Sloop Strikes *Cobra, Surprise*!

While preparing for the Fleet Week Sail, the crew of *HMS Surprise* was interrupted on the afternoon of April 20th by an out of control rental sloop. Darrall Slater of Bayshots was on hand as apparently the sloop had "obvious issues with the jib."

At some point, the engine stalled sending the sloop on a direct course towards the B-39 submarine. Glancing off of the sub, the sloop pinwheeled around into *Surprise*’s stern. Into her second rotation, quick thinking crew were able to prevent her from striking *Pilot*.

The U.S. Coast Guard responded to the incident. A citation was issued and the sloop proceeded on her way. As David Litzau commented, “Some of us were aloft and it was quite the spectacle.”

Announced last year, May marks the first of two visits by the United States Coast Guard *Eagle* (WIX-327). Her first visit is scheduled to occur later this month from May 23rd to the 26th. According to her website, her position on April 22nd was 94 nautical miles northeast of Honduras.

The 3-masted barque was built in 1936 at the Blohm & Voss Shipyards, Hamburg, Germany as the *Horst Wessel*. At the end of World War II, she came to the United States as a war prize and was quickly commissioned into the U.S. Coast Guard on May 15th, 1946. Today, the *Eagle* continues to serve as a cadet training classroom and ambassador of the Coast Guard.

On The ‘Tween Deck…

• The Great White Fleet
• Crew Testing in May!
• Concluding “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
Crewman Jude Masseur sits atop the fore lower tops'l yard as she assists other crewmembers in bending on the fore upper tops'l.

San Diego Sail Fest schedule released

The Maritime Museum of San Diego's website has recently updated its festival page with scheduled events.

DAY 1: Wednesday, August 20- Watch the spectacular Parade of Ships starting at 10:00 a.m. from the mouth of San Diego Bay. Ships will be open for access to paid Festival of Sail Passport holders at approximately 2:00 p.m.

DAY 2: Thursday, August 21- Gates open at 9:00 a.m. Climb the rigging experience available.

DAY 3: Friday, August 22- Gates open at 9:00 a.m. Climb the rigging experience available. Cannon Battles at TBD.

DAY 4: Saturday, August 23- Gates open at 9:00 a.m. Climb the rigging experience available. Cannon Battles at TBD.

DAY 5: Sunday, August 21- Gates open at 9:00 a.m. Climb the rigging experience available. Cannon Battles at TBD.

*The use of the word “cannon” comes directly from the Museum website. - Editor

CREW TESTING IN MAY!

11 May and 18 May 2008

Confirm your choice with:
Jim Davis at jdavis@sdmaritime.org or by phone at 619 234 9153 x 127
Erich Lathers at erich@starsailcrew.com
Steve Weigelt at ramman95@cox.net
VICTORIA, B.C. (March 19, 2008) – The world’s most famous Tall Ship, star of the silver screen and ports around the world, will take centre stage at the upcoming Victoria Tall Ships Festival, June 26-29, organizers announced today.

Festival named a marquee maritime event for the province’s BC150 celebrations

The **Bounty**, built in 1960 for MGM’s Mutiny on the **Bounty** starring Marlon Brando, will make its first appearance in Victoria in nearly two decades. The 180-foot (54 metre) square-rigged three-master was constructed in Lunenburg, N.S., based on the original ship’s drawings still on file in the British admiralty archives.

“We have been working on getting the **Bounty** to Victoria almost since we conceived this festival,” said Bob Cross, President of the Victoria Tall Ships Society. “The ship is steeped in history. It’ll be a real thrill for people to walk her decks and think of Captain Bligh and his mutinous crew, one of the greatest sea stories of all times.”

Cross also introduced the Kaisei “Ocean Planet”, the third Class A ship to join the festival line up. The 151-foot (45 metre) brigantine has sailed under the UN flag due to her international crew and global partnership mission. In all, more than two dozen of the world’s finest Tall Ships are now confirmed for the festival.

Festival organizers unveiled the ship signings today at the Maritime Museum of British Columbia (MMBC). The location was chosen to draw attention to two new history-themed activities being added to this year’s festival to mark the province’s 150th anniversary as a Crown Colony.

Community Services Minister Ida Chong, MLA for Oak Bay Gordon Head, used the occasion to announce that the Government of BC is making a $50,000 contribution to the Victoria Tall Ships Festival and declared it a marquee maritime event in this year’s BC150 celebrations.

