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(BAKSHIAN)

MARCH 4, 1983

TOAST: QUEEN'S DINNER ABOARD  
THE BRITANNIA

YOUR MAJESTY,

I APPRECIATE VERY MUCH YOUR WARM  
AND GRACIOUS WELCOME. THIS EVENING,  
YOUR MAJESTY, YOU HAVE AFFORDED NANCY  
AND ME A VERY SPECIAL HONOR, WHO WOULD  
HAVE DREAMT, ON THE DAY WE MARRIED, THAT  
31 YEARS LATER, WE WOULD CELEBRATE OUR  
WEDDING ANNIVERSARY ON BOARD THE ROYAL  
YACHT BRITANNIA?

WE ARE DELIGHTED TO WELCOME THE  
BRITANNIA AS SHE MAKES HER FIRST ROYAL  
VISIT TO CALIFORNIA'S WATERS. IT IS  
PARTICULARLY FITTING SINCE SIR FRANCIS  
DRAKE VISITED THIS SAME AREA IN THE  
GOLDEN HIND IN 1579.

PAGE 2

I BELIEVE THAT HIS CLAIM OF CALIFORNIA, WHICH HE NAMED NEW ALBION, IS NO LONGER FORMALLY SUPPORTED BY YOUR MAJESTY'S GOVERNMENT -- BUT YOUR GRACIOUSNESS HAS CONQUERED US ALL.

SIR FRANCIS MAY NEVER HAVE SEEN THE GOLDEN GATE, AS IT IS SO OFTEN OBSTRUCTED BY OUR MORE-THAN-LONDON FOG; WE HOPE YOU HAVE HAD BETTER LUCK. THE WARM WELCOME AFFORDED SIR FRANCIS AND HIS SHIPMATES BY THE LOCAL MIWOK INDIANS DURING THE 5 WEEKS HE REMAINED IN THIS AREA HAS CERTAINLY BEEN MIRRORED BY THE WELCOME YOU AND HIS ROYAL HIGHNESS RECEIVED THIS WEEK FROM THE PRESENT INHABITANTS.

ALTHOUGH SIR FRANCIS DID NOT RETURN, OTHER BRITONS DID. AS EXPLORERS, SETTLERS, AND BUILDERS, THEY ADDED THEIR VALUABLE CONTRIBUTIONS TO CALIFORNIA'S DEVELOPMENT.

AS YOU KNOW, THE UNITED STATES IS A LAND AND A CULTURE THAT DRAWS ITS STRENGTH FROM MANY PEOPLES AND TRADITIONS. WE GAINED FROM THE LAND OF ELIZABETH I AND SIR FRANCIS DRAKE OUR POLITICAL PHILOSOPHY AND DEMOCRATIC IDEALS, PARTICULARLY OUR BELIEF IN THE EQUALITY OF EACH INDIVIDUAL UNDER LAW. AND, AS SEAFARING NATIONS BOTH, WE CHERISH THE TRADITION REFLECTED IN THE PRAYER WHICH I AM TOLD WAS OFTEN RECITED ON GOLDEN HIND:

"THEY THAT GO DOWN TO THE SEA IN SHIPS AND OCCUPY THEIR BUSINESS IN GREAT WATERS; THESE MEN SEE THE WORKS OF THE LORD, AND HIS WONDERS IN THE DEEP. FOR AT HIS WORD, THE STORMY WIND ARISETH, WHICH LIFTETH UP THE WAVES THEREOF."

SEAS ARE NOT ALWAYS CALM, BUT OUR TWO NATIONS CONTINUE TO STRIVE TOGETHER TO BUILD A STABLE WORLD OF PEACE AND LAW. I RECALLED IN MY REMARKS TO YOU LAST NIGHT THE CONTINUED RELEVANCE OF THE PRINCIPLES OF THE ATLANTIC CHARTER, CONCLUDED BY PRIME MINISTER CHURCHILL AND PRESIDENT ROOSEVELT IN THE DARK DAYS OF 1941. OUR TWO NATIONS CONTINUE TO STRIVE FOR THAT IDEAL: THE ESTABLISHMENT OF PEACE AND FREEDOM AMONG MEN AND WOMEN OF ALL NATIONS.

LET ME CONCLUDE BY CONFIRMING TO YOU, YOUR MAJESTY, YOUR OWN PLACE IN THE HEARTS OF MY COUNTRYMEN. IN YOU, YOUR MAJESTY, WE RESPECT THE EMBODIMENT OF YOUR LATE FATHER, HIS MAJESTY GEORGE VI'S CREDO THAT "THE HIGHEST OF DISTINCTIONS IS SERVICE TO OTHERS."

PAGE 5

THANK YOU AGAIN FOR YOUR VISIT TO  
US HERE AND FOR YOUR MEMORABLE  
HOSPITALITY THIS EVENING.

LADIES AND GENTLEMEN, LET US RAISE  
OUR GLASSES IN A TOAST TO HER MAJESTY  
THE QUEEN.

# # #

(NSC/Bakshian)  
February 24, 1983  
11:30 a.m.

*MPC 2/24 pm*

*State Dept - State  
British Desk  
652-2622 - 40NRH  
BECAUSE HE IS  
RETURNING  
HEAR TOAST*

*State Dept, draft  
2/23/83, Queen's  
Dinner  
1/22/83, 6882  
last remarks  
GSH - RR*

*Style p. 29  
Protocol  
20th State Dept  
RR bu, 3/19/81,  
married  
on 3/4/52  
1983 - 1952  
31 years  
to day*

*Setup 1/25/83  
Nancy there  
British Embassy  
462-1240 Annals  
Press - 1st time  
Britannia w/ Queen  
Britannia Fact  
SHEET/80 VAGES NFILE*

*Encyc Americana  
N. 9, p. 331-2  
Sir Francis Drake  
Dict. of American  
History, VII  
p. 369 Drake  
at California*

*CALIFORNIA; GUIDE  
TO GOLDEN STATE  
p. 33, 326-7  
Drake - Calif  
Searching for  
haven from wind  
fog, cold*

*Encyc Americana  
N. 13, p. 29,  
Golden Gate  
1st sighted in  
March 1772  
2 weeks later  
Encyc Americana  
V. 24, p. 197  
San Fran - Bay*

*Encyc Britannica  
V. 11, p. 95  
London - fog  
IBID CALIFORNIA  
GUIDE TO GOLDEN  
STATE, p. 33  
DRAKE MEETS  
INDIANS  
IBID Dict of Amer  
Hist, VIII, p. 369  
Drake stayed  
36 days - Swiko*

*Dict of Amer History  
V. 4, p. 381  
MIWOK INDIANS  
USA TODAY'S QUEEN'S  
WEEK OF STOPS  
Feb 26 to MARCH 17  
10 days (HRH with)*

*Style manual p. 29 - HRH  
Encyc Americana v. 9  
p. 331-2, DRAKE*

PRESIDENTIAL TOAST: QUEEN'S DINNER ABOARD THE BRITANNIA  
FRIDAY, MARCH 4, 1983

Your Majesty, ~~(What no HRH?)~~

I appreciate very much your warm and gracious welcome. This evening, Your Majesty, you have afforded Nancy and me a very special honor. Who would have dreamt, on the day we married, that 31 years later, we would celebrate our wedding anniversary on board the Royal Yacht Britannia?

We are delighted to welcome the Britannia as she makes her first royal visit to California's waters. It is particularly fitting since Sir Francis Drake visited this same area in the Golden Hind in 1579. I believe that his claim of California, which he named New Albion, is no longer formally supported by Your Majesty's government -- but your graciousness has conquered us all.

Sir Francis may never have seen the Golden Gate, as it is so often obstructed by our more-than-London fog; we hope you have had better luck. The warm welcome afforded Sir Francis and his shipmates by the local Miwok Indians during the 5 weeks he remained in this area has certainly been mirrored by the welcome you and His Royal Highness received this week from the present inhabitants.

Although Sir Francis did not return, other Englishmen did. As explorers, settlers, and builders, they added their valuable contributions to California's development.

*Encyc Americana v. 5  
p. 210, Calif: History  
Book: European Discovery  
of America: SOUTH COAST  
of Calif, 1492-1616, by  
Samuel Eliot Morison  
1974 OXFORD UNIV PRESS  
p. 100 - MIWOK INDIANS  
GREETED DRAKE MS.F.*

As you know, the United States is a land and a culture that draws its strength from many peoples and traditions. We gained from the land of Elizabeth I and Sir Francis Drake our political philosophy and democratic ideals, particularly our belief in the equality of each individual under law. And, as seafaring nations both, we cherish the tradition reflected in the prayer which I am told was often recited on Golden Hind:

"They that go down to the sea in ships and occupy their ~~business~~ <sup>business</sup> ~~burdens~~ in great waters, these men see the works of the Lord and His wonders in the deep. For at His word, the stormy wind ariseth, which lifteth up the ~~waters~~ <sup>waves</sup> ~~thereof~~ above."

Seas are not always calm, but our two nations continue to strive together to build a stable world of peace and law. I recalled in my remarks to you last night the continued relevance of the principles of the Atlantic Charter, concluded by Prime Minister Churchill and President Roosevelt in the dark days of 1941. Our two nations continue to strive for that ideal: the establishment of peace and freedom among men and women of all nations.

Let me conclude by confirming to you, Your Majesty, your own place in the hearts of my countrymen. In you, Your Majesty, we respect the embodiment of your late father, His Majesty George VI's credo that "the highest of distinctions is service to others."

Thank you again for your visit to us here and for your memorable hospitality this evening.

Ladies and gentlemen, let us raise our glasses in a toast to Her Majesty the Queen.

Encyc Americana  
V. 9, p. 331-2  
DRAKE - English  
helped Drake  
US Govt Manual  
p. 9, Declaration  
of Independence  
Encyc Americana  
V. 7, p. 25  
Transportation  
BOOK: EUROPEAN  
DISCOVERY OF AMER-  
ICA: THE SOUTHERN  
VOYAGES, 1492-1496  
p. 165 - prayer  
by Samuel Eliot  
MORISON, 1974  
OXFORD UNIVERSITY  
PRESS

P. 1, DeYoung  
Museum Toast  
draft  
Encyc Americana  
V. 3, p. 618  
Atlantic Charter  
Aug 14, 1941  
World Almanac  
1983, p. 740  
1940 5-WWII

Style manual  
p. 29 - Your Maj  
Encyc Americana  
V. 12, p. 573  
George VI  
died 2-6-52  
succeeded by  
Q E II  
Style p. 29 - His Maj  
Partlett's 13th  
Edition, p. 972a  
King George VI  
8 road sign & greening  
Empire plan, coronation  
Setup memo  
1/25/53 evening  
Style p. 29  
pp. p. 773 d & 4/6  
toasts in  
London -  
99 II - RR

XX  
XX

X

✓



A week was seven domes across a desert,  
And any afternoon took long to die.  
*The Difference. Stanza 1*

DUKE OF WINDSOR  
(KING EDWARD VIII)  
[1894- ]

I have found it impossible to carry  
the heavy burden of responsibility and  
to discharge my duties as King as I  
would wish to do without the help and  
support of the woman I love.  
*Farewell broadcast after abdication [December 11, 1936]*

RICHARD BUCKMINSTER  
FULLER  
[1895- ]

We must think of our whole economics  
in terms of a preventive pathology  
instead of a curative pathology.  
Don't oppose forces; use them.  
God is a verb,  
Not a noun.  
*No More Secondhand God*

KING GEORGE VI  
[1895-1952]

The highest of distinctions is service  
to others.

*Broadcast greeting to the empire  
after his coronation, May 12, 1937*

We shall prevail.  
*Broadcast on declaration of war,  
September 3, 1939*

ROBERT GRAVES  
[1895- ]

As you are woman, so be lovely:  
As you are lovely, so be various,  
Merciful as constant, constant as various,  
So be mine, as I yours for ever.  
*Pygmalion to Galatea*

With a fork drive Nature out  
She will ever yet return.

Hate is a fear, and fear is rot  
That cankers root and fruit  
Fight cleanly then, hate not  
Strike with no madness  
strike.

*Hate Not, Fear Not*  
"How is your trade, Aquarius  
This frosty night?"  
"Complaints is many and various  
And my feet are cold."

*Star Talk*  
I do not love the Sabbath  
The soapsuds and the starch  
The troops of solemn people  
Who to Salvation march.

*The Boy Out of Time*  
Resolved that church and Sabbath  
Were never made for man?

A well-chosen anthology  
plete dispensary of medicine for  
more common mental disorders,  
may be used as much for prevention  
as cure.

*On English Poetry. XXII*  
"Blonde or dark, sir?" says enough  
Whether of women, drink, or  
*Blonde or Dark*

Truth-loving Persians do not  
upon  
The trivial skirmish fought near  
thon.

*The Persian Verse*

ROBERT HILLYER  
[1895-1961]

Men lied to them, and so they  
die.

*Thermopylae and Golgotha*  
We whom life changes with its  
whim

Remember now his steadfastness  
him

Was a perfection, an unconscious  
curret. — HORACE [65-8 B.C.]: *Epist.*  
10, 24  
2 See Mark, II, 27, on page 1053

could not mar, a  
efface.

*A Parting in  
riam: Le Barc  
[1934]*

finger nail a cr  
through a pale garni  
*A Letter to t.*

the Colur  
ill!

enters with trium  
sion

garding promises of  
coy, gra  
power,

bids await the i  
printer's ink  
largesse

writers who hav  
success.

ROBERT KEIT  
[1895-

People don't ask fo  
their minds. They  
good, soul-satisf;  
even facts.

*Foyages and l*  
You do not have to  
reper . . . the w  
good.

LEWIS MU  
[1895-

People have hesit  
s poems poetry  
that they belo  
are

*The Gold*  
The jolly and cor  
sation of the Vic  
mind composed  
barm bellywash.

In Whitman an

Bastlett's  
13th Edition

(Quote dropped from  
subsequent editions)

SUGGESTED PRESIDENTIAL TOAST FOR  
THE QUEEN'S DINNER ABOARD THE BRITANNIA  
MARCH 4, 1983

Your Majesty,

I appreciate very much your warm and gracious welcome. Your Majesty, you have afforded Nancy and me this evening a truly timeless moment here on board the Royal Yacht Britannia, as we celebrate our thirty-first wedding anniversary. And you have given those with whom you have met here in my home state many individually personal timeless moments as well.

We are delighted to welcome the Britannia as she makes her first royal visit to California's waters. It is particularly fitting since Sir Francis Drake visited this same area in the Golden Hind in 1579. I believe that his claim of California -- which he named New Albion -- is no longer being supported by Your Majesty's Government.

Sir Francis may never have seen the Golden Gate, as it is so often obstructed by our ubiquitous fog; we trust that you have had better luck. The overwhelming friendly welcome afforded Sir Francis and his shipmates by the Miwok Indians during the five-week period he remained in this area has been mirrored by that rendered you and His Royal Highness this week by the present residents.

Although Sir Francis did not return, other Englishmen did. As explorers, settlers, and builders, they added their valuable contributions to California's development.

The United States is a culture whose various components and traditions have made us unique and strong. We gained from the

land of Elizabeth I and Sir Francis Drake our political philosophy and democratic ideals, particularly our belief in the equality of each individual under law. And as sea faring nations both, we cherish the tradition reflected in the prayer which I am told was often recited on Golden Hind:

"They that go down to the sea in ships and occupy their burdens in great waters, these men see the works of the Lord and his wonders in the deep. For at His word, the stormy wind ariseth, which lifteth up the waters above."

Seas are not always calm, but our two nations continue to strive together to build a stable world of peace and law. I recalled in my remarks to you last night the continued relevance of the principles of the Atlantic Charter, concluded by Prime Minister Churchill and President Roosevelt in the dark days of 1941 and to which our two nations continue to strive: the establishment of peace and freedom among men of all nations.

