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Fort Ross and Salt Point parks have benefited greatly from many dedicated volunteers and staff who have given generously to these parks. Board of directors from FRIA and FRC have fundraised, organized events, overseen volunteers, spearheaded interpretation and restoration projects, and offered substantial support to California State Parks across many decades.

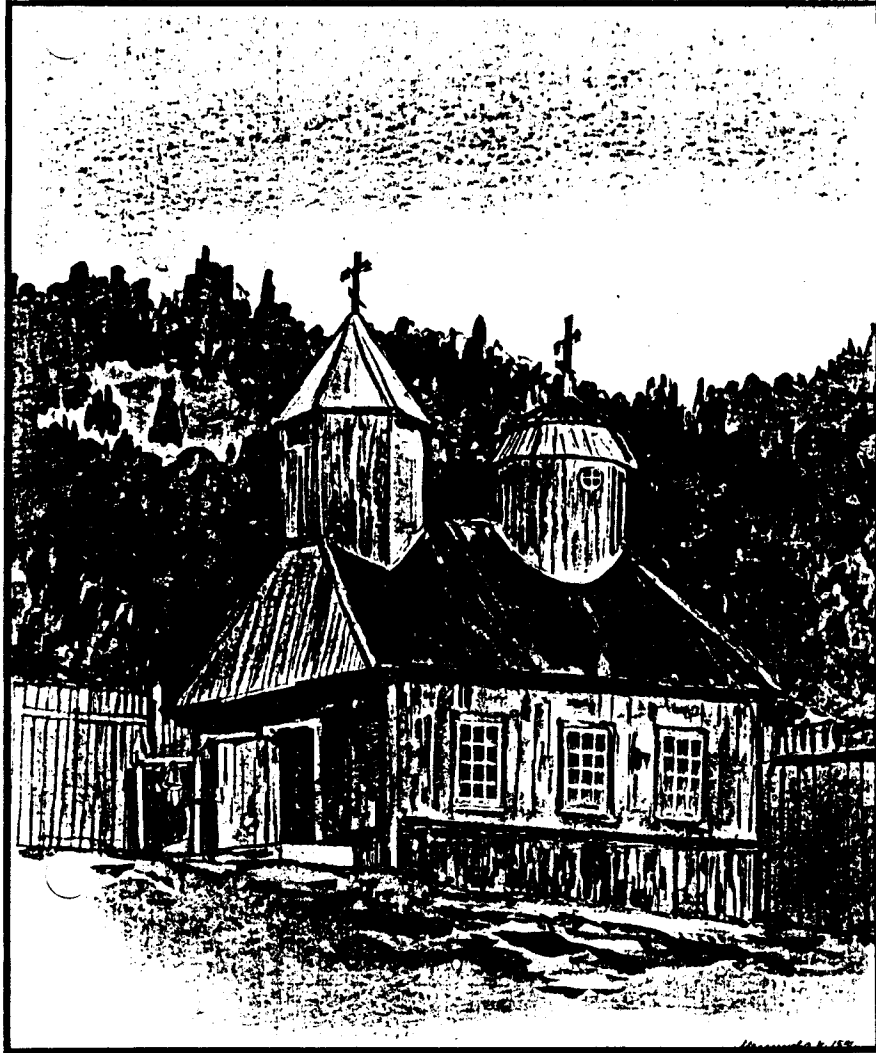
These digitized newsletters capture the activities over the following historic periods:

- Fort Ross Interpretive Association (FRIA): 1976 - 2012
- Fort Ross Conservancy (FRC is the same legal entity as FRIA but the organization changed its name): 2012 - present

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Fort Ross Conservancy, a 501(c)(3) and California State Park cooperating association, connects people to the history and beauty of Fort Ross and Salt Point State Parks. © Fort Ross Conservancy, 19005 Coast Highway One, Jenner, CA 95450, [707-847-3437](tel:707-847-3437) www.fortross.org

FORT ROSS
INTERPRETIVE ASSOCIATION
NEWSLETTER
MAY - JUNE 1991



FORT ROSS INTERNS

This watercolor is by Anastasia Malashev, daughter of Victor Malashev of Leningrad who worked as an intern at Fort Ross in January and February of 1991. Paintings by Victor and Nastia are currently on display in the Fort Ross Visitor Center Auditorium and may be purchased at the Bookstore. Part of the profits from the sale of these paintings will be used to support the FRIA Internship Program. The next interns will arrive mid-May. They are two architects from the Restoration Department of the Architectural Design Institute in Leningrad, Olga Zaitseva and Anna Semyonova. They will share information about wooden architecture of the nineteenth century, and will provide working drawings for projects that Fort Ross scholars are researching. And then in June Dr. Alexei Istomin, a specialist in Mexican-Russian-Indian relations, from the Institute of Ethnography in Moscow will arrive to work with the Archaeology Field School from the University of Wisconsin directed by Dr. Lynne Goldstein. This group is working on the cemetery restoration. In July Dr. Istolin will work with the UC Berkeley Archaeology Field School directed by Dr. Kent Lightfoot which will be working on a possible North Pacific habitation site on the bluff in front of the Fort. Please come and ask the interns questions in their fields of expertise

CALENDAR OF EVENTS

SATURDAY, MAY 18 * PETALUMA ADOBE LIVING HISTORY DAY
MONDAY, MAY 27 * MEMORIAL DAY RUSSIAN ORTHODOX SERVICES IN THE FORT ROSS CHAPEL
SATURDAY, JUNE 8 * FRIA BOARD MEETING 10:30 A.M.
SATURDAY, JUNE 8 * PRESENTATION BY INTERNSHIP PROGRAM ARCHITECTS 2:00 P.M.
THURSDAY, JULY 4 * RUSSIAN ORTHODOX SERVICES IN THE FORT ROSS CHAPEL
SATURDAY, JULY 27 * FORT ROSS LIVING HISTORY DAY 10:00 A.M. TO 5:00 P.M.

