

# *Medea*

## Sail Crew Guide



## Introduction

*Medea* is owned and operated by the Maritime Museum of San Diego. The Museum establishes all safety and crew qualification standards. This guide is intended to give a basic understanding of the ship and the actions to crew her. Please remember that this is a beginner's guide.

## What is *Medea*?

*Medea* is a 1904 steam yacht preserved in the Maritime Museum of San Diego. Named after a Greek mythological figure, *Medea* was built on the Clyde at Alexander Stephen and Sons shipyard at Linthouse by John Stephen for William Macalister Hall of Torrisdale Castle, Scotland. Built of steel and furnished with imported teak and quarter-sawn oak, *Medea* is an impressive and beautiful boat. Macalister Hall, a wealthy landowner and British Army officer, used *Medea* mainly for social occasions and hunting trips around the isles and lochs of western Scotland.

By the beginning of World War I, *Medea* was in the hands of the man who built her, John Stephen. Later during the war she was purchased by the French Navy and converted to a gunboat named *Corneille*. Armed with a 75mm gun, depth charges and an observation balloon, she was operated as a convoy escort for French sailing ships. After the war she resumed her original name and returned to British colors. Owned by members of the Parliament, she often cruised the Mediterranean Sea.

Early in World War II, *Medea* joined the Royal Navy as a barrage balloon vessel at the mouth of the River Thames. Later she went back to Scotland and was used by the Norwegian Navy, based there as an accommodation ship for Norwegian commando officers. Some have suggested that she assisted in the evacuation of the British army from Dunkirk, but no evidence has so far been found to support this.

By 1946 *Medea* was back in British civilian service, cruising off Cornwall and the Isle of Wight. During the 1950s and 1960s she had four different owners, including Job Longson Wild, her owner prior to World War II. In those post-war years she served at her owners' pleasures. From 1966 to 1969 she was in charter service until her Swedish owners took over in 1969. By that time *Medea* was a tired, old boat, but she was still pretty enough to capture the attention of oilman Paul Whittier who had steamed aboard similar vessels in his youth. In 1971 Whittier purchased, restored and donated *Medea* to the Maritime Museum of San Diego. This amazing gift arrived in San Diego on July 14, 1973.

*Medea* was featured in the "Steam Shop Cleaner" episode of the Discovery Channel series *Dirty Jobs*, when Mike Rowe cleaned the inside of the boilers of the yacht.

Today *Medea* still cruises the Bay on special excursion cruises for invited guests. Although she is not permitted to carry paying passengers, she is open dockside to welcome all visitors to the Maritime Museum.

*Medea* General Characteristics

Type: Steam Yacht

Tonnage: 143 (gross)

Length: 109.7 feet (33.4 m) (Load Waterline Length – LWL)  
134 feet (41 m) (Length Overall – LOA)

Beam: 17 feet (5.2 m)

Draft: 8 feet (2.4 m)

Installed  
Power: 2-cylinder compound reciprocating steam engine, 254 hp

Speed: 8.5 – 11 knots ( 15.7 – 18.5 km/h: 9.8 – 11.5 mph)

## SAFETY FIRST

Fire Extinguishers: (8)

- 1 – Foc'sle behind ladder
- 2 – Below: port of door cabin 1 forward
- 3 – Below: bottom of ladder starboard cabin 3
- 4 – Galley
- 5 – Engine/boiler room- below ladder
- 6 – Engine/boiler room – aft bulkhead below
- 7 – Engine/boiler room – inside door to the port
- 8 – Bridge deck in cabinet below speaking tube

PFDs: Bring one adult and one child PFD up on deck for Captain's safety talk

- 12 adult – Closet starboard cabin 1 forward
- 12 adult – Closet port cabin 1 forward
- 5 children – Closet cabin 3
- 14 adult – Closet starboard cabin 4 aft
- 12 adult – Closet port cabin 4 aft

Life Boats: (2) Located port and starboard above deck

Life Rings: (3) Stored in foc'sle starboard bunk

- (2) Upper deck (see upper deck section)
- (1) Stern (see deck section)

Fire Hoses: (2) One on the deck on either side of engine casing

- Fire Station (1) – 50' hose starboard side of engine casing
- Fire Station (1) – 75' hose port side of engine casing

Fog Nozzle: (1) Stored in foc'sle starboard side

(2) Stored at top of engine room ladder

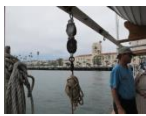
First Aid Kit: Stored in foc'sle port side on desk