I conclude by confirming to you, Your Majesty, your own place in the hearts of my republican countrymen -- Democrat and Republican alike. They appreciate in Your Majesty the embodiment of the observation by your late father, His Majesty George VI, that "the highest of distinctions is service to others."

Thank you again for your visit to us here and for your memorable hospitality this evening.

Her Majesty the Queen.



8304615

United States Department of State

Washington, D.C. 20520

February 23, 1983

MEMORANDUM FOR MR. WILLIAM P. CLARK  
THE WHITE HOUSE

SUBJECT: Toasts for the President's Use in Official  
Dinners During Queen Elizabeth's Visit to the  
West Coast.

This memorandum transmits two suggested toasts for the President's use during the visit of Queen Elizabeth to the West Coast. The first is for the official dinner he is hosting for the Queen at the De Young Museum in San Francisco on March 3. The second is for the Queen's dinner in honor of the President aboard the Britannia on March 4.

  
L. Paul Bremer, III  
Executive Secretary

War, Hot and Cold: 1940-49

1948  
Ghana indep. — EEC Treaty — 1958  
Sputnik — On the Road —  
Suez War — Hungary rev. —  
McCarthy censured — Peron ousted —  
Bandung conf. — SEATO founded —  
H-bomb — Stalin d. —  
Korean War — Egypt rev. —  
Indochina War —  
Ger. Dem. Rep. —  
Lonely Crowd —  
Indonesia indep. —  
China People's Rep. —  
Gandhi killed —  
Burma independent —  
Israel indep. —

**War in Europe.** The Nazi-Soviet non-aggression pact (Aug. '39) freed Germany to attack Poland (Sept.). Britain and France, who had guaranteed Polish independence, declared war on Germany. Russia seized East Poland (Sept.), attacked Finland (Nov.) and took the Baltic states (July '40). Mobile German forces staged "blitzkrieg" attacks Apr.-June, '40, conquering neutral Denmark, Norway, and the low countries and defeating France; 350,000 British and French troops were evacuated at Dunkirk (May). The Battle of Britain, June-Dec. '40, denied Germany air superiority. German-Italian campaigns won the Balkans by Apr. '41. Three million Axis troops invaded Russia June '41, marching through the Ukraine to the Caucasus, and through White Russia and the Baltic republics to Moscow and Leningrad. Russian winter counterthrusts, '41-'42 and '42-'43 stopped the German advance (Stalingrad Sept. '42-Feb. '43). With British and U.S. Lend-Lease aid and sustaining great casualties, the Russians drove the Axis from all E. Europe and the Balkans in the next 2 years. Invasions of N. Africa (Nov. '42), Italy (Sept. '43), and Normandy (June '44) brought U.S., British, Free French and allied troops to Germany by spring '45. Germany surrendered May 7, 1945.

**War in Asia-Pacific.** Japan occupied Indochina Sept. '40, dominated Thailand Dec. '41, attacked Hawaii, the Philippines, Hong Kong, Malaya Dec. 7, 1941. Indonesia was attacked Jan. '42, Burma conquered Mar. '42. Battle of Midway (June '42) turned back the Japanese advance. "Island-hopping" battles (Guadalcanal Aug. '42-Jan. '43, Leyte Gulf Oct. '44, Iwo Jima Feb.-Mar. '45, Okinawa Apr. '45) and massive bombing raids on Japan from June '44 wore out Japanese defenses. Two U.S. atom bombs, dropped Aug. 6 and 9, forced Japan to surrender Aug. 14, 1945. For further details, see 1978 and earlier editions of *The World Almanac*.

**Atrocities.** The war brought 20th-century cruelty to its peak. Nazi murder camps (Auschwitz) systematically killed 6 million Jews. Gypsies, political opponents, sick and retarded people, and others deemed undesirable were murdered by the Nazis, as were vast numbers of Slavs, especially leaders. German bombs killed 70,000 English civilians. Some 100,000 Chinese civilians were killed by Japanese forces in the capture of Nanking. Severe retaliation by the Soviet army, E. European partisans, Free French and others took a heavy toll. U.S. and British bombing of Germany killed hundreds of thousands, as did U.S. bombing of Japan (80-200,000 at Hiroshima alone). Some 45 million people lost their lives in the war.

**Home front.** All industries were reoriented to war production and support, and rationing was universal. Science was harnessed for the war effort, yielding such innovations as radar, jet planes, and synthetic materials. Unscathed U.S. industry, partly staffed by women, helped decide the war.

**Settlement.** The United Nations charter was signed in San Francisco June 26, 1945 by 50 nations. The International Tribunal at Nuremberg convicted 22 German leaders for war crimes Sept. '46. 23 Japanese leaders were convicted Nov. '48. Postwar border changes included large gains in territory for the USSR, losses for Germany, a shift westward in Polish borders, and minor losses for Italy. Communist regimes, supported by Soviet troops, took power in most of E. Europe, including Soviet-occupied Germany (GDR proclaimed Oct. '49). Japan lost all overseas lands.

**Recovery.** Basic political and social changes were imposed on Japan and W. Germany by the western allies (Japan constitution Nov. '46, W. German basic law May '49). U.S. Marshall Plan aid (\$12 billion '47-'51) spurred W. European economic recovery after a period of severe inflation and strikes in Europe and the U.S. The British Labour Party introduced a national health service and nationalized basic industries in 1946.

**Cold War.** Western fears of further Soviet advances (Cominform formed Oct. '47, Czechoslovakia coup, Feb. '48, Berlin blockade Apr.-Sept. '49) led to formation of NATO. Civil War in Greece and Soviet pressure on Turkey led to U.S. aid under the Truman Doctrine (Mar. '47). Other anti-communist Soviet pacts were the Org. of American States (Apr. '48) and Southeast Asia Treaty Org. (Sept. '54). A security pact was the Org. of American States (Apr. '48) and Southeast Asia Treaty Org. (Sept. '54). A new wave of Soviet purges and repression intensified in the last years of Stalin's rule, extending to E. Europe (Slansky trial in Czechoslovakia, 1951). Only Yugoslavia resisted Soviet control (expelled by Cominform, June '48; U.S. aid, June '49).

**China, Korea.** Communist forces emerged from World War II strengthened by the Soviet takeover of industrial Manchuria. In 4 years of fighting, the Kuomintang was driven from the mainland; the People's Republic was proclaimed Oct. 1, 1949. Korea was divided by Russian and U.S. occupation forces. Separate republics were proclaimed in the 2 zones Aug.-Sept. '48.

**India.** India and Pakistan became independent dominions Aug. 15, 1947. Millions of Hindu and Moslem refugees were created by the partition; riots, 1946-47, took hundreds of thousands of lives; Gandhi himself was assassinated Jan. '48. Burma became completely independent Jan. '48; Ceylon took dominion status in Feb.

**Middle East.** The UN approved partition of Palestine into Jewish and Arab states. Israel was proclaimed May 14, 1948. Arabs rejected partition, but failed to defeat Israel in war, May '48-July '49. Immigration from Europe and the Middle East swelled Israel's Jewish population. British and French forces left Lebanon and Syria, 1946. Transjordan occupied most of Arab Palestine.

**Southeast Asia.** Communists and others fought against restoration of French rule in Indochina from 1946; a non-communist government was recognized by France Mar. '49, but fighting continued. Both Indonesia and the Philippines became independent, the former in 1949 after 4 years of war with Netherlands, the latter in 1946. Philippine economic and military ties with the U.S. remained strong; a communist-led peasant rising was checked in '48.

**Arts.** New York became the center of the world art market; abstract expressionism was the chief mode (Pollock from '43, de Kooning from '47). Literature and philosophy explored existentialism (Camus' *Stranger*, 1942, Sartre's *Being and Nothingness*, 1943). Non-western attempts to revive or create regional styles (Senghor's Negritude, Mishima's novels) only confirmed the emergence of a universal culture. Radio and phonograph records spread American popular music (swing, bebop) around the world.

The American Decade: 1950-59

**Polite decolonization.** The peaceful decline of European political and military power in Asia and Africa accelerated in the 1950s. Nearly all of N. Africa was freed by 1956, but France fought a bitter war to retain Algeria, with its large European minority, until 1962. Ghana, independent 1957, led a parade of new black African nations (over 2 dozen by 1962) which altered the political character of the UN. Ethnic disputes often exploded in the new nations after decolonization (UN troops in Cyprus 1964; Nigeria civil war 1967-70). Leaders of the new states, mostly sharing socialist ideologies, tried to create an Afro-Asian bloc (Bandung Conf. 1955), but Western economic influence and U.S. political ties remained strong (Baghdad Pact, 1955).

**Trade.** World trade volume soared, in an atmosphere of monetary stability assured by international accords (Bretton Woods 1944). In Europe, economic integration advanced (European Economic Community 1957, European Free Trade Association 1960). Comecon (1949) coordinated the economies of Soviet-bloc countries.

**U.S. Economic growth** produced an abundance of consumer goods (9.3 million motor vehicles sold, 1955). Suburban housing tracts changed life patterns for middle and working classes (Levittown 1946-51). Eisenhower's landslide election victories (1952, 1956) reflected consensus politics. Censure of McCarthy (Dec. '54) curbed the political abuse of anti-communism. A system of alliances and military bases bolstered U.S. influence on all continents. Trade and payments surpluses were balanced by overseas investments and foreign aid (\$50 billion, 1950-59).

**USSR.** In the "thaw" after Stalin's death in 1953, relations with the West improved (evacuation of Vienna, Geneva summit conf., both 1955). Repression of scientific and cultural life eased, and many prisoners were freed or rehabilitated culminating in de-Stalinization (1956). Khrushchev's leadership aimed at consumer sector growth, but farm production lagged, despite the virgin lands program (from 1954). The 1956 Hungarian revolution, the 1960 U-2 spy plane episode, and other incidents renewed East-West tension and domestic curbs.

**East Europe.** Resentment of Russian domination and Stalinist repression combined with nationalist, economic and religious factors to produce periodic violence. East Berlin workers rioted in 1953, Polish workers rioted in Poznan, June 1956, and a broad-based revolution broke out in Hungary, Oct. 1956. All were suppressed by Soviet force or threats (at least 7,000 dead in Hungary). But Poland was allowed to restore private ownership of farms, and a degree of personal and economic freedom returned to Hungary. Yugoslavia experimented with worker self-management and a market economy.

**Korea.** The 1945 division of Korea left industry in the North, which was organized into a militant regime and armed by Russia. The South was politically disunited. Over 60,000 North Korean troops invaded the South June 25, 1950. The U.S., backed by the UN Security Council, sent troops. UN troops reached the Chinese border in Nov. Some 200,000 Chinese troops crossed the Yalu River and drove back UN forces. Cease-fire in July 1951 found the opposing forces near the original 38th parallel border. After 2 years of sporadic fighting, an armistice was signed July 27, 1953. U.S. troops remained in the South, and U.S. economic and military aid continued. The war stimulated rapid economic recovery in Japan. For details, see 1978 and earlier editions of *The World Almanac*.

**China.** Starting in 1952, industry, agriculture, and social institutions were forcibly collectivized. As many as several million people were executed as Kuomintang supporters or as class and political enemies. The Great Leap Forward, 1958-60, unsuccessfully tried to force the pace of development by substituting labor for investment.

**Indochina.** Ho's forces, aided by Russia and the new Chinese Communist government, fought French and pro-French Vietnamese forces to a standstill, and captured the strategic Dienbienphu camp in May, 1954. The Geneva Agreements divided Vietnam in half pending elections (never held), and recognized Laos and Cambodia as independent. The U.S. aided the anti-Communist Republic of Vietnam in the South.

**Middle East.** Arab revolutions placed leftist, militantly nationalist regimes in power in Egypt (1952) and Iraq (1958). But Arab unity attempts failed (United Arab Republic joined Egypt, Syria, Yemen 1958-61). Arab refusal to recognize Israel (Arab League economic blockade began Sept. 1951) led to a permanent state of war, with repeated incidents (Gaza, 1955). Israel occupied Sinai, Britain and France took the Suez Canal, Oct. 1956, but were replaced by the UN Emergency Force. The Mossadegh government in Iran nationalized the British-owned oil industry May 1951, but was overthrown in a U.S.-aided coup Aug. 1953.

**Latin America.** Dictator Juan Peron, in office 1946, enforced land reform, some nationalization, welfare state measures, and curbs on the Roman Catholic Church, but crushed opposition. A Sept. 1955 coup deposed Peron. The 1952 revolution in Bolivia brought land reform, nationalization of tin mines, and improvement in the status of Indians, who nevertheless remained poor. The Batista regime in Cuba was overthrown, Jan. 1959, by Fidel Castro, who imposed a communist dictatorship, aligned Cuba with Russia, improved education and health care. A U.S.-backed anti-Castro invasion (Bay of Pigs, Apr. 1961) was crushed. Self-government advanced in the British Caribbean.

**Technology.** Large outlays on research and development in the U.S. and USSR focussed on military applications (H-bomb in U.S. 1952, USSR 1953, Britain 1957, intercontinental missiles late 1950s). Soviet launching of the Sputnik satellite, Oct. 1957, spurred increases in U.S. science education funds (National Defense Education Act).

**Literature and letters.** Alienation from social and literary conventions reached an extreme in the theater of the absurd (Beckett's *Waiting for Godot* 1952), the "new novel" (Robbe-Grillet's *Voyeur* 1955), and avant-garde film (Antonioni's *L'Avventura* 1960). U.S. Beatniks (Kerouac's *On the Road* 1957) and others rejected the supposed conformism of Americans (Riesman's *Lonely Crowd* 1950).

1958  
Castro in Cuba —  
Sino-Soviet split begins —  
Man in Space —  
Berlin Wall —  
Algeria indep. —  
Silent Spring —  
March on Wash. —  
Feminine Mystique —  
JFK killed —  
Dien Bien Phu res. —  
Tomkin Gulf res. —  
Indonesia coup —  
China Cult. Rev. —  
GATT —  
Mideast War —  
U.S. in Vietnam —  
1968

Commonwealth Club

Radio speech - tape on Friday - unemployment

Science students - EPCOT speech

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NAM speech

NCSL - lots of changes we've made, re. regulations

block grants [Pat Hughes] British Desk

Samuel Elliott

Steve Geiss 632-2622

Morrison Book - the European Discovery of America:

Book of Common Prayer

Southern Voyages

of 2

{ 13th Centennial Ed. }

Oxford U Press 1974 p. 666

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**ATLANTIC, BATTLE OF THE**, the name given to the World War II submarine campaign by which Germany attempted to deny the Allies the use of the seas. The leader of the campaign was Adm. Karl Doenitz, the World War I U-boat commander who reestablished Germany's undersea force in 1935. His strategic concept was not to cut the enemy's sea lines of communication but to destroy its merchant shipping.

At the start of the war Doenitz had a trained force of 57 submarines, 39 of which were operational. By early 1943 there were 219 operational boats. The primary unit was the Type VIIC U-boat, of 770 tons displacement, carrying a crew of 44. A total of 659 of these were built.

The submarine campaign ranged over all the oceans, but its major phases were fought in the North Atlantic. The first began in July 1940, after the fall of France enabled Doenitz to use bases on the Bay of Biscay. The merchant tonnage destroyed was less than in later phases of the war, but the losses were serious because Britain was then alone in the war and her merchant marine was smaller than in World War I. Surface escorts were inadequate, but the critical lack, both in numbers and range, was aircraft. Convoy air cover was not possible over one third of the North Atlantic route. This phase ended in late 1941 when Hitler sent U-boats to the Mediterranean to help avert collapse there.

The second phase was the ship slaughter along the Atlantic coast of the United States from January to August 1942, for which the U.S. Navy was unprepared. Losses were the highest in the war, inflicted by the few U-boats Doenitz could send from the Mediterranean. Coastal convoys were organized in May, and Doenitz shifted his U-boats to the Caribbean.

