

National Marine Sanctuaries
National Oceanic and Atmospheric Administration



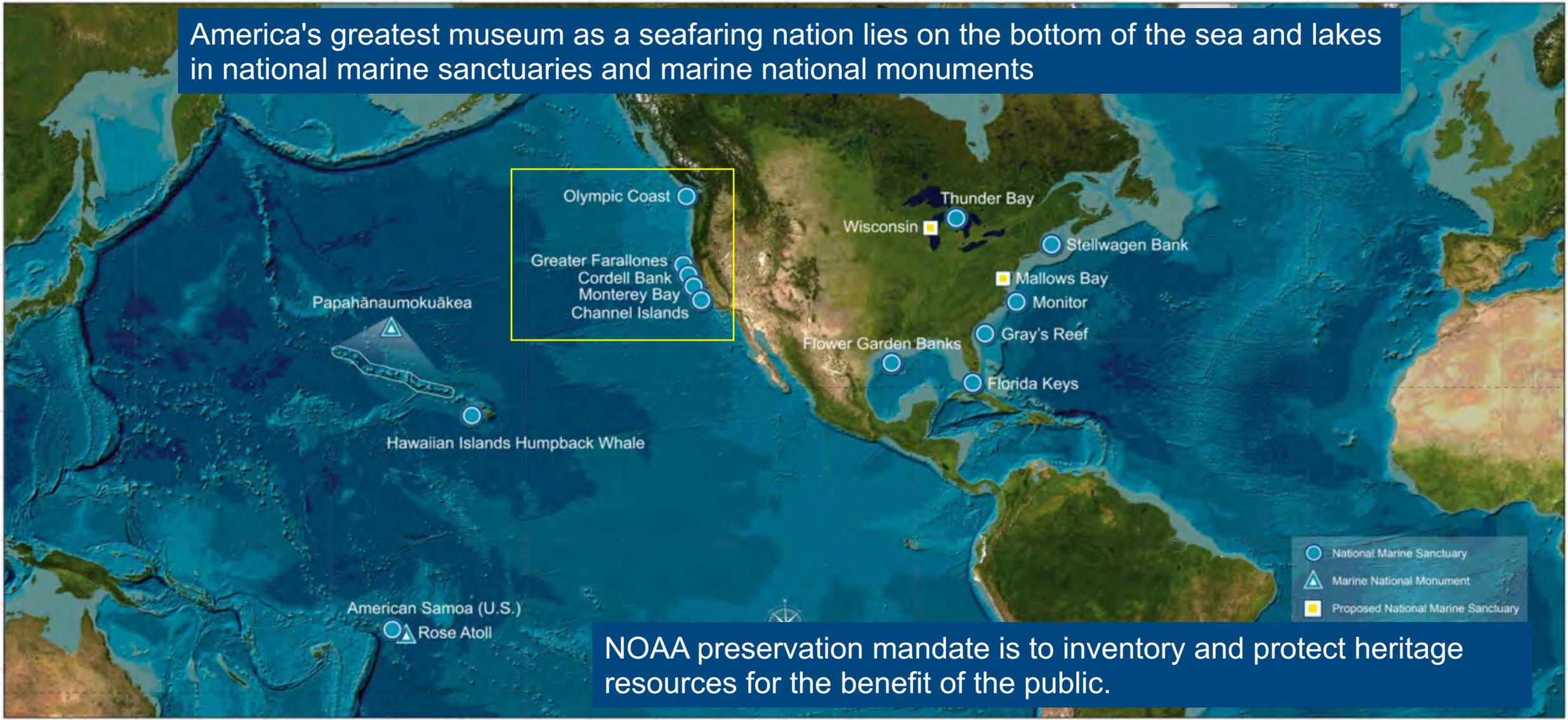
Exploring The Depths of Monterey Bay NMS Maritime Cultural Landscape

Presented by
Robert V. Schwemmer

West Coast Regional Maritime Heritage Coordinator
NOAA's Office of National Marine Sanctuaries

NATIONAL MARINE SANCTUARY SYSTEM

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.



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

Monterey Bay National Marine Sanctuary



Carolyn Skinder
Program Coordinator, Coastal Discovery Center

Recognizing Citizen Stewards

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 there other candidates ?

Robert Hartzell
Local Resident

August 2018

Arroyo Del Corral Beach

Wooden Structure

HWY 1 Relocated

HWY 1 Original Location

Piedras Blancas Light Station





HWY 1



Wooden Structure

Boat Dock?

Pier Structure?

Shipwreck ?



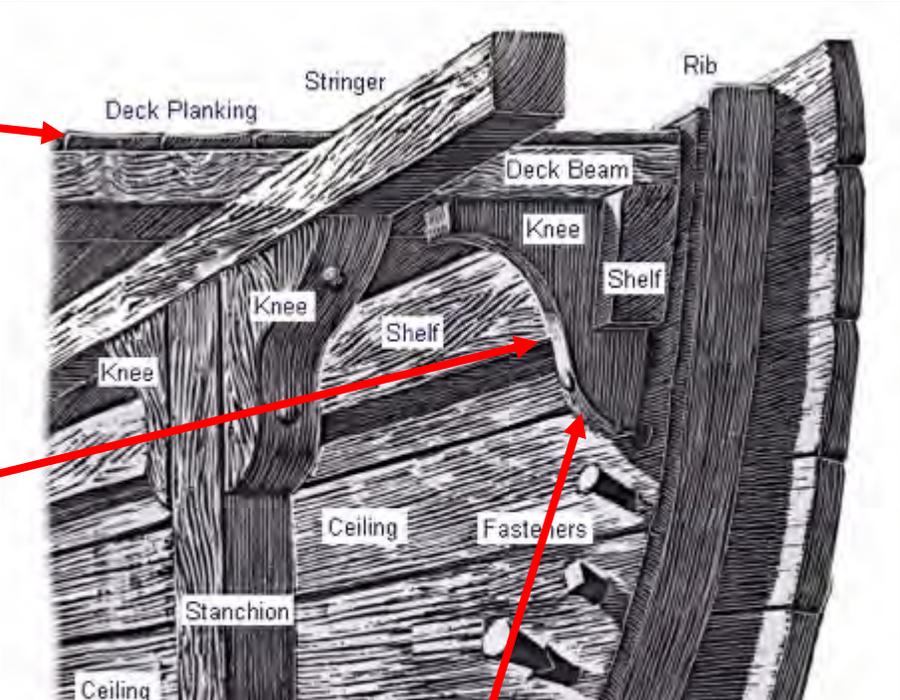


Ship's Knees

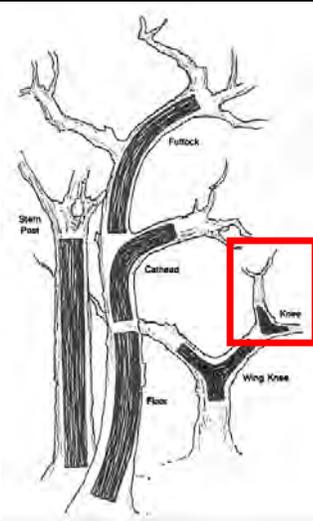
Appears to be Douglas Fir - Not Hardwood

Iron Fasteners

(Once Secured to the Outer Wooden Vessel Hull)



Wooden Ship's Knee
AKA Hanging Knee



Steam Gypsy or Capstan Base



Wooden Base



SAC Training

Citizen Stewards

Brian B. Hatfield: Email forwarded from Carole Adams 2008

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.



