This past month, the Euterpe Times joined the ranks of the MMSD’s official publications. The Times is now part of the Museum’s membership package and can be downloaded directly from the museum’s website.

As Duff E. McFadden of Johnston, Iowa comments, “Thanks for yet another venue to keep track of San Diego Maritime Museum activities, especially for those of us who live a distance away.”

Dr. John Kerley is shown reading the paper edition of the Euterpe Times.

(Continued on Page 4)

On The ‘Tween Deck...
• Maintenance/Sail Crew Party
• The Stranding of the Palmyra
• Knots

“In issuing this number of our bantling to the Euterpe public, we assure our friends that our pages will ever be open to open and fair criticism whether of ourselves, our friends or of those few who do not come within the latter category.” - Stead Ellis, 1879
Balloon Parade (cont)

For the second year in a row, the Maritime Museum team was allowed to make their own pirate costumes. This is not normally done. On both occasions, the parade committee had nothing but good and complementary things to say about the costuming. Many considered them the best in the parade and appropriate for the giant balloon that the handlers were ushering down the street.

The parade was carried live on Cox TV, Channel 4. Several reruns were done over the next two days locally. On Friday, December 28 the parade was televised nationally on the USA Channel. It is estimated that the national telecast went into approximately 400,000 homes with a viewing audience of over 785,000 people.

In the background, as part of the TV coverage during much of the parade, was the Californian. She was featured, with guns blazing, on the return from a major commercial break. The TV commentators gave the Maritime Museum lots of good press at various times throughout the parade.

All of the Museum Volunteers who provided their own costumes and participated in the parade are to be commended. Mitzi Koch, Duane Leathers and Jeff Loman did a great job in organizing them. Ships Operations manager Peter Durdaller had the Californian ready to go. The crew of the Californian, headed up by George Sutherland and Chuck McGohey did a masterful job of keeping the ship visible at all times. Staff member and Holiday Bowl Committee member Gregg Doherty was the overall facilitator of our participation in the parade again this year. - Gregg Doherty

Gracing the Cover

Bert Creighton spotted the Star of India on this years 2009 calendar for ASTA featuring the photography of Thad Kozad.

Bayshots’ Pic O’ The Month

Bayshots passed along this image of the brig Lady Washington as she traveled recently off the coast of San Diego.
The Star of Holland was first christened the Zemindar under the ownership of the Brocklebank Line (Thos. & Jno. Brocklebank), contributing to the ongoing trade with India. After 15 years of service, she was sold to D. Cordes & Co of Bremen and renamed the Otto Gildemeister. Operating as a full-rigged ship, the steel-hulled vessel found herself in the Alaska Packers’ Fleet in the year 1909.

Ex-Oficio Voting Continues

The month of February saw the electronic voting for the position of Ex-Oficio representative to the Board of Trustees. Regardless of the outcome, the selection of either Lynne Eddy, David Fairbanks, Mary Oswell, Steven Weigelt, or Bill Weyland, the crew is assured a stellar representative.

Where in the world? And When?

Crewmen John Merrill and Gary Keller submitted appropriate responses to the query of February’s issue. The location was Lat. 6.19, Long.30.7 October 4th, 1879, the coordinates of the ship Euterpe with the publication of the Euterpe Times No. 4, including the Walter Peck's poem, “The Biter Bit” and “Euterpean No. 4” (See this issue).
Mr. Weigelt’s Maritime Dictionary

**DUCK, or RUSSIA DUCK**, (toile de Russie, Fr.) a name given to the finest canvas for sails.

**DUCK-up!** (cargue a vue! Fr.) a term used by the steersman, when the main-sail, fore-sail, or sprit-sail, hinders his seeing to steer by a land-mark, upon which he calls out, “Duck-up the clew-lines of those sails!” that is, haul the sails out of the way! Also when a shot is made by a chase-piece, if the clew of the spriet-sail hinders the sight, they call out, “Duck up! &c.”

**DUCKING, (la cale; punishment, Fr.)** a sort of marine punishment unknown, except by name, in the British navy, formerly much used by the French. It is also a penalty which veteran sailors inflict on those, who, for the first time, pass the tropic of Cancer, or the Equator. See the article **Crossing the EQUATOR.**

**Dry-DUCKING, (cale seche, Fr.)** a punishment used in some nations, which consists in letting a man drop from the yard-arm by means of a rope, close to the surface of the water, but so as not to plunge him into it.