“So much of our province’s history and development is tied to the sea,” said Chong. “I encourage British Columbians from all corners of the province to come to Victoria in June to see these magnificent ships and relive our seafaring past.”

Organizers have teamed with local groups to showcase B.C.’s interesting history in exciting new ways at this year’s festival.

Festival goers will also be able to enjoy a taste of B.C.’s past at History Bites food pavilions. Local chefs will offer up historically-inspired ‘Bites’ from the 1830s until today, including early Jewish and Chinese food eaten in the city, Gold Rush fare and Afternoon Tea.

Victoria is the first port of call, and the only Canadian stop, for the full Tall Ships fleet participating in the 2008 Tall Ships Challenge®, a series of races along the west coast of Canada and the United States.

In addition to touring the ships docked in Victoria’s beautiful Inner Harbour, the event will feature a wide variety of dockside activities including a pirate school and interactive learning centre, live music and mock-cannon battles each evening.

The festival is hoping to attract more than 40,000 visitors, plus thousands more will view the opening Parade of Sail on June 26 and evening cannon battles off Ogden Point. In 2005, the festival attracted 38,000 visitors and resulted in a $5.2 million impact to the local economy.
Ships of the APA, Part 10 – The Star of Lapland

The Star of Lapland

To the Alaska Packers', she was one of the "Big A's." Purchased from the Standard Oil Company, the Atlas, Acme and Astral would become the Star of Lapland, Star of Zealand and the Star of Poland. For the Atlas, she was the last and largest steel-hulled, square-rigged ship constructed in the United States as Harold Huycke notes, "with the exception of west coast barkentines, the world was giving way to steam and multi-masted schooners."

Constructed by the Arthur Sewall & Company of Bath, Maine, she was launched on January 11th, 1902. The four-masted bark was 332.4 feet in length, 45.4 feet in breadth, with a depth of hold measuring 26.1 feet. She grossed 3,381 tons. For 8 years, she performed her duties for Standard Oil, transporting various cargos, primarily Case Oil (kerosene) from New York to Hong Kong.

On November 16th, 1910, she was sold to the Alaska Packers'Association. She was the APA's largest vessel, renamed the Star of Lapland under the command of Captain T.A. Thomsen. By 1913, her sisters, Astral and Acme had joined the APA as the Star of Zealand and Star of Poland.

During World War I, she was temporarily running supply routes to Manila, supplying ports abroad as far distant as Auckland, New Zealand. By 1919, she was returned to the APA.

Star of Lapland (cont)

By 1930, the APA had abandoned the idea of continuing the use of square-rigged ships. In 1934, the Transpacific Commercial Company of Osaka, Japan purchased her along with the Star of Shetland, Zealand and Holland. The Star of Holland would be re-sold, for the others they were sailed to Japan as scrap. Star of Lapland sailed for the last time from San Francisco on August 4th, 1936.

REFERENCES


Special Thanks to Dave Eberhardt and the Staff of the Museum Library for obtaining copies of this article.

The Star of Lapland

Correspondence

With the Euterpe Times now being distributed to a much larger audience, we were recently taken to task by a reader regarding last month's Star of Iceland piece. In a letter to the editor, Steve Lawson writes:

I just read the Euterpe Times and was surprised to find three rather egregious errors, all three of which can be found in the article on page 4, “Ships of the APA…” The first is in regards to the spelling of the “Wilscot.” The correct name was Willscot with two lls. The second error is that Weidemann’s first name was Frank and not Otto. The third error is that displacement has been confused with tonnage. The Willscot measured 1,981 tons and did not displace this weight in tons. This type of error reflects outright ignorance about vessels, and one that I would not expect to see coming from a maritime museum.

If the Weidemann connection between the Iceland and India was of interest, it could have also been noted that Marzan served on the Star of Iceland as chief mate in 1913 prior to becoming the India’s second to last master the following year.
A Few More Knots –
The Spilled Hitch Bowline

The spilled hitch bowline is simply another method of tying a bowline. It’s used to tie the knot around an object with the loop away from you.

I find the spilled hitch bowline easier and more reliable than trying to imagine the usual way of tying the knot “upside down”. If you’ve already got a method that works for you, then stick with it!