Arroyo Del Corral Beach

Wooden Structure
Reported 2018

Capstan
Reported 2008



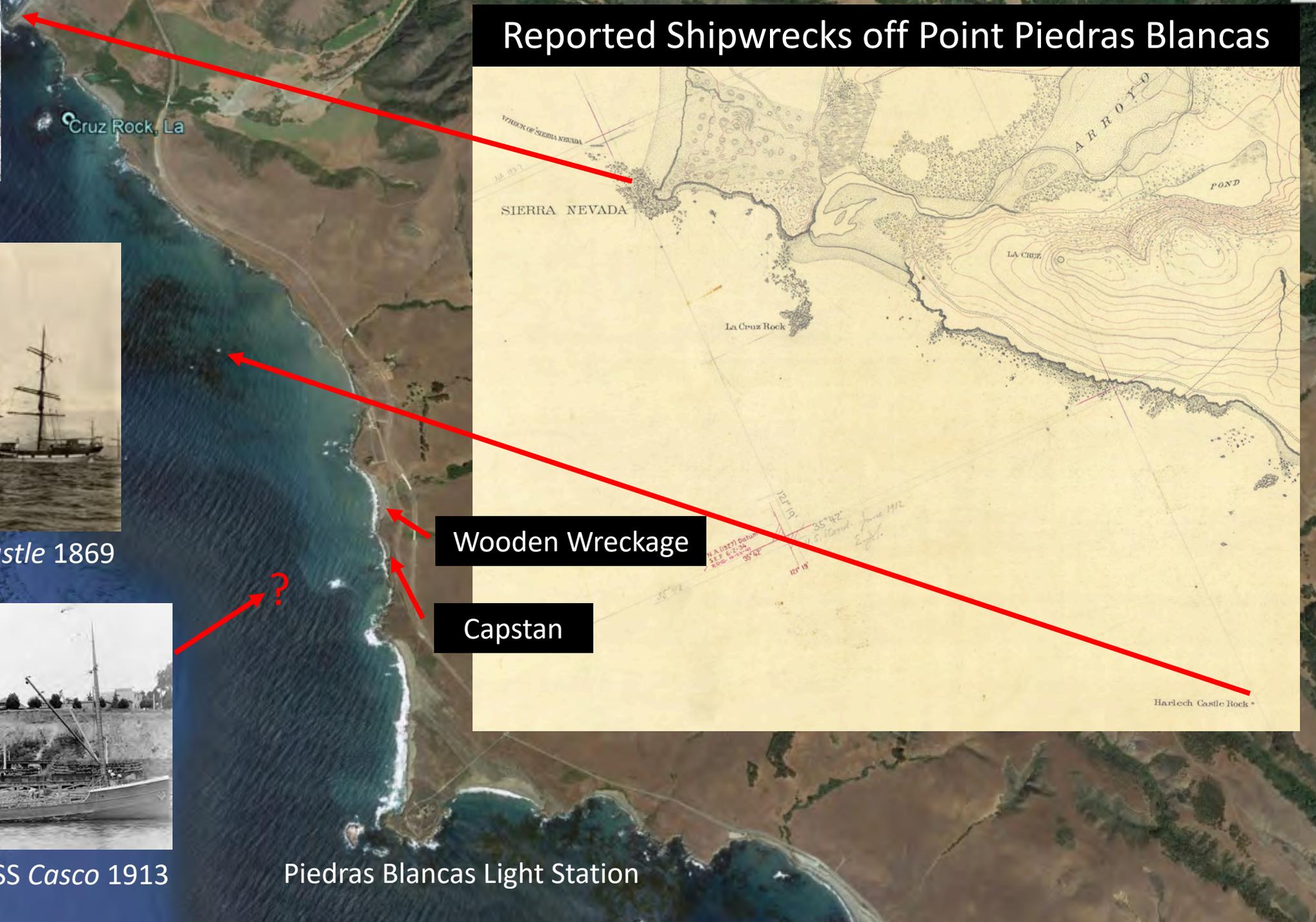
SS Sierra Nevada 1869



Bark Harlech Castle 1869



SS Casco 1913



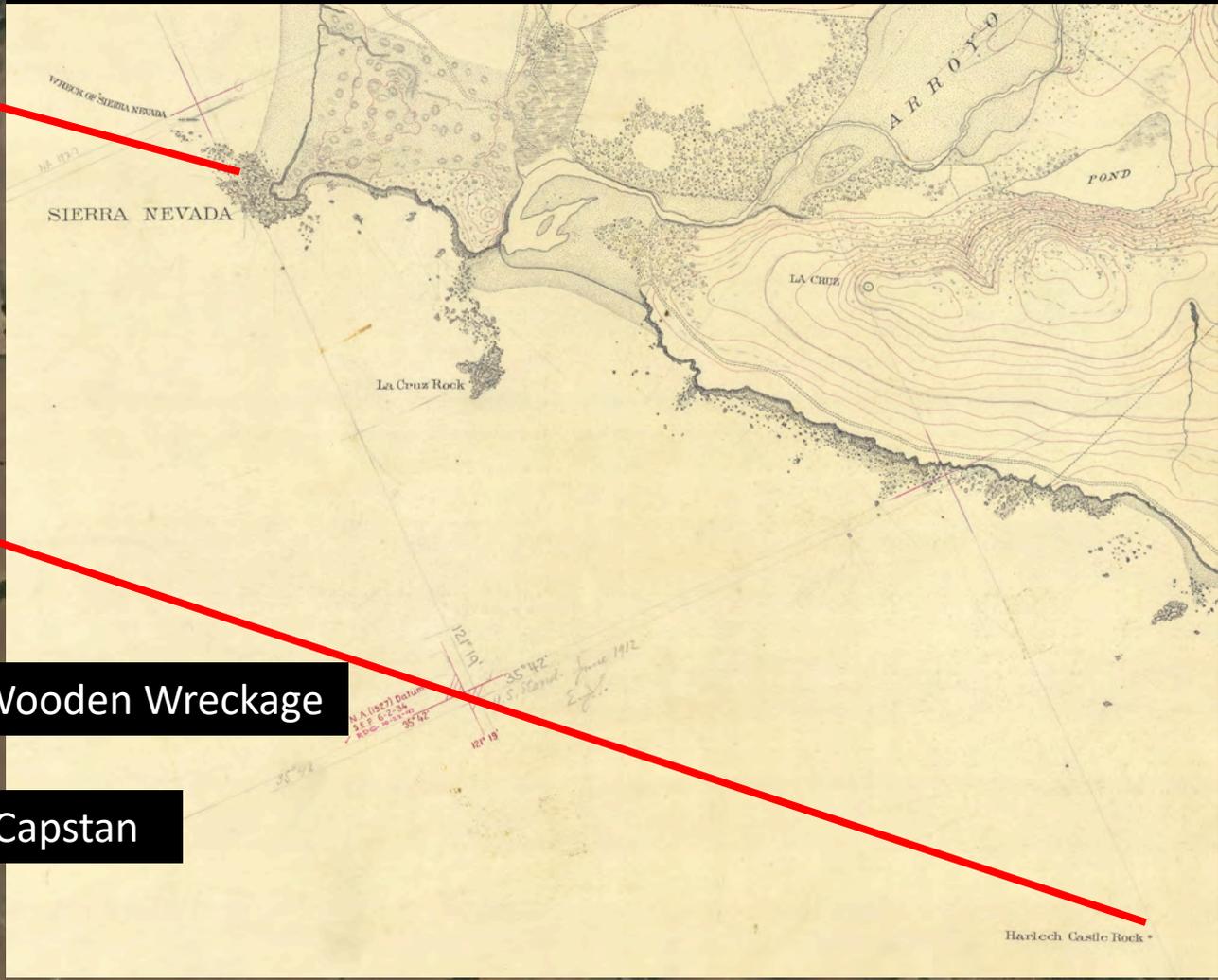
Cruz Rock, La

Wooden Wreckage

Capstan

Piedras Blancas Light Station

Reported Shipwrecks off Point Piedras Blancas

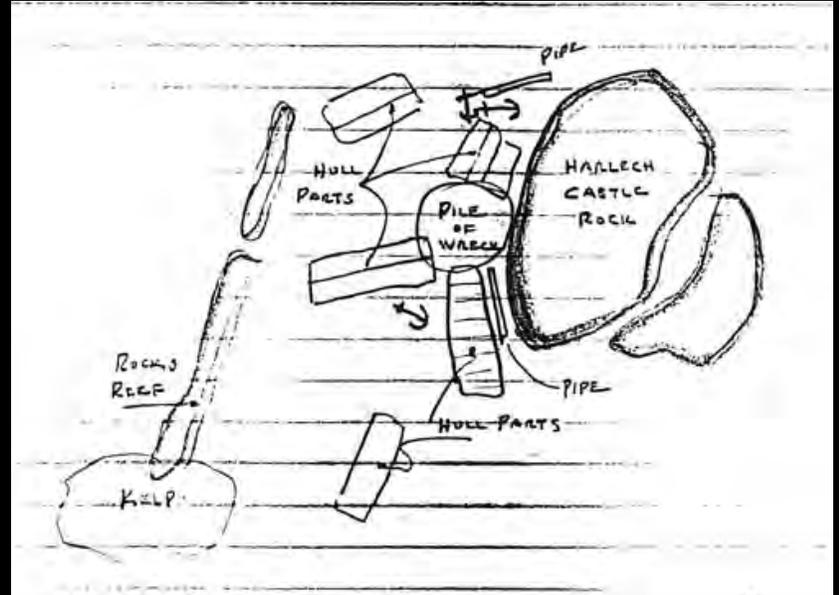


Harlech Castle Rock

Harlech Castle Rock



2010 Iron hull verified



Bob Thomas Underwater Site Map

Capstan



Wooden Base

Iron Base



Harlech Castle
Iron Bark

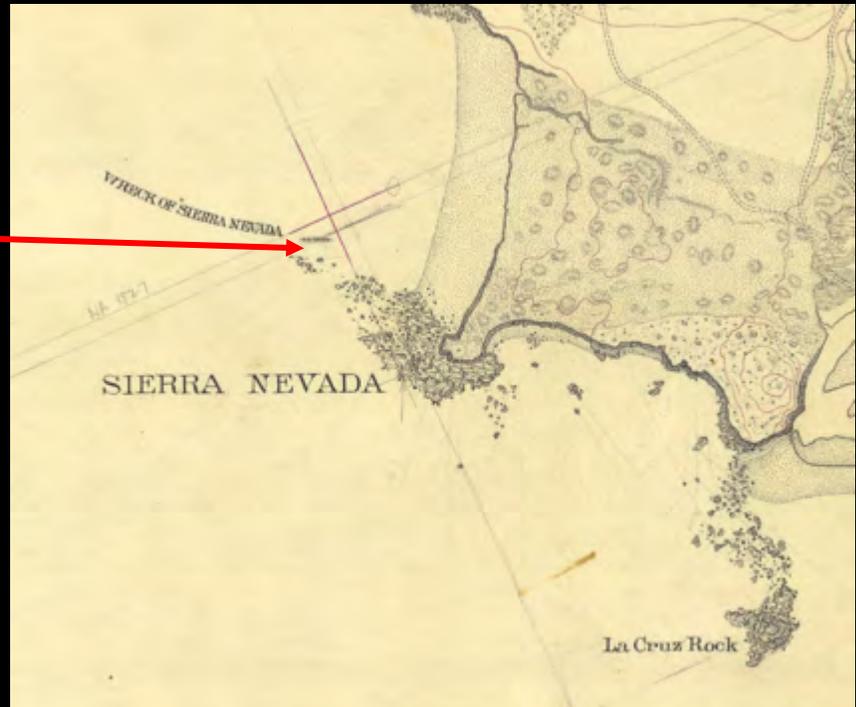
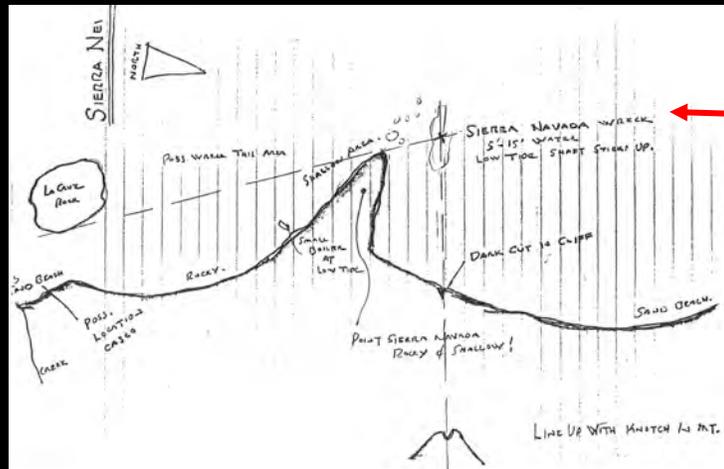
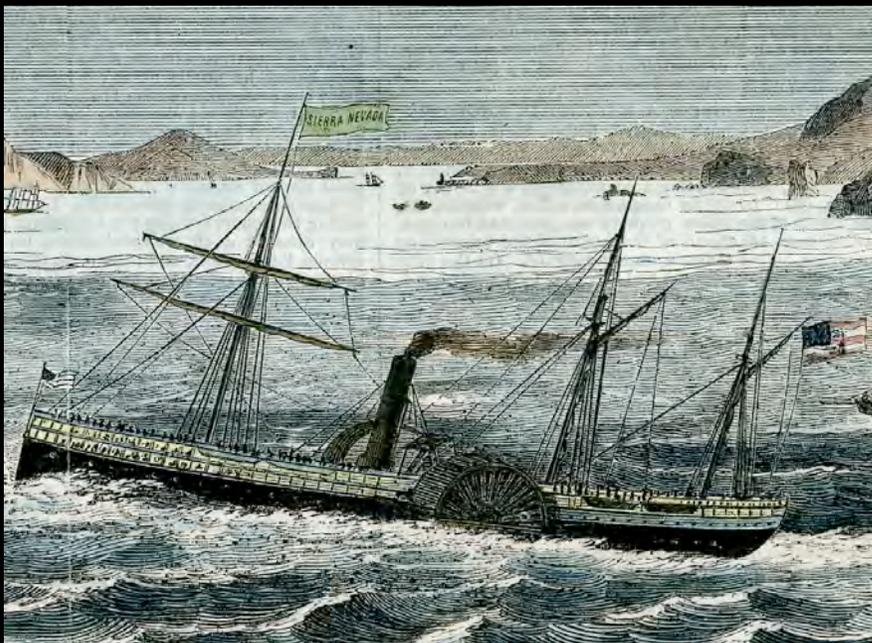


Wooden Knee

Iron Knee



Point Sierra Nevada



Bob Thomas Underwater Site Map

STEAMER, *Sierra Nevada* December 15th 1851 - No. 87
Route *New Orleans & Galveston* OWNERS, *Chas Morgan*

CLASS, *Three* No. *2*

Security and Provisions against Fire, *Indisputant*

Memoranda *Floors not filled in solid - wooden coal bunkers
and no independent steam fire pump has two
cotton ports on each side*

Built in *New York* 1851
Length on Deck, *225* feet inches
Boam, (Molded) *35* feet inches
Depth of Hold, *10* feet inches
Depth of Hold to Spar Deck, *17* feet *4* inches
Draft of Water at load line, *11* feet inches

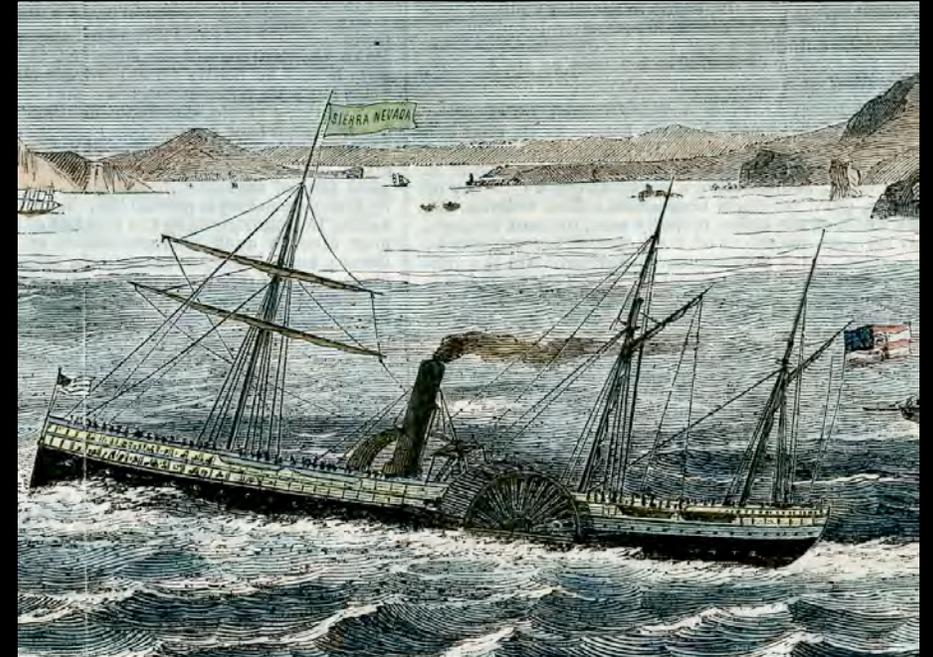
FRAME of *White oak, chestnut, locust
& cedar*
and *square* fastened with
copper & treenails

Floors, molded *19* inches: sided *8* inches.
Distance of Frames apart at centres, *26* inches.

Frames, *not* filled in solid.
Iron Straps, diagonal and double, laid *4* x *5/8* inches.
Bunkers, *wood* coppered, *no*
Rig, *Three masted square forward*
Tons, *1385* Water wheel Guards,

Description of Engine, *Vertical beam*
Number and diameter of Cylinders, *two* of *42* inches.
Stroke of Piston, *10* feet inches.
Diameter of *Water Wheels* *30* feet inches.
Material of *do*, *wrought iron*.

