

THE MIRROR

The Richmond Museum Association Newsletter

Fall -- 2011

THE MUSEUM'S LARGEST ARTIFACT

THE RED OAK VICTORY GOES TO DRY DOCK!

by Lois Boyle

What started out a dream became reality when Congress passed legislation authorizing the conveyance of the *SS Red Oak Victory* to the Richmond Museum Association in 1996. Volunteers began the restoration immediately while the ship was still in the Ready Reserve Fleet in Suisun Bay, as they awaited word that the Association had the wherewithal to have the ship moved to Richmond. That day finally came, and 450 eager members and friends boarded her and took the long-awaited ride home in September 1998. Now, another September has come and she has gone on yet another journey. This one is the big step to her being a seaworthy, sailing vessel again.

The *Red Oak* is in dry dock now at BAE Systems in San Francisco, where the long-awaited next step will take place. It took thirteen years to get to this point and the restoration volunteers have remained steadfast in their dockside repairs. What is happening to her right now? Here's what the dry dock crews will be doing:

First – Measuring the integrity of the hull via hull soundings to determine whether any hull plates have to be replaced.

Second – Hull cleaning, grit blasting, and painting keel to rail (rendering the Ship's exterior as it was when she was launched in 1944). The process includes emulsion cleaning to remove oil and grease, high-pressure, fresh-water blasting of the entire area to remove salts and other contaminants, abrasive blasting to remove remaining sand and dirt, cleaning all weld seams and removing weld splatter and sharp edges.

Third – Repairing hull steel and replacing hull plate if indicated by the hull sounds, abating rust or corrosion that may be in the way of the repair zone, handling and fairing existing steel that may be in the way of new installation.

Fourth – Removing hull blank and strainer plates from all sea chests and overboard discharges and coating all surfaces and strainer plates per hull-painting specifications.

Fifth – Painting the hull from keel to deep-load line, light-load line to deep-load line (boot top) and deep-load line to bulwark tops — in other words, the entire hull from keel to top of bulwarks.

Sixth – Conducting a tail-shaft survey, removing the existing propeller and replacing it with a new on-board propeller; replacing the stern-tube bearing, if necessary; removing all elements of the old lignum vitae bearing (saving same for Museum display purposes), re-packing the stern gland, and furnishing and installing weld-on zinc plates along the length of the propeller aperture.

It's a lot of work, and all funded by the National Park Service *Save America's Treasures* grant program of 2010, generous public donations and in-kind services.

The Ship was skillfully towed and ushered into the dry dock by Foss Maritime. Manson Construction made preliminary propeller movement and removed the portside gangway, and the Hempel Paint

Company provided paint at a tremendous discount.

It is hard to express the gratitude we feel for the swell of support for this project — one that began with skepticism and dissent and is now one of reality and success. Our heartfelt thanks go to the following steadfast supporters:

- Congressman George Miller for his steadfast belief that it could be done;
- Former County Supervisor Tom Powers and current County Supervisor John Gioia for their support;
- Former Assemblyman Robert Campbell for his enthusiastic support;
- The Richmond Arts and Culture Commission for its recognition of the cultural value of the acquisition;
- Caltrans for Transportation Enhancement Act monies;
- The National Park Service for the current grant;
- Dee Davison of Fremouw Environmental Services for our waste-management needs;
- And most importantly to the City of Richmond, its port staff, and its visionary city councils for providing the berthing of the Ship in what is now the Rosie the Riveter / World War II Home Front National Historical Park.

We have been blessed.



The Red Oak Victory before dry dock.

GIFTS FOR ALL TASTES

by Clare Fischer

The Richmond Museum of History and the *Red Oak Victory Ship* are welcoming places to browse and purchase great gifts. As we begin to consider holiday giving, I recommend spending some time in the gift shops of either site looking over the variety of possible presents that will please anyone who has an interest in the city's rich history.

