Shipmates,

This past maintenance Sunday Mr. Davis announced my selection as the ex-officio maintenance crew representative to the Board of Trustees. I am truly honored and humbled to be the first maintenance crew representative sent to the Board. Although Mr. Davis described the election as a “three horse race” I know that Mary Oswell, Lynne Eddy, David Fairbank, and Bill Whalen are all well qualified and very capable of representing the crew. It was an honor for me to be considered among this dedicated group of volunteers.

Any influence the ex-officio position may have with the board is uncharted territory. My only promise to you is to explore these waters and do my best to give you the representation you deserve. Thank you for your trust.

Kindest regards,

Steve Weigelt

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**Steven Weigelt Named Maintenance Crew Ex-Officio**

On The ‘Tween Deck…

- SURFOR Sailor of the Year
- Surprise Refits for L.A.
- The Stranding of the Palmyra
- Knots
- Juan Sebastián Elcano

**On Board the Elissa**

Scott Baldwin and an Unidentified shoe are seen here aboard the 1877 bark Elissa.

For three days in March Steve Weigelt, Ray Stewart, Chris Welton and I had the pleasure of joining the crew of the 1877 square rigger Elissa, the official tall ship of the state of Texas.

Berthed at the Texas Seaport Museum, pier 21 in Galveston, the Elissa is a 3-masted barque, rigged very much like the Star of India. It is about two thirds the size of the Star, beautifully restored and sailed by a capable crew and officers. The Elissa has an engine, so tugs were not needed to get off the dock.

Tuesday, the first day out for us, was a 6 hour day sail, under sunny skies, mild temperatures and 15 - 18 knot winds. The wind was a treat, and for me at least, the first time sailing on the Gulf of Mexico. With the strong wind the royals and t’gallants were not set, but we still logged about 7 knots of speed. It was a great day, and at the end of it when the ship was put to bed out came the coolers of Shiner beer. An absolutely perfect day on the water!

*(Continued on Page 8)*

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"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
On Monday February 25, the Nominees for Sailor of the Year (SOY), along with their guest, were treated to a tour of the Maritime Museum, as our guests.

The eight finalists along with their guests and escorts were treated to a Docent Conducted tour of the Maritime Museum for about two hours. To quote Vice Adm. Terrance T. Etnyer, Commander Naval Surface Forces, “these people are tremendous role models, fantastic models that are exceptionally successful in their professional career and personal life. They are the best of the best”

The group was led here by Force Master Chief Michael Schanche. In commenting on these sailors, Chief Schanche said:

“It was very inspiring to spend the week with high quality sailors that the SURFOR community has produced and comforting knowing that the Navy has hundreds more just like them in the fleet. I feel confident that the Navy will be successful in the future with the leadership being provided by Sailors such as these.”

As reported by our docents, this was a very interesting group, who had an appreciation for what we have here at the museum as well as our wonderful volunteers and staff. Every one of them was obviously a leader.

Volunteer Coordinator Jeff Loman arranged for three of our fine docents, John Reid, R. D. Baker and Steve Andres to escort our honored guests during their tour. These three gentlemen are all military veterans themselves. The visitation was arranged by staff member Gregg Doherty in cooperation with the Navy League of the United States, San Diego Council.

March 2nd saw an infrequent visitor to the museum. Renown, a 1940 Trumpy motor yacht is currently chartered by Hornblower Cruises and Events. Made almost all of mahogany, the 72 foot yacht calls San Diego home, but as with her age comes care, and thus rare excursions.

GREAT GUNS!

Chris Lopatosky provided us with this unique view of Californian’s guns during her traditional salute.
**Falls of Clyde needs $32 million renovation**

*Reprinted from the Honolulu Advertiser, Saturday March 22nd 2008*

The historic *Falls of Clyde*, currently moored in Honolulu Harbor, will need an estimated $32 million in repair and renovation work to be restored to its former glory, according to a recent assessment of the 130-year-old ship.

The cost of restoring the vessel has Bishop Museum searching for a new benefactor that can demonstrate the desire and the means to take on the tasks of restoring and maintaining the historic ship.