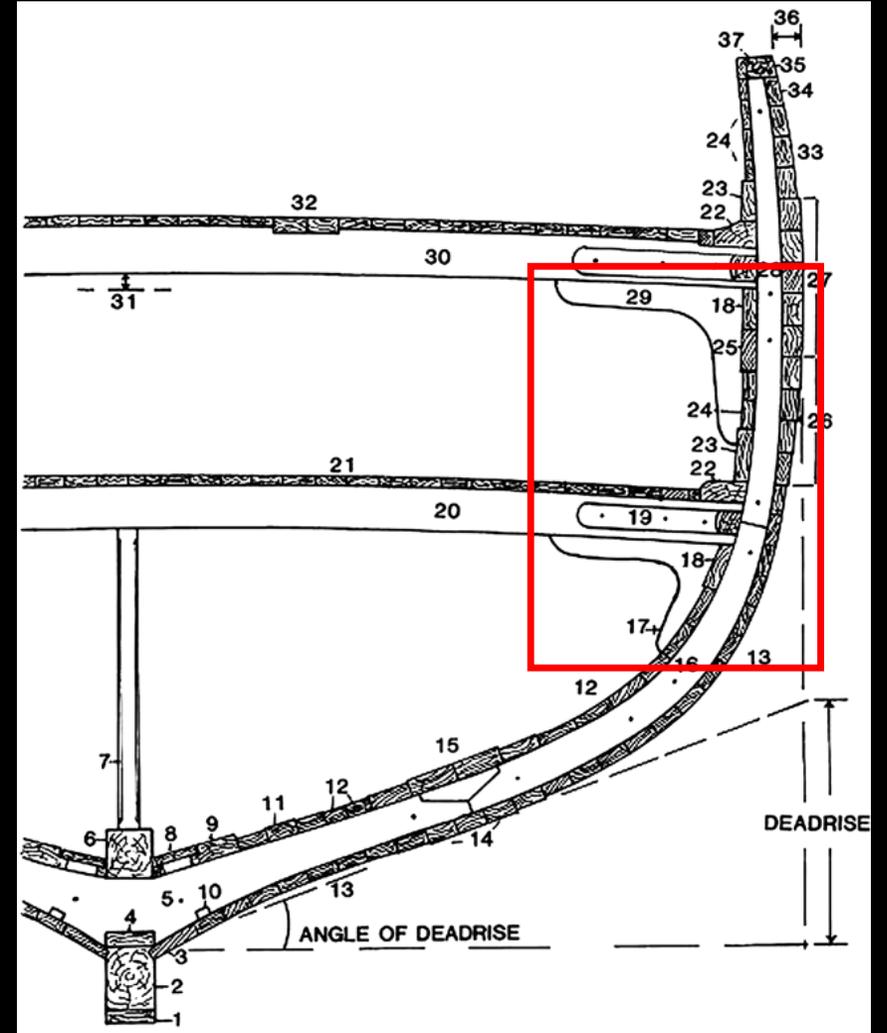
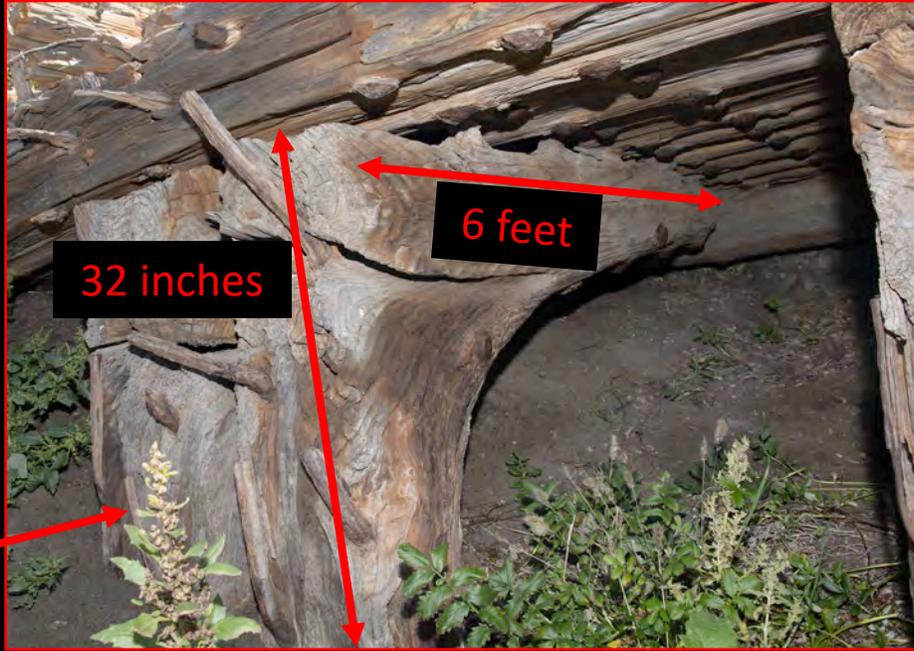
Number and description of Boilers, *Two - ordinary
glued*
When Built, 1851 Where located,
Blowers, *no* Smoke Pipe, *one*
Independent Steam Fire and Bilge Pumps, *none*
Number of Bilge Injections, *four*
Bottom Valves or Cocks to *all* openings in bottom.



Frames: White oak, chestnut, locust & cedar

Copper (nonferrous) fasteners & treenails

Wooden Knee





San Francisco Maritime National Historical Park

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

SS Casco at Oakland Wharf
Single Ender Steam Schooner

Casco Wrecked on Rocks of Pacific

SAN LUIS OBISPO, June 28.—Striking a submerged rock three miles north of Port San Luis shortly before noon today, the Casco, a two-masted schooner, knocked a big hole in her bow and tonight is on the beach at the mouth of Arroyo Las Cruz creek. It was the opinion of Captain Jacobson that owing to the high seas always running at this point that it will be impossible to get the boat off and that she will be pounded to pieces.

The Casco had been to Redondo, where she had discharged her cargo and was on the return trip to San Francisco.

There were 19 aboard, constituting the crew. No one was drowned and none was injured. The captain and crew tonight are in San Luis Obispo, waiting for instructions from San Francisco.



San Francisco Maritime National Historical Park

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 BARBARA, 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.

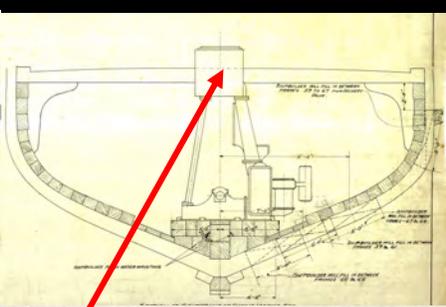
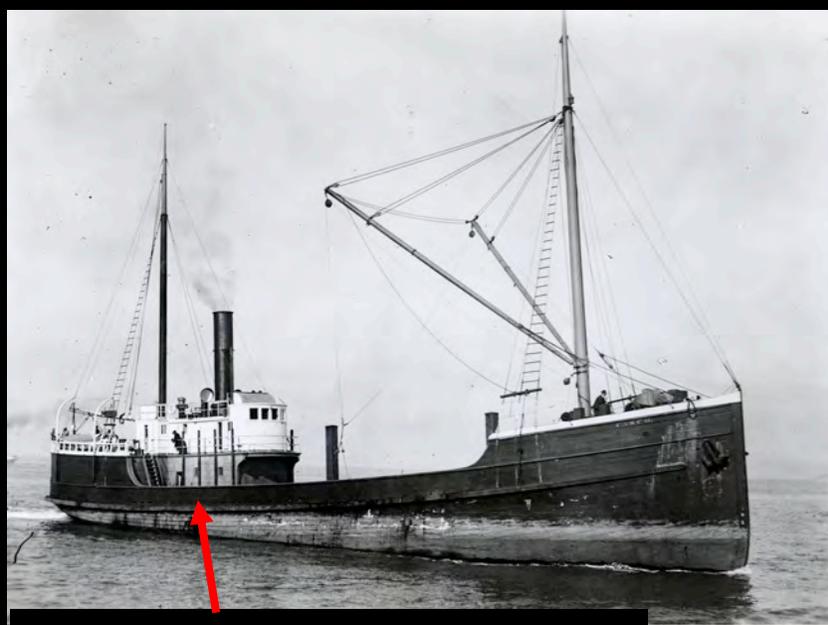
After the vessel first struck she was gotten off by her own steam, but it was found her injuries were of so serious a character that she would soon sink.

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.

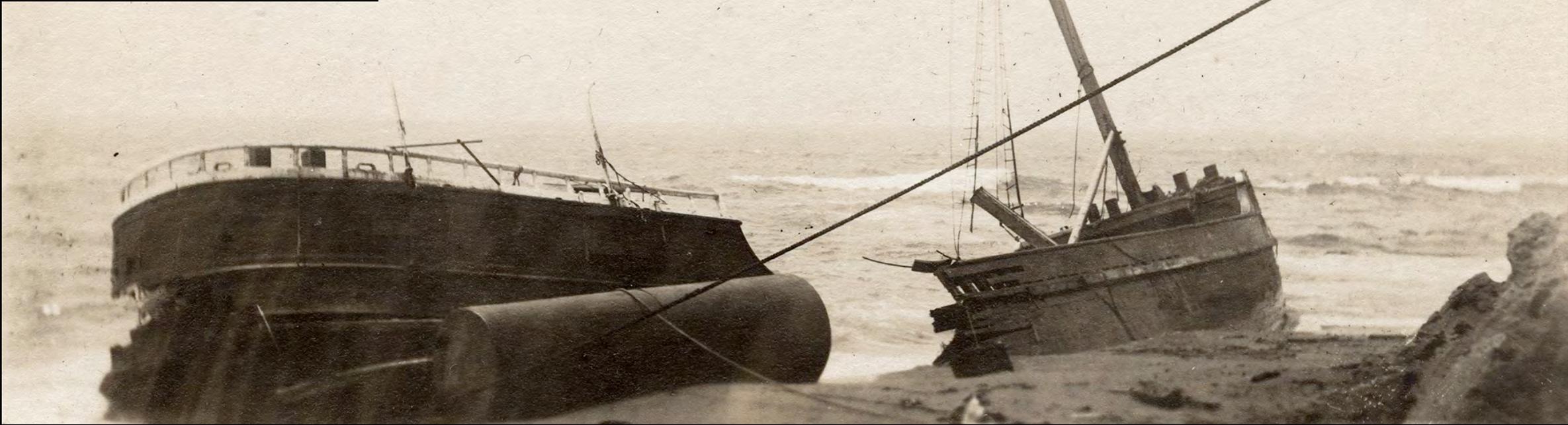
The Casco was commanded by Capt. Jacobson, and, after having delivered a lumber cargo at Redondo, she started north at 1 o'clock Thursday afternoon, being only in ballast. During her predicament today the crew of nineteen was never in danger and had no trouble in getting to safety after the Casco was guided on the beach.

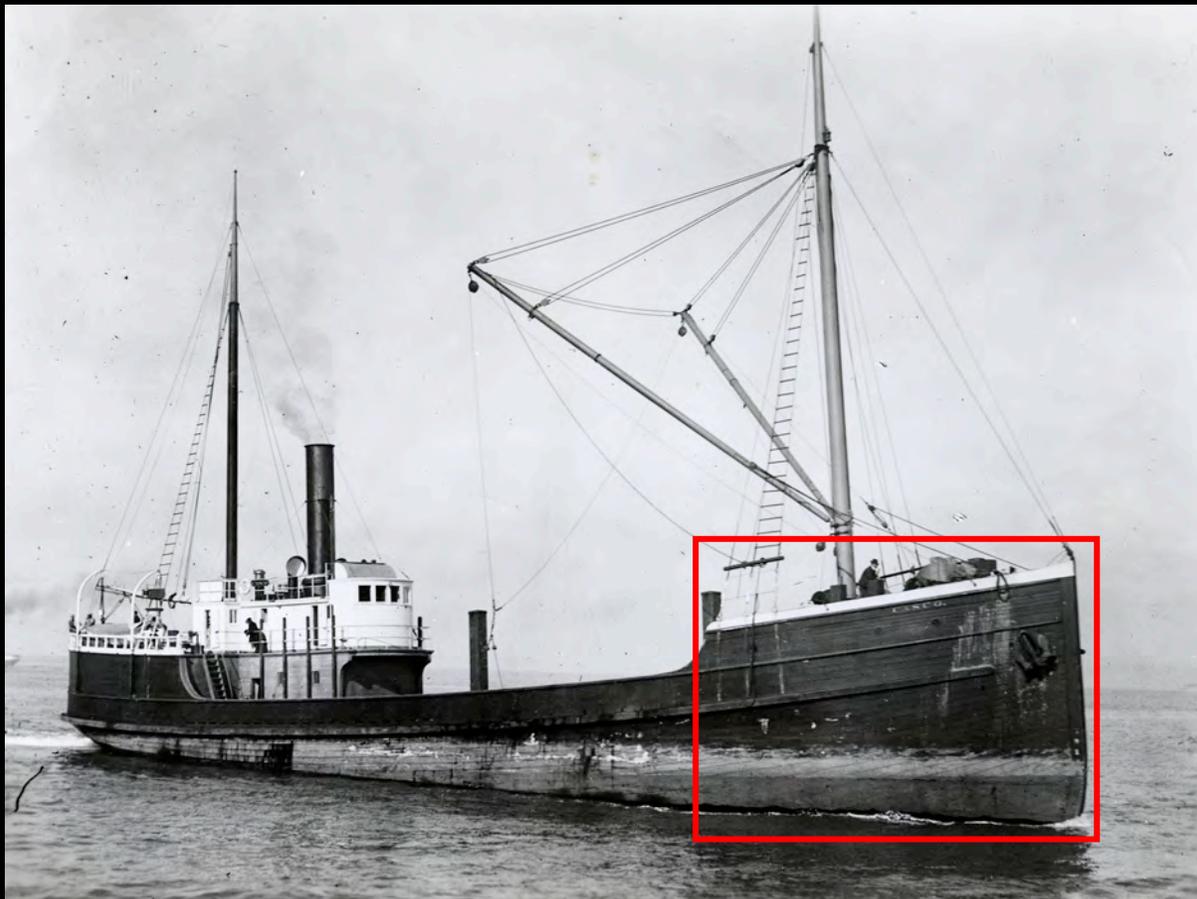


San Francisco Maritime National Historical Park



Compound Steam Engine Salvage





San Francisco Maritime National Historical Park

Forecastle



Shipwreck *SS Montebello* public lecture in Cambria (December 2011)



Vancouver Maritime Museum

National Register
of
Historic Places

In 2016, we commemorated the 75th anniversary of the sinking of the *Montebello*, with a listing on the National Register of Historic Places



Survivor Dick Quincy



Tom Gould Painting 2017



Cambria Historical Museum





Motor Vessel Alma

Alma Specifications
 Built in 1877 by Genoa Boat Works, Bevacqua Brothers in San Francisco.