The first stop of the shopping tour could be the Museum's compact and inviting gift store located in the Main Gallery. On display is a range of possible gifts that are suitable for young and mature tastes. The selection includes collectibles — from antique dishes to old 33-1/3 RPM record albums, back issues of magazines such as *Life*, *McCall's*, etc. — as well as shipyard launching posters, commemorative pins and Wendy the Welder photos. In addition, the gift shop offers T-shirts and mugs as useful souvenir items. You can choose from a great selection of approximately a dozen books, and you can make purchases when you visit the Museum during open hours: Wednesdays through Sundays from 1:00 to 4:00 p.m.; staff will be available to assist you in making informed choices.

A second site for your holiday shopping is on board the Museum's Victory Ship, the *SS Red Oak*. This is a particularly popular site, with its array of gift items displayed in a small, well-stocked corner of the Ship. Two Museum Association board members usually staff the shop—Marjorie Hill and Lorraine Regier—and they are ever-ready to share a wealth of information about the *Red Oak* and the many articles on sale in this below-deck location. Open from 10 a.m. to 3 p.m. on Tuesday, Thursday, Saturday and Sunday, the gift shop invariably draws visitors to the display of *Red Oak* and Rosie the Riveter items, including T-shirts, sweatshirts, work shirts, baseball caps and watch caps — all with the *Red Oak Victory* logo printed or stitched-on — and other items like lunch boxes, postcards and model WWII airplanes. An excellent selection of books about the Ship and World War II history are always in stock and are considered among the shop's best sellers.

An important thought about your visit to the Museum and *Red Oak* gift shops is that your purchases will not only bring pleasure to those who receive your gifts, but go a long way toward supporting the work and preservation of these exciting historical sites.

CELEBRATING THE CITY'S HISTORY

by Clare Fischer

August 7th was a festive day for the Richmond Museum of History. Mark-



Mayor E.J. Garrard, 1914--17, 1921--23, and Mayor Mattie Chandler, 1926--29, 1942--43. Courtesy richmondconfidential.org

ing the opening of a new exhibit installed in the Seaver Gallery—“*Richmond Day at the Panama Pacific International Exposition*”—visitors were treated to a special event. Exactly 96 years after the San Francisco celebration of Richmond on August 7, 1915, enthusiastic guests enjoyed an entertaining depiction of the city's first ten years. In the sun-filled courtyard of the Museum, attendees heard the story of a then-young city of Richmond feted as the “new wonder city.”

After a lively, inter-generational musical opening that included performers from the East Bay Center for Performing Arts and the LMP Trio, guests were treated to an informative and humorous dramatic presentation of Richmond's history. Vignettes of important leaders of the young city provided a glimpse into a time when Richmond had begun to grow into a busy center of commercial and industrial activity. Museum Association Vice President John Ziesenhenné, attired in the formal dress of the period including top hat and mustache, introduced the assembled guests to the period when, as Mayor Garrard in 1915 (a role he portrayed convincingly), he contributed to Richmond's development.

Among other key representations were: A.S. Macdonald who encouraged the Santa Fe railroad to come to Richmond, played by staff member Matt Walker; Mattie Chandler, in 1926 the first woman mayor of Richmond, played by current Richmond Mayor Gayle McLaughlin, and a representative of Standard Oil (later to become Chevron), played by Heather Kulp, Chevron's current External Affairs Manager.

Lois Boyle, President of the Board, contributed two costumed moments of humorous historical perspective, first as a railroad worker who claimed responsibility for Macdonald's visionary notion of a transcontinental railroad ending at Richmond, and later as a swimmer from the early Richmond Plunge speaking about its recent re-opening. Hearing history told through vivid enactments clearly held everyone's attention and gave all a sense of a splendid and enduring legacy of progress.

Before “Mayor Garrard” of 1915 and current Mayor McLaughlin cut the ribbon to the Seaver Gallery for the opening of the exhibit, a special ritual took place in the courtyard. Mayor McLaughlin and Lois Boyle pressed their hands into blocks of wet cement. These permanent hand prints will be placed in the Museum's monument garden to symbolize an era of new growth; as Lois Boyle observes, “a symbolic stepping stone” marking Richmond's progress.