FRIA BOARD OF DIRECTORS

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INDIAN GROUP, FORT ROSS



Indian Group, Fort Ross

A group of Pomo is engaged in the traditional American Indian hand game. The Southwestern Pomo were known to their neighbors as expert gamblers. The activity was engaged in by both men and women. During the Russian period at Fort Ross, contemporary European

visitors noted that the desire to obtain trade goods for use in gambling motivated the Pomo to hard work. Stephen Powers, visiting the Kashia Pomo in the 70's of the last century, commented on the passionate engagement of the Indians in this gambling game. The gambling was accompanied by singing.

From PAINTINGS OF THE POMO: HENRY RASCHEN AND THE INDIANS OF FORT ROSS by Mary Jean Aerni, Ph.D. This manuscript is currently under review by the FRIA Board of Directors and the Publications Committee for possible future publication by the Fort Ross Interpretive Association. Photographs of the paintings included are in the reference section of the Fort Ross Library. Henry Raschen painted the Pomo in the last quarter of the 19th century.

Образование

RUSIAN LANGUAGE CLASS

A CONCENTRATED CLASS IN CONVERSATIONAL RUSSIAN

SUNDAY, JUNE 9, 10:00 A.M. TO 4:30 P.M.

SATURDAY, JUNE 15, 10:00 A.M. TO 4:30 P.M.

SUNDAY, JUNE 16, 10:00 A.M. TO 4:30 P.M.

FEE: \$45.00 INCLUDES THREE DAYS IN THE CLASSROOM PLUS AUDIO TAPES AND TEXTBOOK

CURRICULUM: RUSSIAN PHRASES (40 OR SO COMMON ONES), CYRILLIC ALPHABET, BASIC GRAMMAR, VERB ENDINGS, 150-200 COMMON NOUNS, SPECIFIC PHRASES USED FOR FORT ROSS ENVIRONS AND HISTORY

INSTRUCTOR: CAROL VESECKY (INTERPRETER, INSTRUCTOR, TRANSLATOR)

In her own words; "For the Fort Ross Interpretive Association and friends I would like to develop a course that would fit your needs as regards time expended, duration of the course, and specialized vocabulary to be taught. I have in mind teaching my 6-week course, possibly slightly extended, over two weekends."

PLACE: FORT ROSS VISITOR CENTER AUDITORIUM

Аа	Бб	Вв	Гг	Дд	Ее	Ёё
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Жж	Зз	Ии	Йй	Кк	Лл	Мм
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Нн	Оо	Пп	Рр	Сс	Тт	Уу
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Фф	Хх	Цц	Чч	Шш	Щщ	Ъъ
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SEMINAR REGISTRATION FORM

NAME _____ PHONE _____

ADDRESS _____

PLEASE ENROLL ME IN RUSSIAN LANGUAGE. ENCLOSED IS MY CHECK FOR \$45.00 _____

PLEASE ENROLL ME IN COSTUME WORKSHOP. NO FEE _____

CHECKS SHOULD BE MADE PAYABLE TO FORT ROSS INTERPRETIVE ASSOCIATION

19005 COAST HIGHWAY 1.

JENNER, CALIFORNIA 95450

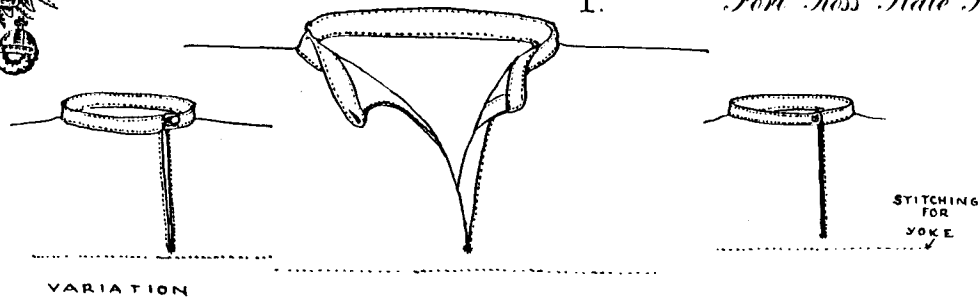
(707 847-3437)



The Company

I.

Fort Ross State Historic Park



VARIATION

COSTUME WORKSHOP

The Decembrist Company of Fort Ross is offering a one-day hands-on costume workshop on Sunday, May 19th. This free workshop is open to all volunteers of the July Living history Day Program. Mark Hanus and John Middleton will be the instructors. They will cover correct sewing methods and construction of men's shirts, Aleut and Creole dresses, women's blouses, and other costume concerns. Come prepared to cut and sew your project. There will be original 19th century clothing available for your inspection.

Now is the time to start preparing your costume for Living History Day-let's make it the best ever!

To make a shirt or blouse bring the following supplies with you to the workshop:

3 yards of 45-inch wide natural fabric such as linen, cotton canvas duck, or osnaberg. The shirts are generally white but colours such as indigo blue, madder red and other natural dye colours are acceptable.