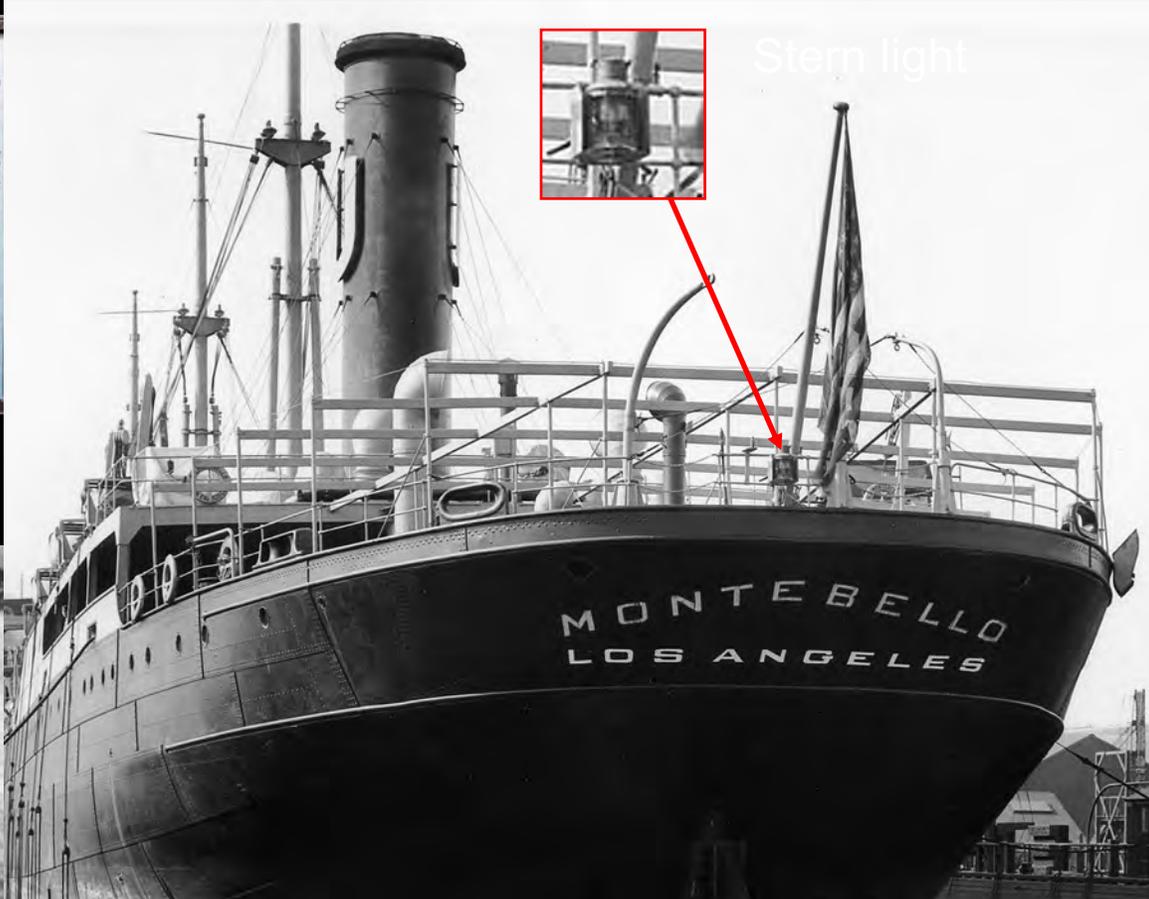
Construction: Carvel planked fir on bent oak frame on 12 inch centers. Exterior hull Ferro-cemented in 1974.

Gross Tonn: 16
 Length O.A.: 48 feet
 Max. Beam: 13 feet
 Draft: 5 feet

Propulsion: Originally powered with a gasoliner engine, replaced in 1925 with a 20-hp Atlas Imperial diesel engine. That engine was replaced with a 6 cylinder Cat D-23000 in 1970. A rebuilt 6-71 Detroit Diesel with a 36-inch five-blade propeller was installed in 1976.

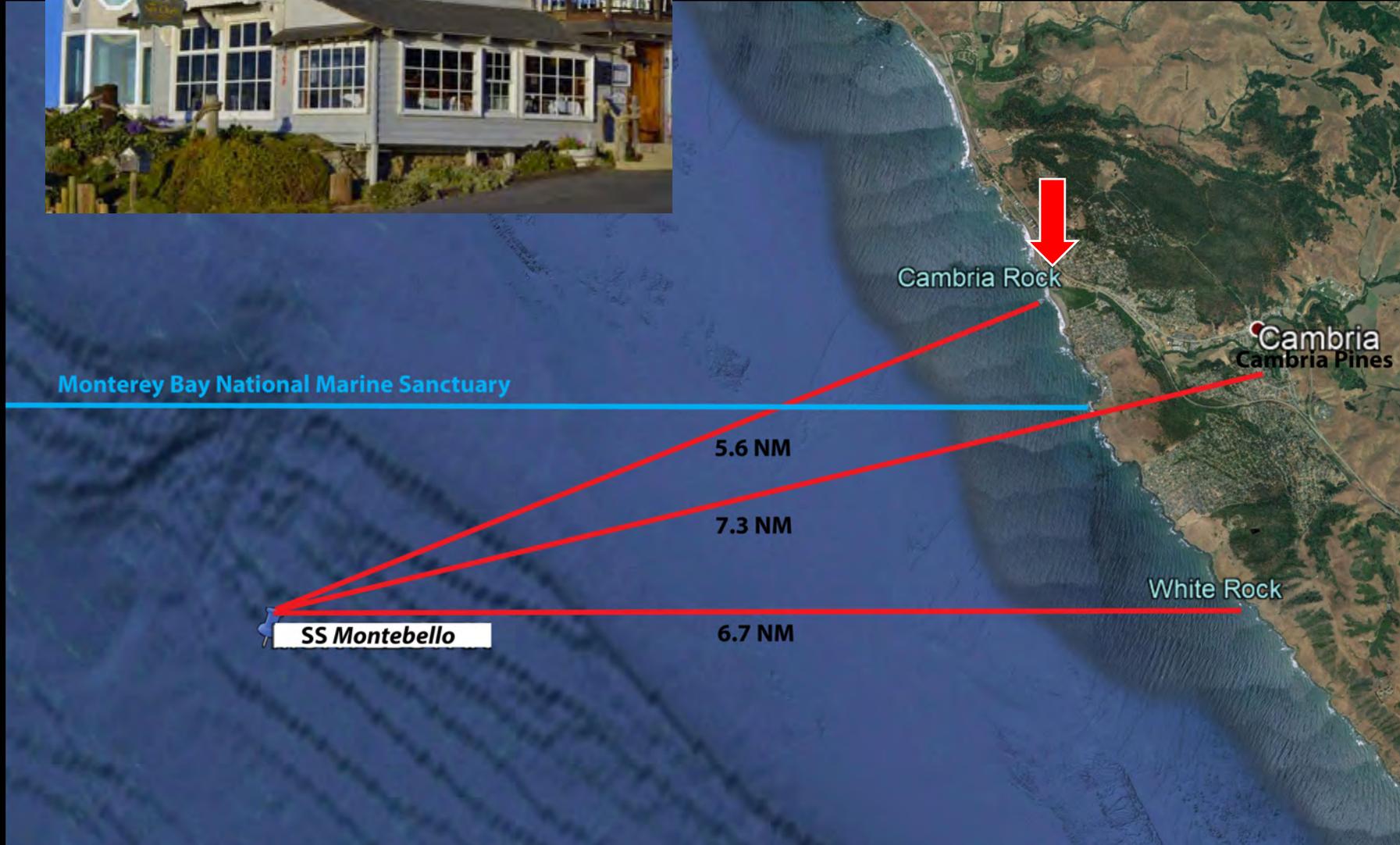


Morro Bay MARITIME MUSEUM





6.1 NM
Sea Chest Oyster Bar & Seafood
Restaurant



Survivor's Beach Landing



The Cambrian



“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...”

Robert Schwemmer Maritime Library



Survivors From The Fourth Lifeboat Were Rescued At Sibley Ranch Near Cambria

National Marine Sanctuaries
National Oceanic and Atmospheric Administration



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

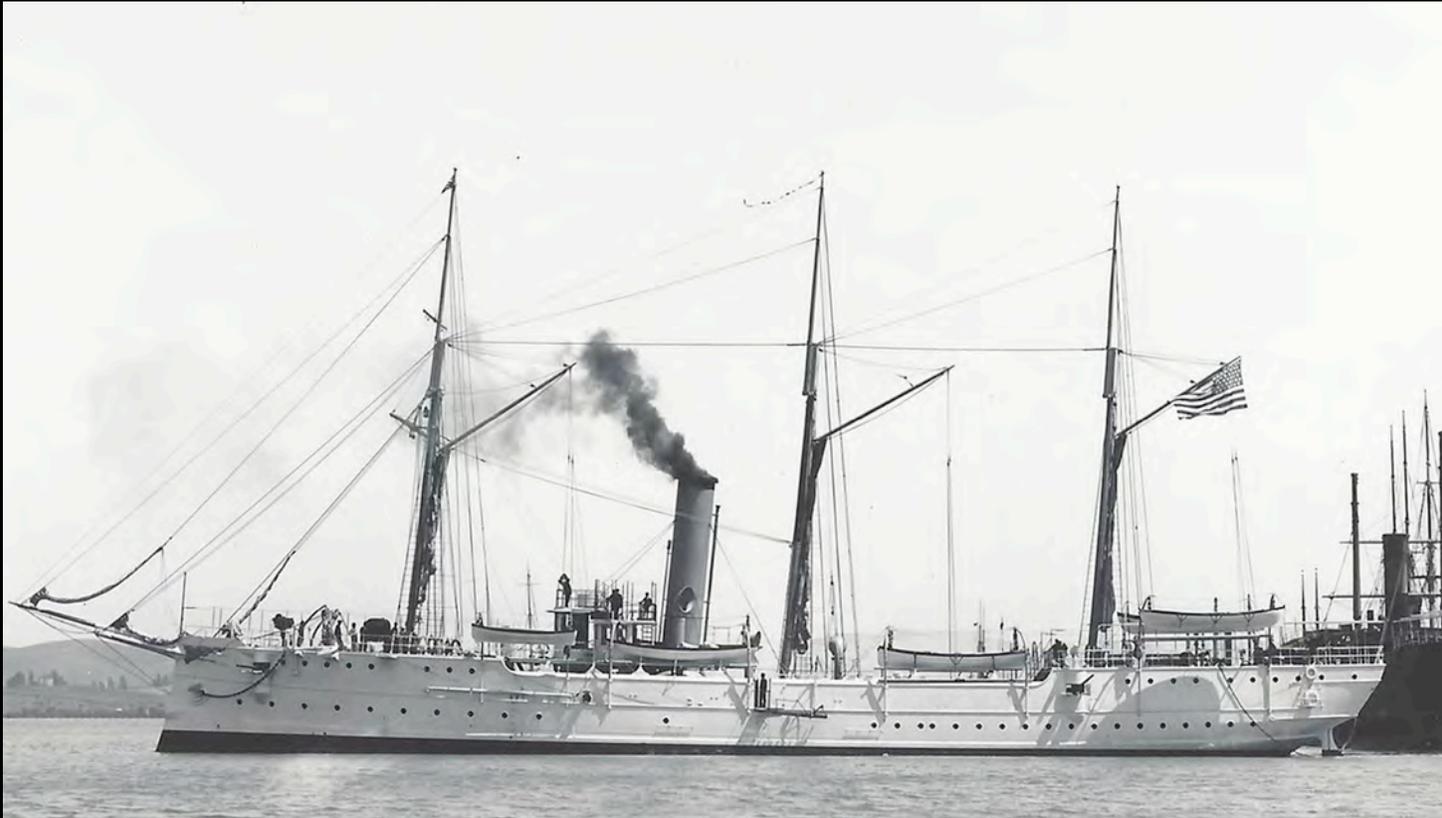
Cost: \$214,564 Hull: Composite

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.

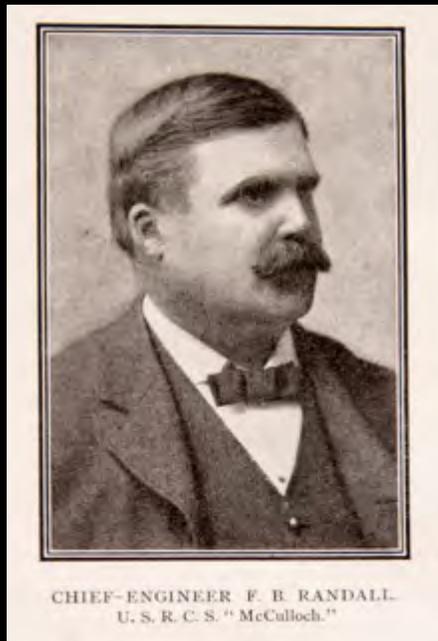


A 23,000-MILE CRUISE
Tomorrow The New Revenue
Cutter *McCulloch* Will Start
Around The World.
BOUND TO SAN FRANCISCO
To Be Used In Service In The
Bering Sea.

