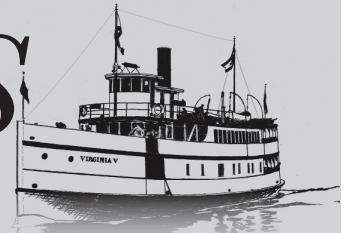


SKEEETER NEWS

A newsletter from The Steamer VIRGINIA V Foundation



SUMMER 2020 * VOL. 98, NO. 2



From left to right: Dress flags flying on the VIRGINIA V's empty boat deck; the VIRGINIA V's bow and starboard exteriors as she sails Lake Union; and the VIRGINIA V's 6-note steam whistle blowing.

Getting Underway Safely This Summer

By Debra Alderman, Executive Director

The Virginia V team has been studying the recommendations from state and county authorities about how we can begin to take passengers aboard the vessel. We are confident that we'll be able to welcome you safely aboard by the time King County enters Phase 3. In preparation for that exciting day, we thought we'd share how things will look this year on the VIRGINIA V.

First, we'll be asking people to register for cruises or dockside events ahead of time online. This will assure that we'll be able to comply with capacity restrictions and social distance spacing requirements on the ship. We'll also be able to assist with contact tracing if that ever becomes necessary after an event. On that note, we ask that you do not participate if you or anyone in your group is feeling ill or has a fever. We'll be happy to reschedule your ticket or issue a refund if you need to cancel for health reasons.

Next, as passengers arrive at the dock, you'll line up with at least 6 feet of distance between you and other groups. As we greet you and your group, we'll be smiling behind our face masks! A crew member will check the manifest and ask a couple of health screening questions as passengers board. You'll be asked to bring and wear a mask while on the ship except while eating and drinking,

or if you're unable due to health or disability reasons. Small children will not be required to wear masks.

Once aboard, we ask that you do your best to maintain at least 6 feet distance from others. The layout on board, such as seating arrangements, will encourage this. We'll have hand sanitizer stations around the vessel as well as soap and water in the heads (restrooms). We'll be sanitizing all high touch surfaces throughout the day. If food or beverages are served, you may purchase those online when you book your ticket or pay with a credit card at the bar. We'll be assisting customers one at a time, sanitizing our electronic payment system after each purchase, and asking that no lines form at the bar or anywhere on the ship.

With these measures in place, we're confident we'll be able to keep our passengers and crew safe while allowing the public to enjoy this great vessel. We hope you'll check out the calendar of public events open now on our website, including Steamship Saturdays in partnership with the Center for Wooden Boats. If you have questions about any of our practices and procedures, please contact Debra Alderman at debra@virginiav.org.

SKEETER NEWS

is produced by

The Steamer Virginia V Foundation

Our Mission:

To promote the Puget Sound's maritime heritage through the restoration, preservation, operation, and interpretation of the National Historic Landmark Vessel, the S.S. Virginia V.



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From the Executive

I am hoping you and your family are doing well and finding ways to connect with your community in new and creative ways! Over the past few months, Senior Docent Ed Brown has been producing some great digital content about the ship and Mosquito Fleet history. To see all the videos published to date, please visit our YouTube channel at <https://bit.ly/V5onYouTube>.

As you know, this is a very lean year for the Virginia V with all the COVID-related cancellations, but there have definitely been some bright spots! A big thank you to all of the friends, new and returning, who stepped up to support our recent GiveBig fundraising campaign which raised over \$10,000! Bravo Zulu goes to our matching fund donors as well as Caitlin Spence, Communications and Membership Manager, for making sure the entire campaign went smoothly.

In addition to getting a PPP SBA loan, which is helping us pay our employees for an eight-week period during our operational shutdown, we've also received a number of very generous donations from community members. Special thanks to the following: David Allais, Nina Marie Altman & Doug Weeks, Greg Beardsley, Larry Benson & Tina Stotz, Geoffrey Braden & Judith Rickard, Connie Buhl, Robert Campbell, Ken & Sharon Draper, Mel Flavel, John Goodfellow, Garret Holt, Kyle Holt, Susan Keefer, Akiva Krauthamer, Andrew Murray, and Andrew Price. There are many more and we so appreciate every contribution, no matter the amount. Your generosity keeps the ship steaming ahead through these difficult times!

If you haven't had a chance to contribute lately, watch for the Birthday Appeal mailing which was sent out recently (it could be in that quarantined pile in the corner of your living room). And there are other ways to support the Foundation on the donations page of our website.