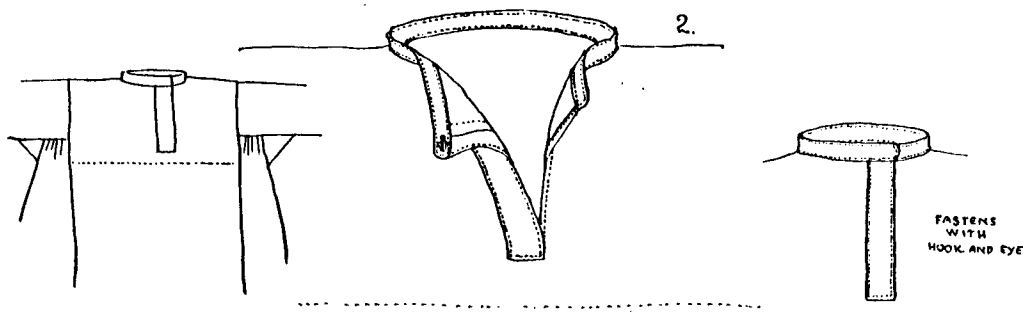
Materials required:

- 1 spool of white cotton thread
- 1 flat button of white bone, horn or metal
- 1 sewing needle
- 1 thimble (optional)
- 1 box of straight pins
- 1 tailor's tape measure

Foot-wrappings (in lieu of stockings) will be demonstrated. To make your own, please bring 1 yard of either natural or dark-coloured heavy cotton flannel material.

To reserve a space in the workshop, please call :

Lyn Kalani
F.R.I.A. Seminars
(707) 847-3437



2.

FASTENS
WITH
HOOK AND EYE

The following excerpts are from THE KHLEBNIKOV ARCHIVE Unpublished Journal (1800-1837) and Travel Notes (1820, 1822 and 1824) new in the Fort Ross Bookstore (\$17.50).

Travel Journal on the Voyage to California and Back in 1820¹

June

On June 2, I went on board the brig *Il'men'*, which was in the eastern roads. On June 3, the sloop *Ioann Zlatoust* and the schooner *Chirikov*, which were to leave for Kad'iak, anchored in the roads. The Chief Manager² came to see us in the papers and delivered all the papers.

On the night of June 4, a light north wind rose, and all the ships weighed anchor. The *Zlatoust* started out first. We sailed around the first islands and saluted the fort. Soon a fresh south wind picked up. The large ships avoided the islands, but the *Zlatoust* drifted in the bay toward the beacon. The *Zlatoust* was placed under the escort of the *Chirikov*, because Captain Young was to follow it and render assistance. At 7 o'clock, we tacked off Lazarev Island and sailed as far as the little island or rock in the middle of the bay. From there we saw the fort, and, changing to a port tack, we sailed around the reef and out to sea. The *Chirikov* and the *Zlatoust* remained in the bay, and we assumed that they had to return to the port, for the *Zlatoust* was heeling so much in the heavy wind that it seemed to be in great danger. Soon we lost sight of land, and from then on, we sailed a great distance every day. With a good wind, the ship often reached a speed of 8½ knots. Three days long we encountered headwinds, but we did not lose ground.

On June 17, a strong northwesterly wind rose, and all the sails were taken in except for the storm sails, and the ship still attained a speed of no less than 7 knots. The ship was very uncomfortable because of the waves, and the tossing in the wind, especially when running before the wind, was very great.

18. At midday, we observed that we were at a latitude of 39° 40'. At 2:30 p.m., we sighted the shore and began to sail parallel to it. A fog covered the land, and although mountains were visible, it was impossible to make out any trees on them. The Captain³ estimated that we were then 12 miles off shore and said he intended to hold a course 6 miles from the shore. At 9 o'clock we were all on the quarterdeck, and I asked the Captain what our position was. He said he estimated that we were 60 miles from Bodega. As we were sailing at a speed of about 5 knots, I asked him how he planned to continue. He answered through Schmidt⁴ that we would lie to from midnight until dawn so as not to miss Fort Ross. I drank some tea and went down to my berth, planning to sleep until dawn, because the night before I had not slept at all due to the tossing of the ship. No more than a half an hour after lying down I heard noise above. Being alarmed for some reason, I left my berth to find out what was happening and encountered the prikazchik Sukhanov, who was coming downstairs. He said that they were trying to tack. That reassured me, but as soon as I went back to my berth, the commotion increased. Running upstairs, I heard someone shout "land!" It was a foggy night, and I could just make out mountains, which seemed to be in front of us and close, but at that moment the ship turned to go on a starboard tack. While turning we suddenly saw in front of us a cape projecting out into the sea and a reef behind it. We approached it and then tacked successfully without stopping. The Captain asked what time it was, and I went down to my berth for my watch and told him that it was quarter past 11. Meanwhile, the moon began to come out from behind the mountains and we were able to determine our location: we saw that we were in a bay that we would have to leave in the face of a strong and most unfavorable headwind. We tacked for the fourth time just before midnight. The moon had disappeared behind the fog. Mr. Schmidt said that they intended to continue tacking until dawn. I asked him whether the anchor was ready, and he said that it was. Seven times we may have turned, but because of various mistakes and misunderstandings on the part of the crew, something went wrong twice, we were unable to come about and were thus forced to jibe. During the last tack, we noticed that the cape and the reef in front of us were closer, which meant we were losing ground when tacking. The Captain gave the order to cast anchor. Meanwhile, the waves were carrying us toward the shore. The anchor broke loose, and shortly thereafter, we felt a blow. With the first impact against the shoal, the waves began to pour into the boat from the stern, and the rudder unhinged. General confusion followed. The mainmast started to break and then fell down, snapping in two. The topmast dangled from the starboard side across the ship for a long moment and was then carried off by enormous waves. The tiller lashed back and forth, and we were unable to find tools fast enough to remove it from its fitting. Then the foremast came down with a crash.

