

[#50a & 50b]

## ***E R Sterling ex Everett G. Griggs ex Columbia ex Lord Wolseley***

Rig: Iron 6-masted barkentine—originally 4-masted ship

Launched: 1883

End: 1928

Built: Belfast, Ireland by Harland & Wolff

Dimensions: 308.2' x 42.9' x 25.1'

Tonnage: 2577 tons

Built as a four-masted iron ship, *Lord Wolseley* originally sailed for Herron's Lord Line in general trading. Sold German around 1900, *Lord Wolseley* became *Columbia*. Dismasted of fore and main in 1903, *Columbia* came under Canadian ownership. The Canadians moved the existing mizzen forward to become the foremast, and installed five identical fore-and-aft rigged masts abaft the foremast, creating the first six-masted barkentine. Named the *Everett G. Griggs*, the barkentine entered the lumber trade to Australia primarily. Captain E. R. Sterling purchased the *Everett G. Griggs* in 1910, and named the ship after himself. He installed telephone and electric wiring throughout the ship (a first for a sailing vessel), and completely reconditioned the ship. *E. R. Sterling* thus sailed for four years, and the captain's son, Ray Sterling, took over command in 1914. *E. R. Sterling* made enormous profits during World War I and the ship was further upgraded with a fast motorboat, and housing for a motorcar to be hoisted out when in port. *E. R. Sterling*'s last voyage in 1927 was one of tragedy and dismastings after which the ship was scrapped.

The photographs show the barkentine with its astonishingly tall fore and aft masts. Perhaps nowhere else in the world could single lower masts of such height be obtained than the Pacific Northwest. Indeed, the cost of replacing *E.R. Sterling*'s gear after being dismasted in 1927 was so daunting (the ship was in the Caribbean at the time) that it was deemed impractical.