We look forward to seeing you aboard as soon as it's safe to do so. We hope to resume public events in July. Check out the article on Page 1 for details on how we'll be making sure that everyone aboard is safe during this very unusual season. Until then, be well and stay safe!

Debra E. Alderman

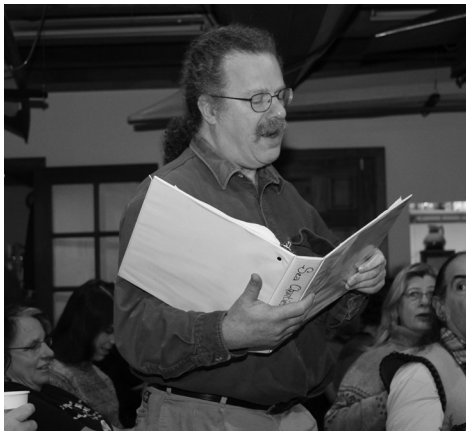
Debra Alderman
Executive Director of The Steamer Virginia V Foundation

'Ask a Captain and Chief' is the VIRGINIA V's new advice column, where Captain Dale Pederson and Chief Engineer Joe Schmitt respond to your questions about commanding a ship and operating an engine room.

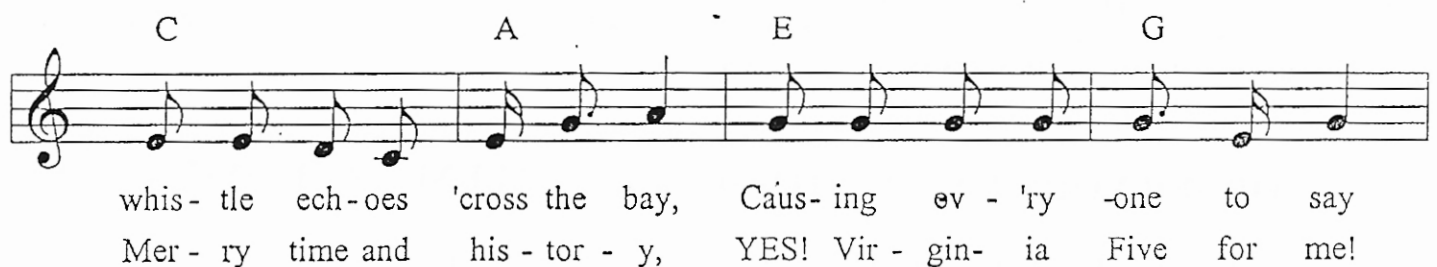
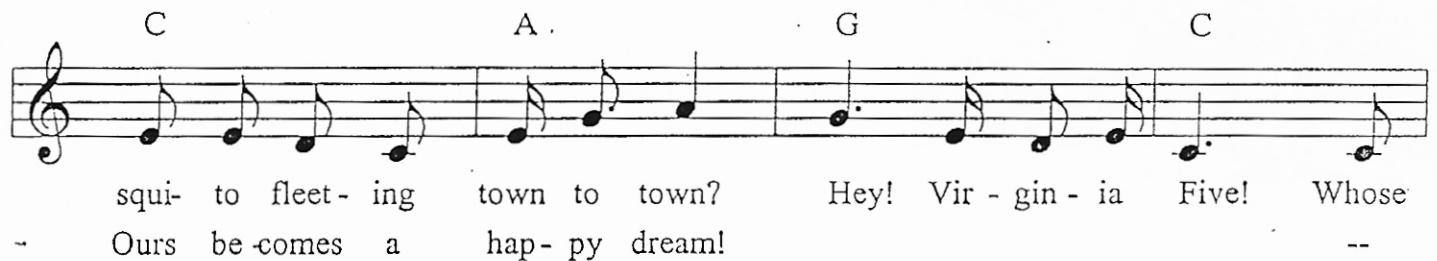
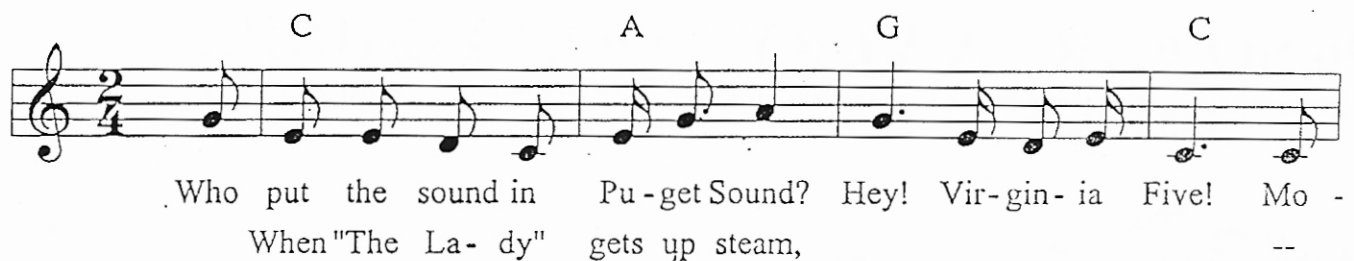
No question is too small, too big, or too technical!
Visit: www.virginiav.org/ask-a-captain-and-chief/