"While our first choice would be to move forward with a complete restoration of the *Falls of Clyde*, the reality is such that we do not have the finances or staff resources to undertake a fundraising campaign of this monumental magnitude," said Timothy E. Johns, president and chief executive officer of Bishop Museum. The museum operates the Hawai’i Maritime Center, which owns the *Falls of Clyde*. Bishop Museum has launched a worldwide search for a new benefactor for the *Falls of Clyde*. Ocean Technical Services, which is conducting the search, has identified more than 500 potential candidates.

A National Historic Landmark, the *Falls of Clyde* was last dry docked in 1981 and underwent significant restoration that enabled tours of the ship to resume and thousands of visitors to go aboard and experience it. A preservation plan was developed shortly thereafter and has served as the Museum’s guide for ongoing maintenance and repair work. In early 2007, Hawai’i Maritime Center made the decision to close the ship to tours for safety reasons and in order to facilitate repairs to the deteriorating tank, which frequently caused the ship to list dramatically. The decision was also made to conduct a more thorough inspection by marine experts.

The *Falls of Clyde* was built in 1878 by Russell and Company in Port Glasgow, Inverclyde, Scotland. The ship was launched as the first of eight iron-hulled four-masted ships built for Wright and Breakenridge’s Falls line. It was named after the Falls of Clyde, a waterfall on the River Clyde. In 1899, Capt. William Matson purchased the ship and brought it to Honolulu, where it was registered under the Hawaiian flag. From 1898 to 1907, the *Falls of Clyde* was used as a transpacific passenger and freight-carrying vessel. The ship was later sold and converted to a bulk tanker and then to a fuel-oil barge and floating gasoline depot before being decommissioned in 1959. The *Falls of Clyde* changed hands twice before it was given to the Bishop Museum in 1968, after which it was transferred to Hawai’i Maritime Center in 1988.

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**“Euterpean No 5”**

He is a sturdy little fellow
As ever sailed the seas
Sea life he likes, to haul at ropes
Doth “Guy the Bosun” please.

Hauling at ropes makes appetite good
And sad to say he’ll stuff
So if you come with him to chat
You’d better bring Plum duff.

With a burgoo pan he was beguiled
Into the fore castle
But he scarce ate half when mother came
Sobs replaced his prattle.

The sobs were caused by the thoughts of the [?]
And prog he might’n scoff
But “freedom” damned & when he returned
The lot he polished off.

*Note, Euterpean No. 5 - is Guy Ellis - M. Ellis’ boy. He is the favorite of all the sailors who are constantly giving him something to eat - He has improved famously and got wonderfully fat.*

Walter Peck - Euterpe Times Volume 1, No. 5 October 11th, 1879, Lat. 20.54 S, Long. 34.47 W
Marinisms
Mr. Weigelt's Maritime Dictionary

GLASS, (lunette, longue-vue, Fr.) the common term used to express the instrument called a telescope.

Half-hour Glass, (sablier d'une demi heure, Fr.) frequently called the watch glass, is used to measure the time which each watch has to stay upon the deck.

Hour Glass, (sabliere d'un heure, Fr.) a popular kind of chronometer, which serves to measure time by the running of sand from one vessel into another. Glasses of this kind, for half and quarter hours, &c. are much used at sea.

Half-minute and Quarter-minute Glasses, are used to ascertain the rate of a ship's velocity, measured by the log; these glasses should be frequently compared with a good stop watch, to determine exactly how many seconds they run.

Night-Glass, (lunette de nuit, Fr.) a telescope for viewing objects at night.

Sand Glass, (sabliere, orloge, Fr.) is also used in the plural, to denote the duration of any action, as, "We fought yard-arm and yard-arm three glasses;" that is, three half-hours, or an hour and a half.

To flog or sweat the Glass, (manger du sable, Fr.) is to turn it before the sand has quite run out, and thereby gaining a few minutes in each half hour, which make the watch too short.

Ships of the APA, Part 9 – The Star of Iceland

Formerly the British barque, Wilscott, the Star of Iceland was constructed in 1896, displacing 1,981 lbs. Courtesy of an ever-familiar journey through Hawaiian registry, she became the Star of Iceland and was haunting the Bristol Bay for the APA by 1909.