Fulfilling the Mission

[Image of Capt. Chris Welton at the helm]

Capt. Chris Welton is seen here at the helm of the Tops’l Schooner *Californian*, supervising students on the *Californian’s* mains’l sheets.

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**Euterpe Times (cont)**

With this, the ET has also been spotlighted in the Winter issue of Full & By, the Museum’s Quarterly Newsletter. With the ET now read by all museum members, the Sail/Maintenance crew will surely get its day in the sun.

**The Euterpe Times**

“‘I first stepped aboard the Star of India in September of 2001 knowing absolutely nothing of maritime history, and little of sailing. Its looking, stink, seeing the myriad of lines, tackles, etc., my Conservative’s naught, if not quadrupled,” says Brad Holderman, member of the maintenance crew.

While reading a copy of a Marine Times article titled, “New Tales of Euterpe, Star of India as a British Frigate Ship,” Brad learned about Samuel Ellis, who in 1874 carried his family to New Zealand. Along the way, Ellis created a shipboard newsletter called, “The Euterpe Times.”

Reading about Ellis’ newsletter, Brad became more aware of the grimmer aspects of life onboard a sailing ship of the 19th century, in which the ship, crew, and passengers become a distinct, isolated culture unto themselves. The newsletter triggered an idea in me: a self-help book to be honest. I needed a device that could help me ‘learn the ropes’ and meet other crew on a more personal level than twice-a-month sail crew meetings allowed.” Brad’s idea was to disseminate information and share ideas about this culture of maintenance and sail maintenance. “They would get to know me, I would get to know them, and somehow as things progressed this tight-knit crew will become even more so,” he says.

So, he produced a two-page newsletter for January and February 2007. In time, crew members looked forward with submissions, including explanations and nautical terms.

**Star Sail Memorial Ceremony**

During the Star of India sailing on Saturday, November 12, a brief but poignant memorial ceremony was held to recognize museum friends who passed away during the past year. The deceased’s names were read, one by one, followed by the tolling of the bell, and guests tossing long bamboo rings into the ocean in a gesture of lassen. Honored that day were members: Arleen O’Day, Kenneth C. Edwards, Bob Fairman, George Foster, Howard I. Franklin, Doug Fulton, Anna Belle Golby, Tony Giacalone, Steven Gilliet, Russell Ginn, Carol Himes, Dr. Meri Leid, Roger Lynch, Thomas B. Maconey, Col. Robert Norris, Craig Mueller, Ben R. Morgan, John O’Gorman, Thomas Patten, Frank Soudap, Howard Thomas, Richard Tills, and Donald Warner. They will all be missed.

As a new feature of the Museum experience we are initiating our own distinctive e-newsletter, which we hope will be something quite different from but complimentary to our print publications *Mains’l Haul* and *Full & By*. *Euterpe Times* is a creation of our sail volunteer crew member Brad Holderman with contributions by Bert Creighton and others. Initially it was conceived as a way of connecting our sail crew with happenings at the Museum and around the world of tall ships, but is quickly becoming an expression of our entire museum family during the course of our voyage together, much as the original *Euterpe Times* was for those embarked on the Star of India as an emigrant ship long ago. We hope that you enjoy reading the *Euterpe Times* and that it creates an ever growing awareness that we are an important part of a worldwide effort to celebrate and preserve our maritime heritage.

Raymond Ashley, PhD
President/CEO

***Euterpe Times (cont)***

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Raymond Ashley, PhD
President/CEO
The Stranding of the Palmyra
and a boat trip along the cliffs of Patagonia
Printed 1937 in the book, Neue Kapitaens Berichte [Captains Current Reports]
Translated by Renate Backstrom - Elissa volunteer and deckhand on the sailing crew
Part 1

In 1908 we had a relative speedy voyage to Cape Horn. Our ship, the Palmyra, sailed handily. We were to deliver our cargo from Europe to the west coast of South America. Despite it being winter in the South Atlantic the weather showed itself from the best side. Even the sun would peek now and again thru the thick grey clouds.

