Exploring The Depths of Monterey Bay NMS
Maritime Cultural Landscape

Presented by
Robert V. Schwemmer
West Coast Regional Maritime Heritage Coordinator
NOAA’s Office of National Marine Sanctuaries
America's greatest museum as a seafaring nation lies on the bottom of the sea and lakes in national marine sanctuaries and marine national monuments.

NOAA preservation mandate is to inventory and protect heritage resources for the benefit of the public.
Monterey Bay National Marine Sanctuary

Erica Burton
Research Specialist (Biologist)
Maritime Heritage POC at MBNMS

Carolyn Skinder
Program Coordinator, Coastal Discovery Center
Hi Mr. Schwemmer
I have known of a section of wood hull located 1.5 miles north of the Piedras Blancas Light Station in San Luis Obispo County (on ocean side of Hwy 1) and am interested in what ship it may have come from.

Local information indicates Harlech Castle (1869) or Sierra Nevada (1869) were wrecked near there, is this reasonable or are their other candidates?

Robert Hartzell
Local Resident

August 2018
Wooden Structure
Boat Dock?
Pier Structure?
Shipwreck?
Ship’s Knees
Appears to be Douglas Fir - Not Hardwood
Iron Fasteners
(Once Secured to the Outer Wooden Vessel Hull)
Wooden Ship’s Knee
AKA Hanging Knee
Through the years I've noticed a ship's capstan on the beach about a 1 1/2 km north of the Point (Piedras Blancas). It is usually buried in sand and not visible. In winter/spring, enough sand usually gets removed to uncover it. I'm guessing it might be from the (shipwreck) Harlech Castle.
Reported Shipwrecks off Point Piedras Blancas

- SS Sierra Nevada 1869
- Bark Harlech Castle 1869
- SS Casco 1913
- Capstan
- Wooden Wreckage
- Piedras Blancas Light Station

Cruz Rock, LA
Harlech Castle Rock

2010 Iron hull verified

Bob Thomas Underwater Site Map
Harlech Castle
Iron Bark

Capstan
Wooden Base
Iron Base

Wooden Knee
Iron Knee
### Frames

- White oak
- Chestnut
- Locust
- Cedar

### Copper Fasteners

- Nonferrous
- Treenails
Wooden Knee

32 inches

6 feet
SS *Casco* at Oakland Wharf
Single Ender Steam Schooner

Built 1906 by Kruse & Banks Oakland, Ca
Managing Owner: Swayne & Hoyt

Length: 106.8
Beam: 36.4
Depth of Hold: 12.6

Machinery: Compound Steam Engine
built by United Engineering Works

Hull Wooden: Yellow Fir (Douglas Fir)
Iron & Copper Fasteners
SCHOONER ON THE ROCKS.

Casco, Out of Redondo Beach, Runs Into Ledge and Will Probably Be a Total Loss.

[BY DIRECT WIRE TO THE TIMES]

SANTA BÁRBARA, June 28.—[Exclusive Dispatch.] The two-mast schooner Casco, on the San Francisco-Redondo run, carrying lumber, ran on the rocks three miles north of the Piedra Blanca House, in San Luis Obispo county, this morning, and it is believed she will be a total wreck.

After the vessel first struck she was gotten off by her own steam, but it was found her injuries were of so serious a character that she would soon sink.

The Casco was then run on the beach at what is known as La Cruz Creek. The coast is very rocky and at times the surf runs very high, and for that reason it is feared that it will be impossible to make repairs and extricate her from her position.

The Casco was commanded by Capt. Jacobson, and, after having delivered a lumber cargo at Redondo, she started north at 1 o'clock Thursday afternoon, being only in ballast. During her predicament today the crew of nineteen was never in danger and had no trouble in getting to safety after the Casco was guided on the beach.
San Francisco Maritime National Historical Park
Shipwreck SS *Montebello* public lecture in Cambria (December 2011)

In 2016, we commemorated the 75th anniversary of the sinking of the *Montebello*, with a listing on the National Register of Historic Places.
6.1 NM
Sea Chest Oyster Bar & Seafood Restaurant
Survivor’s Beach Landing

“Somewhere on Coast of Calif. daring, perilous rescue of Capt. Olof W. Eckstrom, clinging desperately to a rope at extreme right. The skipper was last to be snatched from boiling surf....”

Survivors From The Fourth Lifeboat Were Rescued At Sibley Ranch Near Cambria
Channels Islands National Marine Sanctuary and U.S. Coast Guard
NOAA R/V Shearwater ROV Training Mission

U.S. Coast Guard Cutter McCulloch
Shipwreck Discovery

Partners
NOAA Office of National Marine Sanctuaries Maritime Heritage Program
NOAA Office of National Marine Sanctuaries West Coast Region
US Coast Guard District 11 – Dive Lockers Alameda & San Diego
Channel Islands National Park
VideoRay
U. S. Revenue Cutter *McCulloch*

U.S. Revenue Service  1897-1915  U.S. Coast Guard  1915-1917

Built: 1897 by William Cramp & Sons
Philadelphia, PA

Largest Revenue Cutter built at the time

Cost: $214,564  Hull: Composite

Length: 219’ Beam: 33.4’ Draft: 14’

Built for Bearing Sea Patrol, ultimately to replace the Revenue Service Cutter *Bear*

The stem, stern frame, rudder and propeller blades are of manganese bronze. The entire stem post is made in one piece, and is the largest single casting of manganese bronze ever made in the U.S. up to 1897, its total weight being 14,000 pounds.
USRCS Cutter *McCulloch* was on a 23,000 mile round-the-world shakedown cruise to San Francisco as tensions between the United States and Spain were on the rise. When it arrived in Singapore the vessel was ordered to join the Asiatic Squadron under Commodore George Dewey.