Germany's submarine defeat came in the convoy battles of early 1943. Doenitz' "wolf packs" met their match in the new Allied anti-submarine forces. By May the Battle of the Atlantic was over. Between that month and September the Germans lost 73 U-boats. In August, Allied ships were being built faster than the Germans could sink them.

Thereafter the Germans used submarines as a threat to force the Allies to devote large resources to antisubmarine warfare while advanced types of U-boats, equipped with schnorkels or hydrogen peroxide engines, were developed. Their production came too late.

See *WORLD WAR II-12. Developments in Naval Warfare (Antisubmarine Operations)*.  
JOHN D. HAYES, Rear Admiral, USN (Retired)

**ATLANTIC & PACIFIC TEA CO., The Great**, the largest retail grocery chain in the United States. The A&P markets its products mainly on a cash-and-carry, self-service basis. Subsidiaries produce many items, including baked goods, butter, and canned fruit and vegetables. The company operates coffee-roasting and fish-processing plants and has coffee-purchasing offices in Brazil. The A&P has more than 4,600 stores in the United States and Canada which had over \$5 billion annual sales in the mid-1960's. Its headquarters are in New York City. The George Huntington Hartford Foundation, named for the company's founder, owns one third of the firm's stock, and gives aid to medical education and research.

COURTNEY ROBERT HALL  
Author of "History of  
American Industrial Science"

**ATLANTIC CHARTER**, a statement of principles formulated in World War II by President Franklin D. Roosevelt and Prime Minister Winston Churchill. The charter, announced publicly on Aug. 14, 1941, resulted from a series of conferences (August 9-12) between the two leaders aboard the U.S.S. *Augusta* off Newfoundland.

The text of the document reads as follows:

The President of the United States of America and the Prime Minister, Mr. Churchill, representing His Majesty's Government in the United Kingdom, being met together, deem it right to make known certain common principles in the national policies of their respective countries on which they base their hopes for a better future for the world.

*First*, their countries seek no aggrandizement, territorial or other;

*Second*, they desire to see no territorial changes that do not accord with the freely expressed wishes of the peoples concerned;

*Third*, they respect the right of all peoples to choose the form of government under which they will live; and they wish to see sovereign rights and self-government restored to those who have been forcibly deprived of them;

*Fourth*, they will endeavor, with due respect for their existing obligations, to further the enjoyment by all states, great or small, victor or vanquished, of access, on equal terms, to the trade and to the raw materials of the world which are needed for their economic prosperity;

*Fifth*, they desire to bring about the fullest collaboration between all nations in the economic field with the object of securing, for all, improved labor standards, economic adjustment and social security;

*Sixth*, after the final destruction of the Nazi tyranny, they hope to see established a peace which will afford to all nations the means of dwelling in safety within their own boundaries, and which will afford assurance that all the men in all the lands may live out their lives in freedom from fear and want;

*Seventh*, such a peace should enable all men to traverse the high seas and oceans without hindrance;

*Eighth*, they believe that all of the nations of the world, for realistic as well as spiritual reasons, must come to the abandonment of the use of force. Since no future peace can be maintained if land, sea or air armaments continue to be employed by nations which threaten, or may threaten, aggression outside of their frontiers, they believe, pending the establishment of a wider and permanent system of general security, that the disarmament of such nations is essential. They will likewise aid and encourage all other practicable measures which will lighten for peace-loving peoples the crushing burden of armaments.

Although not an official document, the Atlantic Charter was employed effectively as a propaganda weapon against the Axis powers during World War II. The United Nations Declaration, signed in Washington, D.C., on Jan. 1, 1942, by the Allies, then numbering 26 states, endorsed the principles of the charter. Subsequently, in 1945, the Charter of the United Nations affirmed some of the points of the Roosevelt-Churchill statement. Prime Minister Churchill and President Eisenhower, in June 1954, reaffirmed the charter's principles.

25 parks that contain stands of redwoods are Big Basin Redwoods State Park, south of San Francisco, and Humboldt Redwoods and Del Norte Coast Redwoods state parks on or near the northern coast.

Places of historical interest preserved by the state include the Old Customs House in Monterey; Sutter's Fort in Sacramento; Fort Tejon near Lebec; Fort Ross, once a Russian trading post, near Jenner; and the site near Truckee where the Donner party became stranded in 1848. The Hearst-San Simeon State Historical Monument near San Simeon preserves the Hispano-Moorish castle and estate of publisher William Randolph Hearst.

**The Mother Lode Country.** The principal gold-bearing vein in the western foothills of the Sierra Nevada, known as the Mother Lode country, is traversed by state Route 49. Starting at Mariposa in the south, it takes the traveler through the old gold-rush towns—Sonora, Columbia, Angels Camp, Placerville, Coloma, and others—to Grass Valley and Nevada City in the north. The many places of interest include the Marshall Gold Discovery State Historic Park at Coloma and the Columbia State Historic Park, which preserves a large area of Columbia's old business district. Angels Camp, in Calaveras county, was immortalized in the stories of Bret Harte and Mark Twain, especially Twain's *The Celebrated Jumping Frog of Calaveras County*.

**The Missions of California.** The 21 Spanish missions founded under the leadership of the Franciscan father Junípero Serra (see section 7. History) were spaced out along what became known as El Camino Real ("The Royal Road"). The missions are listed in the order of their location from south to north and their chief features are noted in the list on page 212.

**Indian Reservations.** At the time of Spanish occupation, the Indians of California were divided into 21 linguistic families and into scores of villages, in which different dialects were spoken. Among the better known tribes were the Hoopa or Hupa, Pomo, Modoc, Maidu, Mono, Yurok, and Yuma. Many smaller tribes have become extinct. Indian lands of California are included in 11 principal reservations and many smaller holdings known as rancherías. About half the area of the famed Palm Springs resort in southern California has been developed on Indian-owned lands of the Agua Caliente Reservation.

**Other Places and Activities.** Among California's special events, perhaps the best known is the annual Tournament of Roses, held each January 1 or 2 at Pasadena, scene also of the Rose Bowl football game played the same day. The annual state fair has been held at Sacramento since 1861, and the National Orange Show is headquartered at San Bernardino. Santa Barbara holds its Old Spanish Days Fiesta in August. The Ojai Music Festival is held in May, and the Laguna Beach Festival of Arts in late summer. The *Ramona Pageant*, based on Helen Hunt Jackson's novel *Ramona*, is presented annually near Hemet.

Disneyland, opened at Anaheim in 1955, has become one of the nation's most popular tourist centers. Similar in its attraction is the more recently established Pacific Ocean Park, a 30-acre "oceanic wonderland" at Los Angeles. A popular oceanarium overlooks the sea at Palos Verdes.

The state is rich in offerings to sports fans. National League baseball has been played by the Los Angeles Dodgers and San Francisco Giants

since the 1958 season. Professional football is represented by the Los Angeles Rams and the San Francisco Forty-niners of the National Football League. Nationally known horse racing tracks include Bay Meadows at San Mateo and Santa Anita at Arcadia.

For other places and activities of special interest, see separate articles on California cities.

## 7. History

The European discovery of California accompanied the growth of the Spanish empire in the New World. In 1540, Antonio de Mendoza, first viceroy of New Spain (Mexico), sponsored an extensive program of conquest and discovery that included the expedition of Francisco Vázquez de Coronado into what is now the southwestern United States, the exploration of the Gulf of California by Hernando de Alarcón, and a voyage along the coast by the Portuguese-born navigator Juan Rodríguez Cabrillo. Cabrillo left the port of Navidad on the west coast of Mexico in June 1542 and reached San Diego Bay on September 28. Some months later the commander died of an injury on the small island of San Miguel in the Santa Barbara Islands, but his chief pilot, Bartolomé Ferrello (or Ferrer), sailed as far north as Cape Mendocino before turning back to Navidad.

During the next 60 years, numerous Spanish ships, many of which sailed from the Philippine Islands, visited the California coast. The English navigator and sea raider Francis Drake, on his renowned voyage around the world (1577-1580), entered a harbor of northern California in 1579 and there reconditioned the treasure-laden *Golden Hind*. He also took possession of the land for England, naming it Nova Albion ("New England"). A brass plate, thought to be the plate that Drake and his men inscribed and supposedly nailed to a post as evidence of their claim, was found on the seacoast of Marin county in 1936. In 1602-1603, Sebastián Vizcaíno made an extensive survey of the Monterey Bay area as a possible site for a Spanish colony.

**Spanish Settlement.** Although known to the Western World long before the English landed at Jamestown, Va., in 1607, California was not actually colonized until 1769. Its exploration and settlement finally were undertaken partly because of the threat of Russian or British advance down the Pacific coast toward the mines and cities of New Spain. Other factors were the missionary zeal of the Franciscan order of friars, the need for a port of refuge and supply for galleons trading with the Philippines, and the zeal of royal officials for a renewed expansion of the Spanish empire. The leading figures of this enterprise were José de Gálvez, visitor-general of New Spain under the energetic King Charles III; Gaspar de Portolá, governor of Lower California and commander in chief of the undertaking; and the Franciscan father Junípero Serra. Two expeditions went by sea to San Diego (a third ship was lost), and two marched overland from the frontier ports of Loreto and Velicatá in Lower California. The overland expeditions reached San Diego without major difficulties, but the maritime parties suffered greatly from disease.

From their base at San Diego, Portolá and a company of 64 priests, soldiers, muleteers, and Indians marched northward on July 14, 1769, to find the harbor in Monterey Bay surveyed much earlier, in 1602, by Vizcaíno. After breaking a



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*Chautauqua Movement—Federal Bureau of Investigation*

Charles Scribner's Sons · New York

order was restored. Picked troops from the Army of the Potomac were brought in, and on Aug. 19 drawings proceeded peaceably.

[J. F. Rhodes, *History of the United States*, vol. IV.]  
ELBRIDGE COLBY

**DRAGO DOCTRINE.** After Great Britain, Germany, and Italy undertook by force of arms to compel Venezuela to pay certain claims, in a note dated Dec. 19, 1902, Luis María Drago, Argentina's minister of foreign affairs, sent a protest to the United States. Drago held that in making loans to a foreign state, a capitalist considered conditions and made the terms correspondingly hard. He reasoned that a sovereign state could not have proceedings instituted against it. The payment of its debts was binding, but the debtor government had the right to choose the manner and the time of payment. He denounced armed intervention as a means of collecting debts incurred by an American nation, for the collection of debts by military means implied the occupation of territory in order to make such coercion effective. The public debt of an American state, he maintained, did not justify "armed intervention, nor even the actual occupation of the territory of American nations by a European power." An amended version of this doctrine was adopted by the Second Hague Conference in 1907. (See also Calvo Doctrine.)

[J. H. Latané, *A History of American Foreign Policy*.]  
WILLIAM SPENCE ROBERTSON

**DRAKE AT CALIFORNIA.** Sir Francis Drake, in 1577, left England with an expedition on five ships to open Oriental and Pacific trade and to deliver a blow at Spanish commercial and colonial monopoly. After harassing the Spaniards in the Atlantic Ocean, Drake passed through the Strait of Magellan, and in his one remaining ship, the *Golden Hind*, coursed the Pacific coast of South America, plundering as he went. Prevented by unfavorable winds from sailing west to his goal, the Molucca Islands, Drake, in June 1579, entered a "convenient and fit harborough," apparently Drake's Bay, Calif., to repair his ship. Claiming the land for England and naming it New Albion, Drake remained there thirty-six days, exploring and establishing friendly relations with the Indians. Before departing for the Moluccas, he left nailed to a "firm poste" a brass plate as evidence of England's claim. In 1936 the plate, dated June 17, 1579, was discovered on the western shore of San Francisco Bay, where it had been discarded not long before, its value

unrecognized, after having been brought from the vicinity of Drake's Bay.

[Sir Francis Drake, *The World Encompassed*, Hakluyt Society Publications, vol. XVI; H. R. Wagner, *Sir Francis Drake's Voyage Around the World*.]

CHARLES EDWARD CHAPMAN  
ROBERT HALE SHIELDS

**DRAKE'S OIL WELL.** E. L. Drake of New Haven, Conn., was sent by the Pennsylvania-Rock Oil Company in 1858 to Titusville, Pa., where he experimented in drilling for petroleum, the first venture of the sort in America. He had many difficulties, his partners lost faith in the project, and his own resources were strained to the limit when, on Aug. 28, 1859, he found oil at a depth of 69.5 feet. It rose to within 10 feet of the surface, and for some time forty barrels were pumped daily, selling at \$20 a barrel. The oil strike caused nationwide excitement and precipitated a rush to the oilfield.

[William T. Brannt, *Petroleum*.]  
ALVIN F. HARLOW

**DRAMA.** See Theater.

**DRAPER'S MEADOWS,** the first settlement west of the great Allegheny divide, on the present site of Blacksburg, Va., was founded in 1748 in the New River section by John Draper, Thomas Ingles, and other Scottish and Irish immigrants from Pennsylvania. On July 8, 1755, the settlement was destroyed by a party of Shawnee Indians. Mrs. William Ingles was carried into captivity on the lower Ohio River but made her escape and returned over 700 miles on foot.

[J. P. Hale, *Trans-Allegheny Pioneers*.]  
JAMES ELLIOTT WALMSLEY

**DREADNOUGHT,** a type of battleship that derived its name from the British warship *Dreadnought*, launched in 1906. This ship, which marked a new era in naval construction and made obsolete every battleship afloat, excelled its predecessors in displacement and speed, as well as in the number of heavy-caliber guns and penetrative power. It had a displacement of 17,900 tons, a speed of 21.6 knots, a cruising radius of 5,800 sea miles, and was protected by 11-inch armor. It was the first battleship to be driven by turbines. Its main battery consisted of ten 12-inch guns, making it the first all-big gun ship in the world. After its launching and until World War I, every battleship

*Empire*  
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The Mexican War in 1846 brought the U. S. sloop *Cyane*, under Capt. Samuel duPont, into the bay on July 29, 1846. Troops under John C. Frémont disembarked and raised the U. S. flag over the Old Town plaza. U. S. soldiers led by Gen. Stephen W. Kearny had come westward from Kansas and on December 6 fought a costly battle against loyal Californians under Gen. Andrés Pico at San Pasqual, northeast of San Diego.

The town's first newspaper, the *Herald*, was founded in 1851 but failed in 1860, leaving San Diego without a newspaper until 1868, when the present *Union* began to publish. A year earlier, Alonzo E. Horton in effect founded modern San Diego by purchasing an unsuccessful 1,000-acre (405-hectare) development in the present downtown area. Horton built a wharf, laid out streets, gave land to churches, and, in 1870, opened a hotel opposite the new town's plaza.

An 1870 gold strike at Julian, in the mountains to the northeast, and several land booms increased the population rapidly. The Santa Fe Railway arrived in 1885, and the financier John D. Spreckels and others brought added improvements. From a high of 40,000 in the 1880's, however, San Diego dropped in population to 17,000 near the turn of the century, as real-estate enterprises failed. The city's later growth came as a result of U. S. Navy investments, the industrial progress nurtured by several wars, and the city's encouragement of civilian industries.

San Diego's sunny climate was largely responsible for making it a favorite production and testing site of the pioneers of aviation. In 1883, John J. Montgomery flew the first successful glider flights at Otay Mesa, and on Jan. 26, 1911, Glenn H. Curtiss piloted the first successful seaplane flight, taking off from San Diego Bay. Charles Lindbergh had his airplane, *Spirit of St. Louis*, built here in 1927. After World War II, the Atlas missile, a vital cog in the U. S. space program, was assembled in San Diego.

MARCO G. THORNE

*City Librarian, San Diego Public Library*

Further Reading: Pourade, Richard F., *The History of San Diego*, 6 vols. (Union-Tribune Publishing Company 1961-1967).

**SAN DIMAS**, də'mās, a city in southwestern California, in Los Angeles county, is about 25 miles (40 km) east of the center of Los Angeles. Plastic objects are made. The Voorhis campus of California State Polytechnic College is in the community. The Frank G. Bonelli regional county park is of interest.

