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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 [www.fortross.org](http://www.fortross.org)
FORT ROSS INTERPRETIVE ASSOCIATION
NEWSLETTER
MAY - JUNE 1991

FORT ROSS INTERNS

This watercolor is by Anastasia Malaschev, daughter of Victor Malaschev 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. Istomin 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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NICHOLAS LEE
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WENDY PLATT, Treasurer
LYN KALANI, Bookstore Manager, Newsletter Editor, Administration
LAKE PERRY KUEPER, Bookstore Sales
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

RUSSIAN 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 VESSECKY (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 Её
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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 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
Travel Journal on the Voyage to California and Back in 1820

June

On June 2, I went on board the brig Ilmen', which was in the eastern roads. On June 3, the sloops Zlatoust and the schooner Chirikov, which were to leave for Kadfang, anchored in the roads. The Chief Manager came to see us in the evening 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 coast. 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 cove in the middle of the bay. From there, we turned around 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 6 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 returning before the wind, was very great.

8 A 1/2 o'clock, we observed that we were at a latitude of 36° 43'. At 10 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 Captain estimated that we were 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 off Bodega. As we were sailing at a speed of about 5 knots, I asked him how he planned to continue. He answered through Schmidt 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 an hour after lying down I heard noise. Being alarmed for some reason, I left my berth to find out what was happening and encountered the orilakhschik 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 astarboard tack. When turning 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 clouds 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 heard that it was safe. Several times we had turned 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 coming 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 foremost 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 breaking mast. The waves crashing over our heads and the fragments of the masts were caused by the breakers. I stood on the quarterdeck near the side holding onto a baying pin and was almost carried off a number of times. Thanks to the Almighty God, I remained unscathed apart from being hit a few light blows by the tiller and being repeatedly soaked by waves. It can be mentioned at this point that the Captain maintained that he was in command of 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. The crew itself, 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'akonov 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 the papers, and a few of our sailors offered to stay (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. I removed my clothes, my clothes and my trunk with loose hair. Being startled for a while, I stepped on a cart ashore near the window in my berth and had to tread on the broken glass. 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. I removed my clothes, my clothes and my trunk with loose hair. Being startled for a while, I stepped on a cart ashore near the window in my berth and had to tread on the broken glass.

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 voro of rum. A little later, the sailor Roshev informed me of the matter. Arriving at the lower deck, I saw the sailor I.A. holding my keg and pouring the sailors Ch-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 Korits 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 is out of the question, they necessarily fell into the habit of violence. I immediately chose eight men, supplied them with guns and pistols, and wrote to the Commercial Counsellor Ivan Alekseevich 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 Ilmen'). We had used some sails, and we were due to leave any day. 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 bustling for about 15 verses away when they spotted the people we had sent. They had stopped them and told the lone man on a sailboat (this was Nadarka) 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 a boat with a number of sailors to him by one of the sailors, the Kolosh Siltskha, who claimed to have found it on the shore. I assumed that someone had hidden it and, not knowing what it was good for, then thrown it away.

20. Early in the morning, I sent one of the Aleuts to pull the small sloop closer onto the shore. It was small, too low on the water to give us any confusion and had been cast ashore, but was only slightly damaged. I ordered the carpenter Perminov to repair it 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 time 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
Travel Notes, 1820

was posted. The goods were also kept separately. About 20 Aleuts helped with the work. After lunch, the rillman Timofei arrived with a goat. One of the Aleuts that I knew, Aleksei Chintsiatik, 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 messenger 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 messengers instructed by the Ross Command Office. After some time, it is sometimes on 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 sucked back and forth a long time trying to get out of the bay, but were unable to because of strong headwinds, and we ran aground. The Illens lost its mast, but did not take water, except in the cabin. Fisherman was saved, and the cargo damaged, but not so greatly damaged. 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 Serebry Ivanovich Yanoskii, but I have the honor of reporting that he is well and presents his compliments. Advising you at the site of our shipwreck, I hope you will be able to send an assistant to us, removing 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, pitch, pitch, 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 taken, we did not know by whom. Today the American Norton told Mr. Schmidt that he had taken it away from some Aleuts and sent us 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 colled them up on the shore. Then we unloaded lead, sheet iron, white rosin, and pitch for the brig Bulldog. The cannon were moved from the port side to the starboard side and lashed with cord. No water was observed on 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 mats the next day.

Earlier it was remembered that guns had been cast overboard during the shipwreck, and that it was the men who removed them as the ship was not 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 shoreside near the cape, with the Chief Manager and the loadmaster. 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 work because he himself had served in the East, and he was now losing his health and his sight. I asked him to comply with the valid reasons which of course were explained in the message from the Chief Manager.

Having considered our present situation, Ivan Aleksandrovich suggested that we begin the next morning transferring the cargo to the baidarka and take it across the bay in the skiffs. With regard to California he told me that he had sent one of our Chintsiatiks 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 Argüello promised to supply grain in September, and they were waiting for a replacement for Governor Pablo Vicente de Solis.