Every sail that our three masts could hold was set and with the moderate S/E wind we held a steady course to west and we had high hopes of leaving the Horn region behind us within ten days. It was a treacherous region and one is always glad to leave it behind and get north of the Fiftieth Parallel where one can steer clear of the coast.

Altogether it was a pleasant voyage with an experienced and reliable crew from the Laeisz Shipping Line. All hands had sailed on the Palmyra and on other company vessels before and had rounded the Horn several times. The first mate had a good working relationship with the crew and the Captain was a pleasant boss who did not interfere with personal wishes or the working routine of the mate.

The voyage seemed to have all the beginnings of a successful completion in spite of Jan Klock’s, our oldest sailor, contention that we started out with the most horrible signs. He pointed out that just before we tossed the moorings in Europe the dogs jumped ship and did not return. It did not matter what the younger sailors said, Jan would only reply they would find out what it meant!

It was also bad in his eyes that a dove had flown onto the vessel in the English Channel and despite good food she had escaped. The sailors laughed, but only behind Jan’s back.

But, when on this beautiful winter afternoon, our main lower topsail yard rattled down without anyone knowing why, they did not laugh but cussed like only deep water sailors can when faced with unexpected extra work. Only Jan shook his head pensively and said nothing.

Now it was all hands on deck to fix the damage as quickly as possible. Luckily the yard hung up on the course and got caught in the rigging. By 1900 hours the damage was repaired and the yard was back where it belonged. The crew was rather cheerful at dinner time. Only Jan Klock squinted his eyes, pursed his lips and lifted his eyebrows. He knew!

The next day the weather changed. The beautiful S/E wind changed to N/W and increased in intensity. The Captain ordered to brace hard on starboard, sail close to the wind and hold a course of NNE. Palmyra was far enough west and away from land to steer to the north, but very high swells from the northwest were becoming more uncomfortable and the wind freshened until a regular Cape Horner whistled thru the rigging. Now it was Jan Klock who exulted a wide grin and proclaimed: What have I told you!

Dreary unfriendly days followed. The sky was a dense grey black ocean of clouds. It turned drizzly. Air and water mixed to one. Seldom was a clear horizon seen. Fine rain and mist began to decent endlessly, monotonously day after day. It slowly penetrated slickers, winter coats and underwear without stopping. It ran from above into sea boots, soaking heart and soul.

Long ago the upper sails had been stowed and the lower ones reefed. The deck mostly resembled a foaming duck pond. In the cabins nothing stayed dry. Bunks, blankets and clothing, everything was damp and cold. In the end the Palmyra got caught in the real Cape Horn mess. There was of course no way to take an astronomical reading to determine our true position.

Palmyra fought laboriously against the mighty high sea toward the north. The chance for a quick voyage had become minuscule. No wonder the Captain was not in a cheerful mood. This was his first command of the Palmyra. His previous command was a smaller vessel. Until now the pleasant voyage was a welcome event, but the ruff NW wind dashed all hopes of a speedy arrival. Sailing under storm sails day after day was a grievous loss of time. Beside that the storm had the uncomfortable outcome to push the Palmyra closer to the coast of Patagonia and hundreds of reefs.

Thru out this whole time not even a fleeting glance of the sun or moon or stars had been seen. Because of that we could only determine our position with log calculations, a highly uncertain undertaking considering the situation. We estimated that we had passed the Fiftieth Parallel and the Captain calculated our distance from land at about one hundred twenty nautical miles.

To Be Continued Next Month
A Few More Knots –
The Knute Hitch

The knute hitch is convenient for securing lanyards to tools that have small lanyard holes, such as knives and arlingspikes. It’s easy to tie, compact and very secure, yet easy to untie when you want to remove the lanyard.

The line used for the lanyard must be thick enough that a bight will just fit through the lanyard hole. For tools with larger lanyard holes, use a ring hitch on a fixed eye or a buntline hitch.

To tie, make a tight figure eight knot in the end of the lanyard, then push a bight through the lanyard hole on the tool (Fig. 1). Then pass the knot through the bight (Fig. 2). Take out all slack to pull the knot tight against the side of the tool (Fig. 3). Figure 4 shows the completed knute hitch.

To untie, work some slack from the standing part into the bight, then pull the knot back through the bight.