The “*Richmond Day*” exhibit, with its diverse display of commemorative artifacts, photographs and informative writings, will remain open to the public during the Museum's open hours, Wednesday through Sunday, 1:00 to 4:00 p.m., until October 1st.

HOME FRONT FESTIVAL ON THE *RED OAK VICTORY*

The annual Home Front Festival by the Bay will once again be celebrated in two sites in Richmond on Saturday, October 15: there will be entertainment, food, activities and the Kiwanis Classic Car Show at the Ford Pavilion, 1414 Harbor Way South, and a day full of entertainment and food on the *Red Oak Victory Ship* at historic Shipyard No. 3.

Vintage buses will run an hourly shuttle between the *Red Oak*/Shipyard #3 and the Ford Pavilion.

If the Ship has not returned from dry dock, the festivities will be held on the dock:

Opening ceremony -- 11:00 a.m.

Color Guard, Sea Scouts of the *USS Northland*, home port Richmond, California, with the Albany Concert Band coordinated by Rich Kalman, from 11:00 a.m. until 1:00 p.m. on deck.

Refreshments:

Coffee and donuts -- 11:00 a.m. to 12:00 noon in the Galley.

Nathan's hot dogs, chips and beverages from 11:30 a.m. to 4:00 p.m. in the Galley.

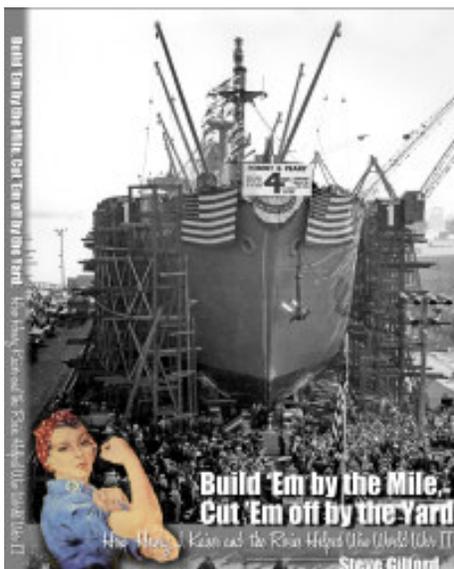
Entertainment:

Fly Right Sisters, from 1:00 p.m. to 2:00 p.m. (A vocal trio singing classics from World War II) in #3 hold.

JACs, from 2:00 p.m. to 3:00 p.m. (A vocal trio singing music from the '30s and '40s, with a little bit of other years thrown in) in #3 hold.

Book Signing:

Noted Historian and Author Steve Gilford will be signing his new book, *Build 'Em By The Mile, Cut 'Em Off By The Yard, How Henry Kaiser and the Rosies Helped Win World War II*, with a foreword by Congressman George Miller, 2:00 p.m. to 4:00 p.m. in #4 hold.



HELP RICHMOND RECLAIM ITS HISTORY



The Richmond Museum of History needs your help in purchasing a 1944 Ford Open Cab FIRE TRUCK from Spanish Fork, Utah, and transporting it back to Richmond, California, where it originated.

The fire truck was built by the Ford Motor Company for use at Kaiser Richmond Shipyard No.3; proof of this is still visibly painted on the hood.

Help us reclaim this incredible piece of Richmond's history!

Our goal is to raise \$5,000 for its purchase and transport. Members of the Richmond Museum Association Board of Directors have already contributed almost \$1,400.

To make a donation, contact the Richmond Museum of History at (510) 235-7387 to use a credit card, or mail a check (made payable to Richmond Museum of History), to RMH, P.O. Box 1267, Richmond 94802. Be sure to specify that your donation is for the Fire Truck Fund.

All donations to save the truck are tax deductible.

Thank you for your help.



Thanks to Dee Davison and John Ziesenhenné for pulling crabgrass in the Monument Garden and for Dee restoring the roses.