Jacob's Ladder: Stored in foc'sle

Stokes Litter: Wire basket stretcher in foc'sle

Recovery Sling: In foc'sle

Recovery Sling Tackle: In foc'sle



### MAN OVERBOARD:

1. Someone yells "Man Overboard." (MOB)
2. Crew grabs life Ring and heads to person pointing to the MOB. There is a need to keep pointing to the MOB and not to block the Captain's vision by standing in the line of sight to the MOB.
3. When the MOB is spotted by the crew, he/she throws the life ring/preserver without a line near the MOB. **DO NOT** throw at the MOB. You might hit him/her. When the boat approaches the MOB, throw a second life ring/preserver with the line beyond the MOB.
4. The crew continues to point at the MOB, working with the Captain and moving around the boat as needed to keep the MOB in sight, standing so the Captain can always see your signals.
5. When the Captain gives you the order, IMMEDIATELY get boarding ladder and safety belt. Secure boarding ladder to the boat and secure the belt to self and undo the chains in the appropriate boarding area. Position boarding ladder securely.
6. Help the MOB aboard, getting help from the most likely passengers if needed. Provide covering for warmth.
7. Assess the victim's state of health and continue to follow up as the boat returns to base.
8. Stow the emergency gear. Monitor the victim and work with the Captain to determine the best way to resolve the situation.

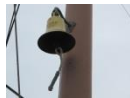
## FIRE:

1. In the event of a fire, remember: **F.I.R.E.** **F**ind. **I**nvestigate. **R**eport. **E**xtinguish.
2. If you find or are informed of a fire, investigate its location, type and area.
3. The first person that needs to know of a fire is the Captain.
4. Inform the Chief Engineer so that the fire pump can be brought on-line.
5. Inform the Chief Mate so that the pre-assigned fire-fighting crew can be put into motion.
6. Inform docents to get guests out of harm's way, the firefighters' way, into life jackets and ready to abandon ship if the need arises.
7. All line handlers will stand by to assist in fighting the fire, taking their orders from the senior crew person present.

## UPPER DECK

Ship's bell: (1) Stored in the foc'sle starboard on bunk

Hang on foremast at upper deck on bracket.



CF boards: (2) Stored in the foc'sle starboard on bunk

Hang slightly below top railing on hooks starboard and port.

Tie down to lower rail with the seine twine attached.

Navigation lamps: (2) Stored in foc'sle starboard bunk area

Set in brackets starboard and port.

Thread electric line through hole and plug in from deck.



Stork Flag: (1) “Macalister Hall’s personal flag. The colors are red and white and the heraldic bird is a stork.”\* \*(N.B.) “*Medea*” by Craig Arnold; pg. 57

Stored below deck in cabin 3 – top bureau drawer.

Hang via halyard upper deck foremast.



Code Flags: MKOW

Stored below deck in cabin 3 – top bureau drawer.

Hang via halyard far up to the light.

The M is the top = blue background overlaid with a white X.

Life Ring: (3) Stored in foc’sle starboard on bunk

Hang below top railing on hooks starboard and port bridge wings.

The one with the line attached should have the line coiled neatly on deck.

Compass: (1) Stored in foc’sle port side

Place in the binnacle.

Fire Ax: (1) Stored in foc’sle starboard closet

Place on the upper deck below the speaking tube.

Maritime Museum Flag: (1) Stored below deck in cabin 3 – top bureau drawer

Hang upper deck on main mast halyard (above men’s smoking lounge).



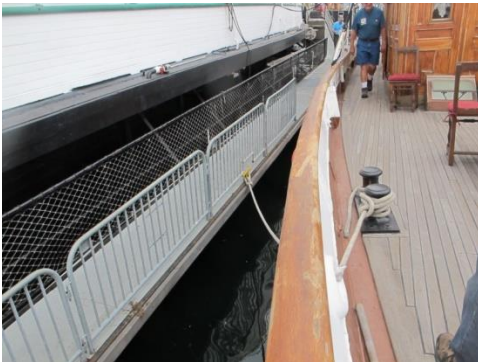
## DECK

### Mooring Lines

1. Bow Line: Pulled back to dock when we cast off, heaved to boat for docking.

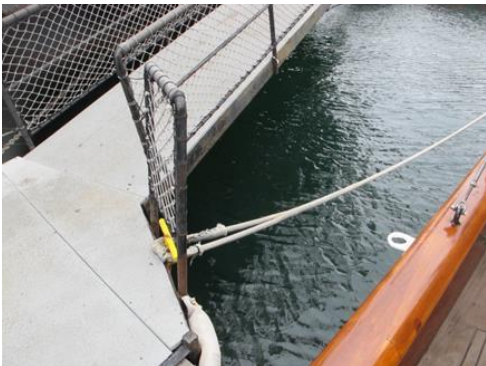


2. Fore Spring Line: Bring on board when we cast off.



2.5. Breast line: 1<sup>st</sup> line heaved to boat for docking; once boat safely docked line is freed and pulled back to dock.

