molloy, a dealer in "whol. groceries, provisions, and dealer gen mdse." Molloy removed every fitting and fastening that could be reached, dynamiting the hull to break up the upper works. Unable to work in the lower hold or reach the bottom of the ship, Molloy abandoned his efforts with a several thousand dollar profit.

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FOOTNOTES

- 1  
For example see I.R. Butts, The Merchant's and Shipmaster's Manual and Shipbuilder's and Sailmaker's Assistant (Boston, I.R. Butts, 1869) and Captain H. Paasch, Illustrated Marine Encyclopedia (Antwerp: Rattincxx Freres, 1890).
- 2  
David R. MacGregor, Clipper Ships (Watford, Herts, England: Argus Books, 1969) p. 134.
- 3  
Octavius T. Howe and Frederick C. Matthews, American Clipper Ships, 1833-1858 (Salem, Massachusetts: Marine Research Society, 1926)
- 4  
MacGregor, Clipper Ships, p. 134 and Basil Lubbock, The Down Easters: American Deep-Water Sailing Ships, 1869-1929 (Glasgow, Scotland: Brown, Son and Ferguson, 1929) p. 2.
- 5  
Frederick C. Matthews, American Merchant Ships, 1850-1900 (Salem, Massachusetts: Marine Research Society, 1931) pp. 211-213.

## 9 MAJOR BIBLIOGRAPHICAL REFERENCES

SEE CONTINUATION SHEET

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY .5 acres

UTM REFERENCES

A                       
ZONE EASTING NORTHING

B                       
ZONE EASTING NORTHING

C                     

D                     

VERBAL BOUNDARY DESCRIPTION

All that area enclosed within a                     

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

STATE

CODE

COUNTY

CODE

STATE

CODE

COUNTY

CODE

## 11 FORM PREPARED BY

NAME / TITLE James P. Delgado, Historian/Maritime Archeologist

ORGANIZATION

National Park Service

DATE

November 15, 1985

STREET & NUMBER

Building 201, Fort Mason

TELEPHONE

(415) 556-9504

CITY OR TOWN

San Francisco

STATE

California 94123

## 12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES ☒

NO ☐

NONE ☐

Kathryn Gualtieri  
STATE HISTORIC PRESERVATION OFFICER SIGNATURE

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

FEDERAL REPRESENTATIVE SIGNATURE

Edwin C. Bear

TITLE

Chief Historian and Federal Historic Preservation Officer

DATE

3/27/86

FOR NPS USE ONLY

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

Yvonne D. Stewart

DATE

May 8, 1986

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST

DATE

KEEPER OF THE NATIONAL REGISTER

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American Bureau of Shipping, Record of American and Foreign Shipping New York: American Bureau of Shipping, 1900

Butts, I.R., The Merchant's and Shipmaster's Manual and Shipbuilder's and Sailmaker's Assistant Boston, I.R. Butts, 1869

Coman, Edwin T., Jr. and Gibbs, Helen M. Time, Tide and Timber: A Century of Pope and Talbot Stanford, California: Stanford University Press, 1941.

Howe, Octavius T. and Matthews, Frederick C. American Clipper Ships, 1833-1858 Salem, Massachusetts: Marine Research Society, 1926.

Lubbock, Basil, The Down Easters: American Deep-water Sailing Ships, 1869-1929. Brown, Son & Ferguson, Ltd. Glasgow, Scotland, 1929.

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Matthews, Frederick C. American Merchant Ships 1850-1900 Series Two. Salem, Massachusetts: Marine Research Society, 1931.

Paasch, Capt. H. Illustrated Marine Encyclopedia. Rattincxx Freres, Antwerp, 1890.