San Dimas was founded in 1862 and the community was incorporated as a city in 1960. Government is by council and city manager. Population: 15,692.

**SAN FERNANDO**, fər-nan'dō, a city in southwestern California, in Los Angeles county, is situated at the northern end of the San Fernando Valley, about 20 miles (32 km) northwest of the center of Los Angeles. It manufactures and assembles electronic parts and makes garments. The church and monastery of the Mission San Fernando Rey de España, founded on Sept. 8, 1797, have been restored.

White men entered the valley in the 1760's and gold was found here in 1842. The community was laid out in 1874 and was incorporated as a city in 1911. Government is by mayor and council. Population: 16,571.

**SAN FRANCISCO**, a city in California, is noted for the beauty of its setting and the buoyant spirit of its people. It occupies the tip of a narrow and hilly peninsula, a site with a dramatic quality that visitors rarely fail to recognize. Thanks to its favorable location on a spacious, land-locked harbor, and with easy access by water to a large area rich in natural resources, the city has long been the financial, commercial, and cultural center of northern California.

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A visitor's first impression of San Francisco's dramatic setting is enhanced on closer acquaintance by the sweeping views of sky, land, and water from many elevated spots; by clusters of picturesque buildings clinging precariously to nearly perpendicular hillsides; and, perhaps most striking of all, by the gridlike pattern of the city streets. The streets, with few exceptions, were laid out without regard to the contours of the land, and in consequence many ascend the hills at angles too steep to permit vehicular traffic of any kind.

But not all the qualities that set San Francisco apart from other cities result from its physical setting. Much of its present individuality springs from the circumstances of its early history. The city of today dates from the gold rush. The discovery of gold in January 1848 marked the city's true beginning, although the spot had then been occupied for more than half a century, and a frontier village of some 200 inhabitants had grown up there. The shiploads of adventurers from every corner of the world gave the early settlement a cosmopolitan flavor that has persisted to the present.

Upon landing, those who spoke the same language and shared the same background tended to band together, and so established a group of smaller communities within the larger settlement. A number of these remain today, adding a further picturesque note to the modern city. Among the more colorful of such "foreign quarters" are Chinatown, the Italian quarter, and the Japanese cultural center, fronting on Geary Boulevard a few blocks beyond Van Ness Avenue.

Many important changes took place in the city during the 1960's and early 1970's, including the completion of several large-scale urban renewal projects, the building of many tall hotels and apartment and office buildings in the central

#### INFORMATION HIGHLIGHTS

**Location:** Northern California, on the northern tip of a peninsula with the Pacific Ocean on the west, the Golden Gate on the north, and San Francisco Bay on the east.  
**Population:** City, 715,674 (13th in U. S.); metropolitan area (San Francisco-Oakland), 3,109,519.  
**Area:** 45 square miles (117 sq km)  
**Elevation:** Sea level to 925 feet (280 meters) atop Mt. Davidson.  
**Climate:** Temperature averages 60° F (15° C) in summer, 51° F (10° C) in winter; rainfall averages 20.8 inches (533 mm).  
**Government:** Mayor and 11-member board of supervisors.

area, and the construction of the Bay Area Rapid Transit System. But notwithstanding these and other major modernization projects, many of the features that lent distinction to the earlier city remain. These include the quaint but still serviceable cable cars, the many green open spaces (in particular the Presidio and the magnificent Golden Gate Park), and Fisherman's Wharf, Twin Peaks, and Ocean Beach. Perhaps the most pleasing of all are the alternate periods of swirling fog and brilliant sunshine that envelop the city, and everywhere unexpected views of row on row of terraced houses slanting down steep hillsides toward the water's edge.

### 1. Physical Features

San Francisco, standing midway on the long northern California coastline, is surrounded on three sides by water—the Pacific Ocean, the Golden Gate, and San Francisco Bay—and is accessible by land only from the south. The city is dominated by a series of steep-sided hills, the highest of which, Mt. Davidson, has an altitude of 925 feet (280 meters). Other elevated spots include Telegraph, Nob, and Russian hills, close to the downtown district; Twin Peaks, near the geographical center of the city; and Bernal Heights, in the Mission district to the south. Overlooking the ocean, the Golden Gate, and the bay are Sutro Heights, Land's End, and Pacific Heights.

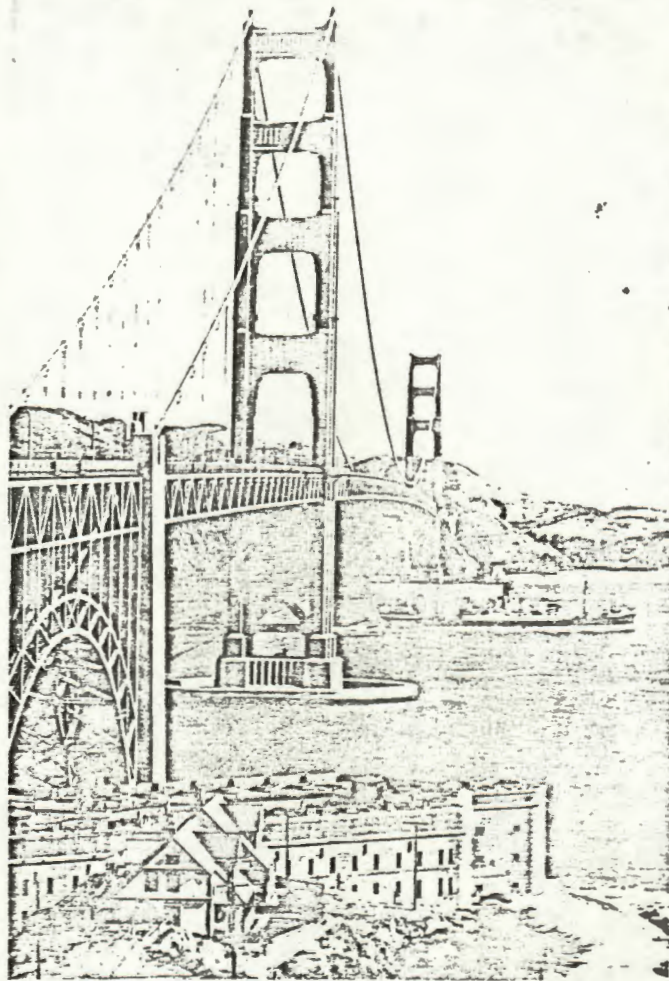
San Francisco Bay, one of the world's best harbors, is some 50 miles (80 km) long and 3 to 12 miles (5–19 km) wide. It is connected to the north with San Pablo and Suisun bays, into which empty the Sacramento and San Joaquin rivers. A number of islands dot the bay, the largest of which are Angel Island, Yerba Buena, Alcatraz (once the site of a federal prison), and the man-made Treasure Island, the site of the 1939–1940 Golden Gate International Exposition.

San Francisco's climate is without extremes of heat or cold. The prevailing westerly winds off the ocean tend to make it "an air-conditioned city," with cool summers and mild winters. Flowers bloom throughout the year, and warm clothing for evening wear is the rule at all seasons. Morning fogs are frequent from May to August, but are usually dissipated by midday.

### 2. Description

Almost from the beginning San Francisco has been divided into several clearly defined neighborhoods. The original village was built on the shore of Yerba Buena Cove. During the gold-rush period, hotels, shops, and places of entertainment were grouped about the old Spanish plaza. The lower slopes of Telegraph, Nob, and Rincon hills served as residential districts. Although the passage of time has brought many changes, traces of this original pattern may still be seen.

**Business Districts.** The present financial district, centering on Montgomery and California streets, occupies part of the site of the original cove. Nob and Telegraph hills have remained favorite residential areas, but Rincon Hill was taken over by factories and warehouses and today serves as an anchorage for cables supporting the San Francisco-Oakland Bay Bridge. Beginning about 1880, the hotel, theater, and retail shopping center moved toward the southwest, and today is grouped about Union Square. As the city's growth continued, new housing spread



The Golden Gate Bridge, at the entrance to San Francisco Bay, links San Francisco and its northern suburbs.

outward, covering the hills and intervening valleys and stopping only when it reached the water's edge to the north, east, and west.

Other well-known districts include the Embarcadero, a 200-foot (60-meter) wide thoroughfare that follows the curving bay shore from China Basin to Fisherman's Wharf. It is flanked on the water side by a long series of piers, where the ships of many nations take on and discharge passengers and freight. The factories and warehouses of the industrial district lie south of Market Street.

**Residential Areas.** Homes on Telegraph, Nob, and Russian hills have long been favored because they have excellent views and are conveniently close to the downtown area. Since the 1960's, however, an increasing number of private residences have been replaced by tall apartment buildings. The area known as the Mission, a section of picturesque wooden buildings facing on slanting streets, grew up about the venerable Mission Dolores. Other attractive residential neighborhoods include Pacific Heights and Sea Cliff, both overlooking the Golden Gate, and several newer subdivisions on the wooded hillsides south of Twin Peaks.

The largest and the most distinctly San Franciscan residential areas are the Richmond district, fronting on the ocean to the north of Golden Gate Park, and the Sunset district, on the ocean to the south of the park. They both



JOSEPH S. RYCHETNIK, FROM PHOTO RESEARCHERS

The San Francisco skyline, looking northward across Richardson Bay to the mountains of Marin county.

the building of the San Francisco-Oakland and the Golden Gate bridges in the mid-1930's, the ferries have all but disappeared. However, the historic cables—although far fewer in number than in earlier years—continue to rumble up and down some of the city's steepest hills, to the delight of residents and visitors alike.

**Automobile Congestion.** The Municipal Railroad, which, besides the cable lines, operates streetcars and buses serving all parts of the city, has for years been fighting a losing battle with private automobiles for a major share of the traffic. The consequence is that in San Francisco, as in most American cities, congestion on the downtown streets has become an ever more serious problem.

With the aim of solving that difficulty and of relieving congestion on the trans-bay bridge, in 1962 the voters of San Francisco, Alameda, and Contra Costa counties approved a bond issue of \$793 million for the building of the Bay Area Rapid Transit System (BART). The first such facility to be built in the United States in many years, BART consists of 75 miles (120 km) of high-speed electric railway, serving the east bay communities and linking them with San Francisco by means of a 3.6-mile (5.8-km) tunnel beneath the bay. Included in the plan is a two-level subway beneath Market and Mission streets to be used both by the interurban trains and the city streetcars.

## 6. Education and Cultural Life

The cultural climate of San Francisco is reflected not only in its support of art, music, and the drama but also in its appreciation of good food and wines and other adjuncts to gracious living.

Education in the city is a more than usually complex operation because of the diverse racial

backgrounds of its residents. The city maintains a comprehensive public school program ranging from kindergarten to college level. It also provides a variety of courses for non-English-speaking groups, both children and adults.

**Colleges and Universities.** The largest school of higher education in the city is California State University, San Francisco, which dates from 1899. Others include the city-supported City College of San Francisco and two Catholic institutions—the long-established University of San Francisco (founded in 1855) and the San Francisco College for Women. The city is also the site of the San Francisco Art Institute, and a number of departments of the University of California, among them the Hastings College of Law and the schools of medicine, dentistry, pharmacy, and nursing. Elsewhere in the bay area are the Berkeley campus of the University of California, Stanford University, Mills College, and the Catholic schools of St. Mary's and Santa Clara.

**Cultural Diversity.** The varied cultural and racial heritage of San Francisco residents is reflected in the number and variety both of its newspapers and its churches. There are two major dailies—the *Chronicle* and the *Examiner*. The city also has more than a dozen daily or weekly papers published in foreign languages, including Chinese, Japanese, Italian, German, Spanish, Russian, and the Scandinavian languages.

Most groups also have their own places of worship. In addition to the many churches and synagogues there are several Chinese temples and Buddhist shrines.

**Museums and Libraries.** More than two million persons annually visit the three leading art galleries—the M. H. De Young Memorial Museum in Golden Gate Park, the San Francisco Art Mu-



Magellan's fleet leaving Seville.  
(Painting in Naval Officer's Club, Valparaiso de Chile)

# The European Discovery of America

THE SOUTHERN VOYAGES

A. D. 1492-1616

SAMUEL ELIOT MORISON



New York OXFORD UNIVERSITY PRESS 1974

ment." One can gaze on a Drake's Bay almost as untouched by humans as when the "Generall" passed that way.

From the 43° landfall (state two out of the three original narratives) *Golden Hind* coasted south in search of a comfortable harbor and found it at 38° N. (The third narrative says 38°15'.) Here they put in on 17 June 1579 and tarried until 23 July; and 38° N is the exact latitude of Point Reyes, some thirty-six miles north of the Golden Gate.

Before examining the question of where Drake spent those five weeks in June and July 1579, let us relate what happened there. The most important thing, after graving the *Golden Hind*, was the friendly attitude of the natives, Indians known as the Coast Miwok tribe who lived from about Cape Mendocino to San Francisco Bay. When Drake careened his flagship on a beach so that her leak could be got at, he built a fortified camp ashore. This drew a multitude of Indians armed with bows and arrows; for like other natives of America, they instinctively resented foreigners who gave the impression of having come to stay. Drake was expert enough at the universal sign language to allay their suspicions, especially after he had distributed liberal gifts of cloth, shirts, and "other things."

These Miwok were great talkers, delivering lengthy orations in a language that no Englishman could make head or tail of, and relentless singers and dancers after their fashion. The men went completely naked; and the women, who wore miniskirts of bulrushes, had a curious habit which has puzzled later ethnologists, of lacerating cheeks and torsos with their fingernails until the blood flowed in torrents, and, as further self-punishment, casting themselves on rough ground or briars. The English sources say nothing of sexual relations between the two races, but it is difficult to believe that they did not occur, considering the long time that Drake's men had been at sea.\* These natives amiably augmented the Englishmen's rations during their five weeks' stay, mostly with broiled fish and a root that they called *petáb*. This was the bulb of a wild lily that they ground into meal and ate, and they also made bread of acorns; but they had no corn or manioc to offer, and it puzzles one how Drake managed to provision his ship for the long

\* It may be significant that in the numerous Spanish reports of Drake's incursions on the west coast, his men were never accused of raping, or even molesting the Indian girls.

voyage ahead. Presumably his men shot and cured the small rodents that they called "conies." This has been identified recently as *Thomomys bottae bottae*, the Bötta Pocket Gopher, although some authorities still assert that it was the common ground squirrel. Maybe they cured fish on shore, as in Newfoundland. But where could they have obtained salt?

One of the earlier yelling and lacerating orgies by native visitors was broken up by Drake's calling on Preacher Fletcher to conduct divine service, complete with psalm-singing. The Indians then stopped their clamor to listen, stare, and occasionally shout. "Yea, they tooke such pleasure in our singing of Psalmes, that whensoever they resorted to us, their first request was commonly this, *Gnaáb*, by which they intreated that we would sing." The historian J. Franklin Jameson once sagely observed that *gnaáb* proved that all Englishmen, and not only the Puritans, sang psalms through their noses!

On one occasion, at least, the native visitors brought their chief, distinguished by several necklaces of local shells, a mantle of gopher skins, a wood "septer or royall mace," and a knitted cap in which feathers were stuck, as a crown. He greeted Drake with the title of *Hyó*, "set a rustic crown on his head, enriched his necke with all their chains," and laid on a special song and dance. What the natives meant by all this is anyone's guess, but Drake chose to regard it as a feudal ceremony in which these humble creatures placed themselves under the protection of Queen Elizabeth. Consequently, shortly before his July departure, Drake named the country *Nova Albion*, "for two causes; the one in respect of the white bancks and cliffes, which lie toward the sea; the other, that it might have some affinity, even in name also, with our own country, which was sometime so called." (Albion was the Greek name for England.) He then "set up a monument of our being there . . . a plate of brasse, fast nailed to a great and firme post; whereon is engraven" the Queen's name, the date, and the fact of the king and people freely acknowledging her sovereignty, the Queen being represented by a silver sixpence with her effigy, and "our Generall" by his name. So says Fletcher; more about this Plate anon. But the white cliffs are right there on Drake's Bay, outside the Estero, and they bear a striking resemblance to those on the English Channel.