MEET KENNETH W. LARSON - A RICHMOND ORIGINAL

by John Ziesenhenne

Born in Eureka, California, in 1933, his father a plumber at the Eureka Brewery and his mother a school teacher, Ken Larson was set to make his mark on the world.

When the Eureka Brewery closed, Ken's aunt was living in Berkeley and his family moved so his father could find work. They found a house on the Dam Rd. in El Sobrante. Ken's father went to work for Timmons Plumbing on 23rd St. and Rheem Ave. When the War started, his father went to Mare Island and was a plumber on submarines, eventually retiring from Pt. Molate.

After a while the Larson family moved to 11th St. in Richmond across from the Piggly Wiggly grocery store. Ken attended Lincoln Elementary school for kindergarten. His family moved to 622 24th St., where he attended Grant School. Ken said "it was beautiful—it looked like a Frank Lloyd Wright Building."

He attended Longfellow Jr. High and went on to Richmond High, graduating in June, 1951—the very first class to graduate in the brand-new Richmond Auditorium.

During high school, Ken's ability and talent were gelling, as he authored the school play and was responsible for the election of Coley Fanin (now Judge Fanin) as the Class President. From sixth grade on, Ken wanted to be an attorney, especially after reading about the great Clarence Darrow. After graduating from Richmond High, he attended U.C. Berkeley and then Boalt Hall School of Law. During college, Ken worked at the Richmond Public Library as a "shelver," drove the bookmobile, worked at the different branches as a librarian, and was the printing department all by himself! He did most of his homework for college in the Richmond Library and wrote his papers on the library's typewriters.

During his high school and college years, Ken liked to entertain and met a lot of great people. His future wife, Nadine, was a dancer in Benny's Boys, which was a group of amateur entertainers—the Spotlighters. Ken was in a group called "The Vagavons" with Ronnie Schell and Dwayne Press. Ronnie Schell was becoming a popular comedian, so Ken turned the records for Ron, who always closed his act with "Be My Love." Ken met a lot of rising stars while working with the great Ronnie Schell, such as Phyllis Diller, the Kingston Trio and the Smothers Brothers.

In 1958, Ken graduated from Boalt in June, married Nadine in August, took the Bar Exam in September, and reported to Fort Ord on Oct. 16th. During basic training, he found out that he had passed the bar and was sworn in as a lawyer in January 1959. He was sent to Seoul, Korea, after basic training, but soon became involved in entertaining the troops. He wrote a routine parodying the famous "Huntley Brinkley" news report with his partner, Larry Lopercaro. The routine was a big hit, and they won the comedy competition in Seoul and the next level competition in

Tokyo. They went on to win the next level in Honolulu and in the grand finale of comedy competitions they won second place at Fort Belvoir, Virginia. Even with his comedy routine coming in second, he was honorably discharged in 1960!

Coming home, Ken went to work as an attorney for George Nye in Oakland until March, 1962, when he found his calling at the law firm of Pelletreau, Moses and Porlier on Market and 23rd in San Pablo. As fate would have it, the busy law firm gave trivial matters to the new attorney—but Ken made the very best of a 1964 case.

Ken did not know that this would become a landmark trial. The case was about the owner of the Lighthouse Inn in San Pablo, Al Giannini, having a topless dancer in his club—similar to what the Berretta Brothers had introduced in San Francisco. Kelly Iser was the first and only dancer to dance topless at the Lighthouse Inn. The City of San Pablo was inundated with complaints and the police arrested the dancer and the owner for indecent exposure. Ken worked diligently defending the case, arguing that topless dancing

is protected by the First Amendment of our Constitution—if dancing is in the context of a theatrical production and satisfies the free speech requirements, nudity cannot be obscene; if it is obscene, it is not protected by the First Amendment. Nudity can be protected by the First Amendment as long as it is not against community standards.