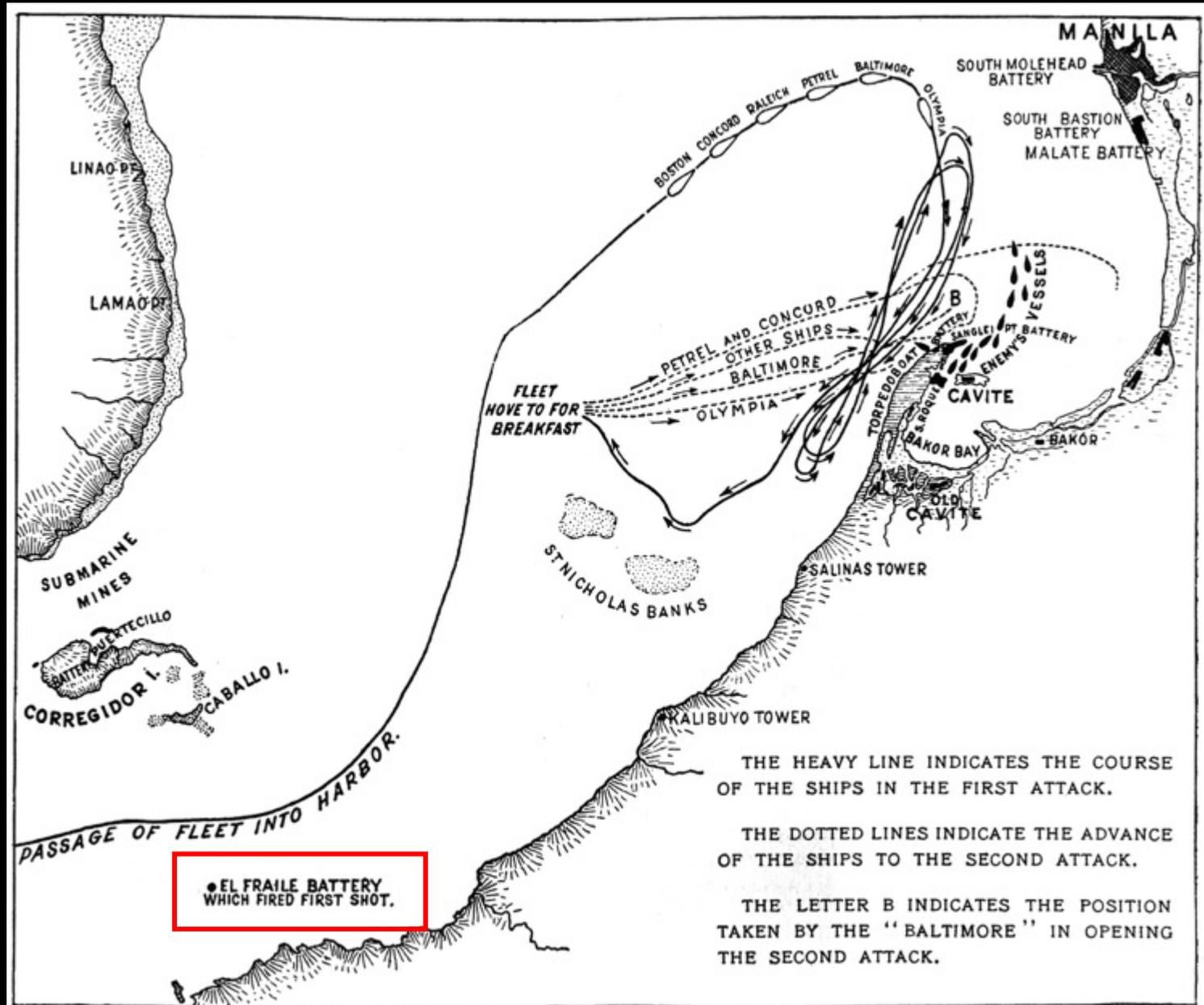
January 8, 1898



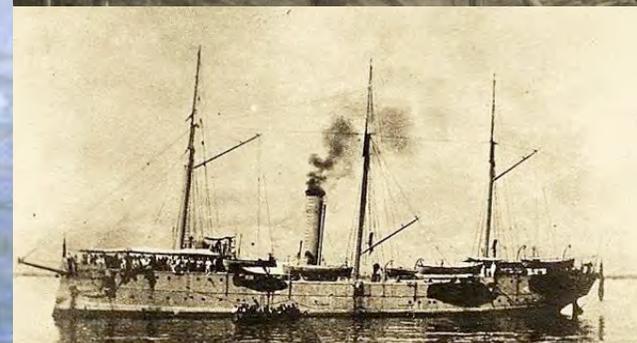
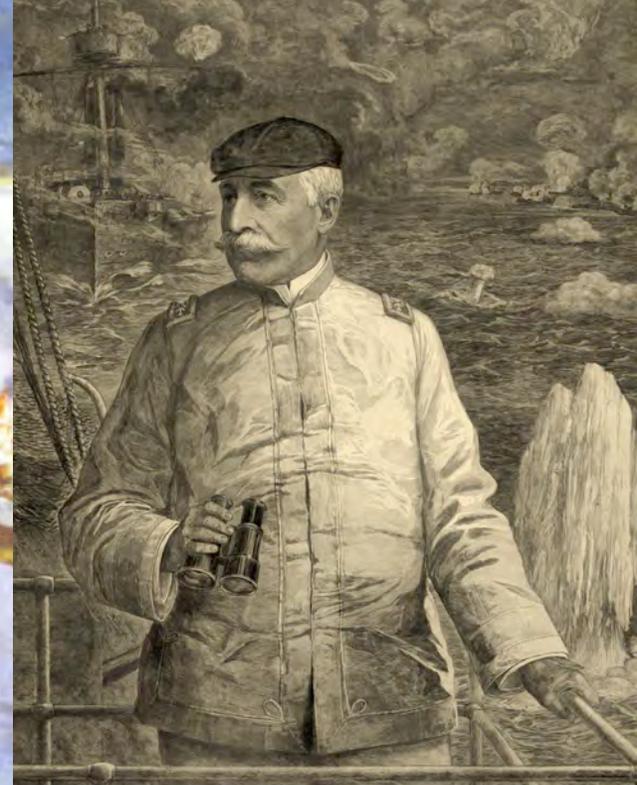
U.S. RCS Cutter *McCulloch* was the first revenue cutter in history to pass through the Suez Canal and Indian Ocean



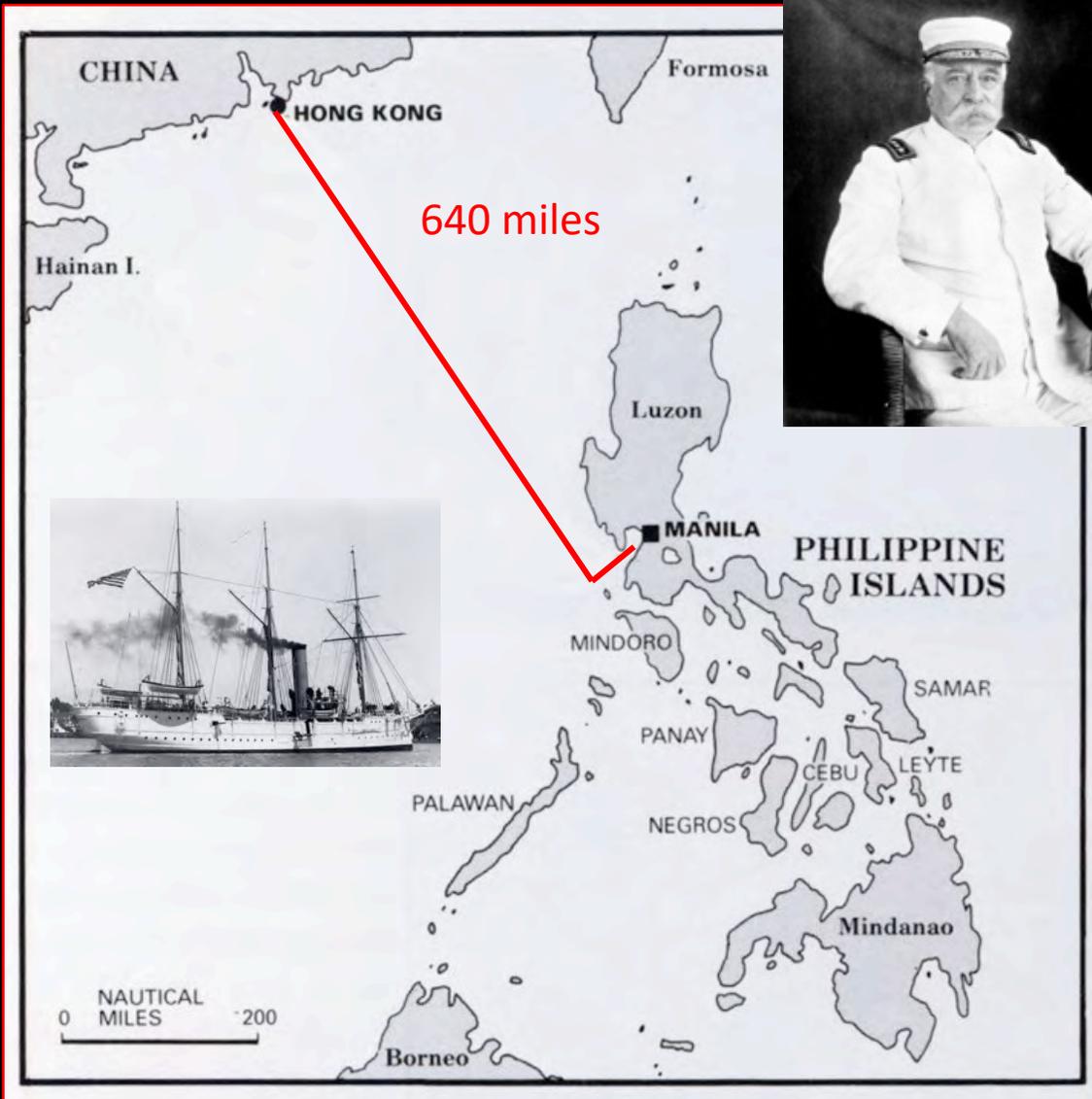
Chief Engineer Frank B. Randall
USRSC Cutter *McCulloch*



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. Hodgson, 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...”

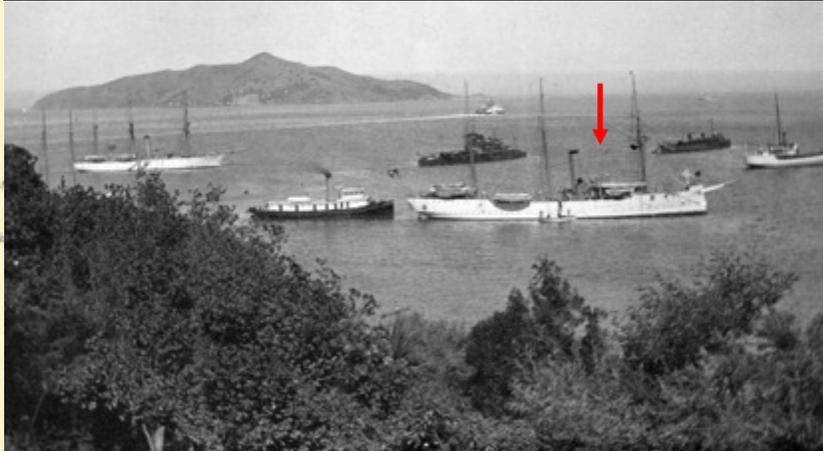
Rear-Admiral George Dewey
Command U.S. Naval Force on Asiatic Station

“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...”

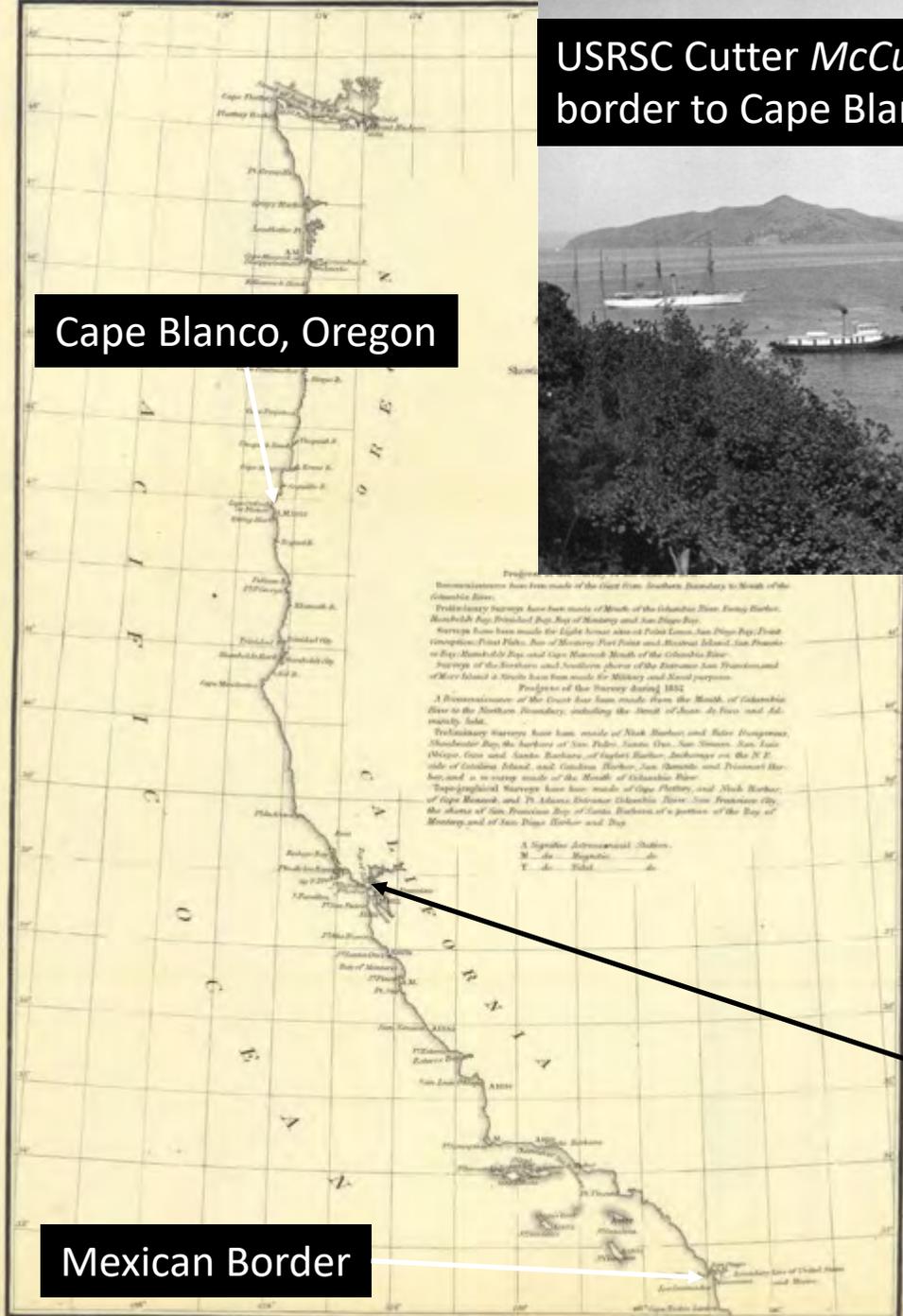
Rear-Admiral George Dewey
Command U.S. Naval Force on Asiatic Station

USRSC Cutter *McCulloch* operated on patrols out of San Francisco, cruising from the Mexican border to Cape Blanco, Oregon