To tie, pass the bitter end counter-clockwise around the object. Bring the end over the standing part to make a half hitch (Fig. 1). Notice that the standing part runs straight to the object and the loop is in the end.

Hold the bitter end in your right hand and pull the end firmly away from the object until the hitch “spills” into the standing part (Fig. 2). The standing part now has a loop in it and the end runs straight to the object.

Keep the bitter end in your right hand as you pass it under the standing part, then push the end back through the loop to finish the bowline (Fig. 3). The completed bowline is shown in Figure 4.

Don’t put your hand or fingers through the loop while you tie this, or any other knot, aboard ship – you could get hurt if the line suddenly came under tension.

NOTE: This is optional material. It is an alternative method of tying a bowline, which is one of the basic knots that Maritime Museum sailors are required to know: the bowline, figure eight knot, square knot, clove hitch, two half hitches and stopper hitch.

David S. Clark – MMSD Volunteer Crew

Suggestions on Preparing for the Knots and Belay

If you’ve never taken the knots and belays test, some of these suggestions might help.

• Practice with the book until you don’t need it, then practice without it. If there’s something you don’t understand, ask another crew member for help.

• Keep a piece of small line in your pocket. Practice whenever you have a spare moment during the day.

• Start by tying the knots slowly. Accuracy is far more important than speed.

• If you make a mistake, correct it immediately. Don’t allow yourself to tie the knot wrong repeatedly – that just reinforces the mistake.

• Only speed up after you can tie each knot correctly ten times. When you can do that, practice with your eyes closed.

• Practice tying the hitches around both vertical and horizontal spars. Be ready to tie a bowline around a spar with the loop away from you.

• Everybody’s nervous the first time they take the test. Take a deep breath and slow down. It isn’t a speed test.

• If you don’t pass, make sure you understand the mistake so you can correct it and be ready next time you take the test.

• If you do pass, congratulations! Continue to practice to keep the knots fresh in your mind.

David S. Clark – MMSD Volunteer Crew
**Marinisms**  
Mr. Weigelt’s Maritime Dictionary

**MASTER at Arms, (capitaine d’armes, Fr.)** an officer appointed by warrant from the Board of Admiralty, to teach the officers and crew of a ship of war the exercise of small arms, and, above all other things, to direct their attention to the pointing of their muskets well before they fire them; to plant sentinels over the prisoners, and superintend them during their confinement. He is also to see all the fires and lights extinguished at the time the captain shall direct, except such as shall be permitted by proper authority, or under the inspection of sentinels. It is likewise his duty to attend the gangway, to prevent spirituous liquors being conveyed into the ship, unless by permission of the commanding officer. He is to see that the small arms be kept in proper order. He is to visit all vessels coming to or going from the ship, and prevent the crew from going from the ship without leave. He is also to acquaint the officer of the watch with all irregularities in the ship which shall come to his knowledge. When there are no marines on board, the master at arms is to place the sentinels on their posts; to instruct them in their duty, and to see that they perform it diligently; he is to see that their arms and the ammunition they are directed to be supplied with are in good order, and perfectly fit for service; he is frequently to visit them, to enquire whether they have properly received and perfectly understood their orders; and to insure their being alert. His assistants in these several duties are called SHIP’S CORPORALS, who also relieve the sentinels, and one another, at certain periods.

Who doesn’t love a 10-15 kt wind, a boat of responsive people, sailing on the open ocean? So it is a rare crew member who participates in RONSAILS. The job entails getting up early in the morning arriving at the museum by 8 AM. The wind is rarely stirring the flag. Motoring under sail. Then there’s the kids! Some groups are curious, cooperative, and helpful. Some groups feel the lack of sleep acutely. The Ed Department has revised the program evaluation to include comments on the sail. We consistently hear about the professionalism of the crew and the bonus of having REAL sailors on board. Most kids go home with a picture of themselves at the helm, a great token of the experience and timeless promotion of our ship. Many thanks to the volunteers who make this program possible.

Connie Allen is seen here instructing school students on a recent rons’l.

Lynne Eddy is seen here showing basic knots to students.
Maritime Museum Finds New Home

Reprinted from the The Log
Thursday, April 17, 2008

Ventura County facility may move to Port Royal Restaurant building.

CHANNEL ISLANDS HARBOR — After a long search, the Ventura County Maritime Museum has found larger quarters to house its current exhibits and expand its offerings to the public.