The case began before Judge Locke at the San Pablo Courthouse. Despite valiant arguments, Ken lost the case there and in the appellate court, but won in the California Supreme Court with a majority vote of 5-2 in 1968. However, the losing side appealed the case to the United States Supreme Court, in *People vs. Giannini and Iser*.

Attorneys must be sworn-in in order to practice before the Supreme Court. Ken flew to Washington, D.C., and was sworn in by Chief Justice Earl Warren in October 1967. The Chief Justice commented to Ken that he was from a nearby city, since Warren was from Castro Valley.

The upshot of the legal wrangling was that Ken won the case, the First Amendment protected adult dancers as defended and defined by our own Ken Larson, and the case became a precedent for similar cases in the United States.

Ken was also instrumental in starting the Contra Costa County Legal Services Foundation because of segregation. An order to integrate our schools came out of the work done by the CCC Legal Services Foundation. He was appointed to the first Assessment Appeals Board for Contra Costa County, where he

Continued on p. 7, Larson



FIELD TRIPS PROVIDE EXCITING EXPERIENCES

Remember field trips? In our past, we took long, tedious bus rides to other places to have new experiences. Today, kids and adults can take a short ride to the *Red Oak Victory Ship* for a really exciting day full of new experiences.

Our docents give tours, tell stories and engage the imaginations of all of us through the *Red Oak* Field Trip Program. We encourage Scouts, senior bus tours, vintage car clubs, motorcycle clubs,



A field trip on the Red Oak.

Other services may also have a charge, including lunch or dinner and/or the use of one of the Ship's holds (below-deck rooms) for a meeting. We also try to accommodate special requests.

To make arrangements, call Event Coordinator Lorraine at (510) 237-2933 or Lois at (510) 232-6593.

MARITIME TRAINING ON THE RED OAK

For four years now the *Red Oak Victory Ship* crew has extended its community service to include maritime training for young men and women from the greater Richmond area in rope handling and winch operations. They are provided first with an overview of a cargo ship's operation and layout, and then assigned to work with members of the Ship's Deck Department to engage in



Cliff Warren instructs trainees in line handling.



Jerry Souza, another deck hand supervising block and tackle.

training exercises preparing them for work on ships and in shipyards wherever the maritime industry has need. We conduct one or two classes a year.

THE RED OAK'S "NEW" GALLEY

The galley on the Ship has undergone major cleaning and reorganization in an attempt to make it look and be as much like



Pots, pans and ladles.

the original Ship's galley as can be. Special thanks to Dave Penn who replaced the resistor in the control to the stove's overhead fan; it now quietly hums its way up to full speed with such efficiency. Fortunately, the electrical department just happened to have a new resistor in its vast storage for his use. Angelo Barone put the finishing touch on it by finding the correct cotter pin, and all was done. What had been expected to take a couple weeks (something of a worry for the pancake breakfast crew) was done in one day.

Richard Arnold has replaced the water heater with a new, much cleaner unit and replaced the faucet with an adjust-



Stove with frying pans.



New water heater.

able spigot, making dishwashing much easier. He has also removed most of the clutter on the storage shelves, leaving only the useful pots and pans, and organizing them so that he, "the cook," can immediately find what he needs to prepare lunch.

The area has also become a mini-museum in and of itself with unusual, interesting pieces discreetly on display in various locations. The collection of ladles is wonderful, and the two frying pans on edge at the back of the stove are a marvel. Paul Bunyan must have cooked with pans like these!

You'll have to visit the Ship soon and see these improvements.

CELEBRATING EXTRAORDINARY ART

October 8, 2011 2:00 - 4:00 p.m.

Opening Reception at the Museum's Garden and Patio
Entertainment and Refreshments at 2:00 p.m.

Unveiling Mosaic Art Sculpture at 2:30 p.m.
Tina Amidon, Sculptor

Exhibition at 3:00 p.m.

Photographs of DOROTHEA LANGE: Richmond 1942-1944
Talk by Christina Gardner, Dorothea Lange's friend and
assistant.