Her first journey for the APA in 1909 found her locked in ice alongside another APA vessel, the Star of India. Surprisingly, her 1924 voyage found herself with a new Captain, Cpt. Otto Weidemann, who in the previous year captained the Star of India on her final voyage for the APA.

Surprise, Californian to participate in the Sea and Air Parade.

Sea and Air parade takes place in San Diego Bay each year as part of Fleet Week. Usually held in September, it will be May 3 this year and will take place congruent with the Red Bull Air Race on that same day.

Californian has participated in the parade for several years and this year Tom Caughlan of the Fleet Week Organization requested both Californian and Surprise to participate – and to re enact a gun battle from an earlier era.

The event will occur on May 3 2008 with ships and air assets of the Navy and US Coast Guard passing the reviewing stand near the Carrier Basin by 1100. Included will be Navy Mark 5 boats and 2 LCAC. Shortly after 1200, Californian and Surprise will make their way into the reviewing area and let their guns roar for a 20 minute demonstration.

Following they will proceed outbound for a 2 hour companion sail, returning to the Museum by approximately 2pm. Californian will carry passengers for this special day. A limited number of tickets will be available and can be purchased on the museum web page.

Aloft on the Fore

Crewman Alex Saikowski carries gaskets aloft to the Foremast. Some of these gaskets were made the previous 'Crew Sunday' by Junior Crew members under the supervision of Connie Allen, Museum Education Coordinator and active crewmember.
The *Juan Sebastián de Elcano*, a training ship for the Royal Spanish Navy, arrived at San Diego March 28 and was scheduled to leave port April 2.

The *Euterpe* Times was denied permission to approach the ship from the Embarcadero, but we were able to get several photographs of the four-masted topsail schooner on her last day here. However, a day prior, crewman David Clark managed a tour, providing the ET with some deck shots.

The *Juan Sebastián de Elcano* is 113 metres (370 feet) long and is the third-largest tall ship in the world. She is named after Spanish explorer Juan Sebastián Elcano, captain of Ferdinand Magellan’s last exploratory fleet.

The de Elcano coat of arms was granted to the family by Emperor Charles I following Elcano’s return in 1522 from Magellan’s global expedition. The coat of arms is a terraqueous globe with the motto "Primus Circumdedisti Me" (meaning: "First to circumnavigate me").

The *Juan Sebastián de Elcano* was built in Cadiz, Spain (1927), and her hull was designed by the Echevarrieta y Larriñaga shipyard. Her plans were used twenty five years later to construct her Chilean sail training sister ship *Esmeralda* (1952-1954). Fair winds to the *Juan Sebastián de Elcano* crew – Bert Creighton, Foreign Tall Ship Editor
The Case of the Missing Diorama

On March 16th, the Euterpe Times received the following letter from one of our notable crew regarding the removal of the Star dioramas on the ‘Tween Deck:

Dear Sir: I was appalled to witness the destruction of the diorama of the Star tacking and wearing this Sunday. Countless Star Crew trainees have circled that display diligently trying to remember every step. It was the single most studied display for them. Please restore it before its elements are lost or dismantled. Thank you for your consideration. Respectfully, Chris Lopatosky

A follow-up inquiry revealed that the museum’s mission statement is in high gear. Ray Ashley responds, “Installation of the new Star of India exhibit is the first major undertaking in way of a permanent exhibit for the Star of India we have done in many years. Lots of elements are going to be resituated and redesigned in the course of mounting the exhibit… I am especially gratified to hear how used and appreciated it has been over the years and have no intension of doing away with such a useful element.”

Dr. Ashley’s comments remind us that not only is the Star of India and her exhibits a tool for the crew, but they are an information device for the public. A common gripe/praise/purpose of those at ground level is that of ticket sales. There has been noted a concordance between ticket sales in the past with the number of dockside sails set on the Star of India. It becomes one of those necessary evils, and bluntly, money makes the museum go around. With that, exhibits must be routinely changed out to keep even the regular visitor’s interest piqued.