19. The crew, the passengers and even the boys were all on deck, except for the women, and of course the Almighty alone saved each and every one of us from the deadly blows that rained down on us from the fragments of the masts, the waves crashing over the ship and the heavy tossing caused by the breakers. I stood on the quarterdeck near the side holding onto a belaying pin and was almost carried off a number of times. Thanks to the Almighty God, I remained unscathed apart from being dealt a few light blows by the tiller and being repeatedly soaked by waves. It can be mentioned at this point that the Captain remained at the helm in command the whole time. Mr. Schmidt translated his commands, but they did not say a word to me when they decided to cast anchor or cut loose the lines or the masts. In the meantime, the ship continued to near the shore with every wave, and every wave was like a waterfall. Seeing that the ocean bottom was sandy, we realized that there was no need to despair. A Sandwich native, trusting to his habit of battling with the waves, jumped in with a rope and began to swim. But he was quickly thrown onto the shore by a

wave, where he began to shout desperately. Then he collected himself, however, climbed higher up on the shore and, after catching his breath, signaled to us that he was alright. We then started thinking about saving the others. I sent off D'iakonov and several other sailors to light a fire. They all reached shore safely. The Captain gave the order to save the women and children among the 21 passengers, who were bound for Fort Ross, and also the four apprentices, making 25 in all. After that, the Captain told me to save the necessary papers. I gave up my case, and a few of the sailors offered to save some of my clothing (the window in my berth had shattered with the first impact and water had poured in, and so all my belongings and papers were drenched. The sugar had dissolved, and other provisions in the magazine were spoiled). I let the men fetch my things by themselves, which was very imprudent of me. They removed my chest with clothes and my trunk with linen. But their efforts caused me irreparable harm which I could have avoided by being more cautious. They threw all my things into the water, and the waves washed them ashore, where those who were already there collected them. Not a stitch was left dry. Assuming at first that it would not be possible to save everything, the Captain gave the order to throw the sugar and salted beef overboard, and thinking that there might be Indians on the shore, we cast out about 10 guns and filled our pockets with ammunition. Then we began lowering the women and children on a line from the bowsprit, and those already on the shore fetched them. Some of the women maintained an astonishing presence of mind. Not only did they not cry like the others, but they put the children on shore, helped save the others, and gathered the belongings that had been cast ashore. The decision to lay in a supply of provisions eventually had harmful consequences. The hold had to be opened, and several of the sailors, whether out of desperation, out of a habit of misappropriating the belongings of others, or out of greed, removed a cask of rum that was part of the provisions and a small keg of my own containing about one vedro of rum. A little later, the sailor Roshev informed me of the matter. I arrived on the lower deck and saw the sailor I.A. holding my keg and pouring the sailor Ch-n a glass. N.Z. and K.L. were already very drunk. I snatched the keg out of his hands and poured the rest onto the deck. Then I ordered the boatswain Kortis to destroy the daily rum ration, of which little remained, and also ordered that the hatch be locked and that nobody be allowed on the lower deck.

Having taken away the keg, I then rebuked the sailor Andrei Zverev and the others and struck them several times, but I could hardly escape their anger. Anyone who has been in a similar situation can believe me that they heaped abuse upon me and, perhaps assuming that obedience under such circumstances was out of place, showered me with the vilest of oaths. I ordered them to be taken on deck and placed ashore and then went ashore myself with Mr. Schmidt, leaving the boatswain on board.

A little later, Mr. Schmidt cast his rum ashore, of which we had each taken a vedro in Sitkha. His keg was pilfered and hidden. Later it turned out that it had been taken by the Negroes and Iv. An., but they refused to admit it.

Once on the shore, we saw that the shipwreck had taken place at Cape Barro de Arena, or Peschanii, at a distance of 40 miles from Fort Ross. Day had begun to break in the meantime, and we saw to our horror that if the shipwreck had occurred two cable-lengths to the right, not a single person would have been saved. A reef projecting far out into the sea would have crushed the ship, and there would have been no chance of surviving. I immediately chose eight men, supplied them with guns and rusks, and wrote to the Commercial Counsellor Ivan Aleksandrovich Kuskov informing him of the shipwreck and requesting him to send help if possible.

So ill-starred did June 19 begin. Everyone was on shore, and we were all tired (in all, 63 persons, including women and children, were on board the *Il'men'*). We gathered some sails, made tents, and flung ourselves down to rest. A few of the sailors and especially the boys dug themselves into the warm sand and fell fast asleep, forgetting for awhile our sad plight. I lay down several times, but our predicament gave me no rest. What could be a more striking spectacle than a shipwreck! Dismasted and rocking back and forth in the heavy waves, the ship inspired dismal thoughts.

We dried our drenched clothes, papers, and linen in the grass behind some small sandy hills, and our hearts were filled with gloomy thoughts. At around noon, we saw people approaching from the sandy hills and realized that they were Aleuts from Fort Ross. They informed me that they had been hunting about 15 versts away when they spotted the people we had sent. They had stopped them and told them that they should send one man on in a baidarka and that the others should turn back, since continuing along the shore was difficult and not without danger because of Indians. Then they themselves had set out in our direction to find out what had happened. I thanked them and asked them to stay and help us unload the ship the next day.