After *Golden Hind* had been graved, repaired, and floated, Drake "with his gentleman and many of his company, made a journey up

seamen, apprentice seamen, and petty officers such as caulker and cooper) were divided into two watches (*cuartos* or *guardias*) of four hours each. An officer commanded each watch according to a fixed rule of precedence: captain, pilot, *maestre* (master), *contramaestre* (master's mate or chief boatswain).<sup>\*</sup> From sundry entries in Columbus's Journal, it is clear that his watches were changed at 3, 7, and 11 o'clock. These hours seem odd to a modern seaman, who by immemorial usage expects watches to change at 4, 8, and 12, and I believe they were so changed from 1500 on. Presumably the afternoon watch was "dogged" (i.e., split into two 2-hour watches) as the merchant marine still did in the nineteenth century, in order that the men might change their hours nightly. On a sailing vessel which might be many weeks or even months at sea, it was fairer to dog the watches daily so that each man would have the unpopular "graveyard watch" from midnight to 4:00 a.m. (or from 11 to 3) on alternate nights.

Mariners in those days thought of time less in terms of hours than of *ampolletas* and *guardias*, glasses and watches, eight glasses to a watch. The system of half-hourly ship's bells that we are familiar with began as a means of accenting the turning of the glass. No ship's bell is mentioned in any of the Spanish sea journals of the sixteenth century that I have seen, and García de Palacio's *Instrucción Náutica* (1587), the Mexican seaman's first Bowditch, says nothing of them. Drake's flagship *Golden Hind* carried no bell, but his men "liberated" one from the church at Guatulco, Mexico, in 1579. They hung it in an improvised belfry on board, where a Spanish prisoner reported that it was "used to summon the men to pump." Since pumping ship was the first duty of every watch, it is evident that the bell was used for summons, and that this use of the bell was new to Spaniards, if not to Englishmen.

At night in the Northern Hemisphere whenever the weather was clear and the latitude not too low, your sixteenth-century navigator could tell sun time from the Guards of the North Star. The Little Bear or Little Dipper swings around Polaris once every 24 hours, sidereal time. The two brightest stars of that constellation, *beta* (Kochab) and *gamma*, which mark the edge of the Dipper furthest from the North Star, were called the Guards; and if you knew where Kochab (the principal Guard) should be at midnight, you could tell time as from a clock hand. The early navigators constructed a diagram of a

<sup>\*</sup> In Portuguese ships, curiously, pilot came below master.

little man with Polaris in his belly, his forearms pointing E and W, and his shoulders NE and NW.<sup>\*</sup> That gave eight positions for Kochab. As this star moved from one major position to another in three hours, you could tell time at night if you knew its position at midnight on that date. For that purpose a very simple instrument, the nocturnal, sufficed. It had a hole in the center through which you sighted Polaris, and a movable arm representing the Guards, which you moved until it pointed at Kochab; then you read the time off a scale on the outer disk. Nocturnals were in use for centuries. With a little practice, almost anyone on a long voyage can learn to tell time by this method within a quarter-hour.

### Ritual and Religion

In the great days of sail, before man's inventions and gadgets had given him a false confidence in his power to conquer the ocean, seamen were the most religious of all workers on land or sea. The mariner's philosophy he took from the Vulgate's 107th Psalm: "They that go down to the sea in ships and occupy their business in great waters; these men see the works of the Lord, and his wonders in the deep. For at his word, the stormy wind ariseth, which lifteth up the waves thereof." It behooved seamen to obey the injunction of the Psalmist, "O that men would therefore praise the Lord for his goodness, and declare the wonders that he doeth for the children of men!" That is exactly what they did, after their fashion. The Protestant Reformation did not change the old customs of shipboard piety, only the ritual; Spanish prisoners on Drake's *Golden Hind* reported a daily service which featured the singing of psalms.

Although the captain or master, if no priest were present, led morning and evening prayers, the little semi-religious observances which marked almost every half-hour of the day were performed by the youngest lads on board, the *pajes de escober* (pages of the broom). This I suppose was on the same principle as having family grace said by the youngest child; God would be better pleased by the voice of innocence.

According to Eugenio de Salazar, the ritual which he describes always prevailed when venturing on unknown seas where the divine

<sup>\*</sup> See my *Northern Voyages*, p. 154.





H. M. YACHT BRITANNIA

TOURS OF HM YACHT BRITANNIA

Since Her Majesty's Yacht BRITANNIA commissioned in January 1954 she has visited a great number of places in Europe, North, Central and South America, Australasia, the Far East, the Middle East and Africa as well as numerous islands in the Atlantic, Pacific and Indian Oceans. In her first 28 years she has circumnavigated the World seven times, rounded both Capes, transitted the St Lawrence Seaway, the Suez, Panama and Kiel Canals and has steamed in all more than 650,000 miles. BRITANNIA has also conducted Sea Days for prominent politicians, diplomats and businessmen in association with Royal Visits overseas. In addition when not required for Royal Duty BRITANNIA participates in Allied and national maritime exercises whenever possible - usually fulfilling the role of a convoy Commodore's ship. The following pages summarize BRITANNIA's activities in more recent years.

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1977

The Silver Jubilee Year of Her Majesty started for the Royal Yacht on 28 December 1976 when she sailed with Royal Fleet Auxiliary GREY ROVER for Pago Pago in Eastern Samoa in the Pacific, via Madeira, on New Year's Day, Antigua, Panama, Tahiti, and Rarotonga in the Cook Islands. After a high passage speed there were four clear days in Pago Pago for final preparations before Her Majesty and his Royal Highness The Duke of Edinburgh embarked on 10 February. Then in quick succession followed Royal Visits to Western Samoa, Tonga and Fiji, and the more extensive tours to New Zealand and Australia. A magnificent feast in Tonga, a Maori Festival in Gisborne and a Centenary Test Match in Melbourne provided much interest on board as well as being reported in great detail world-wide. The armada of boats, vessels, yachts, canoes and craft of all sorts forming the aquatic welcome into Sydney was a never-to-be-forgotten sight. Her Majesty disembarked at Fremantle at the end of a most successful tour and returned to England by air. BRITANNIA sailed two days later and made best speed back, stopping only at Malta and Gibraltar, in order to meet the next Jubilee event in London. In Malta, with the Flag of Flag Officer Royal Yachts flying at the foremast, a luncheon and reception were given on board and the President of Malta was numbered among many guests.

The Royal Yacht was present in the Pool of London from 6 to 10 June for the Jubilee Celebrations themselves, then returned to Portsmouth until 18 June when the Jubilee tours of the United Kingdom began. Her Majesty The Queen and His Royal Highness The Duke of Edinburgh embarked at Liverpool on 21 June for a tour of ports on the Welsh coast finishing in Cardiff on 25 June where the Royal Party disembarked. BRITANNIA continued to Portsmouth where Her Majesty embarked again on 27 June for the Fleet Review at Spithead the following day. Here the Royal Yacht was the central character in a spectacle involving most of the British Fleet and a number of visiting warships, which through the newspapers and television captured the imagination of the public both in Britain and abroad.

The Jubilee Tours continued in July with visits to five East coast ports beginning in Felixstowe on 11 July and ending 4 days later in Newcastle. Then at the beginning of August, after Cowes Week, The Queen and The Duke of Edinburgh, together with The Prince Andrew and The Prince Edward, undertook the traditional western Isles Tour. On this occasion the Royal Yacht visited a number of ports in the South-West of England on the way to Scotland, and on 10 August visited Belfast and Bangor.

The Princess Anne and The Princess Margaret embarked at Loch Tarbet on 12 August and The Royal Party disembarked four days later at Aberdeen, BRITANNIA subsequently returning to Portsmouth.

The Royal Yacht set off again early in October for the Jubilee tour of the Caribbean. There were brief stops at Ponta Delgada, Bermuda and Freeport en route to Nassau in the Bahamas where Her Majesty The Queen and His Royal Highness The Duke of Edinburgh embarked on 19 October. Visits were made to West Plana Cay, Little Inagua, Tortola, Virgin Gorda, Antigua and Mustique, and on 31 October BRITANNIA arrived at Bridgetown, Barbados where Her Majesty and His Royal Highness disembarked.

The Royal Yacht steamed over 43,000 miles during Jubilee Year and at the end of it was ready for a much-needed maintenance period.

#### 1978

At the end of March a short period of trials was followed by three days of Sea Training at Portland, then on 15 May the Yacht sailed for the State Visit to the Federal Republic of Germany. Her Majesty The Queen and His Royal Highness The Duke of Edinburgh embarked at Kiel on 24 May, visited Bremerhaven the following day and on the 26th disembarked at Bremen.

In the following month BRITANNIA completed another short visit, this time to the Channel Islands. Her Majesty and His Royal Highness embarked at Portsmouth on 26 June and visited Jersey, Guernsey, Alderney and Sark in the succeeding four days before disembarking on return to Portsmouth.

Cowes Week saw The Prince of Wales, The Princess Anne, Lord Mountbatten and Princess Alexandra and her family onboard. The Queen and The Prince Edward embarked at Gourock for the Western Isles Cruise, which included an official visit to Orkney. Her Majesty and His Royal Highness disembarked at Aberdeen on 14 August and the Royal Yacht returned to Portsmouth.

In October BRITANNIA took part in NATO exercise "Display Determination" during which she was Commodore of a military convoy on passage from Gibraltar to Southern Italy with an escort of British, American and Italian warships. After the exercise the Yacht stayed overnight in Taranto then spent a week in Malta before returning to Portsmouth via Gibraltar.

1979

On 11 January, the twenty fifth anniversary of commissioning, the Royal Yacht sailed for a Royal Tour of Eastern Arabia, the first official visit to the Arab World by a reigning British Monarch. Her Majesty The Queen and His Royal Highness The Duke of Edinburgh embarked in Kuwait on 12 February, having flown from London in Concorde. Visits were paid to Bahrain from where Her Majesty flew to the Saudi Arabian capital of Riyadh, Damman (also in Saudi Arabia), Qatar, Abu Dhabi and Dubai, where Her Majesty inaugurated the new port of Jebel Ali. The tour ended in the Omani capital, Muscat, from where Her Majesty flew home. BRITANNIA returned to Portsmouth via the Suez Canal calling at Jeddah, Naples and Palma en route and arriving home on 30 March.

After giving Easter Leave, the Royal Yacht sailed on 11 May for the State Visit to Denmark. Her Majesty The Queen and His Royal Highness The Duke of Edinburgh flew to Aalborg and embarked at Frederikshavn on the 15th. The visit began with two days at Copenhagen, followed by a passage to Aarhus in company with the Danish Royal Yacht DANNEBROG, and on 19 May the Royal Squadron returned to anchor off Elsinore where Her Majesty and His Royal Highness, together with Queen Margrethe and Prince Henrik, disembarked from their respective Royal Yachts.

On 1 June, a week after arriving home from Denmark, BRITANNIA sailed with Her Majesty Queen Elizabeth The Queen Mother for a short visit to the Clyde. There were calls at Faslane, Millport and finally Hunterston where Her Majesty opened the new British Steel Ore Terminal. She disembarked there on the 5th and the Royal Yacht returned to Portsmouth.

The next trip was also with The Queen Mother, this time for Her Majesty's installation as Lord Warden of the Cinque Ports. She embarked at Greenwich on 30th July accompanied by Her Royal Highness The Princess Margaret and His Royal Highness The Prince Edward and BRITANNIA arrived at Dover on the following day.

Their Royal Highnesses The Duke of Edinburgh, The Prince of Wales, The Prince Andrew and The Prince Edward were embarked for Cowes Week together with Princess Alexandra and her family, and on August 8th Her Majesty The Queen and Her Royal Highness The Princess Anne joined them for the western Isles cruise. After a visit to Stornoway on 14 August Her Majesty disembarked with her family at Aberdeen on the 15th, while Princess Alexandra and her family remained on board for the passage to Portsmouth.

On 12 September BRITANNIA entered dry dock for a 6 month refit.

1980

The Refit having been completed on 11 April BRITANNIA spent the following week on Sea Trials in the English Channel. After giving Easter Seasonal Leave the Yacht sailed from Portsmouth for a period of Sea Training based on Portland.

The Prince of Wales spent the night of 11/12 June in BRITANNIA when visiting HMS EXCELLENT and the City of Portsmouth. Then on 7 July Her Majesty Queen Elizabeth The Queen Mother embarked at Portsmouth to visit the Cinque Ports from Dover where BRITANNIA arrived the following morning. With The Queen Mother on board for the passage up the Thames, the Yacht paused off Gravesend on 11 July for The Princess Margaret and her children to embark for the journey up to the Pool of London. The Royal Party disembarked the same evening and BRITANNIA remained in London for the Thanksgiving Service at St Paul's on 15 July for The Queen Mother's eightieth birthday.

Having sailed again from Portsmouth on 20 July the Yacht reached Brest the next day to await the arrival of The Prince of Wales who embarked on 22 July for the return journey to Portsmouth.

Two separate Royal Parties embarked for Cowes; firstly His Royal Highness The Duke of Edinburgh and The Prince Andrew, then The Prince of Wales and The Prince Edward. The Queen then embarked at Southampton for the Western Isles Cruise which included an official visit to Islay and The Duke of Edinburgh joined them subsequently via Colonsay. The Royal Party disembarked at Aberdeen on 15 August and the Yacht returned to Portsmouth on the 20th to give leave.

The Yacht sailed from the United Kingdom on 30 September and participated in NATO Exercise 'DISPLAY DETERMINATION' in the Mediterranean while en route to Naples for Her Majesty The Queen's State Visits to Italy and the Vatican. On 16 October a Sea Day was held for Italian businessmen and Press correspondents. The Queen and The Duke of Edinburgh arrived from Rome and embarked in BRITANNIA on the 17th. The next day the Yacht sailed from Naples bound for Sicily and The Queen's one-day visit to Palermo on the 20th.

The State Visit to Tunisia began with two days at Tunis; this was followed by a day at Souuse Nord where the Yacht anchored. The Queen then paid a 2-day State Visit to Algeria and while the Royal Party flew from Algiers to Rabat, BRITANNIA proceeded to Casablanca where the Royal Party re-embarked having also visited Marakech. On conclusion of Her Majesty's Visit to Morocco the Royal Party returned to the United Kingdom by air on 30th October. The Yacht sailed three days later and arrived back at Portsmouth on 5th November.

1981

On 4 February Rear Admiral P W Greening became Flag Officer Royal Yachts, and two weeks later HRH The Duke of Edinburgh visited BRITANNIA when attending a Royal Naval Sailing Association dinner at Gosport. The first two weeks of March were spent doing Sea Trials in the English Channel and Sea Training based on Portland. The Yacht then returned to Portsmouth to give leave.

On 7 April HM Queen Elizabeth The Queen Mother embarked at Portsmouth to visit the West Country, calling first at Dartmouth where Her Majesty inspected Lord High Admiral's Divisions and then proceeding to Falmouth primarily for the centenary of Truro cathedral. The Royal Party disembarked on the Yacht's return to Portsmouth on 13 April.

Having sailed again on 30th April, the BRITANNIA visited Harwich the next day where HM The Queen and HRH The Duke of Edinburgh embarked for a State Visit to Norway. From Oslo the Yacht proceeded to Stavanger where HM King Olav embarked for the passage to the Shetlands. The Royal Party disembarked at Sullom Voe where The Queen inaugurated the oil terminal and re-embarked at Lerwick. After spending the night onboard they disembarked again on 10th May and the Yacht returned to Portsmouth to give leave.