More recent information has been provided to the ET regarding the future of the ship dioramas, “The plan is to link all of the operational/mechanical aspects of how the ship works on the public part of the or’lop deck in proximity to the mock yard – which would also put it closer to the Star schematic model for those occasions when it comes out for training and we plan to move the transaction model now on the ‘tween deck down there as well. There is definitely going to be a diorama which illustrates the stages of tacking and wearing as before. The idea is for it to be somewhat of a smaller scale and to be at a height where adult sized people can assemble around it and where kids can also see it, which will also make it easier for an instructor or docent to point out the stages to a group of people.”

April 1st - This Day In Maritime History

1781 - Navy frigate Alliance captures two British privateers, Mars and Minerva.
1827 - Construction of the first naval hospital begins at Portsmouth, Va.
1898 - U.S. Naval Academy coat-of-arms is adopted.
1951 - The first Navy use of a jet aircraft as a bomber; it is launched from the carrier USS Princeton (CV 37).
1960 - USS Glacier (AGB 4) begins 12 days of relief operations, providing helicopter and boat transportation, and emergency supplies to residents of Paramaribo, Brazil, after floods.
2007 - Volunteer crew and Euterpe Times contributing Editor Bert Creighton runs front page story on a damaged cargo carrier, complete with photograph. The article said the Pacific Navigation Company was donating the Sovereign Prince to the Museum, and Mr. Davis needed a crew to transit the ship to the Museum. Mr. Davis’ phone number was provided in the April Fools article. The Euterpe Times will not run the names of crew that called Mr. Davis, since they carry knives, marlin spikes and other sharp objects.

Bert Creighton - Contributing Skullduggery Editor

NOTICE!

Ray Ashley was contacted by the Pacific Navigation Company last week. They are trying to donate their container ship, the Sovereign Prince, to a maritime museum or historic society that will restore it and open it to the public. They offered the Museum $20,000 to help with initial repairs. Ray said our Board accepted the company’s offer. Anyone wishing to help crew the ship from San Francisco to the Museum should contact Jim Davis, 619-234-9193 x127. The crew must be assembled this week. Airfare to San Francisco will be covered by the Museum. Thank you to all that can help.
The Maritime Museum Volunteer Crew want to thank Bob, of Bob’s Crane Service in Lakeside, CA, for his assistance with the Star of India’s gangway. Bob’s willingness to help us on an early Sunday morning was a major contribution that helped the crew and everyone at the Museum. From all of us, BRAVO ZULU Bob!

Paul Koenig and Paul Dempster prepare the Star of India for the return of the gangway. The gangway was damaged by a recent storm, but was soon repaired and returned to service prior to the Museum’s gates opening on a Sunday morning.
Elissa (cont)

The next morning we got underway at 9 am for a two day overnight trip on the Gulf. The winds were still strong and the weather continued good. We set the watch at noon, but not before setting a system of “prebelay” on the braces, which was something new to us. When tacking, the prebelay allow the braces on the easing side to be thrown off without the need for a deck hand manning them. This was important, because each watch only had 12 crew on duty to tack the ship and every hand was needed elsewhere. Imagine tacking the Star with 12 hands! Although smaller, the Elissa still has the same number of lines and sails as the Star which needed to be handled in a tack. This became a real test for us at night as the wind had increased, sustaining at 23 knots and gusting to 28.

Another unique aspect of sailing in this part of the Gulf was the large number of oil tankers and drilling platforms to contend with. This made bow watch an interesting situation, especially when I was told that there were some abandoned oil platforms out there without lights! We successfully navigated this obstacle course and about midday on Thursday headed back in. Our destination was not Galveston however, but a trip up the ship channel through Galveston Bay to Houston. When we arrived the wind was still strong and pushing us off the dock, but a skillful landing by the captain has us tied up at the new cruise ship terminal in Bayport, near Houston.

On Wednesday of that week a large color photo of the Elissa under sail appeared on the front page of the Houston Chronicle, indicative of the local pride the Houston community has in the Elissa. I was pleased for my Texan shipmates that their ship received this public attention, but it was a reminder to me that in San Diego the Star of India seems to be forgotten by the local press.

Sailing on the Elissa and comparing notes with this great group of tall ship enthusiasts was a fantastic experience. I’ve now sailed on the official tall ship of two states. Only 48 more to go. (does Kansas have an official tall ship?)