The planned redevelopment of the aging Fisherman’s Wharf area on the east side of Channel Islands Harbor, where the museum currently resides, is only part of the reason the facility’s staff had been looking to relocate.

EMC Development, the current master lessee at Fisherman’s Wharf, has plans to demolish the complex and build a mixed-use space with apartments, restaurants, shops and other commercial structures, at a cost of about $150 million. The development of the parcel is only in its early design phase — and it could take two to three years or more to finalize plans and gain approval from the Ventura County Board of Supervisors and the California Coastal Commission, before construction begins.

“We have just received (tentative approval for) a 31-month lease with a month-to-month option thereafter from our landlord (EMC),” stated the museum’s executive director Bill Conroy. “This will give us the breathing room we need to get going on fundraising, and redesigning and renovating our new space.”

The operators of the Port Royal Restaurant, on the harbor’s west side, have been in search of a new tenant to take over their lease. On March 25 in a closed session, the Ventura County Board of Supervisors came to a not-yet-finalized agreement with the museum and restaurant operators for the museum to take on the lease.

“We still have details to work out, but we are thrilled to have a new home that will provide us with the space we need to improve and expand our current operations,” Conroy said about the deal.

He and the museum board had explored other locations in the harbor, including the out-of-business Lighthouse Restaurant located near the fire station on the harbor’s peninsula and the Channel Islands Sportfishing location on the harbor’s west side. “We felt the peninsula location was too remote and not very visible — and the sportfishing property is too close to the commercial wharf area for our needs,” Conroy stated.

The museum has tentatively agreed to a two-year lease on the Port Royal property (at Blue Fin Circle) that can be extended. According to Conroy, the agreement gives the museum needed time to raise the estimated $1.5 million cost of renovating the building.

Making a Move — The Ventura County Maritime Museum hopes to relocate from the east side of Channel Islands Harbor to the old Port Royal restaurant property. The building will be revamped to current operating codes.

The planned revamp would include a complete overhaul of electrical components and other items to bring the existing facility up to current operating codes.

“It will have a complete face-lift, too,” Conroy said. “We don’t want someone to look at the building once we are in and say, ‘oh, that’s the old Port Royal.’ We want them to look at us and say, ‘it’s the new maritime museum.’”

Conroy added that he is looking forward to being in a more visible location than the museum’s current spot, which is in the middle of the Fisherman’s Wharf complex.

The museum’s current footprint provides about 5,000 square feet of exhibit and office space — and it is so cramped that when visitors view a certain painting or model, they cannot step back without running into a wall or another exhibit, Conroy said.

Once the facility is renovated, the new location would provide about 10,000 square feet of space — which would allow the museum staff to take some exhibits out of storage and even expand their offerings. No decision has been made yet on an architect, but Conroy expects one to be chosen later this month.

The museum has plans to offer more local maritime history and expand its presentations on the Chumash Indians who inhabited the coast and the Channel Islands for hundreds of years. Also, Conroy said the museum staff wants to develop an exhibit that depicts the influence of the Chinese treasure fleet from 600 years ago, as well as the Chinese fishermen who fished here in the 1800s.
About 2,500 students receive marine and social science education at the museum annually with about 65 percent of those being “at-risk” youths. Because of space constraints, the museum can only handle 40 children at a time. However, with the planned expansion, the museum could increase its educational offerings to serve 80 youngsters at once.

“We’re excited about the possibilities,” Conroy said. “We are so glad to be staying in the harbor. We wanted to maintain a presence here — and now, we can.”

A Three Hour Tour …

Many of us grew up watching TV back when it was black and white. ‘Remote control’ referred to someone in the family that was designated to run up to the TV, change the channel and then reposition the antenna until the picture's fuzziness was reduced. Often that was me.

One of the programs I watched with my sisters was Gilligan's Island, the program based on a maritime mishap and the source of the eternal question "Mary Ann" or "Ginger."

Perhaps you have seen this question on the internet or in one of those 'Humor' emails your friends send you:

If the professor on Gilligan's Island can make a radio out of a coconut, why can't he fix a hole in the SS Minnow?

While you're pondering the Professor's lack of volunteer maintenance crew skills I will share some nomenclature background on the S. S. Minnow. The S. S. Minnow was originally called the Blue Jacket. With help from Willy Gilligan, web master of http://www.gilligansisle.com/minnow.html, I learned the origin of the vessel's second name - S. S. Minnow. Willy kindly gave permission to quote his web site, so here's the story you may not have heard...