Cape Blanco, Oregon

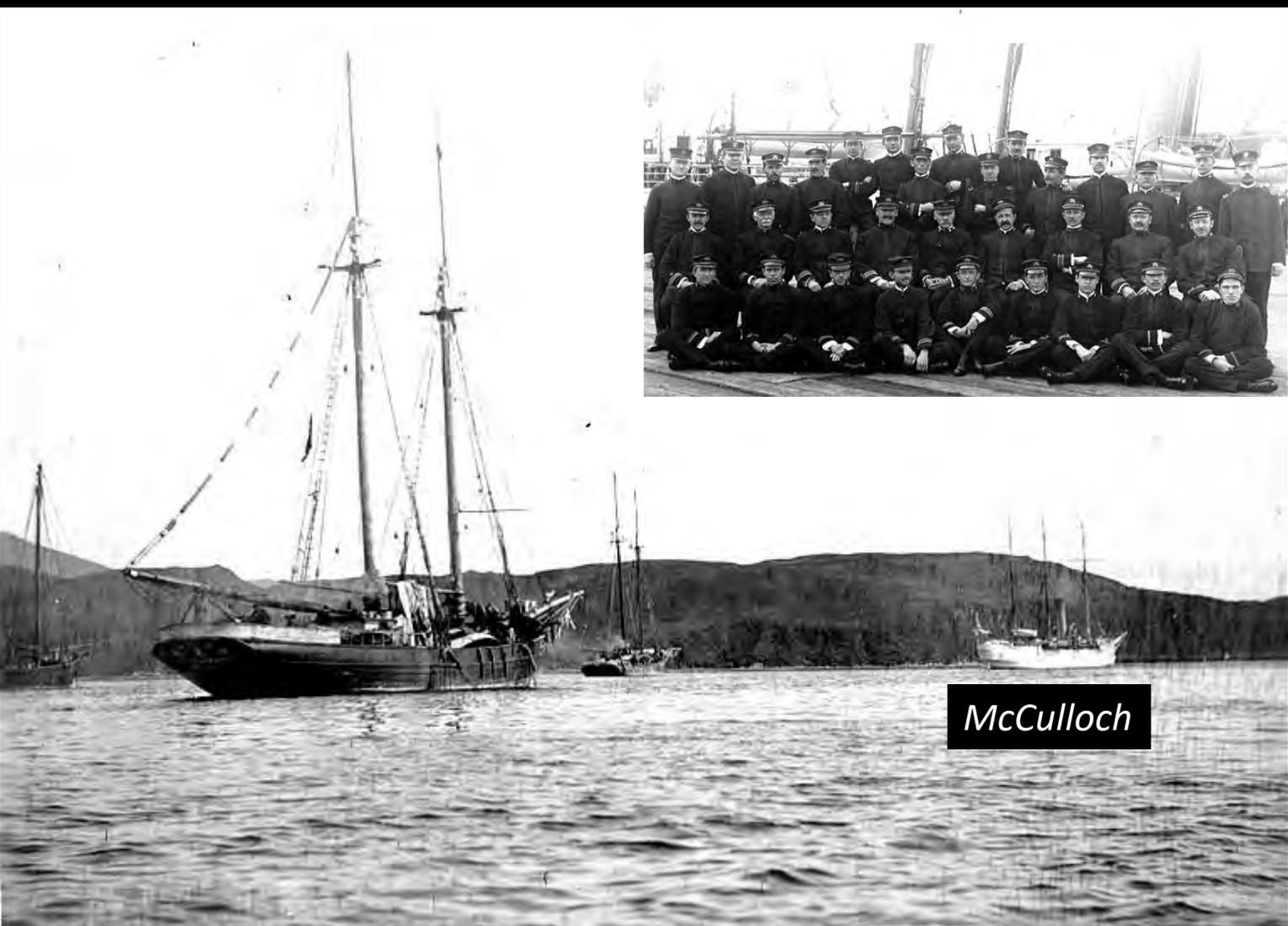


USRCS Cutter *McCulloch*
Duty Station
Sausalito, San Francisco Bay



Mexican Border

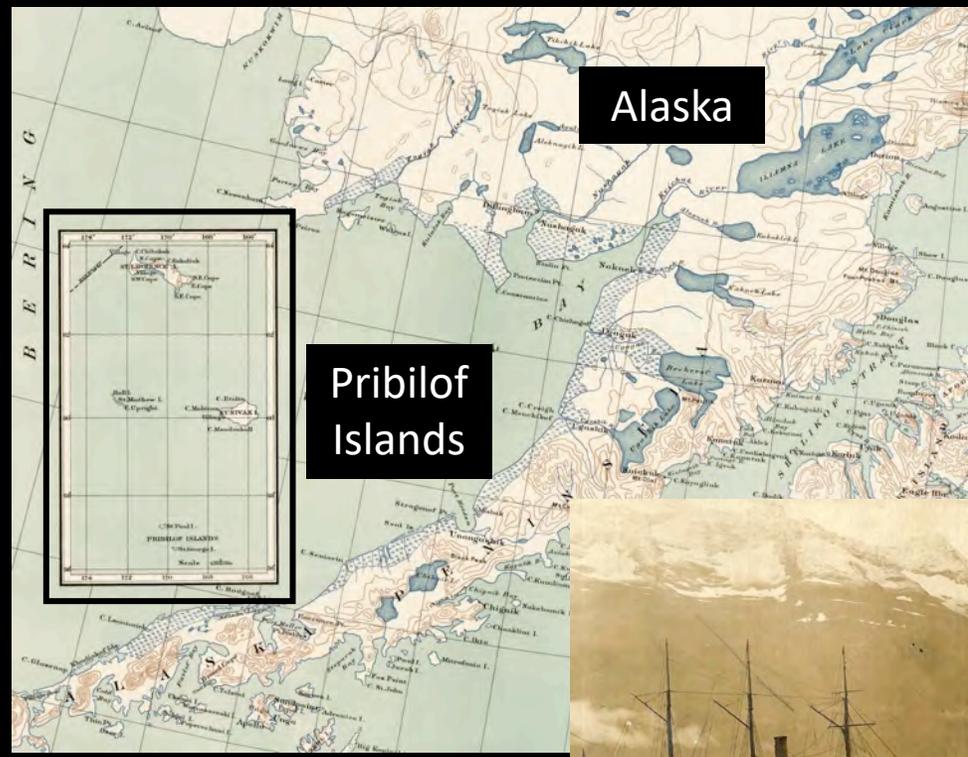




McCulloch

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



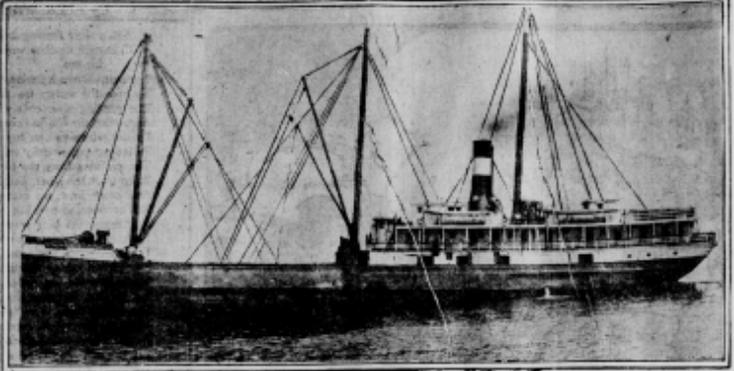
Japanese schooners *Nitto Maur* and *Kaiwo Tokiyo* poaching at the Pribilof Islands. *McCulloch* took on 63 Japanese prisoners.





SURVIVORS TELL OF DEATH FIGHT IN SEA

22 DROWNED, 45 SAFE IN WRECK



300 ON SHORE AND 12 SHIPS STAND BY HELPLESS WHILE HANALEI BREAKS UP ON REEF



Broke Her Husband of Drinking

An Illinois Wife Breaks Her Husband
From Drinking With a Break
Recipe That She Gave
At Home

That the "knew" habit can be broken
without surgery is the claim of a woman
from Peoria, Ill., named Mrs. [Name]
[Name] was a heavy drinker for
years. In a recent statement she
said: "I broke my husband from
drinking with the following simple,
ingenious recipe, which I give ac-
cording to 2 1/2 c. of water and 1/2 grain
of iodine of arsenic, a small box
of Water Compound and 1/2 grain of
sugar. Give a teaspoonful three times
a day at meal time in one fork, or in
hot coffee, tea or milk. This recipe can
be used at any drug store. It perfectly
restores and has no other taste of
sugar. Any wife or mother can stop
their dear ones from drinking the
same as I have done and at very lit-
tle expense."—Advertisement.

STOMACH UPSET?

Here Are Facts in
Wreck of Hanalei
on Duxbury Reef



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 persons were saved when the U.S. Revenue *McCulloch's* crew plucked 23 passengers and crew them from the water

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

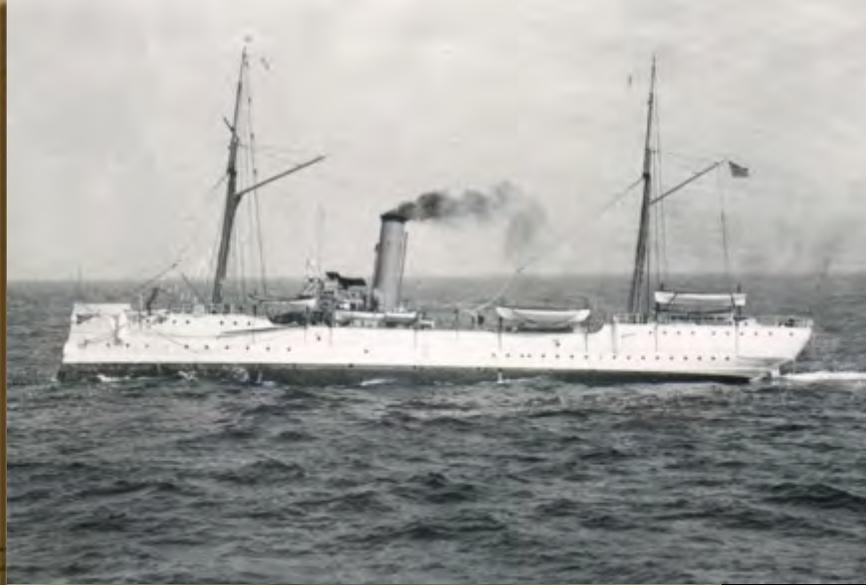


This Remarkable Photograph of Life-Savers Actually at Work Shows the Rescue Party Taking Some of the