I know I speak for all four of us when I say It was a great privilege to represent the San Diego Maritime Museum in Texas. Our deepest gratitude goes out to the Texas Seaport Museum for giving us this wonderful opportunity.

Three Cheers for Jim Davis!
Photos on this Page Courtesy of Elissa crew Penelope McFadin, John Peterlin III, Judy Ryland and Bobbi Sheffield.
The Ballantine coil is used on schooners such as Californian to coil halyards so they will run clear when the sails are doused. The origin of the name is unclear; it may derive from the logo of the Ballantine brewing company, which has a pattern of three interlocked circles (Borromean rings) like the Ballantine coil. Sailing can be thirsty work!

Unlike most coils, the Ballantine coil is made by working from the bitter end toward the standing part.

To avoid creating tangles in the line, start with an ordinary clockwise coil on deck, made in the usual way, from the standing part toward the bitter end. Do not capsize the ordinary coil; leave the bitter end on top (Fig. 1).

Next, starting with the bitter end, use line from the coil to make one clockwise turn that’s the size you want the finished Ballantine coil to be (Fig. 2). Keep the bitter end outside the coil, so the end can’t go through a turn, which could make a knot.

Make a series of smaller turns at the 12, 4 and 8 o’clock positions in the larger turn, overlapping in the center, as shown in Figures 3 - 5. Overlap the turns enough to keep them from slumping down in the middle of the coil. Carry on with the overlapping turns until the coil is completed (Fig. 6).

The standing part should lead from the top of the coil to the belaying pin, ready to run clear when the sail is doused. Figure 7 shows a Ballantine coil in the mainsail peak halyard aboard Californian.

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
I was going on watch one morning when the second mate informed me that we had passed a steam ship that morning. A special event for a sailing ship that usually sails far away from steam ship routes on courses determined by wind and seasons. It also can help to find the ships position when everything else fails as it was the case with us. Excitedly I asked if signals had been exchanged. No, it was to far away. I then asked, From what direction did it come? Seemingly from the north thought the second mate. From the north? I was flabbergasted! If that was true, than we were close to the steam ship route that runs along the coast. Are you sure you are not mistaken? I don’t think so Mr. Thiel replied the mate. He headed toward us from the north! He also said the Captain himself had seen the ship but it was to far away to determine a name or nationality. I spoke to the Captain right away about the encounter. His opinion differed from mine. He thought the ship came from Australia and was heading toward the Strait of Magellan. He had double checked his calculations and determined we where one hundred to one hundred twenty nautical miles off the coast.

With that the matter was out of my control. The Captain has total charge of navigation and of course is Master overall. Silently I was hoping we would wear ship. I was nervous.Obviously it had not been possible in this weather to estimate the course of the stranger. But if he really came from the north and held a course along the coast, than the land was not nearly as far away as the Captain thought!

I did not have grounds for my fear. Just a suspicion! But it tortured me. I hoped very much that in the evening the Captain would give the order to wear, but nothing happened. Of course we would have lost a lot of hard fought for ground, but it would have been very reassuring.

At midnight I again took the watch. The wind and weather had not changed. We carried the same sails, the main course, the three lower topsails and a reefed upper topsail. The sea ran high and often the ship took on water and worked hard. The sky looked simply bleak. I was eager to find out from the second mate if the Captain had said something about wearing, but again I was disappointed. No, nothing was said. Have a good watch and with that the mate went below.

Two glass [one hour] into my watch I could not stand it any longer and I went below to wake the Captain. He listened quietly to my concerns and replied. I understand you Mr. Thiel and from your point of view it is probably correct. You believe the steamer came from the north and we are presently in the steamer route. But you did not see the ship and believe me he came from Australia and probably got a little north and is now steering SE to reach the Strait. Besides yesterday we were one hundred twenty nautical miles from land and we did not make much headway with the few sails we carry and so close to the wind! It is no use to go SW. We would only squander time.

What could I say? Maybe it was all true what he said, but it did not leave me feeling confident! I had to change the Captain’s mind. I can’t help it Captain Sir, but I believe we should turn around. What if the steamer really came from the north? The course could not be determined so it is entirely possible that he was following the coast. It is pitch black with no moon. When we sight something ahead it will be too late and here the Humboldt current pushes us toward land.