"The name "S.S. Minnow" was actually named after Newton Minow and [he] was chairman on the FCC in 1961. He made a speech and called television "America's vast wasteland." The boat was named after the man who, Sherwood Schwartz [creator of the show] insists, "ruined television." Minow gave networks authority and placed the power of programming in the hands of the networks. He did this after Gilligan's Island was started."

Willy's web site continues with: "There were actually four S.S. Minnows used on the show. The first Minnow was purchased and towed out to Kauai and used in the beach scenes. The second one was a rental they used in the opening credits at the Honolulu Harbor. It showed the crew boarding and then showed it sailing out to sea. The third was filmed in the opening credits of the second season at Marina Del Rey in Los Angeles. The fourth one was built for CBS Studios and is shown at the Lagoon in the second season opening credits."

I found there is more to this story. One of the Minnows was purchased some years later. The owner was heading south from Alaska when he ran the Minnow into a reef in Hecate Strait, a wide, shallow body of water that separates the Queen Charlotte Islands from the mainland of British Columbia, Canada. Even maritime history repeats itself. That's the story behind the S. S. Minnow's name and her affinity for reefs. As for the question of Mary Ann or Ginger – you decide – mail the Euterpe Times at euterpetimes@yahoo.com and tell us what you think. Or share some movie magic, nautical heritage or your own stories with the Euterpe Times. For more information on the S. S. Minnow's close encounter with the Canadian reef point your web browser to http://tinyurl.com/kk2bg

Bert Creighton
Part-time Maritime TV Historian

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“Euterpean No 6”

When night sets in the breeze is cool
It fans us back to life,
With jolly songs and loud refrains
Our quarter deck is rife.

To be a gambler I've no claim
Yet two to one would lay,
That here you've seen & oft you've heard
A man, “The anchor weighed.”.

His sleeves and trousers well braced up
To brawny limbs give view
And marks tattooed on these proclaim
How to his love he is true.

His head erect and chest well out
Detraction well can look
Yet they are “insignificant”
When at his calves you look..

Note, Euterpean No. 6 (Young man named Hartley, of small stature with breeches well braced up, always showing his calves - He was fond of singing the song called Anchors Weighed.)

Walter Peck - Euterpe Times Volume 1, No. 6 October 1879, Lat. 28.15 S. Long. 29.15 W
Seen here, the 20th century America’s Cup technology of Star & Stripes bears down on the 19th century tops’l schooner Californian.
Great White fleet visit put city on Navy's map

Reprinted from the San Diego Union-Tribune

Sunday, April 13th, 2008

San Diegans in small boats welcomed the Navy's Great White Fleet after it anchored off Coronado in 1908.

Hours before the 16 white-hulled battleships chugged into view, throngs of people had lined the shores from Imperial Beach to Coronado for the spectacle.

At 12:47 p.m. April 14, 1908, the vessels of Teddy Roosevelt's Great White Fleet dropped anchor just off Coronado. They couldn't enter San Diego's harbor because it was too shallow.

The city, swollen to more than twice its population of 37,000, wined and dined its naval guests like nothing ever seen there before. For four days, San Diego threw open the doors of its restaurants, movie houses and saloons to the 16,000 sailors and officers who were on an unprecedented, around-the-world tour.

“The people cheered us all the way,” Milton Willard, a sailor aboard the battleship Georgia, wrote in a letter to his family. “Our money was no good in San Diego and everything was free.”

That sunny day 100 years ago was the first time a fleet of Navy ships visited San Diego, but it wasn't the last. Not by a long shot.

Historians credit the city's warm welcome with breaking down the Navy's resistance to locating facilities in San Diego.

One leader of the celebration committee, a newcomer to San Diego named William Kettner, won election to Congress four years later partly by promising to make San Diego a Navy town.

During a legislative career that lasted just eight years, Kettner successfully lobbied for the construction of bases that would later become North Island Naval Air Station, the Naval Training Center, San Diego Naval Medical Center, San Diego Naval Base at 32nd Street, the Navy Broadway Complex and Miramar Marine Corps Air Station.

“Literally everything you see in town having anything to do with the Navy comes from that visit,” said Bruce Linder, a San Diego naval historian and author of two books on local military history.