3. After Spring Line: Bring on board when we cast off.



4. Stern Line: Pulled back to dock when we cast off; heaved to boat for docking.



Heaving lines: (4) Located in foc'sle starboard bunk area

Bring up on deck and place by mooring lines for docking.

Boat Hook: Retrieve from dock if none onboard.

Steam Windlass: Servicing items stored in foc'sle in closet in a blue milk crate

Bring up on deck and place by windlass.

Anchor Signal Buoy: Stored in foc'sle on starboard bunk

Attach to halyard foremast deck level.

Log Book: Stored in foc'sle on desk port side

Place on foc'sle hatch while underway.

Shore Power: Located port side coming from *Berkeley*

WAIT for engineer OK to disconnect.

Bring up to upper deck and coil.

Alarm Power: Located port side coming from *Berkeley*

WAIT for engineer OK to disconnect.

This line is the thinner line located forward of the shore power plug.

Once disconnected go to the new Development office (formerly Mark Montijo's office) to the box that is beeping and hit command. This should stop the beeping.

Fenders: (2) Located amidships starboard



Once underway pull up over bulwark and place GENTLY on deck

Salmon Egg: Located starboard forward



Pull up once underway and store forward on deck

Hatch Covers:

Remove covers, then flip over the grate to make it level with the deck.



American Flag: (1) Stored below deck cabin 3 – top bureau drawer

Flag Pole: (1) Stored above smoking lounge on roof

Bring down pole, attach flag, roll flag around pole and replace up on roof.

It's then ready to set out once underway.

Take to stern, unfurl and place in flag holder.

Gangway: Stored in lazarette on stern

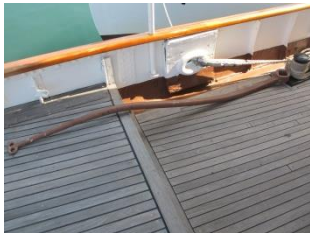
Life Preserver: (1) Stored in foc'sle starboard on bunk

Place on canopy support pole at the stern.

Deck Chairs: (6) Stored in cabin 3 closets facing stern: 3 in each closet

Bring up on deck and place around stern bench seats under aft canopy.

Emergency Tiller: On the deck port stern



Lazarette: The bench on the stern stores the gangway and its bracing. The rudder post is located on the deck above the lazarette. Place the tiller on the post and attach falls to tiller and eyes on port and starboard bulwarks.

Day of the cruise: Sign the volunteer log in the *Berkeley* galley and report to the First Mate for assignment.

Bring up 2 PFDs and place in saloon for MOB recovery.

Safety Netting Gates leading below: Remove before guests arrive and place below deck out of sight of the guests.



## BELOW DECK

Engine/Boiler Room: The amidships domain of the Engineers

Cabins:        1 – Forward  
                  2 – Forward  
                  3 – Amidships  
                  4 – Aft

Heads: (2)    Forward: Between cabins 1 and 2  
                  Aft: Between cabins 3 and 4

Bilge Pumps: (3) Stored in the foc'sle

1 hand-operated bilge pump stowed in forward foc'sle closet

1 portable submersible 110-volt AC (shore power only) at foc'sle ladder

1 portable submersible 12-volt DC pump with float switch. Plug into aft lazarette under bench seat

There is a 12-volt outlet cabin 4 under starboard bunk in cabinet



When needed: Lift carpet, lift floorboards and drop pump down into bilge.

### Who's on Board

Captain	Engineers (2)	First Mate	Fire 1 and back-up	Fire 2 and back-up
Rescue Swimmer		Guest Assist for Emergency		Line Handlers

### Underway Commands: Cast off Lines

Hands to stations for getting underway.

Reduce the number of turns around the bitts to minimum safe holding.

The Captain will call for the mooring lines as necessary.

Walk boat back to edge of walkway.

Stern line to dock.

After spring bring on board.

Bow line to dock.

Forward spring bring on board.

Move salmon egg as directed by first mate.

### While Underway

While underway you are free to socialize with the guests, making them feel welcome and answer any questions they may have to the best of your ability.

Be good hosts but also be very attentive to your duties to the ship.

## Docking Commands:

Hands to stations for docking.

The Captain will call for the mooring lines as necessary.

The breast line and the stern line are heaved to ship first.

The bow line is heaved to the ship.

The after spring which can be draped over the side can usually be passed to the dock worker.

The fore spring can be dropped to the dock worker.

Once the ship has been lined up on the proper entryway, as much slack as practical is removed from all lines. Secure line around the bitts with three turns and a locking hitch and coil the remaining line.

## Putting her ship shape after cruise

Return the ship to museum status.

Put stuff back where you found it.

Turn out light below deck.

Empty trash from heads.

Empty trash from deck.

Replace kitchen clear partitions if opened.

Replace netting to restrict access to cabins 1 and 2.

First mate locks the access to cabins 3 and 4 and foc'sle.