Mr. Schmidt brought me the skin of a young sea otter given to him by one of the sailors, the Kolosh Sitkha, who claimed to have found it on the shore. I assume that someone had hidden it and, not knowing what it was good for, had then thrown it away.

20. Early in the morning, I sent some of the Aleuts to pull the small sloop higher up on the shore. It had broken loose from the stern during the confusion and had been cast ashore, but was only slightly damaged. I ordered the carpenter Permitin to repair as best he could. We removed another sloop from the ship and pulled it ashore. We moved the longboat to the side and started unloading rum, gunpowder, and goods in chests and stacks from the ship, along with some of the rum, as long as the tide permitted. Then we carried all these things from the shore to the tents. A special tent was put up for the gunpowder, and a guard

was posted. The goods were also kept separately. About 20 Aleuts helped with the work. After lunch, the rifleman Timofei arrived with a goat. One of the Aleuts that I knew, Aleksei Chiniatskii, returned from the same place and said that he was going to the fort, so I gave him a letter to take to the Commercial Counsellor Kuskov. The letter read as follows:

To the Commercial Counsellor Kuskov:

Dear Sir,

I have the honor of writing to you to inform you briefly of the shipwreck that we have suffered. Since my messengers met Aleuts on the way, the message I sent went no further, and so I am hastening to write you in greater detail.

We left Sitka on June 4 with goods to exchange in California for grain and with the material ordered by the Ross Office, along with ten men and their families bound for the Ross settlement. On June 17, we sighted land and, at night, God knows why, we drifted into a bay at this cape. The night was overcast, and we tacked back and forth a long time trying to get out of the bay, but were unable because of strong headwinds, and we ran aground. The ll'men' lost its masts, but did not take water, except in the cabin. Everyone was saved, and the cargo does not seem to be greatly damaged. Once on shore, I immediately sent you a message asking for help. Some Aleuts have arrived in the meantime and promised to help us unload. I am not sending you the papers from Chief Manager Semen Ivanovich Yanovskii, but I have the honor of reporting that he is well and presents his compliments. Awaiting you at the site of our shipwreck, I hope you will be able to send all possible assistance in the exceedingly difficult predicament we are in. I will then personally give you the details along with all the papers.

Please send instructions about transporting the men bound for Fort Ross with their families (21 persons in all).

In the afternoon, after work had stopped, the Aleuts went back to where they had moored, and I asked them to return the next day to help us unload.

21. The Aleuts returned in the morning and said that they had left where they were to come to the cape and that the letters sent the day before could hardly have arrived because of fresh wind.

We went with all hands to the ship, which the high tide at night had left parallel to the shore. First we let down the longboat and two cannon and brought them ashore and then unloaded the remaining cargo, apart from the lead, iron, pitch, anchors, and heavy lines. We transferred the whole load to the tents. Fourteen Aleuts helped. In the evening, a hunter arrived with some sea lion meat and two goats.

During the unloading it turned out that all the cargo was intact and had not gotten wet. One case of gin was missing. Although we already knew that it had been broken, we did not know by whom. Today the American Norton told Mr. Schmidt that he had taken it away from some Russian sailors and broken all the bottles except one, which he took for himself, but I did not believe him.

22. We removed two lines from the cargo and two others that belonged on the ship and coiled them up on the shore. Then we unloaded lead, sheet iron, white rosin, and pitch for the brig *Buldakov*. The cannon were moved from the port side to the starboard and attached. No water was observed in the ship, except where it had poured in the cabin windows and from above. The men were given 10 iron spades and were ordered to attach handles so that they could start cutting sails the next day.

Earlier it was remembered that guns had been cast overboard during the shipwreck, and that one of them was an English long-gun which we had not been able to find yet. We therefore assumed that it was either buried in the sand or had sunk with other heavy objects. On this day, 14 Aleuts helped us with the work.

At three o'clock in the afternoon, Ivan Aleksandrovich Kuskov arrived in a baidarka on the southern side of the cape, bringing with him a baidara for loading cargo. I gave him all the papers from the Chief Manager and reported faithfully on the shipwreck. Mr. Kuskov, before opening the papers, asked whether his request had been granted to be replaced, as promised by the Chief Manager. I answered in the negative, and he was very grieved. He explained that he had lost his clerk, who had died in February 1820, and that he had to stop working because he himself had served in America for 30 years and was losing his health and his sight. I asked him to comply with the valid reasons which of course were explained in the messages from the Chief Manager.

Having considered our present situation, Ivan Aleksandrovich suggested that we begin the next morning transferring the cargo to the baidara and take it across the bay in the skiffs. With regard to California he told me that he had sent the Aleut Chiniatskov to San Francisco, who, upon his return, reported that two ships had been sent from Lima to California, one of which had been intercepted by insurgents, that another one had arrived in Monterey with 40 soldiers and artillery, and that there was a great shortage of all goods there. Commandant Arguello⁶ promised to supply grain in September, and they were waiting for a replacement for Governor Pablo Vicente de Sola.⁶

23. At 6 o'clock in the morning, we carried the ship's boat down to the bay from where we had been keeping it, a distance of half a verst, and finished repairing the one that had been thrown overboard. Then we carried the light cargo down to the bay, crossed the bay, carried the cargo up a steep hillock, and from there over the mountain to the boats, a distance of about 3 versts. There were a number of rocks off the shore at this spot with large numbers of sea lions on them. We continued transferring the small cargo until midday. I went to the mooring and asked Ivan Aleksandrovich about the news from St. Petersburg. He showed me the letter from the RAK directors and in particular the one from Mikhail Matveevich,⁷ both asking him to stay on in America. He said that he had reread the letter from the Chief Manager several times and wept, so much did it grieve him. As a result of the letter, he decided to stay on for the period indicated. I told him that as far as I knew, the Chief Manager was just as sorry as he was that he could not grant his request. "Yes," he said, "having maintained a

good name for myself for 30 years, I do not want a reproach to be made at the end of my career that might tarnish years of service."