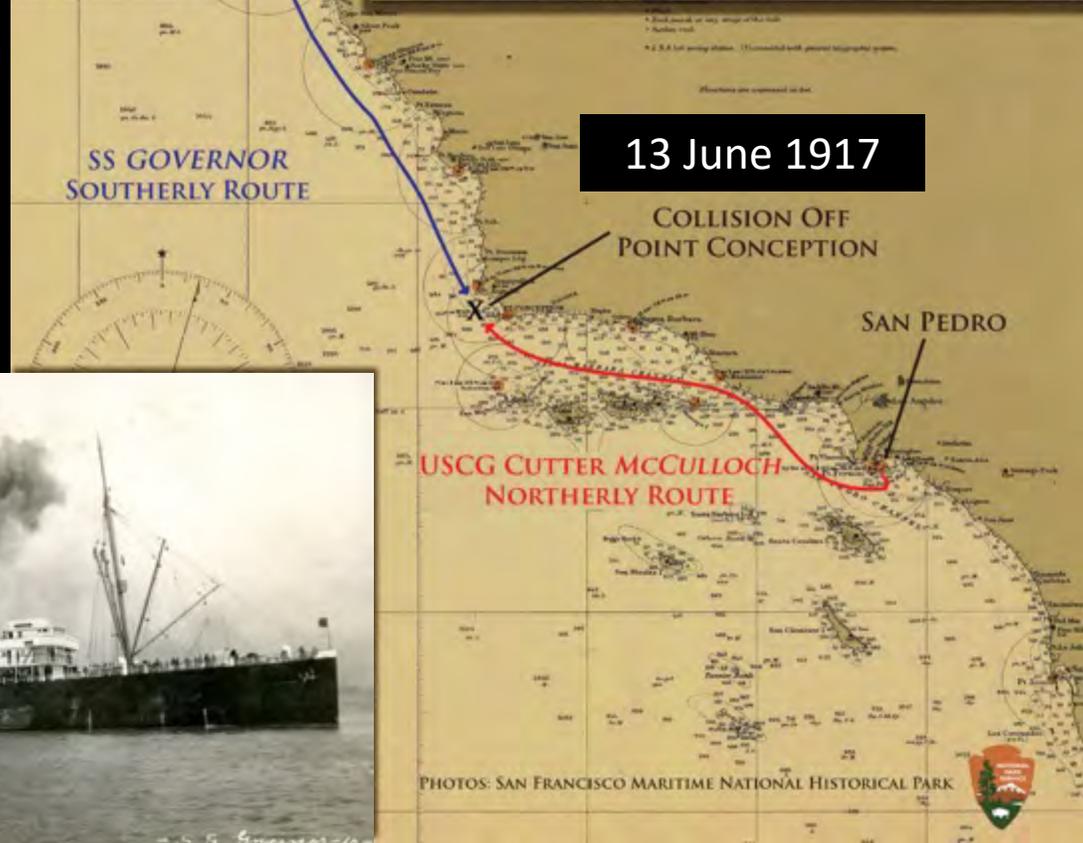
HUMAN CHAINS DASH IN SEA AND RESCUE MEN IN ANGRY SURF

SS Hanalei
1914

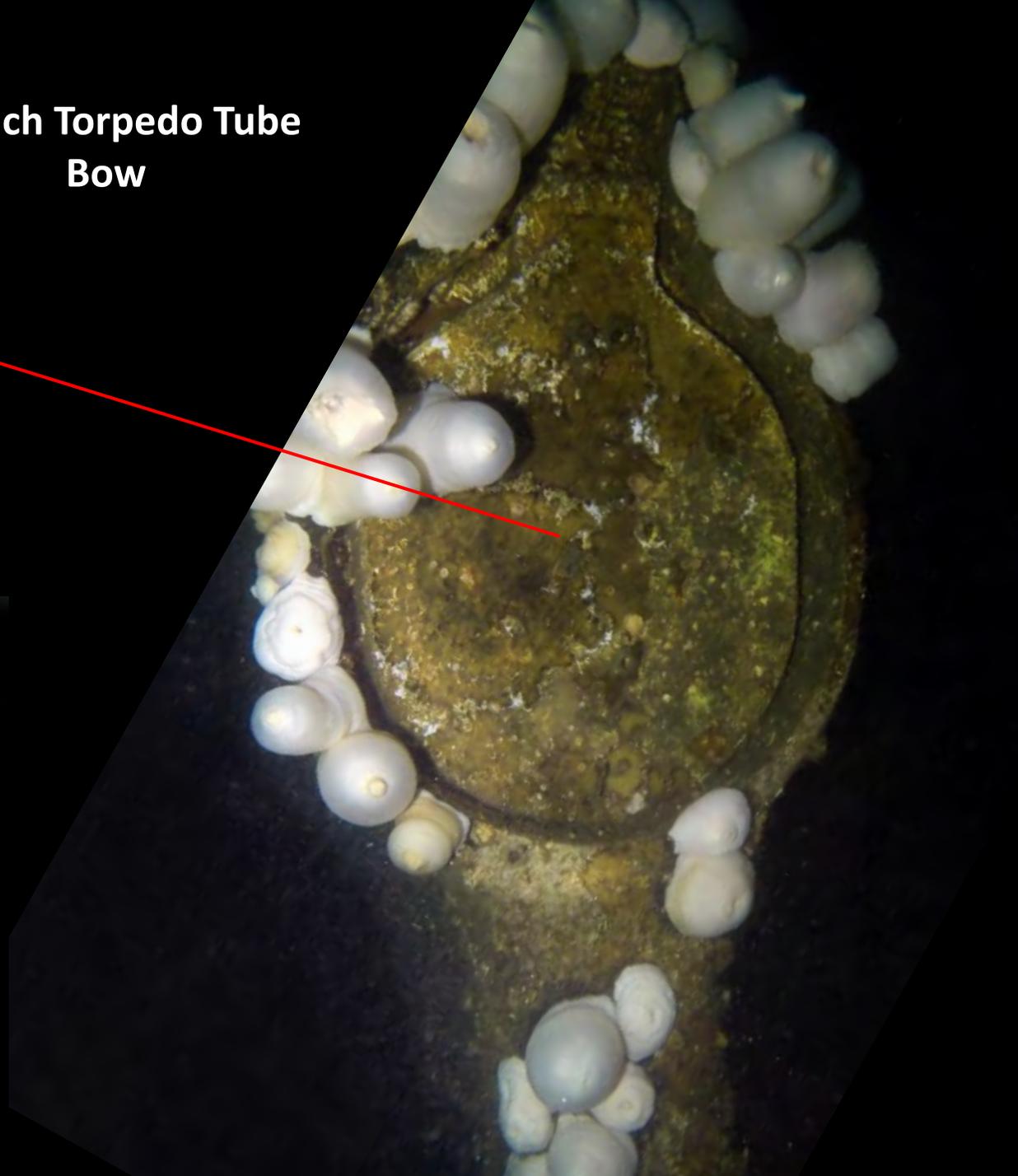
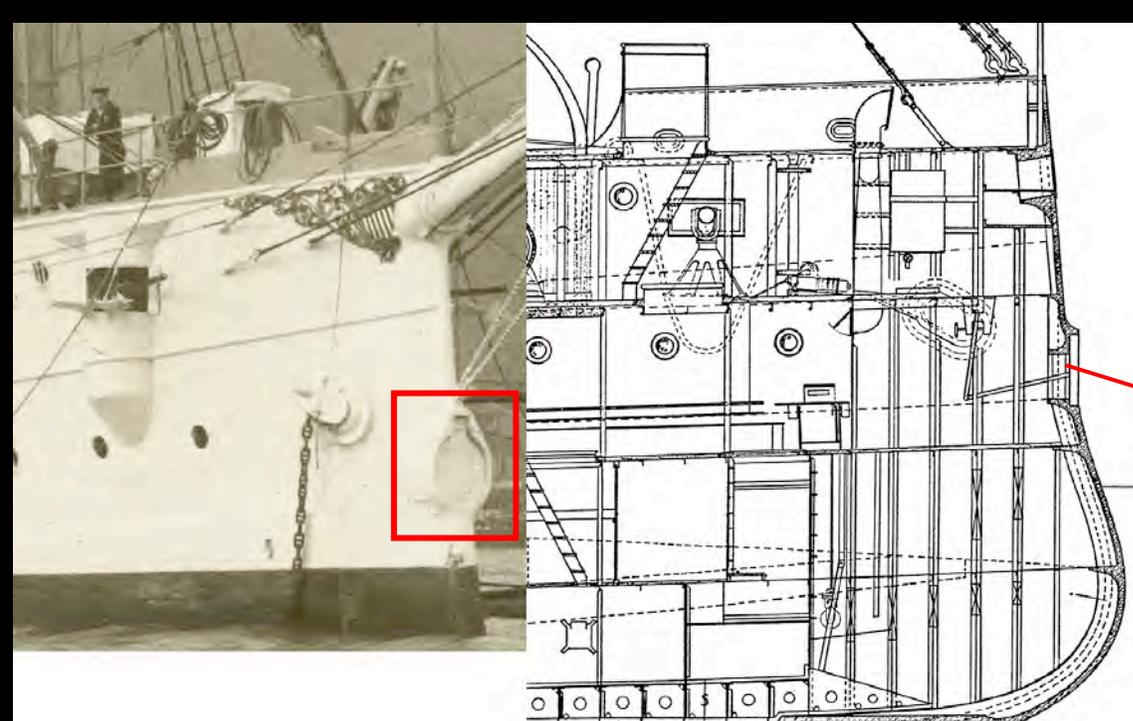
Duxbury Reef, North of San Francisco
Onboard 66 Fatalities 23

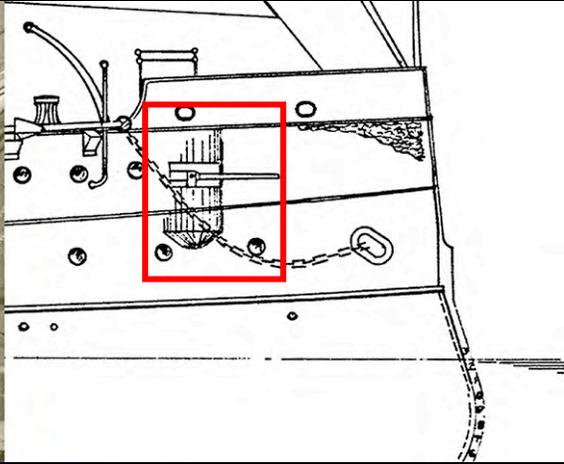
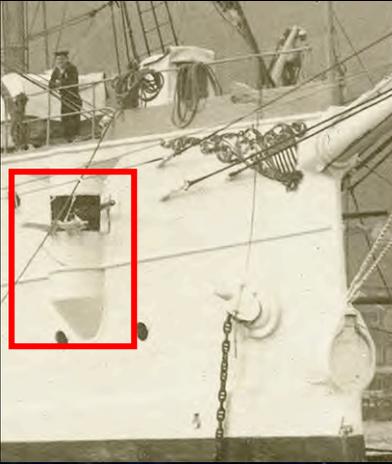


13 June 1917

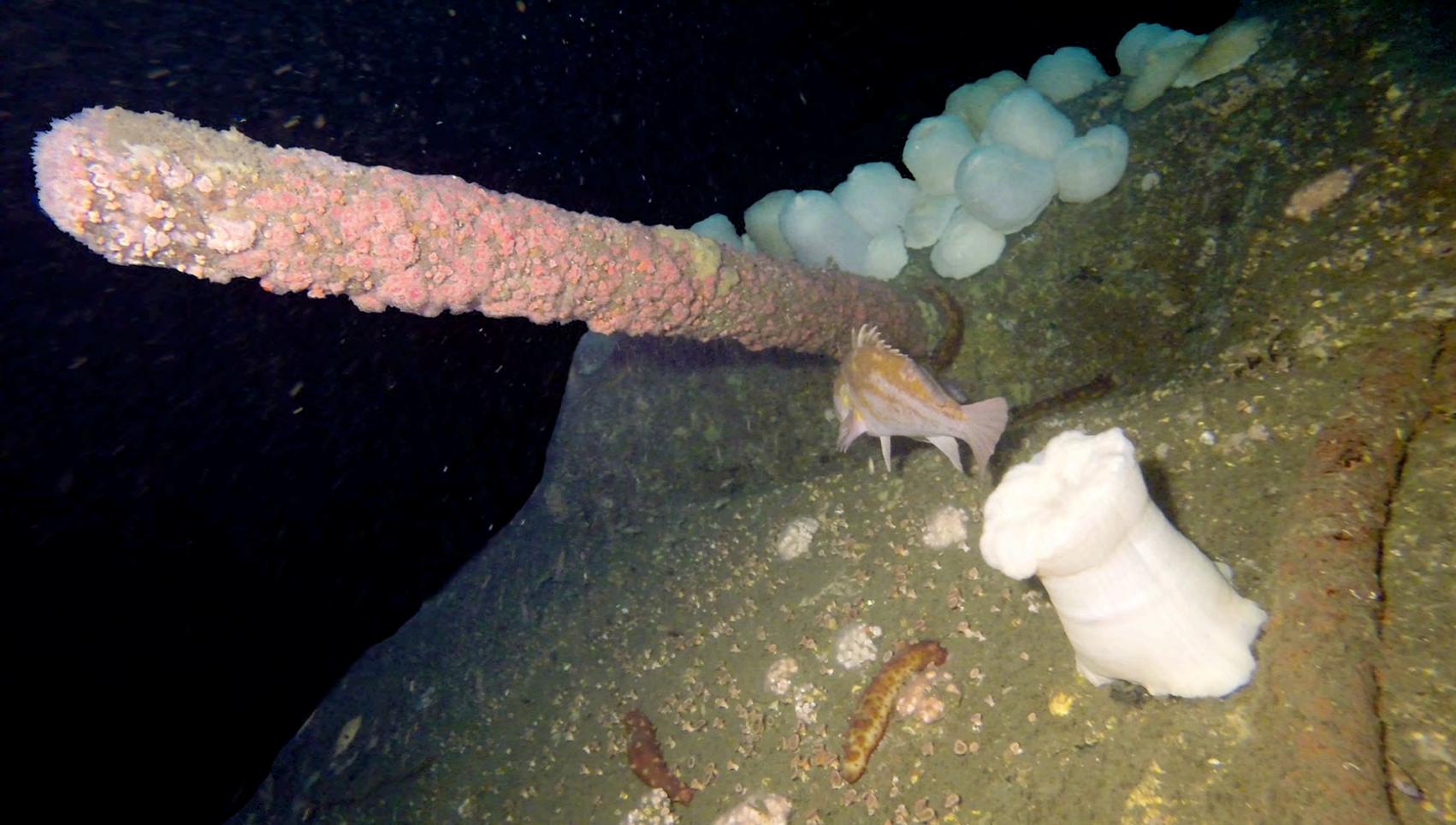


15-inch Torpedo Tube Bow

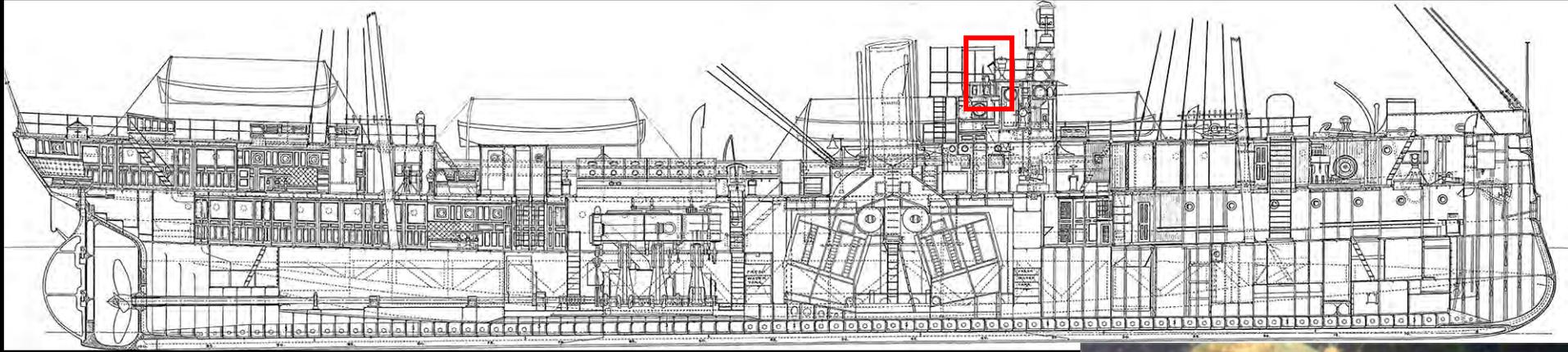




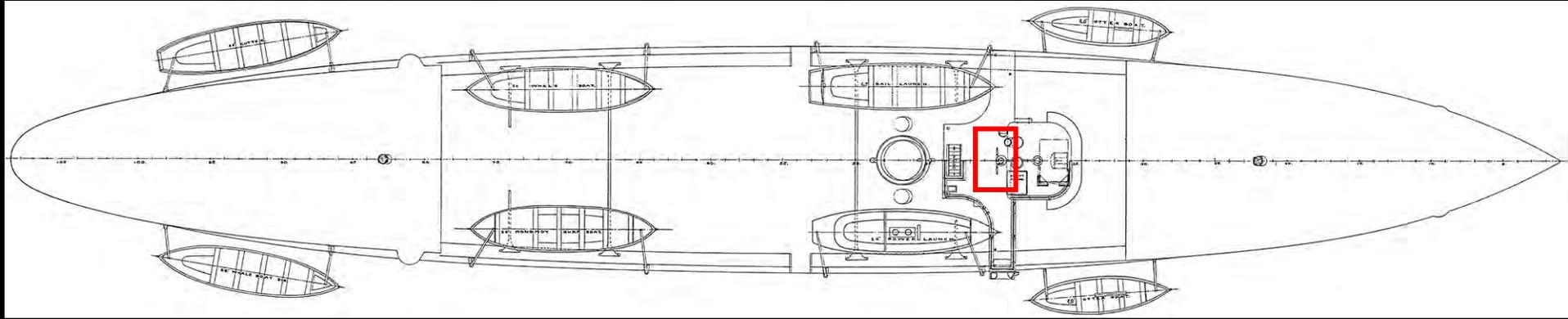
**Gun and Sponson
Starboard Bow**



Helm or Steering Station Flying Bridge



Helm or Steering Station Flying Bridge



USCG CUTTER *MCCULLOCH*

Office of National Marine Sanctuaries
National Oceanic and Atmospheric Administration



THE USCG CUTTER *MCCULLOCH*: DISCOVERED 100 YEARS AFTER LOSS

The former U.S. Revenue Cutter Service steamer *McCulloch*, then later the U.S. Coast Guard cutter *McCulloch*, was en route from San Pedro to Mare Island, California on June 13, 1917. The vessel was under command of Captain John Cantwell and had a crew of 90 Coast Guard and Navy personnel. The cutter was to be outfitted with light guns to support its World War I patrol duties. On that same day, the Pacific Steam Company's passenger steamer *SS Governor*, under Command of Captain Howard Thomas, with 429 crew and passengers on board, was en route from San Francisco to San Pedro, California. Four miles west-northwest of Point Conception the two ships collided in fog at 7:35 a.m., and *McCulloch* foundered 35 minutes later.