On 27 July BRITANNIA sailed from Portsmouth bound for Australia, via the Mediterranean and Indian Ocean, for the Commonwealth Heads of Governments Conference in Melbourne and The Queen's subsequent visit to New Zealand. The Yacht called at Gibraltar on 31 July where TRH's The Prince and Princess of Wales embarked the next day to spend two weeks of their honeymoon onboard.

On 12 August Their Royal Highnesses entertained the President of Egypt and Madame Sadat to dinner onboard at Port Said before BRITANNIA led the southbound convoy down the Suez Canal. Three days later the Prince and Princess of Wales disembarked at Hurgada; the Yacht then refuelled at Djibouti, Colombo, Singapore and Fremantle before arriving at Melbourne on 22 September where The Queen and The Duke of Edinburgh embarked. BRITANNIA subsequently visited Hobart in Tasmania and while HM and HRH visited Western and South Australia, the Yacht proceeded to Lyttelton and then Auckland for the Royal Visit to New Zealand. The Royal Party left by air on 20 October for the State Visit to Sri Lanka; two days later BRITANNIA set sail for the UK, fuelling stops being made at Brisbane, Darwin, and thence as on the outward journey. The Yacht arrived back in Portsmouth on 11th December.

1982

In early January BRITANNIA entered dry dock for a nine week maintenance period, sailing on 17 March for a period of trials and sea training at Portland returning to Portsmouth on 24 March. On 25 March His Royal Highness The Prince Andrew with some colleagues from 820 Squadron in HMS INVINCIBLE visited BRITANNIA.

It transpired that this was to be one of the last visits paid by Prince Andrew to another ship for several months because shortly afterwards on 5 April, His Royal Highness sailed in HMS INVINCIBLE for the Falkland Islands Operation.

On 22 April BRITANNIA embarked some eighty members of the St Nazaire Society and sailed for France. This visit was to enable members of the Society to take part in the commemoration of the gallant and daring raid 40 years before when British Commandos had destroyed the dry dock at St Nazaire thereby denying its use as a base for the TIRPITZ to the Germans. BRITANNIA arrived at St Nazaire on 24 April where those members of the Society embarked joined with another eighty members who had flown out, and took part in the memorial parade. The salute was taken by His Royal Highness The Duke of Edinburgh who had flown out for the day and who later gave a luncheon party onboard BRITANNIA for local dignitaries and members of the St Nazaire Society. BRITANNIA sailed the next day with another eighty members of the Society who disembarked at Portsmouth on 27 April.

On 7 June BRITANNIA sailed for Dover where Queen Elizabeth The Queen Mother embarked the next day for visits to the Cinque Ports of which Her Majesty is the Warden. BRITANNIA sailed on the evening of 10 June after a reception onboard and the next morning in brilliant sunshine, RMS Queen Elizabeth 2 carried out a steam past in the West Solent on passage to Southampton. This was an emotive occasion as her passengers, the survivors of HM Ships COVENTRY, ARDENT and ANTELOPE, lined the upper decks and cheered Her Majesty; on BRITANNIA's arrival at Portsmouth, and after talking to families of the Yachtsmen assembled on the jetty, Her Majesty returned to London.

On 29 July BRITANNIA sailed for Cowes where the next day His Royal Highness The Duke of Edinburgh embarked. On 31 July the remainder of the Royal Party also came onboard; these included Her Royal Highness Princess Alexandra and her family, and Their Majesties the King and Queen of the Hellenes. The Royal Party disembarked on 3 August and BRITANNIA returned to Portsmouth that evening.

On 11 August BRITANNIA sailed from Portsmouth for Australia via Gibraltar, the Suez Canal, Colombo and Singapore. Her Majesty The Queen and His Royal Highness The Duke of Edinburgh will be onboard in Brisbane for the Commonwealth Games and will disembark in Fiji after visiting Papua New Guinea, The Solomon Islands, Nauru, Kiribati, and Tuvalu. BRITANNIA returned to Portsmouth in time to give Christmas leave, going via Western Samoa, the Marquises Islands, the Panama Canal and Barbados.

SN3822  
Classification 3(b)  
April 1978

CENTRAL  
OFFICE OF  
INFORMATION,  
LONDON



# from Reference Division

## THE ROYAL YACHT AND THE QUEEN'S FLIGHT

### The Royal Yacht *Britannia*

The royal yacht *Britannia*, named and launched by the Queen at Clydebank (Scotland) in 1953, serves as an official and private residence for the Queen and other members of the royal family when they are engaged on visits overseas or are voyaging in home waters. The yacht also takes part in some naval exercises and undertakes routine hydrographic tasks while at sea.

Built as a replacement for the 50-year-old royal yacht *Victoria and Albert*, then no longer seaworthy, *Britannia* was designed for two functions: the royal yacht in peace time, she has the speed and special facilities which would enable conversion to a hospital ship in time of war. The ship has a modern clipper bow and modified cruiser stern instead of the traditional swan bow and counter stern of previous royal yachts.

Built by John Brown's (Clydebank) Ltd, *Britannia* was ordered in February 1952, and completed in January 1954. The total construction cost £2.1 million. Her specifications include the following:

Length overall	412 feet 3 inches (about 125.65 metres).
Beam	55 feet (16.76 metres) maximum.
Deep load displacement	4,961 tons (5,041 tonnes) with 510 tons (518 tonnes) of fuel and 210 tons (213 tonnes) of fresh water.
Gross tonnage	5,769 tons (5,862 tonnes).
Mean draught	17 feet (5.2 metres) at load displacement.
Machinery	Geared turbine 12,000 shaft horse power (8,948 kilowatts) – two shafts.
Speed	On trials – 22.5 knots (11.6 metres per second) at 4,320 tons (4,389 tonnes) displacement. Continuous seagoing – 21 knots (10.8 metres per second).
Endurance	With 510 tons (518 tonnes) of oil fuel – 1,776 miles (2,858 km) at 20 knots (10.3 metres per second). 2,452 miles (3,445 km) at 18 knots (9.3 metres per second). 2,822 miles (4,541 km) at 14 knots (7.2 metres per second).

Merchant ship practice was followed in *Britannia's* construction, and the structural plans were submitted to Lloyd's Register of Shipping. In their final form they were approved by Lloyd's and the Admiralty. Refits and docking usually take place in the Royal Dockyard, Portsmouth. The first major refit of the ship after her launching took place in 1972 and 1973: the main task completed was the improvement of accommodation for the crew and the installation of an air-conditioning system for their quarters. Another refit was carried out in 1976.

The royal apartments are aft on the shelter deck and the royal staff accommodation is on the lower deck. (In wartime the after part would have wards and the ship could accommodate up to 235 patients.) The royal and state apartments contain some of the furniture from the *Victoria and Albert*.

N.B. — This short note is intended to be used for reference purposes and may be freely used in preparing articles, speeches, broadcasts, etc. No acknowledgment is necessary. Please note the date of preparation. Short notes in this series may be obtained from the Information Office at the British Embassy, Consulate or High Commission in the inquirer's country of residence.



The Queen and the Duke of Edinburgh took a personal interest in the interior decorations, the choice of furnishings and the general fitting-out of the royal yacht.

The yacht is an independent command, administered personally by the Flag Officer Royal Yachts. He is normally appointed as an extra equerry to the Queen and, as such, is a member of the royal household. *Britannia's* crew numbers 22 officers and 254 men when members of the royal family are embarked or when the vessel undertakes a long ocean voyage. Officers are normally appointed for two-year periods of duty. Two-thirds of the ratings are permanent crew members and remain attached to the ship for the rest of their service careers; the others are attached to the yacht for two-year periods only. They are all volunteers from the Royal Navy, but receive no special benefits in terms of pay, allowances or leave. Traditions of dress aboard the royal yacht include the wearing by seamen of naval uniform with the jumper inside the top of the trousers, which are finished at the back with a black silk bow. On all blue uniforms ratings wear white badges instead of the red which are customary in the Royal Navy. So far as possible orders on the upper deck are executed without spoken words or commands, and by long tradition the customary naval mark of respect of piping the side is normally paid only to the Queen.

The hull of *Britannia* is royal blue above and red below. It is decorated with a gold band below the upper deck. The upper works are white with buff-coloured funnel and masts. The royal coat of arms is on the bow and the royal cypher on the stern.

### The Queen's Flight

The Queen's Flight was created in 1936 (as the King's Flight) by King Edward VIII to provide air transport for the royal family's official duties. Based at Benson in Oxfordshire, the Flight is equipped with three Hawker Siddeley *Andover CC Mk2* passenger transport aircraft and two Westland *Wessex* helicopters. Its personnel establishment numbers 140.

Provided by the Royal Air Force, without charge to the Civil List or the Privy Purse, the Flight operates under a general policy agreed between the Treasury and the Ministry of Defence. The Queen, the Queen Mother and the Duke of Edinburgh are entitled to use it on all occasions. At the Queen's discretion, it is also made available to other members of the royal family, but only when they are travelling on official duties. The Flight is used for official purposes by the Prime Minister and certain other people, such as senior ministers or visiting heads of State (requests for flights by people who are not members of the royal family are submitted to the Parliamentary Under-Secretary of State for Defence for the Royal Air Force who seeks the Queen's consent in each case). The Ministry of Defence is responsible for all flights and routes of the aircraft of the Queen's Flight.

The main cost of the Flight is borne upon defence votes. Apart from capital costs of new equipment, the main elements of expenditure are personnel, maintenance and repairs and fuel.

### The Royal Yacht's Principal Voyages, 1954-77

1954	LIBYA	With Prince Charles and Princess Anne, a voyage to Tobruk in April and May where the Queen and the Duke of Edinburgh embarked for return to Britain following their Commonwealth tour.
	CANADA	Sailed to Britain with the Duke of Edinburgh after his three-week visit to Canada.
1955	WEST INDIES	Visited West Indies with Princess Margaret.
	MEDITERRANEAN	With the Duke of Edinburgh, attended Combined Fleet Exercises in the Mediterranean.
	NORWAY	Visited Oslo in June for the Queen's state visit to Norway.
	WALES, ISLE OF MAN and SCOTLAND	In August took the Queen, the Duke of Edinburgh, the Prince of Wales and Princess Anne for their tour of Wales, the Isle of Man and Scotland.
	DENMARK	Visited Copenhagen in October with the Duke of Edinburgh.

- 1956 . MEDITERRANEAN With the Duke of Edinburgh, attended the Fleet Exercises in the Mediterranean and afterwards, with the Queen, made private visits to Corsica and Sardinia.
- SWEDEN Visited Stockholm in June for the state visit to Sweden by the Queen and the Duke of Edinburgh.
- SCOTLAND At Rothesay for the Duke of Edinburgh's visit to the Clyde Fort-night; later toured the Western Isles with the royal family.
- KENYA, MAURITIUS, ZANZIBAR and TANGANYIKA In September Princess Margaret embarked at Mombasa for a tour to Mauritius, Zanzibar and Tanganyika.
- 1956-7 KENYA, SEYCHELLES, CEYLON, MALAYA, NEW GUINEA, AUSTRALIA, NEW ZEALAND, ANTARCTICA, SOUTH ATLANTIC TERRITORIES and THE GAMBIA Visited Mombasa where the Duke of Edinburgh embarked for a tour visiting the Seychelles Islands, Ceylon, Malaya, New Guinea, Australia (where the Duke attended the Olympic Games), New Zealand, Antarctica, the Falkland Islands, South Georgia, Gough Island, Tristan da Cunha, St. Helena, Ascension and The Gambia.
- 1957 PORTUGAL Took the Queen and the Duke of Edinburgh from Setubal in Portugal to Lisbon for the state visit in February.
- DENMARK Visited Copenhagen in May where the Queen, with the Duke of Edinburgh, made a state visit and a short private visit.
- SCOTLAND At Invergordon for the royal visit to the Home Fleet.
- CHANNEL ISLANDS and ENGLAND At the end of July visited the Channel Islands with the Queen; and afterwards was at Cowes Week, which was attended by the Duke of Edinburgh and Prince Charles.
- 1958 NETHERLANDS Visited Amsterdam and Rotterdam in March during the Queen's state visit to the Netherlands.
- NORTHERN IRELAND In May took Queen Elizabeth the Queen Mother on a visit to Northern Ireland.
- GREAT BRITAIN In June visited ports on the east coast of England and in Scotland, with the Queen. At the end of July, the Duke of Edinburgh embarked at Cardiff after visiting the Empire Games, and visited the Scilly Isles, the naval colleges at Dartmouth and Plymouth, and Portsmouth. The yacht spent two days in August at Cowes with the Duke of Edinburgh and Prince Charles; and with the Queen, the Duke of Edinburgh, Prince Charles and Princess Anne, underwent a ten-day private cruise to the Western Isles and the west coast of Scotland, with official visits at Holyhead and ports on the Clyde.
- 1959 BURMA, SINGAPORE, SARAWAK, NORTH BORNEO, HONG KONG, PACIFIC ISLANDS, PANAMA and the BAHAMAS Following his tour of India and Pakistan, the Duke of Edinburgh embarked at Rangoon for visits to Singapore, Sarawak, North Borneo, Hong Kong, the Solomon Islands, the Gilbert and Ellice Islands, Christmas Island, the Panama Canal and the Bahamas.
- CANADA In June the Queen and the Duke of Edinburgh embarked at the mouth of the St. Lawrence River. After the official opening of the St. Lawrence Seaway, President Eisenhower joined the royal party for a cruise through the early part of the system. The royal yacht took the Queen on to Chicago and Lakehead where she left for her tour of western Canada, rejoining the yacht in eastern Canada three weeks later.
- 1960 BRITISH GUIANA, BRITISH HONDURAS and WEST INDIES Between January and April visited British Guiana, British Honduras and the principal West Indian Islands, with the Princess Royal.
- WEST INDIES In May and June visited the West Indies with Princess Margaret and her husband, Mr Antony Armstrong-Jones (later Lord Snowdon), who were on their honeymoon.

- 1960 GREAT BRITAIN Having attended Cowes Week, took Duke of Edinburgh to Cardiff where the Queen, Prince Charles, Princess Anne, Princess Alexandra and Prince Michael of Kent embarked for the Queen's visit to Orkney and Shetland. The Queen and the other members of the royal family disembarked at Aberdeen.
- 1961 GIBRALTAR and TUNISIA In April visited Gibraltar and Tunisia with Queen Elizabeth the Queen Mother.
- ITALY At Cagliari, Sardinia, the Queen and the Duke of Edinburgh embarked for the state visit to Italy which included visits to Naples, Ancona and Venice.
- GREECE and TURKEY With the Duke and Duchess of Gloucester, visits to Greece and Turkey in May.
- ENGLAND, NORTHERN IRELAND and SCOTLAND With the Queen, sailed to Shotley, near Ipswich, for her visit in July to Suffolk and then to Portsmouth. Having attended Cowes Week with the Duke of Edinburgh and other members of the royal family, sailed to Southampton where the Queen embarked for a visit to Belfast and a cruise round the Scottish coast.
- GHANA, LIBERIA, SIERRA LEONE, THE GAMBIA and SENEGAL In November the Queen and the Duke of Edinburgh embarked at Takoradi, Ghana, and then visited Monrovia, Freetown, Bathurst and Dakar.
- 1962 GIBRALTAR, CYPRUS and LIBYA With the Princess Royal, visited Gibraltar, Cyprus and Libya in February and March.
- ENGLAND At the end of April visited the Isles of Scilly with Queen Elizabeth the Queen Mother. In July the Queen and the Duke of Edinburgh embarked at Fowey in Cornwall for visits to Plymouth and Dartmouth; and in August the Duke of Edinburgh embarked for Cowes Week, and then went to the start of the Tall Ships' Race in Torbay, Devon.
- 1963 FIJI, NEW ZEALAND and AUSTRALIA For the royal tour by the Queen and the Duke of Edinburgh, visited various ports of call in Fiji, New Zealand and Australia.
- CHANNEL ISLANDS Visited the Channel Islands with Queen Elizabeth the Queen Mother.
- ISLE OF MAN and ENGLAND In July visited the Isle of Man with Queen Elizabeth the Queen Mother; and in August took the Duke of Edinburgh to Cowes.
- 1964 WEST INDIES In March Queen Elizabeth the Queen Mother embarked at Jamaica for a cruise in the West Indies, visiting Antigua, the British Virgin Islands, St. Kitts and Nevis, Montserrat, Dominica, St. Lucia, St. Vincent, Bequia, Mustique, Grenada, Trinidad, Tobago and Barbados.
- SCOTLAND and ENGLAND In June, visited the east coast of Scotland with the Queen and the Duke of Edinburgh; and in August took the Duke of Edinburgh to Cowes.
- ICELAND With the Duke of Edinburgh, visited Reykjavik in June and July.
- CANADA With the Princess Royal visited Newfoundland.
- At Summerside, Prince Edward Island, the Queen and the Duke of Edinburgh embarked for a visit to Charlottetown in celebration of the centenary of the meeting of the Fathers of Confederation; they then went by yacht to Quebec.
- BAHAMAS, MEXICO, GALAPAGOS ISLANDS, PANAMA and WEST INDIES With the Duke of Edinburgh, visited Nassau, Mexico, the Galapagos Islands, Panama, Barbados, St. Lucia, Dominica, Anguilla, Montserrat and Antigua.
- 1965 NETHERLANDS Visited Amsterdam in May for British Week, with Princess Margaret and Lord Snowdon.