Ivan Aleksandrovich was concerned above all by the fact that he had not been given a clerk. Since in all fairness this circumstance had to be taken fully into account, I offered to leave him the prikazchik M. Sukhanov, who knows something about bookkeeping and writes fairly well. That seemed to reassure him a little, but he did not give his consent.

Concerning the shipwreck, we thought we might be able to take advantage of the calm weather to remove the anchor in the longboat and then get rid of ballast from the ship and try to pull it off the shore at high tide. If that were prove impossible, we would then secure the ship on the side closest to the shore, leaving for later the task of pulling it free.

In the afternoon we moved all the boxes with plates and dishes and goods, two barrels of rum and other articles that could be carried by 4 to 6 men; 12 men were needed to carry the rum. In all, 74 men took part in the work:

30 from the ll'men';

12 Aleuts who were already with us;

12 who arrived in baidarkas;

20 who arrived in a baidara.

In the evening, I went to the boats and arranged with Ivan Aleksandrovich that the promyshlenniki bound for the fort would be sent the following morning with their families and that he himself would depart for the same destination too in a loaded baidara, which he would then send back from the fort.

24. In the morning, while we were sending various cargos to the boats, Ivan Aleksandrovich arrived with some men to transfer the promyshlenniki's affairs. A half-hour later, after part of the cargo had been brought down, the promyshlenniki left with their families.

With regard to the ship's condition, after due consideration of all possible circumstances, it was decided to do the following: as high tide should be greater than normal in four days because of the new moon, and as it is sometimes calm at that time, everyone should be gathered and all efforts should be marshaled to pull the ship off the shore with the help of the anchor, as arranged yesterday. But if this proves impossible despite all efforts, ballast will be thrown overboard and the ship pulled ashore as much as possible, with the attempt being made to keep it intact. The ship will then be secured more carefully on the shore side, and eight armed crew members will guard it in case the Indians attack. Four Kad'iak baidarkas will be left with the men and also a hunter to shoot game for their food. The guard should be maintained until the autumn tides, at which time further decisions could be taken depending on the circumstances.

Ivan Aleksandrovich said he had heard that the sailors blamed the shipwreck on Mr. Schmidt because according to them, he had been at fault on earlier occasions and now had made mistakes during tacking. I replied that sailors had long been wont to fabricate such falsehoods, and that there was nothing new about that. All such opinions are truly lies and slander, because if Mr. Schmidt had intended to do harm, how could he expect to save his own life and belongings while endangering the lives of others! I told him that in my opinion, it was his disreputable behavior during tacking that had given rise to this attitude among the sailors: the Captain usually gave commands in English and Mr. Schmidt translated them into Russian, and anyone who did not move fast enough was cursed by Mr. Schmidt, and I myself saw how he struck the sailor D'iakonov. But I did not interfere, because in such situations it is inappropriate for me to act as mediator. During the last turning maneuver to go on a port tack, the ship quickly went into the wind, and the braces had to be pulled from the starboard side. The Captain gave the command, and Mr. Schmidt suddenly began shouting "From the starboard! From the port!" The inexperienced sailors got confused and started pulling from the wrong side, the sails began luffing, and we had to jibe, although by then, the shore was already close. Mr. Schmidt's conduct here revealed his short temper, his lack of skill in the given situation, and perhaps even his inability to steer the ship, but that did not mean that he was directly and solely responsible for the shipwreck or that he purposely planned it to happen. I then pointed out that the main source of discontent was obvious: Mr. Schmidt was openly favoring the American sailors while treating the Russians with contempt. Although the Americans are good hands, unnecessary favoritism is out of place. Mr. Schmidt should have been a bit less haughty in his judgments. But Mr. Schmidt is young and apparently somewhat free with his opinions, and his remarks are often insulting and may provoke dissatisfaction.

I said that in my opinion, Captain Stevens was to blame: as he did not know the coast, he should have stayed farther off shore and been more prudent. At ten o'clock in the evening, when I went on deck, I was able to make out the shore through the darkness, and I told Mr. Schmidt, who said that the Captain wanted to lie to. That reassured me. The Captain and Mr. Schmidt later accused V. Vasil'ev, the passenger who had been asked to stand watch on the forecabin, of having shouted too late when he saw the shore. They said that the sailors had not responded properly during tacking and therefore it had been necessary to jibe twice. Although I do not want to excuse the inexperience or confusion of the sailors, the Captain should have designated the first mate or a reliable sailor to watch for the shore. In all fairness, a passenger who is unaccustomed to the sea cannot be appointed for this task in such a critical situation.

Having finished my explanation of the events, I then accompanied Ivan Aleksandrovich to where the boats were moored. In the meantime, the baidara had been loaded with cargo weighing about 400 puds in addition to the 10 men and 24 women and children who were to be taken as passengers.