NOTE: This is optional material. It is not on the list of basic knots that Maritime Museum sailors are required to know. Before you spend any time learning this knot, make sure that you are completely confident of your ability to tie the required basic knots, which include the bowline, figure eight knot, square knot, clove hitch, two half hitches and stopper hitch. First things first!

David S. Clark – MMSD Volunteer Crew

Ship Resources

Here are a few resources that may be useful if you are researching a ship. Thanks to Kevin Sheehan, MMSD’s Librarian for his contribution to this article. Be sure to stop by our Library on the Berkeley to explore the Museum’s collections of books, ships plans and other maritime resources.

The Miramar Ship Index is an historical database listing both merchant powered ships of about 100 gross register tons and above and naval ships of even smaller tonnage displacement. http://www.miramarshipindex.org.nz/

Nautiques is a web site with post cards from a variety of ships. Many of these include descriptions of the scenes in the post cards. http://www.nautiques.net/browse.cfm/2,96.html

Great Ships is a web site with postcards and ephemera from the collection of Jeff Newman. It includes a list of "History’s Fourteen Four-Funneled Liners" (say that forty four times fast). It also has the wireless distress messages sent and received by the Titanic, April 14-15, 1912. http://web.greatships.net:81/

Index to Ships in Books is a search page that can help you lookup ships in published works. The index will tell you what books or magazines mention specific ships. http://www.shipindex.org/

If you have a favorite web site related to a maritime subject, email it to us, tell us what you like about it and we will share it with the crew and members. Bert Creighton, Euterpe Times, euterpetimes@yahoo.com

Orlop U In Session

Connie Allen is shown here during the month of February teaching crewmen the subtle techniques of splicing.
Maintenance Crew Party
March
1930, March 4th - George Kettenburg Jr. launches the first of his PC class sailboats named "Scamp" after one of his sisters.
1849, March 7th - The United States Revenue cutter C.W. Lawrence departs Rio de Janeiro.
1866, March 15th - The full-rigged ship *Euterpe* completes her first voyage to Calcutta, she would depart on July 26th of the same year returning to England.
1902, March 18th - The bark *Euterpe* begins her first voyage in the salmon industry for the Alaskan Packers Association.
1906, March 30th - Representative Julius Kahn of California introduces bill HR-17600 allowing the Alaska Packers Association to rename their fleet of ships, this included renaming the bark *Euterpe* to *Star of India*.

To the Editor

Brad, congratulations on Euterpe Times’ adoption as an official Museum publication. It must give you real satisfaction to see something that was entirely your initiative be so well received. I look forward to every issue, and I'm glad that so many others will benefit from it as well. Good job and congratulations once again. Doug Christian, MMSD Volunteer

From the Editor

As noted sporadically through this issue, the Euterpe Times has now “gone national” or perhaps even international as it joins the Museum’s list of regular publications. This marks the beginning of my intended goal, that its just not the ships that make this museum go, but the volunteers and crew that make these ships go. Outside of the *Andrea Doria*, ships don’t sail themselves.

A ship tacks, not because it wants to turn, but because a Captain wants it to. Orders are given and passed down, men and women haul on lines, raising courses, backing headsl’s, bracing around, etc. And the ship tacks.

Exhibits don’t build themselves, boxes don’t store themselves, nor do ships answer a visitor’s questions. The publication is for us, and by us. With the addition of an ex-Oficio representative to the Board of Trustees, the volunteer crew has now established itself as a distinct voice at the museum.

With the upcoming Festival of Sail, it can only be expected that the volunteers of this museum are about to have a grand year to shine.

As always, I’m sure the crew would enjoy anything you have. Photos, drawings, poetry, or even technical items can be sent this way. As a reminder, there is a Yahoo group available at: http://groups.yahoo.com/group/starofindia/

If you have any thoughts, news or contributions, please send them along to euterpetimes@yahoo.com .

Sail Tall Ships!

The American Sail Training Association this past month released the 17th edition of its Sail Tall Ships! The publication details the comprehensive historical and replica “tall ships” available for volunteer, crew and passenger opportunities. As the countdown to ASTA’s Tallships Challenge Pacific Coast Series has already begun, use this manual to educate yourself about the participating ships.