You are a peculiar person Thiel. He sounded a little impatient. When you get something in your head…. Ok, than we wear ship at 0400 hours. Get everything ready. A stone dropped of my heart but I was not satisfied. Captain Sir would it not be better if we wear ship now? We don’t miss anything and on a SW course we are free of land. No Mr. Thiel we run till 0400 hours. We hardly make headway and the crew needs an undisrupted night sleep after all this dirty weather lately. We wear ship at 0400 hours. Please wake me in time.

He, of course, was right about the crew. Less than an hour ago they left the deck cold and wet thru and thru. Probably just warmed up and gotten to sleep. But I could not control my restlessness. It was pitch black and we kept an extra sharp look out. Seven glasses! All lines where ready to run, when I ordered the off watch on deck to wear ship. With all crew on deck the Captain took command. We all manned our stations. The third mate with three people on the fo’c’s’le head to handle the head sails. I took the fore mast with a few hands and the second mate with the rest of the crew worked main and mizzen masts. I took one more look around the deck and shouted aft, all ready. Hard starboard bellowed the Captain and momentarily I felt the ship falling off. It may have turned four points when someone on the fo’c’s’le head yelled ship ahead! In one leap I was up there. At a very short distance a high black mass appeared on starboard. One look was enough. Those where cliffs! Hard port I shouted with all my strength. Land on starboard! Hard port!!!
The Captain had immediately seen the danger and ordered rudder to port. Palmyra responded promptly and we braced the yards back to starboard. Silently we looked into the night. There the threatening cliffs reached indistinctly into the night. They were as high as our doubling and at least two ship’s length long with a broad white ghostlike strip glistening at the base! Surf! Heaven help the vessel that gets into the reach of this destructive force. Despite the storm we heard the roar of the surf crashing-- a very stark reminder of the danger. Quickly the cliff disappeared into the darkness of night. Without touching ground Palmyra sailed on. All clear I shouted aft, shortly the Captain was on the fo’c’s’le head with me. Well, we just lucked out. You could tell his relief. When we have enough distance from the cliffs we will try again to turn. He asked me to stay here and keep a sharp lookout. Again the crew readied everything for another wear. What happened next was a severe blow in this situation for Palmyra. A squall of such magnitude overcame us that there was no way of even thinking to wear ship. When it calmed some the Captain came to the fore and said, the wind seems to have changed some to aft and we are lying to north. You know Thiel with our maneuver earlier we lost a lot of ground. The land is very close as we saw earlier. Who knows if we have enough sea room to wear ship? The wind seemed to be changing more to aft so we will stay on this course for the moment. And it looked like we would be clear. I stayed on the fo’c’s’le head and kept a lookout. It must have been about 0500 hours when I spotted surf on starboard ahead. Steer close to the wind I shouted aft. Surf on starboard! Close-hauled we passed under water reefs with house high surf and without touching ground Palmyra sailed on.

The air became clearer and the clouds seem to lighten. The rain let off some and the storm did not blow quite so hard. There was a sliver of hope. Then I noticed something, that shot like fire thru my brain. Palmyra was in the grip of a strong current and with tremendous speed she moved leeward toward the coast. Again surf appeared on starboard and ahead veils of mist proclaimed treacherous seas. Hard port I screamed with all my might, but the catastrophe was here. Already our ship was carried away with the surf. The bow crashed so hard onto solid ground that we on the quarter deck stumbled into one another. One more time a swell lifted the ship only to hurdle it onto the cliffs with a deafening roar. A few times she jerked back and forth and than the movement subsided.

The Palmyra was stranded. Roaring breakers began to sweep the deck. A stranded ship is like a cliff and like a cliff the sea washed across crashing what it hit. Reef the sails! Danger gives strength and shortly the sails were secure. Now I took the time to look around. Dawn was near. Water was all around us. We sat on underwater cliffs. Close by on the starboard side we saw several rocks maybe eight to ten meters high and on the port side was deeper water. There you could see the smoother rolling sea whereas on the starboard side everything was surf and foam. Such roaring and thundering sounds were all around us so that we could only communicate thru screaming. Crashing seas spilled over the rail making the ship shake under the crushing blows. Every sailor knew that the ship was lost. No power on earth could get this ship floating again. We had four boats altogether. The two big rescue boats were on top of the crew quarters and the smaller ones where between the main and mizzen mast, on davits. The starboard boat was totally equipped with hard tack and water, mast and sails, axes and flares and whatever else was necessary. The Captain ordered to get this boat ready to launch.