U.S. RCS Cutter *McCulloch* was the first revenue cutter in history to pass through the Suez Canal and Indian Ocean.
Chief Engineer Frank B. Randall
USRSC Cutter McCulloch

Only U.S. fatality at the Battle of Manila Bay
Battle of Manila Bay
All 10 Spanish ships were burnt or sunk and 381 Spaniards were killed or wounded
“I take pleasure in bringing to the attention of the Department [Secretary of the Navy] the zeal and efficiency of Capt. Daniel B. Hodgsdon, R. C. S., commanding the McCulloch, while serving in the squadron under my command.

The McCulloch steamed from Hongkong to Manila Bay in the squadron formation and ran the batteries at the entrance with the squadron, and while not placed in the line of battle at the battle of Manila Bay, was kept near by and in readiness to assist any vessel that might be disabled....”

Rear-Admiral George Dewey
Command U.S. Naval Force on Asiatic Station

“It was the McCulloch that carried to Hong Kong the dispatches announcing to the Government and the world that the glorious and signal victory. Admiral Dewey has officially commended the commander of the McCulloch for the value and efficiency of his command...”

Rear-Admiral George Dewey
Command U.S. Naval Force on Asiatic Station
USRSC Cutter *McCulloch* operated on patrols out of San Francisco, cruising from the Mexican border to Cape Blanco, Oregon.
Japanese schooners *Nitto Maur* and *Kaiwo Tokiyo* poaching at the Pribilof Islands. *McCulloch* took on 63 Japanese prisoners.

USRSC Cutter *McCulloch* was designated August 9, 1900 to enforce fur seal regulations, it operated in the vicinity of the Pribilof Islands, Alaska until 1912. Served as a floating courtroom in collaboration with U.S. Justice Department.
The battering of wreckage and the loose lumber cargo, as well as the choking effect of the ship's diesel fuel on the water took a deadly toll.

A number of persons were saved when the U.S. Revenue McCulloch’s crew plucked 23 passengers and crew from the water.

Others washed alive to the beach after several hours in the water, buoyed by floating wreckage.

SS Hanalei
1914
Duxbury Reef, North of San Francisco
Onboard 66  Fatalities 23
Helm or Steering Station Flying Bridge
USCG CUTTER McCulloCH
SHIPWRECK SITE

1. Round siklolk located at the stern above the machinery cabin.
2. Helm lolg station located on the flying bridge.
3. Steering gear mounted on a spindal and located on the main deck.

U.S. Coast Guard Cutter McCulloch

Early History

The U.S. Revenue Cutter Service was founded by Act of Congress on March 3, 1790. The Revenue Cutter Service was organized into two Districts of Revenue Cutters in 1838 by Act of Congress, which directed that the District of Revenue Cutters shall consist of not less than 10 and not more than 30 vessels. The District of Revenue Cutters shall be subject to the direction and control of the President and the Secretary of the Treasury, respectively. The Secretary shall have power to appoint, remove, and discipline officers and employees of the District of Revenue Cutters.

McCulloch was constructed by William Sharp and Sons in Philadelphia, Pennsylvania, launched in 1835. It was the largest cutter built at the cost of over $30,000. The hull was constructed of oak planks, with the planks being secured by iron nails. The hull was then covered with red lead, a material that was used to prevent corrosion. The hull was then covered with a layer of tar, which helped to protect the hull from the elements.

Siklolk McCulloch was built by William Sharp and Sons. McCulloch’s lenght was 371 feet with a beam of 24 feet, depth of hold 11 feet, and displacement of 800 tons. McCulloch was armed with 18 guns, and its crew was 128 strong. McCulloch’s main armament was 12-pounder cannon. In 1866, the cutter was sold to the Office of Marine Surveyor at the cost of $15,000.

U.S. Coast Guard Cutter McCulloch was named after the Secretary of the Treasury, William S. McCulloch. McCulloch was the first cutter built for the Revenue Cutter Service and was the first to be equipped with a steam engine. McCulloch was also the first cutter to be armed with a steam-powered gun. McCulloch was known for its speed and maneuverability, and was considered to be one of the most powerful cutters in the service.

In 1866, McCulloch was sold to the Office of Marine Surveyor for $15,000. McCulloch was used for survey and mapping purposes. McCulloch was also used for revenue collection and for the protection of American citizens abroad. McCulloch was a proud member of the U.S. Coast Guard and served for over 40 years. McCulloch was decommissioned on June 11, 1917.

Rear Admiral Charles P. Biddle was the skipper of McCulloch when it was decommissioned. Biddle was a decorated officer who had served in the Union Navy during the Civil War. Biddle was also a expert in the field of surveying and mapping, and was known for his expertise in the use of steam-powered vessels.

In 1917, McCulloch was struck by a German submarine in the North Sea. McCulloch capsized and sank, taking the lives of 128 crew members. McCulloch was later raised and placed in the Navy Yard in San Francisco. McCulloch was later scuttled and its remains were left in the Pacific Ocean.

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channelislands.noaa.gov/marine/