Ivan Aleksandrovich, taking leave, promised to send both baidaras to try to pull the ship off the shoal and then to load as much cargo as possible. He left 15 baidarkas with Aleuts to help transfer the cargo.

In the afternoon, the 15 sailors and 25 Aleuts remaining here carried light cargo to the boats. There, a tent was set up and a guard posted.

10) Mr. Schmidt had not yet distributed the recompense authorized by the Chief Manager for the building of the *Volga*, and so taking as an example the reward authorized by Mr. Kuskov for the construction of the *Buldakov*, I ordered the following recompense, which was contained in a list that I gave to Mr. Schmidt:

Craftsman	Vasilii Grudinin	500 rubles
Chief carpenter	Aleksei Korenev	200 "
	Vasilii Permitin	200 "
Carpenter	Gerasim Popov	125 "
	Nikifor Zyrianov	125 "
	Aleksei Igumov	125 "
	Vasilii Vasil'ev	100 "
	Iakov Okhlopkov	75 "
	Ermil Medvedev	75 "
	Fedor Kundiukov	100 "
Blacksmith	Pavel Stepanov	75 "
	Petr Popov	50 "
	Stepan Titov	150 "
Coppersmith	Dmitrii Samoilov	100 "
	Nikifor Ulitovskii	100 "
Cooper	Andrei Chechul'ka	150 "
Block-maker	Mikhailo Rastorguev	100 "

Total: 2350 rubles

11) Four foreigners got off the *Lady Blackwood* in Ross. Two joined the Spaniards, and the other two, a Negro and an Irishman, stayed with Mr. Schmidt, who assured me that the former was a good carpenter and farmer. The only Russian who knew how to farm, V. Antipin, had died, and Mr. Schmidt hoped that the Negro would be able to work all his land and repair various farming implements. Earlier, threshing flails had been made with a swivel arrangement, which apparently made them easier to use and did not hurt the hand of the user. Now the Negro built two models for threshing grain. The first one consists of a stand supporting a shaft covered with teeth. The shaft rotates around a column, crushing the ears on a screen. The other model, which appears to be handier, makes use of the wind, that turns a wheel to which teeth have been attached to grind the ears spread out underneath on a metal screen. The grain falls through the screen onto a clean surface, and the wind blows away the chaff. This machine, although more complicated than the other one, is not difficult to use and could easily be built with the readily available supply of redwood.

12) Medvedev and several other promyshlenniks asked for a correction to be made concerning the fact that in 1818 and 1819, they had paid 16 rubles more in taxes than had appeared in their receipts. I promised to report on the matter from Sitkha.

13) The promyshlennik Gorbunov asked what the reply was to the request he had submitted to Mr. Yanovskii⁷ in April 1820 concerning deductions made from his account. He also requested his accounts for the years 1812 to 1815, about which he had not received any information.

14) The widow Kotlonovskaia, now the wife of Korenev, asked about the belongings of her deceased husband. I told her to send a request to the Chief Manager.

15) Owing to the shortage of scrip, Mr. Schmidt requested that papers worth 500 rubles be issued to simplify the paying of the men. I suggested that he issue papers from the office bearing his or the bookkeeper's signature and a stamp. Mr. Schmidt keeps the till in good order and is also responsible for the warehouse. The bookkeeper uses his notes to keep the records.

16) I informed the warehouse keeper, F. Svin'in, that his request to leave the service had been granted. I told him to turn over his post to his replacement, the prikazchik Dorofeev, and to prepare the accounts without fail.

Mr. Schmidt and I inspected the activities at the fort, including the preparation of wood for the ship and the work at the tannery, where hides are tanned in large numbers. I requested that more be prepared for sending off to Sitkha. Then we inspected the buildings. The most useful one is a barn built by Mr. Schmidt to store grain. It is built with planking and is very practical for the crops. After the harvest, the grain can be stored there, and it serves other purposes as well.

The cattle pen, where a number of animals had drowned in the liquid manure that had collected there, has now been dried out. The cattle enclosures have all been cleaned and tidied up. For the winter, sturdy barracks made of bark have been built for the Indians near the Aleuts' huts. The barracks can accommodate 50 persons. The Indians often help with the work and presently live under the same roof with the Aleuts, where there is not enough room.

About a half-dozen little houses have been built. The cooper Chechul'ka and Iakov Babin live on a hill near the Aleuts' huts in neat and tidy little dwellings made of redwood planking. The cooper built his house with hardly any outside help, relying on his own efforts alone. He lives there by himself and has his own garden. The dwellings of Permitin, Vasil'ev, Grudinin and Zyrianov, which were built upstream, are also pleasant and quiet. Only the unmarried men remain in the barracks.

We finally arrived at the garden, and I was very pleased by what I saw, because I had helped with the planting of the fruit trees there. The big peach tree that Mr. Benseman⁸ had brought in 1814 is covered with fruit, but only very few of them are ripe. The trees brought by Mr. Hagemeister⁹ in 1818 have yielded an abundance of fruit. The various fruit saplings brought in 1820 on the

Buldakov, more than 100, are all flourishing, and some of them have grown five or six feet. Unfortunately, they were all planted in one line next to the fence in a disorderly fashion, and eventually they will become unsightly. If only they had been planted with some degree of care, they would not only yield fruit but would also be pleasant to behold. Mr. Schmidt says that there is nobody to take care of the garden, because Mr. Kuskov had sent home the sole Aleut who used to look after it. I advised Mr. Schmidt to attend to the garden himself, at least enough so that it does not fall into a state of complete neglect.