The VIRGINIA V Song

Lyrics by Gerald Elfendahl and music by Ron Konzak

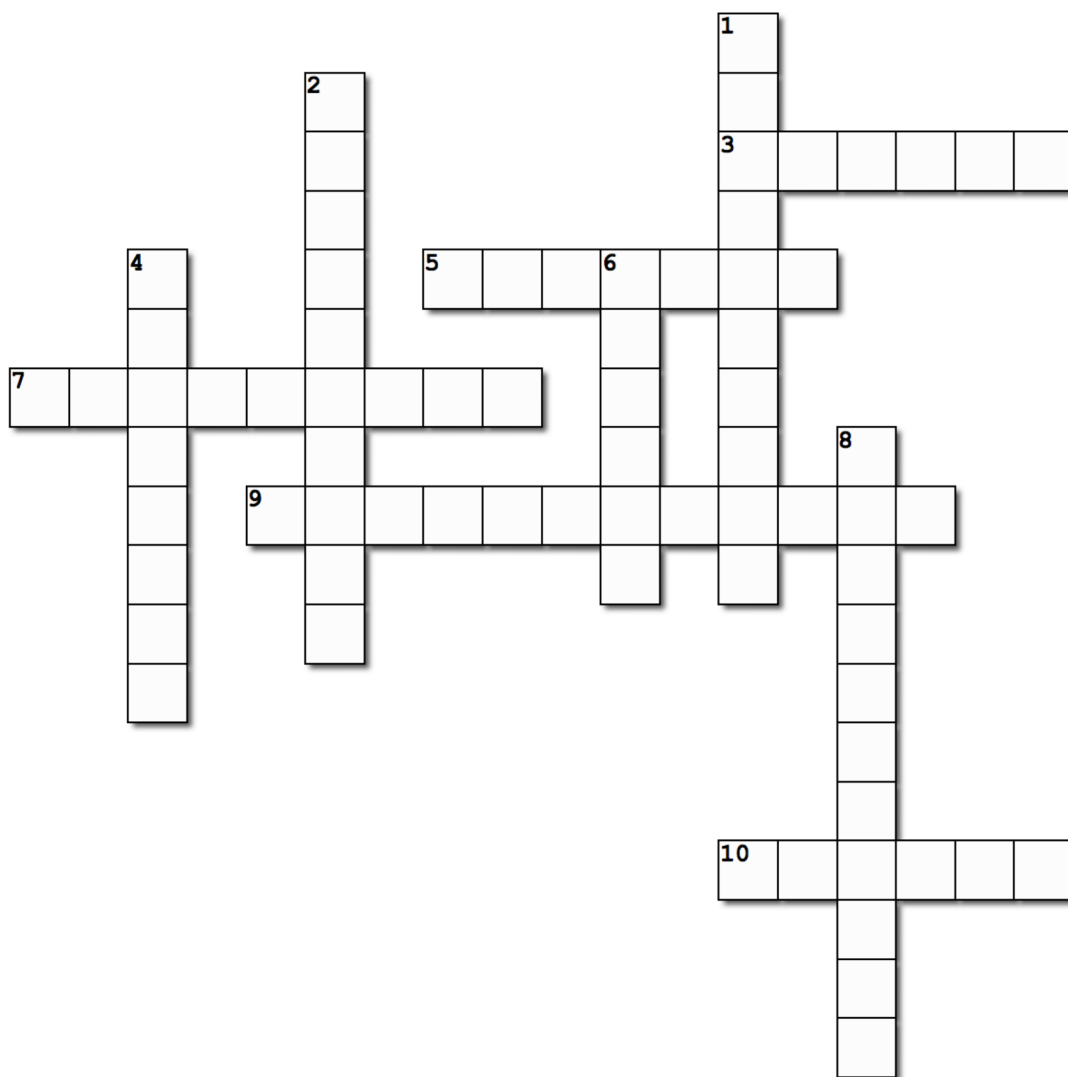


The VIRGINIA V Song was first published in the September 1996 issue of the Steamer News, a predecessor to this publication. We invite you to sing and play the melody during these long days and hope it brings some joy just as traditional sea chanteys lifted weary mariners' spirits. If you are able to share your performance with us, please email an audio or video recording to info@virginiav.org or tag us @ssvirginiav on Facebook or @steamervirginiavfoundation on Instagram.



Mosquito Fleet Crossword Puzzle

Have you been tuning in for Mosquito Fleet Mondays? If you're stumped, check out our videos at: <https://bit.ly/V5onYouTube>.



ACROSS

3. This heavy canned cargo once slowed down the infamously sluggish *George E. Starr*.
5. The *Flyer*'s steam engine was a replica of the one installed on this yacht of financier J.P. Morgan.
7. A boatbuilding term that means to increase the width of a ship, such as the *Bailey Gatzert*.
9. This Mosquito Fleet ship bid a whistle goodbye to the *Tacoma* on her final run.
10. A ghostly figure appeared before the crew of the *Eliza Anderson* near this island.

DOWN

1. In 1917, the Puget Sound Navigation Company renamed the *Flyer* ____.
2. State where the *George E. Starr* operated before going to Alaska to join the Gold Rush.
4. The *Eliza Anderson* was resurrected a final time to ferry passengers during the ____ Gold Rush.
6. The *Bailey Gatzert* ran between Portland and The Dalles every day except...
8. Type of movie theater installed on the *Tacoma*.

From the Galley: A Signature Cocktail by Captain Dale

By Dale M. Pederson, Senior Captain



From left to right: The finished product, a refreshing Captain's Summer Cooler; Captain Dale aboard the VIRGINIA V at her homeport, the Historic Ships Wharf at Lake Union Park; and a group of Seattle Seafair Pirates in all their glory with the Seattle skyline in the background.