NEW, IMPROVED LIGHTING AT THE MUSEUM!

The City's Environmental Initiatives Division recently upgraded the lighting at the Museum. Both the Main Gallery and the Seaver Gallery received much-needed lighting improvements.

The lighting upgrade project is funded by the American Recovery and Reinvestment Act, helped by rebates from PG&E for certain projects of non-profit organizations. Many thanks to the City for improving our lighting system and helping us keep our space as energy-efficient and modern as possible.

Please visit the Museum and see the progress for yourself. Now the exhibits pop!



.....
 • Have you noticed the fancy new look of *The*
 • **MIRROR?**
 • We thank Leah Becker, owner of the UPS
 • Store on Sand Creek Road in Brentwood for
 • producing our new, improved image.
 •

BECOME A MEMBER OF THE RICHMOND MUSEUM ASSOCIATION

Privileges:

- ◆ Reduced admission to events
- ◆ Discounts on services, books, and gift items
- ◆ Quarterly newsletter, "*The MIRROR*"
- ◆ Advance notice of tours and events
- ◆ Free entrance to Museum and Ship

Yes, I want to become a member

Enclosed is my check for

\$ _____ (payable to RMA)

Categories of Membership

\$25	Senior/Student
\$35	Individual
\$50	Family/Organization
\$65	Contributing
\$100	Sustaining
\$500	Patron
\$1000	Benefactor/Corporate

___ New ___ Renew ___ Gift
 ___ I Would like to volunteer

Name _____

Address _____

City _____

State/Zip _____

Phone _____

E-Mail _____

___ I would like my newsletter sent by e-mail
 (saves money & trees).

Mail to:

Richmond Museum of History
PO Box 1267
Richmond, CA 94802

RECENT DONATIONS

Unknown 06.10.11

Letter from C.P. Bedford to shipyard workers
Kaiser Permanente print folder of 519th Liberty Ship
Miscellaneous ration books from Holler Family
(5401 Fall Ave., Richmond)

Fore’N’Aft, Richmond Shipyard monthly magazine, 1943, ’44
Shipbuilding Daily Erection Summary, July 1943
40th Anniv. issue of Kaiser Permanente’s *The Reporter*, 1982
Shipyard workers reunion brochure, May 6, 1984
SS Jeremiah O’Brien, 1984 schedule

John and Laura Weeks 06.30.11

Old children’s books & magazines, newspapers
Home accessories, including a wood-cased radio, ca. 1935
Smith tools, wood case tool set
Set of drafting tools
Ladies’/men’s/children’s accessories, clothes and shoes
Children’s toys
Child’s card table and rocking chair
Kodak camera, No. 1A, Pocket Kodak Junior, ca. 1914 -’27
Brass school bell
49-star U.S. flag

Marian Sauer 07.06.11

Employee Handbook, Richmond Shipyard #3, Kaiser Co.
Inc, 1943
Schedule of Key System buses, April 23, 1944
Charter Night Program, Exchange Club of San Pablo, CA,
Apr. 11, 1946
Lyrics to original song, “Kaiser Three,” by C.L. Hanson
Fore’N’Aft, Richmond Shipyard monthly magazine, 1945, ’46

Barbara Klubben 08.01.11

Upright piano, Kimball

Vera Dean Ross 08.12.11

Portable computer, Commodore

Lynn & Sandi Maack 08.14.11

Four Victory Ship cabin keys, brass, with cabin I.D. tags:
P.O. Shower; P.O. Toilet; Off. Toilet Br. Dk; Machine Space

LARSON, CONT. FROM P. 4

served 11 years. Ken served as President of the County Bar Association and Vice-President of the State Bar Association. He served three years on the Board of Governors for the State Bar and four years on the Judicial Council of California, where the Supreme Court Justice is the chair of the 22-person council.

Ken and Nadine (who recently passed away) were married for 52 exciting years and have 3 girls and a boy who is a twin – all born at Richmond Hospital.