In order to get this boat launched it had to be lifted with two heavy arm tackles. One attached to the fore lower topsail yard and the other to the main course. Soon it was lifted and hung on the davits ready to be eased into the water. We raised it as high as possible to keep it clear of the breakers. Even so we worked chest high in water and often the sea washed over our heads, the men did an excellent job. The brave boys, youngest crew on board, wanted to help, but I chased them away. Little did I know that all my worries about them were in vain! After the job was done I told the crew to put on dry and warm cloth and we would all leave the ship. They looked at me silently, just nodding their heads as if to say, don’t worry helmsmen, we know what to do!

I went aft to my cabin. The water stood knee high. Quickly I put on a dry vest and jacket. Pocketed my loaded gun and started back up. A sailor approached and I could tell in his eyes that something had happened. The boat is gone! A breaker caught the boat and tore it off the davits. Not a splinter could be seen! That was a big loss for us but I could not show any discouragement. It does not matter Kinners I said. We will just get the port side boat ready. We could not have gotten clear on starboard anyway with the heavy breakers, so let’s get going!

The portside does not have davits and to get the big boat launched the arm tackle had to be shifted from starboard and that was a tricky job! The main mast had broken thru the keel, because of the steady pounding. Shrouds, stays and ratlines were hanging limp. The mast swayed and stomped dangerously. I shouted for two men to go aloft to shift the arm tackles to port. The men looked skeptically and Jan Klock said Helmsmen the mast can go overboard any minute. No one can go up there. Ok I said than I’ll do it. And immediately I got into the shroud. That helped and one of our best men followed. His time before the mast was almost finished and he planned to attend officer school after this voyage. He did the work expertly and while we were working he wanted to know how bad our situation really was. I calmly replied it was not that bad, but we just had to get a boat clear of the ship and then we would be alright. From up there we had a good view. About two miles to the east was low lying, green land and forest and beyond the Andes towered with snow covered peaks reaching into the clouds. About a mile ahead on port lay a small rocky island. Between that and our reef was a small passage. There was no surf just long rolling waves. If we could succeed to get the boat there we would be safe.

To Be Continued Next Month
Bayshots.com kindly contributed this photo from March 2\textsuperscript{nd}, as a clewed-up Californian speaks the replica America.

Right pin, wrong line thrown off.

KNOW WHAT LINE YOU ARE WORKING WITH, NOT WHAT THE SIGN SAYS

This past Maintenance Sunday proved a good example to what we are all instructed to do, primarily on the Star of India, check your lines, not the name plate. According to a special correspondent, “someone earlier in the week had rearranged some lines. The line thrown off was not the line the crew thought it was, and they put some muscle into the halyard until they snapped a pin. You can see how the line snapped the pin above and below the rail, and left a small piece in the rail.”
Surprise Refits For L.A.

The past month saw the Maintenance crew rapidly preparing Surprise for two major events in the next few months. With the approaching San Diego Fleet Week in May, the Museum is hoping to have a black powder certification for establishing working guns from her deck.

Additionally, Surprise’s rigging is continually reworked with a lot of progress made in replacing a multitude of blocks. The blocks, as quickly learned in her October 2007 shakedown cruise, were Hollywood composites that could possibly fail under load.

This preparation also includes a week’s cruise to the Los Angeles Sail Fest in August just prior to San Diego’s own fest, all part of ASTA’s Pacific Coast Series of Races/fests/parades. This requires that Surprise not only be able to sail but to accommodate crew on overnight stays, or making her “bed-ready.”

As mentioned elsewhere, continuing changes in exhibit space is part of the Museum’s purpose. The Great Cabin, a center point of the film, Master and Commander: The Far Side of the World, has until now, been closed off to the public, seen only through plexiglass. This is in the process of changing as the exhibit material has been removed and crew are currently repainting the space. Future plans include the ability of museum visitors to enter the Great Cabin.