USCG Cutter *McCulloch* circa 1914-1917



SPECIFICATIONS

NATIONALITY: United States
TYPE: Steam-tug
TOWERS: U.S. Coast Guard
MAIN BATTERY: Two 6-pounder 20-inch guns, two 15-inch machine guns
NORMAL COMPLEMENT: 138 (maximum)

BUILDER: William Cramp and Sons Ship and Engine Building Company
CLASS: Cracking Cutter
LAUNCHED: December 19, 1896
HULL MATERIAL: Composite (wood planking and steel frames)

MACHINE BY: Three Expansion Marine Steam Engines
HORSEPOWER: 2000 indicated
LENGTH OVERALL (F RET): 218.6
BEAM (F RET): 32.4
DEPTH OF HULL (F RET): 16.0

MCCULLOCH FACTS:

- Named for Hugh McCulloch, 27th and 36th Secretary of the Treasury
- Served under Commodore George Dewey at the Battle of Manila Bay
- Suffered the only American fatality at the Battle of Manila Bay
- Delivered Dewey's victory dispatch to Hong Kong
- Served as a floating courtroom in the Bering Sea Patrol
- Sank in a collision with *SS Governor* June 13, 1917
- Wreck is federally protected by the Sunken Military Craft Act



CREW, U.S. REVENUE CUTTER SERVICE

USRC Cutter *McCulloch* operated out of San Francisco, California, patrolling between Cape Blanco, Oregon and the Mexican border. From 1900 until 1912, *McCulloch* operated in the vicinity of the Pribilof Islands in the Bering Sea Patrol, enforcing fur seal regulations and serving as a floating courtroom. Between 1912 and 1917, *McCulloch* resumed patrol duties off the Pacific west coast, with occasional deployments to Alaska.



3-INCH/6-POUNDER GUN

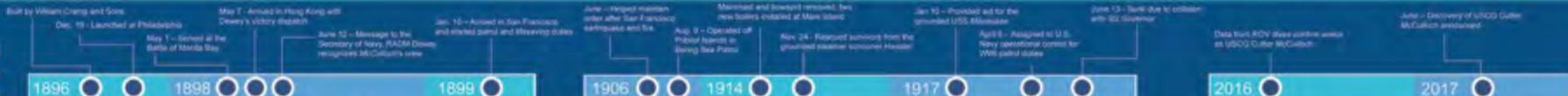
A 6-pounder gun mounted in the forenoon was located at the USCG Cutter *McCulloch*'s starboard bow. The cutter was equipped with four 6-pounder 3-inch rapid firing guns arranged in spinnaker and located in the bow and stern quarters of the ship. Three guns were found at the wreck site and were a match to the historic photographs and drawings of the ship. USRC Cutter *McCulloch* used its starboard gun to fire upon the Spanish gun battery on El Fraile Rock, just before the commencement of the Battle of Manila Bay.



FLYING BRIDGE HELM

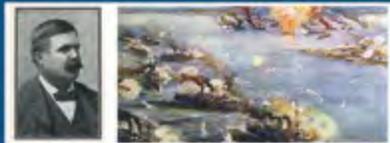
The helm, or steering station, was located on the upper deck of the exposed flying bridge of the USCG Cutter *McCulloch*. The helm's steering shaft interfaced with a second helm located in the protected pilothouse one deck below. Both helms were connected to a steering machine that provided power-assisted steering, so the ship could be piloted from either station. Because the flying bridge was unprotected from the weather, that helm had to be constructed of nonferrous metal. Its wooden handles have succumbed to wood-eating organisms.

TIMELINE



May 1, 1896 - Frank Bantall, Chief Engineer of the USCG Cutter *McCulloch* died of heat and exhaustion while attempting to extinguish a fire in the cutter's boilerhouse. He was the only American fatality at the Battle of Manila Bay, and his body was found at sea that same day.

May 1, 1898 - The USCG Cutter *McCulloch* was on an around the world steamship route en route to San Francisco when ordered to join Commodore George Dewey's fleet. At the conclusion of the Battle of Manila Bay, *McCulloch* carried Dewey's dispatch to Hong Kong and it was delivered to General's office, news of their victory.



June 13, 1917 - USCG Cutter *McCulloch* sank after colliding with the Pacific Steam Company's passenger steamer *SS Governor* on fog off Point Conception, California. 90 of the crew from the cutter were rescued and transported to Mare Island in the *SS Governor*.

The back of the USCG Cutter *McCulloch* and its stern rose at the Battle of Manila Bay made headlines in newspapers across the nation, while America was engaged in the first world war.



June 19, 1917 - USCG Cutter *McCulloch*'s Acting Master, Senior John Zimmerman was buried at Harbor View Cemetery, San Pedro, California, after dying from injuries suffered during the collision with the *SS Governor*.



Oct. 2016 - NOAA RV *Sharowater* and USCG Cutter *Albatross* conducted a joint survey mission at the shipwreck site of the USCG Cutter *McCulloch* off Point Conception, California.



WoodRay Mission Specialist Remotely Operated Vehicle (ROV) was deployed from the NOAA RV *Sharowater* to survey the wreck.



NOAA's Office of National Marine Sanctuaries and the U.S. Coast Guard used the ROV to examine the bow-hull of the shipwreck, verifying the wreck was the USCG Cutter *McCulloch*.



Find out more at sanctuaries.noaa.gov/shipwrecks/mcculloch



USCG CUTTER McCULLOCH SHIPWRECK SITE



1. ROUND SKYLIGHT LOCATED AT THE STERN ABOVE THE OFFICER'S CABIN.



2. HELM OR STEERING STATION LOCATED ON THE FLYING BRIDGE.



3. SIX-POUNDER GUN MOUNTED IN A SPONSON LOCATED ON THE STARBOARD BOW.

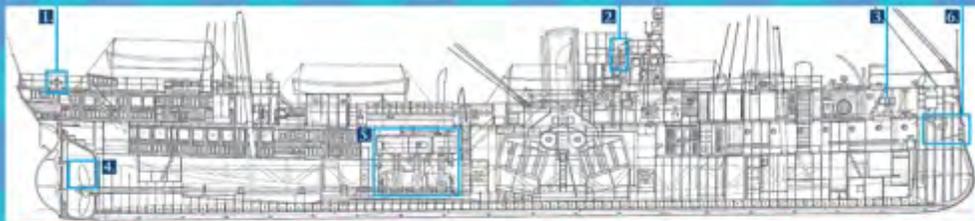


PHOTO: MARE ISLAND MUSEUM - DRAWING: NATIONAL ARCHIVES COURTESY JEFFREY F. DELBENCOVA



4. PROPELLER BLADE ABOVE THE SEDIMENT. THE 4-BLADED PROPELLER IS 11 FEET IN DIAMETER.



5. TRIPLE EXPANSION MARINE STEAM ENGINE.



6. MANGANESE BRONZE STEM AT THE BOW OF THE SHIP WITH A 15-INCH TORPEDO TUBE.



VideoRay

UNDERWATER PHOTOS: NOAA - USCG - VIDEORAY

Office of National Marine Sanctuaries
National Oceanic and Atmospheric Administration
CHANNEL ISLANDS NATIONAL MARINE SANCTUARY



U.S. Coast Guard Cutter *McCulloch*



Photo: Robert Schaeffer Maritime Library
U.S. Revenue Cutter McCulloch off Mare Island Navy Shipyard, San Francisco Bay, California, circa 1900.



Photo: USCG Historian's Office
U.S. Revenue Cutter McCulloch's crew, date unknown.



Photo: San Francisco Maritime National Historical Park
Passenger steamship SS Governor.



Photo: USCG Historian's Office
USCG Cutter McCulloch sinking by the bow after the collision with the SS Governor.

Early History
The U.S. Revenue Cutter Service steamer *McCulloch* was named in honor of Hugh McCulloch, the 27th and 36th Secretary of the Treasury, under Presidents Abraham Lincoln, Andrew Johnson, and later, Chester A. Arthur and Grover Cleveland.

USRC *McCulloch* was constructed by William Cramp and Sons in Philadelphia, Pennsylvania. Launched in 1896, it was the largest cutter built to date at a cost of over \$200,000. The hull was composition construction, where wood planks were mounted over steel framing. The cutter was commissioned into the U.S. Revenue Cutter Service on December 12, 1897, under the command of Captain D.B. Hogsdon, RCS. A single triple-expansion marine steam engine provided a cruising speed of 17 knots and to extend its range, *McCulloch* was barkentine rigged with three masts. *McCulloch's* length was 219 feet, with a beam of 33.4 feet, depth of hold 17.1 feet, and displacement of 1,280 tons. The cutter's armament included four 6-pounder 3-inch guns and one 15-inch torpedo tube molded in the bow stem. During war time *McCulloch's* complement was 130 crewmen.

In 1898, the cutter saw action at the Battle of Manila Bay under the command of Commodore George Dewey. Commodore Dewey would later, in a message to the Secretary of the Navy, commend Captain Hogsdon for the efficiency and readiness of his ship.

In January 1899, *McCulloch* arrived at San Francisco, California, and operated on patrol duty out of that port, cruising from the Mexican border to Cape Blanco, Oregon. The cutter later operated near the Pribilof Islands to enforce fur seal regulations. During these years in the Bering Sea Patrol, *McCulloch* became well known because of its services as a floating courtroom for furling Alaskan towns. *McCulloch* returned to San Francisco and resumed patrol duties off the west coast in 1912. In 1914, *McCulloch* was ordered to Mare Island Navy Shipyard where the cutter's boilers were replaced, fuel tanks installed, the mainmast was removed and the bowsprit shortened.

In March 1917, *McCulloch* returned to Mare Island Navy Shipyard and went through overhauls that included removing 800 pounds of copper sheathing, and re-caulking the wooden hull. On April 6, 1917, *McCulloch* was put under U.S. Navy operational command for patrol duties at the onset of World War I. *McCulloch* maintained the distinction as the largest Revenue, and later Coast Guard cutter during its 20-year career, and was decommissioned on June 13, 1917.

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Photos: (left) Battle of Manila Bay, May 1, 1898, Manila, Philippines, in the top center, and the Spanish fleet in the upper right. Ships listed descending on the left to bottom: cutter USRC *McCulloch*; gunboats USS *Perrier* and USS *Concord*; protected cruisers USS *Boston*, USS *Raleigh*, USS *Baltimore*, and USS *Olympia* (flagship - signaling "Remember the Maine"); (center) Commodore George Dewey on the bridge of the USS *Olympia* during the battle; (right) *McCulloch's* Chief Engineer Frank B. Randall.

McCulloch - Battle of Manila Bay
On the eve of the Spanish American War, the U.S. Revenue Cutter *McCulloch* was steaming via its first duty station at San Francisco. Upon its arrival at Singapore on April 8, 1898, two weeks before war was declared, *McCulloch* was ordered to report to Commodore George Dewey at the Asiatic station. Dewey's squadron entered Manila Bay on April 30 under the cover of darkness.

Just as *McCulloch* was passing El Fraile Rock, soot in the cutter's stack caught fire and sent up a column of fire. The battery at El Fraile fired at *McCulloch*. The USS *Boston* and *McCulloch* responded, silencing the Spanish guns. Chief Engineer Frank B. Randall died from heat and overexertion while trying to extinguish the smokestack fire, the only American death at the battle. The U.S. squadron destroyed the Spanish warships, killing 381 Spanish seamen. Because of its speed, Dewey ordered *McCulloch* to the nearest cable station located at Hong Kong to dispatch the news of the great naval victory.



Photos: (left) NOAA RV Shearwater and USCG Cutter Halibut over the *McCulloch* shipwreck site during ROV operations; (center) The helm or steering station was located on the upper-deck of the flying bridge of the USCG Cutter *McCulloch*. The helm is constructed of a nonferrous metal and the wooden handles have succumbed to wood boring organisms; (right) A 6-pounder gun mounted in the sponson located at the starboard bow. The cutter was equipped with four 6-pounder, 3-inch rapid firing guns arranged in sponsons and located in the bow and stern quarters of the ship. The 6-pounder gun was a key diagnostic artifact to identify the shipwreck.

sanctuaries.noaa.gov/shipwrecks/mcculloch