- 1965 FEDERAL REPUBLIC OF GERMANY  
GREAT BRITAIN  
In May the Queen and the Duke of Edinburgh embarked at Hamburg for their return to Portsmouth following the state visit to the Federal Republic of Germany.  
Visited Cardiff, Kirkcudbright and Clydebank in June with the Queen and the Duke of Edinburgh; in July took them to the Isle of Wight; after Cowes Week in August sailed to Holyhead where the Queen and the Duke of Edinburgh embarked to visit Kirkcudbright, to review the Home Fleet in the Clyde and to pay a short private visit to the Western Isles and the west coast of Scotland.
- 1966 WEST INDIES  
AUSTRALIA, FIJI and NEW ZEALAND  
With the Queen and the Duke of Edinburgh toured the Caribbean in February and March.  
From March to May visited Australia, Fiji and New Zealand with Queen Elizabeth the Queen Mother.
- 1967 CANADA  
Visited Canada where in June and July the Queen and the Duke of Edinburgh attended celebrations marking the centennial of Confederation and visited the Universal and International Exhibition (Expo '67) in Montreal.
- 1968 BRAZIL and CHILE  
Visited Brazil and Chile for the state visit by the Queen and the Duke of Edinburgh.
- 1969 WALES  
After the investiture of Prince Charles, Prince of Wales, at Caernarvon in July, toured Welsh ports with the Prince on board.  
NORWAY  
Private visit to Norway with the Queen, the Duke of Edinburgh and their four children.
- 1970 FIJI, TONGA, NEW ZEALAND and AUSTRALIA  
With the royal family visited Fiji, Tonga, New Zealand and Australia (where they took part in the bi-centenary celebrations of the voyage of Captain Cook).  
NORWAY and SCOTLAND  
In September took part in a NATO maritime exercise in the North Sea from Norway to Scotland, acting as Commodore's flagship in a convoy of merchantmen.
- 1971 PANAMA CANAL ZONE and PACIFIC ISLAND TERRITORIES  
At Balboa the Duke of Edinburgh embarked for a tour of the Pacific Islands prior to his Australian tour in March marking the fiftieth anniversary celebration of the Royal Australian Air Force.  
CANADA  
In April sailed to Vancouver to take part in the tour of British Columbia in May by the Queen, the Duke of Edinburgh and Princess Anne, marking the centennial of the province.  
TURKEY  
Sailed in October to Izmir to take part in the tour of Turkey by the Queen, the Duke of Edinburgh and Princess Anne, returning to Portsmouth in November.
- 1972 SOUTH-EAST ASIA  
In January sailed to Thailand to take part in the royal tour of south-east Asia by the Queen, the Duke of Edinburgh and Princess Anne. In addition to Thailand the itinerary included Singapore, Borneo, Brunei, Malaysia, Sabah and Sarawak. On the return journey visits were made to the Maldives, the Seychelles and Mauritius, where the royal family disembarked.  
NORTH ATLANTIC  
Took part, in April, in a NATO exercise off the Portuguese coast.  
FRANCE  
In May made the passage to and from Rouen to embark the Queen and the Duke of Edinburgh after the royal tour of France.  
CHANNEL ISLANDS  
Took part, in May, in the tour of the Channel Islands by Princess Anne.

[From September 1972 to July 1973 the royal yacht underwent her first major refit.]

- 1973 THE WEST INDIES and the GALAPAGOS ISLANDS  
In October sailed to New Zealand for the royal tour of the far east. On the way visited the West Indies and the Galapagos Islands where Princess Anne and Captain Mark Phillips embarked while on their honeymoon.
- 1974 NEW ZEALAND, AUSTRALIA and the FAR EAST  
The Queen and the Duke of Edinburgh embarked in January at Christchurch, where the Queen had attended the closing ceremony of the Commonwealth Games, for the royal tour of the far east. In addition to New Zealand, the itinerary included visits to Australia, the Norfolk Islands, the New Hebrides, the British Solomon Islands, Papua and New Guinea, and the state visit to Indonesia.
- 1975 MEXICO  
In February sailed to Cozumel Island to take part in the state visit to Mexico by the Queen and the Duke of Edinburgh.
- CENTRAL AMERICA  
Took part in March in the Duke of Edinburgh's tour of Central America.
- JAMAICA  
In April the Queen and the Duke of Edinburgh embarked at Kingston for the Commonwealth heads of Government meeting.
- CHANNEL ISLANDS  
In May took Queen Elizabeth the Queen Mother on a tour of the Channel Islands.
- UNITED KINGDOM  
Took part in a joint Royal Navy-Royal Air Force exercise in the autumn.
- 1976 FINLAND  
In May the Queen and the Duke of Edinburgh embarked for a state visit to Finland.
- UNITED STATES and CANADA  
The Queen and the Duke of Edinburgh embarked at Bermuda in July for a visit to the United States in connection with the Bicentennial Year celebrations. This was followed by visits to Canada, during which the Queen opened the 1976 Olympic Games.
- SCOTLAND  
The Queen and the Duke of Edinburgh visited the Western Islands of Scotland in August.
- 1977 SAMOA, TONGA, FIJI, NEW ZEALAND and AUSTRALIA  
The Queen and the Duke of Edinburgh embarked in February at Pago Pago, Samoa, for visits to Tonga, Fiji, New Zealand and Australia.
- UNITED KINGDOM  
Visited London in June for Jubilee Week celebrations followed by a tour of the west coast of England and Wales for which the Queen and the Duke of Edinburgh were embarked. On 28 June the Queen reviewed the Fleet at Spithead from the yacht. In July the Queen and the Duke of Edinburgh toured the east coast of England. At the end of the month the Duke of Edinburgh, the Prince of Wales, Prince Andrew, Prince Edward, Princess Alexandra and the Hon Angus Ogilvy embarked for Cowes Week. In August the Queen and the Duke of Edinburgh were embarked for a tour of the West Country and Northern Ireland followed by a cruise to the Western Isles with Princess Anne, Prince Andrew, Prince Edward, Princess Margaret, Viscount Linley and Lady Sarah Armstrong-Jones.
- WEST INDIES  
Visited the West Indies in October and November with the Queen and the Duke of Edinburgh.

tain control of the conquered areas and provide for commercial ties with the mother city, state, or nation.

**Roman Empire.**—The great success of Rome as an imperial power resulted from the fact that she followed conquest with adequate transportation to maintain control and promote commerce between the metropolis and all parts of the empire. Rome employed the technicians of Egypt and other provinces to build the finest and largest seagoing ships for trade between the conquered territories and the metropolis and between other cities of the empire; she also constructed her famous roads all over the empire. These roads, of stone slabs and wide enough to accommodate chariots, were built in the first place for efficient troop movement, but they became important avenues of commerce and communication. The great underpinning of Rome's large empire consisted of an extensive commerce, an adequate navy to protect commerce on the seas, and an adequate army to protect it on land. The empire became a storehouse of raw materials, with lead coming from Spain, tin from Britain, and gold, silver, and copper from other territories of western Europe. Among the commodities that moved freely were cloaks, blankets, rugs, tapestries, carpets, pottery, glass, cosmetics, perfumes, and ornaments, with cotton and Indian steel coming from the East. Alexandria, as well as Rome, was a great manufacturing center, fed by caravans from India and even farther east, and serving as a great transshipment point to Rome. See also *ROME—History of Rome, City and State* (The Roman Empire: 27 B.C.—476 A.D.).

**Spanish Empire.**—The destruction of the Roman Empire in the 5th century A.D. was followed by a breakdown of communications in the Mediterranean area and western Europe and a consequent deterioration of economic well-being and the general level of culture. The only exception in this respect was religion; the church became the chief custodian of the cultural advances made prior to the fall of Rome. More than 10 centuries were to pass before there would be another empire, the Spanish, even suggesting the importance and extent of the influence of Rome on the course of history. Spanish conquests were extended throughout South America and the Caribbean area, parts of North America, and even into the Pacific in the 16th and 17th centuries. The development of shipping made possible these explorations and the degree of trade communication that was established between the mother country and the colonies. The empire was destined to disintegrate, however, perhaps largely because of the failure of Spain to consolidate her colonies into an effective empire economy and to extend the benefits of the mother country's civilization to them. See also *LATIN AMERICA*—sections 25 and 26.

**British Empire.**—It remained for Britain to establish, during the 17th and 18th centuries, an empire that not only equaled but even exceeded the extent and position of the Romans'. Britain emulated the example of Rome in developing trade and commerce with all of the areas that she conquered and came to include in her world-wide empire. Like Rome, Britain sent trained personnel and authorized the establishment of trading companies to promote industry and trade in the conquered territories. To accomplish this, the British developed and maintained, during 1600 to 1900, the greatest merchant marine that

had ever been known, and supported this merchant marine with the world's greatest navy, just as Rome had done many centuries before. See also *COMMONWEALTH OF NATIONS—History of the British Commonwealth*; *EAST INDIA COMPANIES*.

**United States and Canada.**—The United States and the Soviet Union are now the largest and most important political powers in the world. The USSR is essentially a great inland contiguous empire, but in total area, number of countries, and their aggregate wealth, the sphere of influence of the United States is far greater. Like the British Empire, American power and influence extend to all parts of the world, an accomplishment made possible by a superior navy supported by superior airpower. The structure of the United States sphere of influence is not one of empire, as it was with Rome or Britain, but an alliance of nations. Similar requirements respecting transportation systems, trade, communications, and coordinated defense will, however, determine its strength and endurance.

Even the size of nations is influenced by the impact of the geographic and cultural environment on transportation. Whether there are few or many nations in a given geographic area depends on topography and the development of transportation at the time the nation states were formed. Small nations took shape in the Balkans and Central America, for example, because mountain and river barriers prevented their consolidation. With the modes of transportation available when these countries came into being, these barriers separated the people into small isolated culture areas. In contrast, newer sections of the United States and Canada were mainly settled later. Favorable topography and the emergence of the railroad established effective communication with the newly opened areas and thus served to make them integral parts of the nation.

When the United States acquired the territory out of which the State of California was carved, there was concern that another nation would be formed on the west coast. The building of a transcontinental railroad connecting this territory with the rest of the country was vigorously promoted by the leaders of the American government and served to unify the nation. Canada faced a similar threat of having several nations formed in its vast territory. The Intercolonial Railway was undertaken as a government enterprise to tie the Maritime Provinces with the rest of Canada. The government also substantially aided the building of the Canadian Pacific Railway (q.v.), designed to unite the western provinces with the main body of the nation and to prevent the possibility of absorption of British Columbia by the United States.

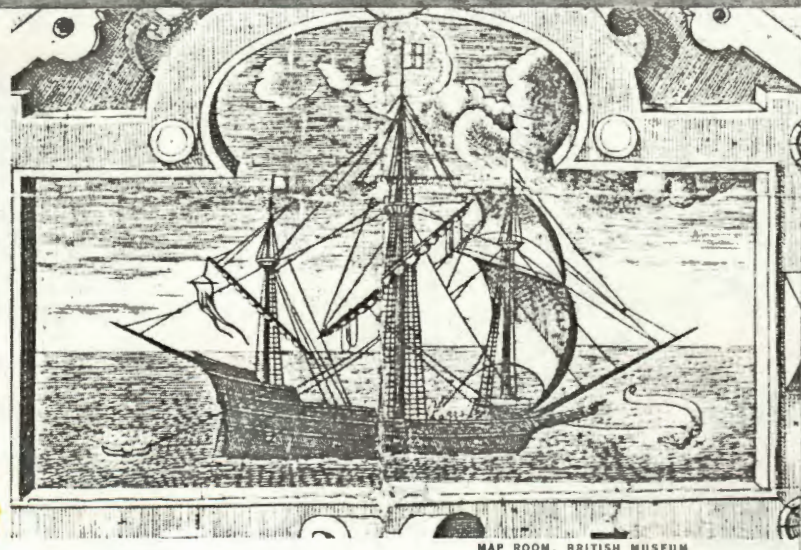
The location of cities and the distribution of population and industry throughout Canada and the United States were largely determined by the development of transportation in conjunction with the existing topography. Before railroads had become important in either country, the cities were located where nature had provided good ports, along the seaboards, lakes, and rivers. With very few exceptions, the important cities to this day are port cities. Railroads were extended from them to serve the interior communities, developed by migration along the watercourses. Important interior cities were located along major navigable streams, usually at the point of confluence of an important navigable tributary of the larger river or where a river flowed into one

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NATIONAL PORTRAIT GALLERY, LONDON

SIR FRANCIS DRAKE and the 100-ton Golden Hind (right), in which he sailed around the world in 1577-1580.



MAP ROOM, BRITISH MUSEUM

**DRAKE, Sir Francis** (c. 1543-1596), English admiral whose circumnavigation of the earth and predatory attacks on Spanish shipping made him a legend during his lifetime. His life spanned the "heroic" age of English maritime enterprise, the period in which the English first became a "nation of sailors."

Drake's family were yeomen farmers in Devon, in southwestern England. They had some pretensions to gentility but no great means. Edmund Drake, Francis' father, was an early adherent and lay preacher of the reformed, rather than the established, religion. For this reason he and his family had to leave Devon in 1549 for the east coast.

Young Francis grew up in an atmosphere of relative poverty and religious persecution. Although he learned to read and write and inherited his father's eloquence, he had little formal education. He was apprenticed early to the master of a coasting bark, became a skipper in his turn, and learned his mastery of ship handling and pilotage in the Thames estuary and the English Channel.

**Early Ventures.** In 1566, Drake shipped as seaman with John Lovell on a slaving venture to the Spanish West Indies. The following year he sailed with John Hawkins, a master in the slave trade, in the *Jesus of Lübeck*. In the course of this voyage he was given command of the 50-ton *Judith*. Drake was present at the Battle of San Juan de Ulúa (now Veracruz, Mexico), where Hawkins, trapped in harbor by the Spanish viceroy Martin Enriquez, lost three of his five ships and much treasure. The circumstances in which Drake and his *Judith* "foresook us in our great misery" (in Hawkins' words) have never been fully explained. The episode added to Drake's hatred of Spanish officialdom and bolstered his Protestant convictions.