Lynne Eddy is seen here in Surprise’s Great Cabin applying a new coat of paint.

Graham Nadal and Brian Richardson are shown here in the shop on Berkeley redrilling blocks.
Looking for a person with coopering knowledge and experience. Please contact Connie Allen, 619 234-9153 ext 132 or callen@sdmaritime.org.

Help Wanted:

The Maritime Museum of San Diego has many ship plans, among them those of our own vessels, *Star of India*, *Medea*, *Pilot*, *Berkeley*, *Wings*, *Butcher Boy*, etc. We are making every effort to bring our library into the 20th century (give us time for the 21st) by scanning and digitizing our collections of photographs, archival materials, charts, etc. I would very much like to convert our plans into digital format, not just convert to dot matrixes but to translate them into vector drawings that can be manipulated via CAD to provide computer animations of building the ships keel, adding frames, stringers, plating or planking in time-lapse. All of this would take some special skills. Have we hands that could do this work? Please contact Bob Crawford in the Collections office @ (619) 234-9153 x 113 or collections@sdmaritime.org.

Wanted

The Euterpe Times (a.k.a. your editor) is looking for a used laptop computer running Windows XP. Please contact euterpetimes@yahoo.com

Over the past month, the fife rail received new posts. The large timbers became temporary obstructions on the deck to crew and visitors, but safe to say, the fife rails are now the better.

*Star of India* to receive new deck and technique

On March 4th, Museum Director Ray Ashley discussed with the crew the ongoing, frustrating maintenance of the *Star of India*’s Main Deck. A good portion of the decks date back to the 1950s restoration of the *Star*. Piecemeal replacement of deck planks have been a continual process in the subsequent half century.

In addition, currently the museum uses fresh water to help maintain the moisture content in the planks. But, this has its drawbacks. Fresh water causes wood rot. Salt water is preferred, but as the *Star*’s hull is iron, salt water causes iron to rust.

What has been decided is to use a successful laminate process as was done with the *Medea*. Further details on this technique will be published next month.

Photo Courtesy of Brad Holderman
The Euterpe Times is a wonderful addition to the Maritime Museum. Thanks for all your efforts! - Maggie Walton, Museum Exhibit Designer/ formerly on the STAR volunteer crew.

Re: Euterpe Times - Last Call: Just a note regarding the use of what may or may not be traditional nautical language. When you wrote the headline, "Euterpe Times-Last Call", I immediately thought you were alerting us that the publication has failed, has seen its last breath of air in her sail, etc. The use of "Last Call" to me, has been a term to identify the notice of one's demise. I have personally seen that term used in Yacht clubs for death notices. It is used in a headline for an Obituary...with people whose vocations are typically marine oriented.

You have been such a fabulous "jewel" in the Star's crown of faithful members. I don't want you to think that I am complaining. I just thought you may like to know what others may think, when they saw the notation in the email header.

Meanwhile you and Bert have done some very amazing things for the museum. You have nothing but my admiration and respect.

Best,
Barbara Martin

The TALL SHIPS CHALLENGE® Pacific Coast Series

June 25 - 29, 2008: Victoria, British Columbia
July 3 - 7, 2008: Tacoma, Washington
July 10 - 12, 2008: Port Alberni, British Columbia
July 23 - 27, 2008: San Francisco, California
August 15 - 17, 2008: Los Angeles, California
August 7 - 10, 2008: Oxnard Channel Islands, California
August 20 - 24, 2008: San Diego, California

From the Editor

There is a unique aspect to this issue. A number of contributions are from crew, but not of this museum. With the availability of the internet, I’ve managed to collect quite a number of friends across the tall ship community. Among these, crew of the 1877 barque Elissa. Through this friendship and the museum’s own growing relationship with the Texas Seaport Museum, four pages of this issue are produced by them. Between the photos of the Elissa’s sails and Renate Backstrom’s translation of the Stranding of the Palmyra, the issue is further enhanced.

As with our own crew, a quick round of THREE CHEERS should be sent their way, as the 19th century seamanship skills in the 21st century are now shared across two oceans (or is that an ocean and a gulf?).

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.