Ken Larson is a person who can bring a smile to your face with his comedy writing, his keen sense of humor, or his warm smile. Ken has not only made his mark in the legal world but also here in Richmond where he remembers his Oiler classmates with fond memories and stories. And yes, he is still perfecting his comedy writing with his long-time pal Ronnie Schell. We can’t wait for your next show, Ken! Thank you for sharing your Richmond history with our readers.

ITEMS NOT ON DISPLAY

THE STANDARD ENVELOPE SEALER

by Lynn Maack



The recent announcement that the U.S. Postal Service may end up in its own “Dead Letter Office” makes this issue’s find a potentially poignant one. It is “The Standard Envelope Sealer,” made by the Standard Mailing Machines Co. of Everett, Massachusetts.

At one time used in Richmond’s City Hall, this machine from the Museum’s basement performed what may be a dying task: sealing paper envelopes for what is referred to today as “snail mail,” which, for those electronic mail aficionados who may have forgotten, is hard-copy mail delivered to the doors of homes and businesses by actual people.

This envelope sealer, the “Model G,” is manually operated with a crank (far right in picture), which sets in motion two large roller wheels that feed the envelopes from the stacking tray (the silver attachment at upper left). The rollers were originally wrapped in rubber “tread” that provided friction to carry the envelopes from the stacking tray to the sealing point. Along the way, the envelopes pass beneath a moistening tray, which is fed from a small water or adhesive reservoir above. The reservoir filler tube can be seen sticking up on the right side of the machine. There was probably a catch-tray to the right for sealed envelopes, but our unit does not have one. There is an adjusting screw operated with a small crank for widening the stacking tray to accommodate envelopes of varying sizes. The crank for the adjusting screw is below the body of the machine near the right front leg. The machine is made of steel throughout, except for wooden or fiber roller wheels, wooden crank handles and rubber feet.

The Museum’s artifact was manufactured in July 1928. San Francisco’s Frank E. Wilbur Co. sold it to the City of Oakland, which later sold it to the City of Richmond. The City of Richmond donated it to the Museum in October 1959.

Founded in 1910 as Standard Mailing Machines Corporation, the company manufactured and marketed various types of office business equipment, beginning with the “Standard Stamp Affixer” as its first product and moving on to addressing machines, envelope sealers and envelope openers. The company is now located in Andover, Massachusetts, under the name Standard (Standard Finishing Systems), and is dedicated to serving small-to-mid-size print shops in the U.S. and Canada in both paper and digital media.

Sources: webbuyersguide.com/company/11031/Standard, officemuseum.com/mail_machines and Museum records..

Richmond Museum Association, Inc.

Museum open Wed-Sun, 1-4 p.m.
400 Nevin Ave., P.O. Box 1267
Richmond CA 94802
(510) 235-7387

Richmondmuseumofhistory.org

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The Richmond Museum of History is a 501 (C) 3 non-profit educational organization. Gifts and donations are tax-deductible to the extent allowed by law.



Richmond Museum Assoc., Inc.
P.O. Box 1267
Richmond, CA 94802

HELP RAISE THE ANCHOR!

CERTIFICATES OF INVESTMENT

We have launched a *Red Oak Drydock Campaign*. Savings Certificates, redeemable for passage on the Ship's first cruise after dry dock, are now being sold at \$20 each. The first cruise requires six (6) certificates, which will have an appreciated value of \$150 -- the cost of the first cruise. Certificates must be purchased by December 10, 2011, and are available in the Ship's Gift Shop, or by calling the Ship's office at (510) 237-2933.



Appointed Chairs

Leona Derheim, *Red Oak Tree*
Lorraine Regier, Membership

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Admission:

Members: Free
Seniors/Students: \$1.00
General: \$2.00
Children: Free w/adult

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The Museum is open Wednesday thru Sunday, 1-4 p.m.
Call (510) 235-7387 for information and tour appointments.
Visit us online at: **RICHMONDMUSEUMOFHISTORY.ORG**

Return Service Requested