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 repair. 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 mountains to the boats. A distance of about 3 verst, and were on the shore where the others finished and loaded, and there is a large number of sea lions on them. We continued transferring the small cargo until midnight. 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 Mateevich, both asking him to stay on in America. He said that he had received the letter from the Chief Manager several times and went, 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 could not grant his request. "Yes," he said, "maintaining a good name for myself for 20 years, I do not want a reproach to be made at the end of my career that I deserted ten years ago. 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 ship, I 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 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 loaded all the houses 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 Illen;
- 12 Aleuts who were already with us;
- 2 men arrived in baidarkas;
- 20 who arrived later.

In the evening, I went to the boats and arranged with Ivan Aleksandrovich that the promyshleniks 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 baidarka, which he would then send back from the fort.

24. In the morning, while we were sending various cargoes to the boats, Ivan Aleksandrovich arrived with some men to transport the promyshleniks' affairs. A half-hour later, after part of the cargo had been brought down, the promyshleniks 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 occasional in four days, and the sea calms 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 aloof 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 with armed crees and guns will guard it in case of attack. Four Kadiak 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 been saved from some ships except 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 colled them up on the shore. Then we unloaded lead, sheet iron, white rosin, and pitch for the brig Bulldog. The cannon were moved from the port side to the starboard side and lashed with cord. No water was observed on 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 mats the next day.

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

- **Carpenter**
  - Vasili Grudinin: 500 rubles
  - Aleksei Korenev: 200 rubles
  - Vasili Perminin: 200 rubles
  - Gerasim Popov: 125 rubles
  - Nikifor Zryanov: 125 rubles
  - Aleksei Igumov: 125 rubles
- **Carpenter**
  - Vasili Vasilev: 100 rubles
  - Iakov Okhlopkov: 75 rubles
  - Ermi Medvedev: 75 rubles
  - Fedor Kudinov: 100 rubles
  - Pavel Stepanov: 75 rubles
  - Peter Popov: 50 rubles
- **Blacksmith**
  - Stepan Titov: 150 rubles
  - Dmitrii Samolov: 100 rubles
- **Coppersmith**
  - Nikifor Ulyasov: 100 rubles
- **Cooper**
  - Andrei Chechulkov: 150 rubles
- **Block-maker**
  - Mikhailo Rastorguev: 100 rubles

Total: 2,350 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 farm implements. Earlier, the Norwegian had been made to twist 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 harder, makes use of the wind, that turns a wheel to which teeth have been attached to grind the ears spread 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 promyshleniks asked for a correction to be made concerning the fact that in 1818 and 1819, they paid 16 rubles more in taxes than they had appeared in their receipts. I promised to report on the matter from Stikhva.

13) The promyshlenik Gorebunov asked what the reply was to the request he had submitted to Mr. Yarosolov. 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 Koldonovskaya, 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.

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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 Stikhva. 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 drained. 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 Chechulkov 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 Perminin, Vasilev, Grudinin and Zryanov, which were built upstairs, 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. Benesam had brought in 1814 is covered with fruit, but only very few of them are ripe. The trees brought by Mr. Hagemeister in 1818 have yielded an abundance of fruit. The various fruit saults brought in 1820 on the sweeps for flour

**Purchasing price**
- Wheat (pud): 3 rub. 91 kopeks
- Peas (pud): 3 rub. 90 kopeks
- Barley (pud): 2 rub. 96 kopeks
- Flour (pud): 13 rub. 69 kopeks
- Fat (pud): 18 rub. 42 kopeks
- Meat (pud): 14 rub. 89 kopeks
- Salt (pud): 2 rub. 30 kopeks

**Selling price**
- Wheat (pud): 5 rubles
- Peas (pud): 4 rub. 80 kopeks
- Barley (pud): 4 rubles
- Flour (pud): 10 rubles
- Fat (pud): 14 rubles
- Meat (pud): 14 rubles
- Salt (pud): 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, it is still believed 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**
  - Copper vessels
  - Cauldrons and pans
  - Teapots
  - Coffee pots
  - Cast-iron vessels
  - Various kinds of axes
  - Flat files
  - Triangular files
  - Gold lace
  - Red and yellow duck
  - Bar-iron and bolt iron
  - Glass for windows
  - Mica
  - Glassware
  - Sealing-wax and pencils
  - Paint
  - Flowshares
  - Koperuls
  - Broad canvas
  - Various cloths
  - Glasses
  - Iron shovels
  - Fine wire
  - Various locks
  - Sewing needles
  - Flemish cloth
  - Wax candles
  - Candlesticks
  - Carpenter tools
  - Sieves for flour
  - Nutgall and vitriol

**Chinese and East Indian**
- Blue nankeen
- Flesh-colored nankeen
- Scarlet foulard
- Blue foulard
- Green or scarlet gauze
- Pepper
- Rice
- Cinnamon and cloves
- Granulated sugar
- Lump sugar
- Small quantity of tea
- Mistkal" calico
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