In 1570, 1571, and 1572, Drake himself commanded small private raiding expeditions to the West Indies to recoup his fortunes. All three expeditions had the Isthmus of Panama as their principal goal, but the first two achieved little. On the third voyage, early in 1573, Drake's party, reinforced by French Huguenot pirates and guided by *cimarrones* (runaway Negro slaves) successfully ambushed a mule train carrying Peruvian silver to Nombre de Dios, Panama, for shipment to Spain. Enough bullion was captured and taken back to England to "make" the voyage and Drake's reputation. His return, however, coincided with an attempt by England's Eliza-

beth I and Philip II of Spain to compose their differences. Though no action was taken against Drake, he was probably warned to lie low.

**Circumnavigation of the World.** The objects of Drake's circumnavigation voyage of 1577-1580 included exploration and trade in the Pacific and possibly a search for Ptolemy's *Terra Australis* (Southern Land) or for the "Strait of Anian," believed to connect the Atlantic and Pacific north of America. With Drake in command, plunder must also have been expected. The Queen gave verbal consent and probably invested in the venture, though secretly—the voyage was almost wholly one of private enterprise.

Five ships left Plymouth carrying about 160 men. Only one ship completed the voyage—the flagship, *Pelican*, which Drake in the course of the voyage renamed *Golden Hind* in compliment to his patron Sir Christopher Hatton, whose crest was a golden deer. She was not a big ship by contemporary standards but was very strongly built and exceptionally well armed. Drake's fleet cruised down the African coast, taking several ships as prizes; crossed to Brazil; and refitted in Port St. Julian (Puerto San Julián) on the Patagonian coast, where two ships were abandoned. Here occurred the trial and execution, or "judicial murder," of Thomas Doughty, a gentleman volunteer whom Drake suspected of treachery.

The three remaining ships made a rapid passage—16 days—through the Strait of Magellan, but in the Pacific they were separated by storms. One ship disappeared; another put back into the strait and then returned to England. Drake himself was driven to the south of Tierra del Fuego and found there nothing but open sea—an important discovery about the Antarctic region that received little attention at the time.

When the weather abated, Drake embarked on a piratical cruise up the Pacific coast of South America, raiding both harbors and shipping and collecting a large quantity of silver and other booty. This was the first English incursion into the Pacific, and it caused great indignation and alarm in Spain. Drake refitted his ship in a bay on the coast of California. A brass plate purporting to record his stay there was found north of San Francisco in 1936. (Historians are divided about its authenticity.) From California, Drake set off across the Pacific, guided by captured Spanish pilots. He visited the Moluccas—the first English captain to do so—and loaded several tons of cloves. He returned to England by way of the Cape of Good Hope.

Drake was the first English captain to sail around the world. The Queen, in answer to Spanish protests, ordered a token portion of his loot to be restored to the Spaniards. But in 1581, Elizabeth condoned Drake's piracies by knighting him on board the *Golden Hind*. The ship itself was preserved for many years as a monument.

**War with Spain.** Drake was now both a popular hero and a man of means. In 1584 he was elected a member of Parliament. His maritime depredations and those of many imitators, however, had contributed to a steady deterioration of Anglo-Spanish relations. In 1585 the Spanish government seized English ships in Iberian harbors. Queen Elizabeth replied by letters of reprisal, and Drake was sent off to the West Indies on an authorized cruise, with a fleet of more than 20 sail, including two of the Queen's ships. The expedition captured and sacked Santo Domingo and Cartagena, took a number of small prizes, but missed the homeward-bound Spanish treasure fleet. On the way home Drake destroyed the Spanish fort at St. Augustine, Florida, and stopped at Roanoke Colony, in Virginia, where he picked up Ralph Lane's discouraged settlers.

The physical damage caused by Drake's operations in the West Indies was not crucial, but the effect on English and (conversely) Spanish morale was very great. The cruise off the Spanish coast that Drake next commanded, in 1587, was more important from a strategic point of view. His fleet destroyed more than 20 ships in Cádiz harbor and disrupted, for several months, supplies converging on Lisbon to outfit the Armada, with which Spain planned to sail against England. Drake caused the Spanish naval offensive to be postponed until the following year. When in 1588 the Armada finally sailed, Drake served dutifully and ably as vice admiral under Lord Howard of Effingham in the fleet that defeated the Armada in the English Channel.

The rest of Drake's career was anticlimactic. The expedition against Lisbon in 1589-1590 ships, the biggest fleet Drake ever commanded—was a failure, and Drake was blamed for it. He was not again employed until 1595, in joint command with John Hawkins in another large-scale raid on the Spanish West Indies. It was a disaster. The Spanish defenses had been greatly strengthened since 1585. The English suffered from hesitation and divided counsels. The commanders were aging and past their best. Both Drake and Hawkins died in the course of the voyage—Drake on Jan. 28, 1596—and were buried at sea.

**Importance.** Drake was admired in his own day as a great corsair rather than as a great admiral. He never thought of himself as a pirate, though toward Spaniards he often behaved like one. But even toward Spaniards he could be magnanimous. He was significant, not as the founder of a naval tradition, but as a focus of admiration and envy. He stimulated the predatory instincts of the aristocracy and gentry, the financial and commercial ambitions of businessmen, and the adventurousness and professional competence of seamen. More than any other, he "inflamed the whole country with a desire to adventure into the seas."

JOHN H. PARRY, *Harvard University*

**Further Reading:** Corbett, Julian S., *Drake and the Tudor Navy*, 2 vols., 2d ed. (New York 1965); Nuttall, Zelia, ed., *New Light on Drake* (New York 1914); Williamson, James A., *The Age of Drake*, 4th ed. (New York 1960).

**DRAKE, Joseph Rodman** (1795-1820), American poet and satirist, who, in collaboration with his close friend Fitz-Greene Halleck, published the famous *Croaker Papers*. Drake was born in New York City on Aug. 7, 1795. After studying medicine, he toured Europe for two years and, on his return to the United States in 1818, became a druggist.

In 1819 Drake began to publish light satirical verse in the New York *Evening Post* under the pseudonym "Croaker." Later, joined by Halleck in these writings, he changed the signature to "Croaker and Company." Drake died in New York City on Sept. 21, 1820.

Drake's only published book of serious poetry, *The Culprit Fay and Other Poems*, was issued posthumously in abridged form in 1835. In addition to the title poem, which is based on the folklore of the Hudson River highlands, the *Culprit Fay* volume includes the patriotic eulogy *The American Flag* as well as two nature poems, *Bronx* and *Niagara*.

**DRAKE**, a male duck. See **DUCK**.

**DRAKE UNIVERSITY** is a private coeducational institution located in Des Moines, Iowa. Founded in 1881 by the Disciples of Christ, it is named for Francis Marion Drake, the first president of the board of trustees. The university comprises colleges of fine arts, liberal arts, business administration, pharmacy, and education. It also has schools of journalism, divinity, and law; a graduate division; and University College (for adult education).

The university cooperates with the city of Des Moines in operating an observatory and a symphony orchestra, and since 1910 it has sponsored the Drake Relays, a major annual U.S. track and field meet. Drake has approximately 7,000 students.

**DRAKENSBERG**, drä'kənz-bürg, mountain range in South Africa, extending from northeastern Transvaal province to southern Cape province and forming the border with Lesotho. It is actually a steep, seaward-facing scarp. Part of the Great Escarpment of southern Africa, it separates the extensive higher plateau areas from the lower marginal lands.

The Natal Drakensberg, along the Natal-Lesotho border, is the most abrupt and prominent part of the mountain range. Its highest point is 11,425 feet (3,482 meters) at Thabana Ntlenyana in Lesotho.

The Natal Drakensberg constitutes a formidable barrier to communication, with a 160-mile (260-km) stretch that no road crosses. Rainfall distribution also is affected because the mountains act as barriers to the moisture-laden easterly winds. Farther north, in the Transvaal Drakensberg, elevations are somewhat lower, and there are mountain passes that permit road and rail construction.

EDWARD J. MILES  
*University of Vermont*

**DRAM**, a unit of volume or a unit of mass. As a unit of fluid volume, the drama is equal to  $\frac{1}{8}$  fluid ounce. As a unit of mass in the avoirdupois system, the dram is equal to  $\frac{1}{16}$  avoirdupois ounce. As a unit of mass in the apothecaries' weights, the dram is  $\frac{1}{8}$  of the apothecaries' ounce. See also **WEIGHTS AND MEASURES**.



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# CALIFORNIA

A GUIDE TO THE GOLDEN STATE

Compiled and Written by the Federal Writers' Project  
of the Works Progress Administration  
for the State of California

AMERICAN GUIDE SERIES

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## The First Californians

WHEN on June 17, 1579 "it pleased God" to send Francis Drake's *Golden Hind* into the "faire and good bay" north of the Golden Gate, he encountered "the people of the country, having their houses close by the water's edge." Overawed, they supposed the bearded, white-skinned sailors who bestowed on them "necessary things to cover their nakedness" to be gods and "would not be persuaded to the contrary." The men, their faces painted in all colors, left their bows behind on a hill and came down to the shore bearing presents of feathers and tobacco. The women remained on the hill, "tormenting themselves" in some sacrificial frenzy and "tearing the flesh from their cheeks." Their king, "clad with conic skins and other skins," arrived with a retinue of "tall and warlike men," bearing a sceptre. After much singing, dancing, and speech making, they begged Drake to "take their province and kingdom into his hand and become their king."

In the interior Drake's men found other villages. Up and down California, if they had traveled farther, they would have discovered others, for the Indians of California were widely but unevenly scattered over the State's fertile regions. The estimated native population of almost one inhabitant to each square mile was comparatively large; the Central Valley was probably more densely populated than any other part of North America at that time.

For an unknown age before the white man first stumbled upon them in the sixteenth century, the Indians of California had dwelt in their scattered bands, walled off from the rest of the aboriginal world

Dutch East Indies, French Indo-China, the Philippine Islands, and Hawaii. The Beverage diversity system for receiving short-wave signals, in operation here, utilizes a bank of three antennae spaced approximately 1,000 feet apart. Each antenna is connected by a separate receiver to a specially built combining unit. Besides radio telegrams, the station receives occasional trans-Pacific programs from the Far East for rebroadcasting in America.

Southeast of this point the main side route follows the bleak, wind-swept slopes of POINT REYES. The half-mile distant wide beach (R) extends north in an unbroken straight line toward the hazy bluffs of Tomales Point and Bodega Head. The low-growing vegetation on the hill slopes is brightened in spring with myriads of tiny red, yellow, and purple flowers.

At 11 m. is the junction with a dirt road; R. here 0.7 m. to the UNITED STATES RADIO COMPASS STATION, which broadcasts compass bearings to ships at sea.

At 15 m. on the main side route, south of a barnyard gate near a farmhouse, is the junction with a dirt road; L. here 1.3 m. to the UNITED STATES COAST GUARD LIFE-SAVING STATION, facing DRAKE'S BAY from a cove in the lee of Point Reyes. The white-faced bluffs fringing the bay in an immense crescent-shaped sweep suggested the white cliffs of the English coast near Dover to Sir Francis Drake on June 17, 1579, when he took refuge here in the *Golden Hinde*. The Drake company, in the last of the five vessels with which it had sailed from England nearly two years earlier, was searching southward along the coast for a haven from the wind, the fog, and the bitter cold that had plagued them for weeks. In this sheltered bay, its waters as smooth as a mill pond, they found a "convenient and fit harborough." For nearly six weeks Drake and his men remained, reconditioning their boats and causing wonderment among awe-struck Indian visitors from villages for miles around (see INDIANS).

A small party led by Drake made a journey inland, where they found, as chaplain Francis Fletcher wrote, "a goodly country and fruitful soyle, stored with many blessings fit for the use of man." Drake named it Nova Albion (Lat., New England). On July 23, after religious ceremonies, they set sail again while Indians watched from the hilltops. But before "we went from thence," wrote Fletcher, "our generall caused to be set up a monument of our being there, as also of her maiesties and successors right and title to that Kingdom; namely, a plate of brasse, fast nailed to a greate and firme post, whereon is engrauen her graces name, and the day and yeare of our arrival there, and of the free giving up of the province and Kingdom, both by King and people, into her maiesties hands; together with her highnesses picture and armes, in a piece of sixpence current English monie, shewing itself by a hole made of purpose through the plate . . ."

Late in 1933 a chauffeur, on a hunting expedition with his employer at the Laguna Ranch, just east of Drake's Bay, picked up a slab of blackened metal near the roadside and wiping it off, uncovered in one corner what looked like the word "Drak." He placed the metal in the side pocket of the car.

A week later, as he drove past a point near the mouth of Corte Madera Creek, where the southern shore of Point San Quentin reaches away from the mainland (see TOUR 2a), he threw the plate away. On April 6, 1937, a motorist, stopped by a flat-tire, picked up the plate near the highway. For months it lay unnoticed among his effects until one day, using it to tinker with his automobile, he noticed its crude engraving and took it to the head of the University of California history department.

Carefully cleaned, the plate revealed the inscription:

Bee It Knowne Vnto All Men By These Presents  
Ivne 17 1579  
By The Grace Of God And In The Name Of Herr  
Maiesty Queen Elizabeth Of England And Herr  
Successors Forever I Take Possession Of This  
Kingdome Whose King And People Freely Resigne  
Their Right And Title In The Whole Land Vnto Herr  
Maiesties Keepinge Now Named By Me And To Bee  
Knowne Vnto All Men As Nova Albion  
Francis Drake

After exhaustive investigation by metallurgists, chemists, museum curators, archeologists, and geologists, the plate was finally accepted in America as the real "plate of brasse" left by Drake, though British scientists still question the authenticity.

The main side route turns westward to POINT REYES LIGHTHOUSE (open), 19.9 m., at the verge of a cliff on the tip of a knifelike headland, one of the windiest points on the coast. The light was established in 1870. Its white pyramidal tower is 294 feet above water. Throughout the summer, when dense fog blankets the coast, the fog signal blasts almost constantly. Back of the lighthouse are a storm-warning display and telegraph station. So many ships have piled up on the treacherous rocks off Point Reyes that the San Francisco newspapers are said to keep set up the headline, "Ship Aground at Point Reyes." At dawn of November 29, 1938, a Seattle-Oakland airliner off its course and hours overdue, landed on the water 1,000 yards offshore and was battered on the rocks by crashing surf, with the loss of 5 lives.

OLEMA (Ind., Olemaloke: coyote valley), 168.8 m. (67 alt., 150 pop.), consists of three or four old frame buildings gathered around an old-fashioned two-story frame hotel and a little steepled white church.

The moss-grown, masonry RUINS OF A LIME KILN occupy a ravine near the roadside (R) at 172.8 m., where lime from an outcrop on Olema Creek was fired in the early 1850's. Against a cut in the slope of the ravine tower the kiln's three chimneys—two of them still standing and a third in ruins—resembling giant beehives in shape.

State 1 runs southeast to the junction, at 177.5 m., with a paved road.

Right on this road, along the western shore of a landlocked lagoon, to the head of crescent-shaped Bolinas Bay, in the lee of cliff-edged Bolinas Point, probably named for Francisco Bolaños, pilot of the Vizcaino expedition in 1602. The SITE OF THE BOLINAS LIGHTER WHARF (L), 0.4 m., is marked by a few piles. During the 1850's ox-drawn wagons with wooden wheels—crosscut sections of huge tree trunks—hauled lumber to the wharf. From this point their loads were carried by flat-bottomed lighters to cargo vessels anchored in the bay.

At 1.7 m. is the junction with a paved road; R. here 2.6 m. to the RADIO CORPORATION OF AMERICA STATION on a 1,500-acre tract on the western shore of the Bolinas peninsula. RCA's San Francisco radio-telegraph terminal has its sending station here for transmitting short-wave messages across the Pacific. The transmitting equipment includes 46 antennae—about half of them of the high-power short-wave directive type.

BOLINAS, 2.1 m. (10 alt., 125 pop.), circles the base of the headland. A miniature church, parsonage, and houses built a half century ago are neighbors of the shingled summer homes of San Franciscans. Low tide brings out dozens of rubber-booted clam diggers. First settler here was Gregorio Briones, owner of the 8,911-acre cattle domain of Baulinas Rancho,