Owing to the bad weather, there were no watermelons at all this year. Everyone said that there was virtually no sun during the three summer months and that there was thick fog all the time. The potato crop was poor, having been destroyed by moles. The main benefits, of course, come from tilling the soil, and all the men have taken to it readily. They have moved their gardens higher up, and as the harvest in the first year was good, they enjoy and have given great attention to this new activity.

I spoke with Mr. Schmidt about making better use of the sheep skins, and he suggested attempting to weave blankets in the Spanish style. The promyshlennik Irushev knows how to prepare wool, and another man knows how to spin, and so a distaff will have to be made in Sitkha and sent here.

Upon the instructions of the Chief Manager, I told Mr. Schmidt to order more barrels made for salting meat, and the cooper recommended one of the Aleuts who had worked with him earlier. I also suggested that more shoe soles be made for Sitkha, because they were even better than those from St. Petersburg.

I then questioned Mr. Schmidt about various aspects of his work. As I could not remain for long, I asked him to write to me in San Francisco when he could. We had to hurry off to Monterey, because according to Osip Bolcof's¹⁰ letter to Mr. Schmidt, Governor Vincente de Sola¹¹ would soon have to leave for Mexico.

I took 600 shawls of various sorts and two puds of cinnamon for trade in California from the goods bought by Mr. Schmidt from the *Lady Blackwood*.

I must say a word about the trees here. Above the garden, at a spot in the forest where wood used to be burned to make charcoal, there is a redwood tree that has attracted a lot of attention. I carefully measured its circumference and found it to be 33 English feet. It follows that the tree's diameter is 11 feet.

	Purchasing price	Selling price
Wheat (pud)	4 rub. 8½ kop.	5 rubles
Peas (pud)	3 rub. 90 kop.	4 rub. 80 kop.
Barley (pud)	2 rub. 96 kop.	4 rubles
Flour (pud)	13 rub. 69 kop.	10 rubles
Fat (pud)	18 rub. 42 kop.	14 rubles
Meat (pud)	14 rub. 89 kop.	14 rubles
Salt (pud)	2 rub. 50 kop.	4 rubles

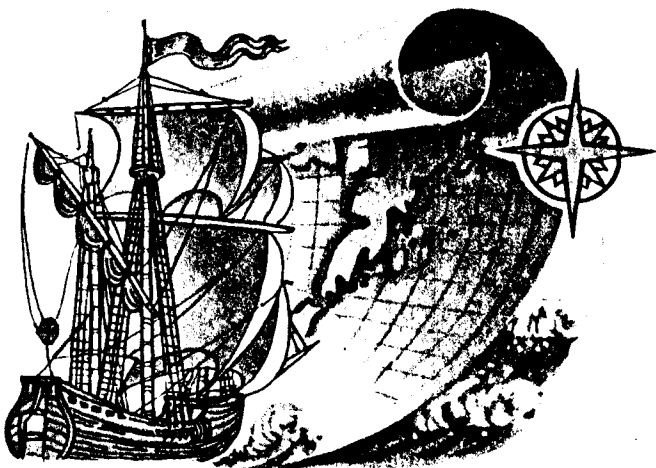
Although the trading circumstances were not very favorable because of the increase in duty and the transfer of the goods from the Spanish administration in Spanish ships, I still believe that the California trade is advantageous for us, as long as it can be carried out freely.

The articles obtained from Mexico represent only part of the goods needed here, whereas our own Russian products are essential. A list of the essential products follows:

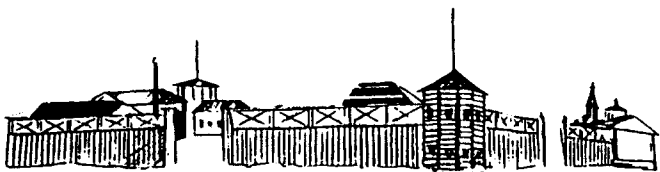
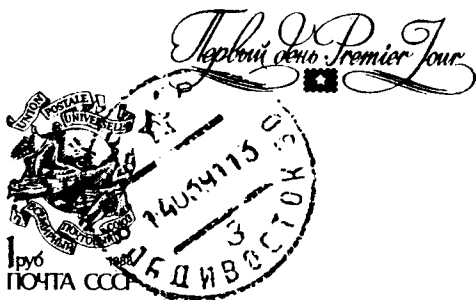
List of Goods Needed for California

Russian	English	Chinese and East Indian
Copper vessels	China	Blue nankeen
Cauldrons and pans	White silk stockings	Flesh-colored nankeen
Teapots	Cotton stockings	Scarlet foulard
Coffee pots	Blue frieze	Blue foulard
Cast-iron vessels	Down hats	Crepe or scarlet gauze
Various kinds of axes	Round hats	Pepper
Flat files	Sittsy calico	Rice
Triangular files	Kolenkor calico	Cinnamon and cloves
Gold lace	Virginia tobacco	Granulated sugar
Red and yellow duck	Blue cloth	Lump sugar
Bar-iron and bolt iron	Table knives	Small quantity of tea
Glass for windows	Pen knives	Mitkal' calico
Mica	Irish cloth	
Glassware		
Sealing-wax and pencils		
Paint		
Plowshares		
koporulia		
Broad canvas		
Various cloths		
Glasses		
Iron shovels		
Fine wire		
Various locks		
Sewing needles		
Flemish cloth		
Wax candles		
Candlesticks		
Carpentry tools		
Sieves for flour		
Nutgall and vitriol		

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