As we delve into a summer without the regular fun on the horizon, I thought a rum drink was in order. This cocktail was crafted as a nod to the Seafair Pirates, who will be missed this season, and a tip of the three-pointed hat to Scott Morris, the Virginia V Foundation's former President, who worked on the Lady Washington during the filming of *Pirates of the Caribbean*. I look forward to having you on board later this summer. Until then, I hope you enjoy this sea-worthy libation!

Captain's Summer Cooler

Ingredients

- 1.5 oz Captain Morgan's White Rum (or any brand of white rum)
- 6 oz Bloody Mary mix
- ½ oz fresh lime juice
- Lime wedge
- Crab seasoning (optional)
- Black pepper (optional)

Putting it Together

1. In a cocktail shaker, combine the White Run, Bloody Mary mix, lime juice, and ice. Stir, not shaken 007.
2. Run a wedge of lime along the lip of a highball glass, or mug,
3. Dip the lime in crab seasoning to coat (optional).
4. Place a few ice cubes in your glass or mug. Pour the cocktail over it.
5. The Pirate Black Beard would put gun powder in his. If you want an additional kick, you can use black pepper instead.

Thank you to our corporate sponsors and grantmakers for recognizing the need for ongoing preservation and operation of the S.S. Virginia V as a vital part of Puget Sound's maritime history.



The Beardsley Family Foundation
The Goodfellow Memorial Fund

Raising Steam: A Day in the Life of a Fireman

by Keith Sternberg

May 20, 1966. Malcolm Currie, chief engineer of the SS VIRGINIA V, paced the grating alongside the main engine as steam was being raised for a cruise to Sunset Lodge at the South end of Bainbridge Island. Mr. Currie was whistling, but in a tuneless sort of way. I took this as a sign of contentment as I worked in the lower engine room opening the sea valves and filling my oil can. An open-frame "Century" electric motor was running on shore power turning a pump to supply diesel fuel to the small starting burner.

Bunker fuel was a heavy black oil known as "Pacific Standard 300," which could only be burned when heated, pressurized, and atomized with steam. A small tank on top of the officer's cabins abaft the pilot house provided diesel fuel for the starting burner. The boiler also had two firedoors, two dampers, and a row of grate bars across the width of the boiler casing for raising steam with a wood fire.

The small starting fire only heated about 10% of the boiler's tubes, but circulation of water was so free and rapid that we had steam in an hour. Call for engineer and fireman was two hours before sailing, no matter if she was cold or warm from a previous trip. The boiler, built at Seattle by H S Studdert in 1920, was a type of "pipe boiler," so called because the generating tubes were made of pipe, threaded left and right-handed in order to assemble without unions. Similar boilers made by the Almy Water-Tube Boiler Co of Providence, Rhode Island, powered the Puget Sound steamers "Bainbridge," "Washington," "City of Angeles," "Reliance," "Vashonian," "Florence K," "Verona," and the ferry "Washington" (from the 1923 Almy catalog).

As steam was raised, some of it was vented to atmosphere to expel oxygen from the boiler water. Venting and blowdown was the only water treatment; no chemicals were used. When boiler pressure reached 50 psi, steam was opened to the duplex fuel pump and fuel oil heater. In a moment, fuel oil pressure rose to 50 psi, steam was opened to one of the two steam atomizing burners, the oil valve cracked slightly, and the burner lit off with the torch. The starting burner was pulled out of

the boiler. Boiler pressure then rose quickly, and at 100 psi the torch was lit from the fire and the fire shut off for blowdown. Both sides were given a blow of about 5 seconds duration, the burner lit off with the torch, the auxiliary steam stops cracked, and steam brought up to working pressure of 200 psi.

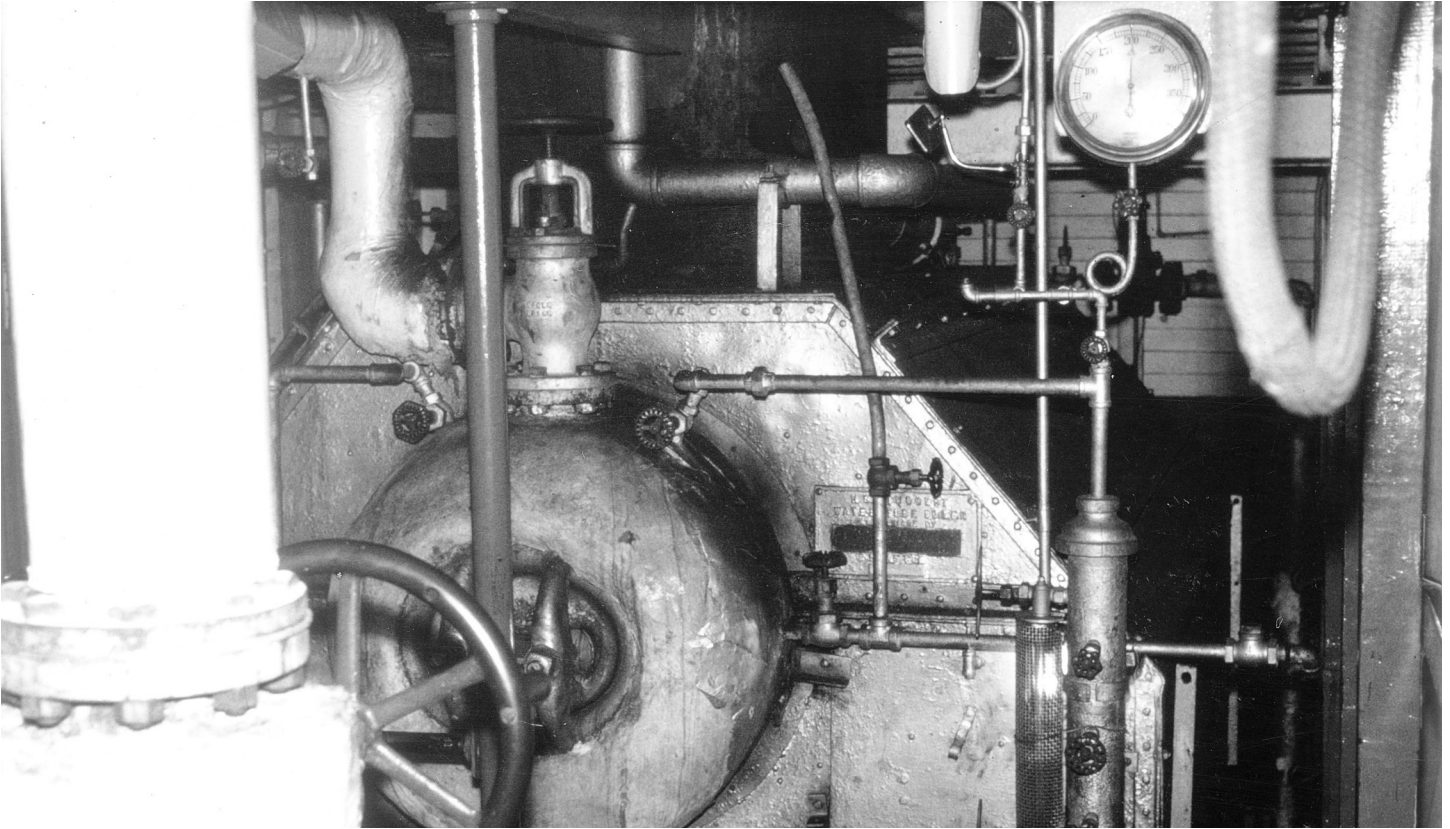
Mr. Currie insisted on boiler pressure of exactly 200 psi at all times, running at full-ahead or stopped. The fireman adjusted the fires with an oil valve and a steam valve for each of the two burners. There was a mirror near the main steam gauge, which was visible from below, in which could be seen a light bulb on the opposite side of the stack. If the fire was smoky as seen in the mirror the fireman turned up the steam a bit, or turned down the oil, and made sure the damper was sufficiently open. Out of the locks and clear of the Shilshole Bay mid-channel buoy, the captain rattled the jingle-bell, calling for full-ahead. The oil valve wheels had pointers on them, and a fireman soon learned the position of those pointers for full-ahead running. In a few minutes the plant was in balance, boiler pressure steady on 200, and required little supervision.

The electrical system was brilliant in its simplicity. There was a switchboard with open-knife switches which were the lighting circuits. There were no electric motors and the light bulbs did not care if they were fed AC or DC. The steam dynamo supplied 110 volts DC. If we shut down the dynamo at a layover at Sunset Lodge or Kiana Lodge, there was no electricity, the lights were out, but nobody seemed to care. There were no batteries in the ship. That's just the way it was in a steamboat.

Do you have a story about the VIRGINIA V?

We would love to share it with our readers! Please contact Caitlin Spence at caitlin@virginiav.org about contributing to a future Skeeter News issue.

Raising Steam continued



Above: The Studdert boiler as it was during the mid-60s. To starboard of the steam drum was a large brass plate proclaiming "H S Studdert water tube boiler" with a date of 1920. Below the main steam gage is the water glass with a light bulb behind it. The water level was carried a few inches below the middle of the drum so that steam generated in the tubes enters the drum above water level, thus eliminating ebullition (bursting of steam bubbles out of the water) with the object of producing dry steam. The tubes were attached to the drum in a single row at the center.

In Memoriam: Chuck O'Hara

by Connie Buhl, Chief Engineer

Sadly, we learned recently that Charles "Chuck" O'Hara, a former long-time volunteer Chief Engineer on the VIRGINIA V, passed away on October 12, 2018 while living in San Diego, CA. He was 81 years old.

Chuck graduated from the U.S. Merchant Marine Academy at Kings Point, NY in the Class of 1959, having earned a bachelor of science degree, a commission in the U.S. Navy Reserve, and a 3rd Engineer's license as a U.S. Merchant Marine officer. He served during the Vietnam War and rose to the rank of Lt. Commander in the U.S. Navy. Chuck was also a sea-going mariner before becoming a VIRGINIA V volunteer. Chuck's pursuits ultimately led him to Silverdale, WA where he lived with his wife, Sharon. Ever the dedicated volunteer, Chuck would commute back and forth to Lake Union from Kitsap County in order to make trips on the ship.

Along with volunteering on the VIRGINIA V, Chuck was generous with his time in other pursuits. Chuck volunteered with fellow USMMA graduates helping Kitsap High School students build underwater robotic machines. He was active with his wife in various causes addressing the debilitating impacts of lung disease. Every year, Chuck would participate in "Wreaths Across America" at Tahoma National Cemetery to honor Merchant Marine veterans as part of the larger veteran recognition ceremony. We will miss Chuck's sense of humor and positivity, and we honor all he did to help the VIRGINIA V keep the steam up!

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