It's almost impossible to overstate the importance of the Navy to San Diego's growth. It dwarfed every other industry in the city from the 1920s to the 1950s, and it was largely responsible for the presence of the aviation and defense industries that fueled the area's boom from the 1950s through the early 1990s.

“San Diego is a metropolis the Navy built,” said Karl Zingheim, official historian of the USS Midway Museum on the San Diego waterfront.

To commemorate the centennial of the Great White Fleet's visit, the museum has erected a permanent series of storyboards on the aircraft carrier's flight deck that detail the highlights of San Diego's naval history. The boards will be unveiled at an invitation-only reception tomorrow night.

Given San Diego's pleasant climate and natural beauty, it's hard to fathom today that the city once was an arid backwater. While Spanish missionary Junipero Serra made the area the first European settlement of what's now California in 1769, the scarcity of water and the height of the surrounding mountains nearly doomed the village.
“The problem is, we were completely cut off from the rest of the country. Our backcountry was almost impenetrable,” Zingheim said.

The gold rush of 1849 had turned San Francisco, with its deep and vast bay, into a booming city, and the railroad companies had selected Los Angeles as their major terminus for Southern California.

Despite San Diego's isolation, the city and the Navy had become well-acquainted by the early 1900s. Victory in the Spanish-American War extended the United States' reach into the western Pacific Ocean. Now and then a warship visited San Diego, particularly after the establishment of a Navy coaling station at Point Loma in 1904.

But the city's business leaders knew their shallow bay – less than 25 feet deep at its mouth – would hinder their dreams of turning San Diego into a major port.

They decided that for the Navy to build bases in San Diego, the federal government would need to dredge the harbor to accommodate its warships and, not incidentally, the larger merchant ships that would bring commerce to town. They lobbied the naval leadership for years, with only limited success. The Navy seemed determined to make San Francisco – with nearly 10 times the population of San Diego – its Pacific hub.

Then in 1907, President Theodore Roosevelt, a former assistant Navy secretary, hatched the headline-grabbing plan to send a fleet of white-painted warships and their escorts on a 14-month trip around the globe. The voyage would start and end at the Atlantic Fleet headquarters in Hampton Roads, Va. It would be a tour of pomp and good will, but it also would let the world know the United States could project power anywhere it wished.

“This was the first time a fleet of steel-hulled battleships had sailed around the world,” said Albert Vogeler, a retired history professor and curator of the map collection at California State University Fullerton.

When San Diego's civic leaders learned that the Great White Fleet would steam past Coronado on its way to San Francisco, they lobbied aggressively and successfully for the Navy instead to make San Diego the fleet's first U.S. port call in four months. They knew the event would bring the city plenty of publicity.

The San Diego region came to a virtual halt during the visit. The railroad scheduled extra trains to bring thousands of people into San Diego for the festivities, including California Gov. James Gillett, who arrived from Sacramento to lead the welcoming party.

As San Diego's congressman, William Kettner persuaded the Navy to establish bases here. He is pictured around 1920.

Kettner, an insurance agent, volunteered to join the Fleet Celebration Committee. The committee spent $20,000 – or $440,000 in today's dollars – on the gala. Its biggest expense was the $6,000 of bunting to decorate downtown buildings.

Small boats swarmed the Great White Fleet's ships off the shore near the Hotel del Coronado.

The hosts pinned boutonnieres on the sailors and handed out 33,000 oranges donated by local farmers. The celebration committee hosted banquets and balls and sporting events, while the Woman's Christian Temperance Union gave away lemonade.

Five thousand sailors participated in what was billed as the largest naval parade on U.S. soil since the Civil War. The procession moved from the foot of what's now Broadway, up Fourth Avenue and then along Laurel Street to what is now Balboa Park. A crowd estimated at 75,000 people cheered themselves hoarse, newspapers reported.

Though the sailors were feted at every stop on their globe-circling adventure, the San Diego visit left a lasting impression, historians said.
“We were able to get a whole bunch of naval officers to see what San Diego had to offer with their own eyes,” Zingheim said. “And they liked what they saw.”

Kettner’s bang-up celebration lifted his standing in the Chamber of Commerce and led to his election to Congress. The Navy brass in Washington remembered him, Linder said, and Kettner courted both Navy Secretary Josephus Daniels and his assistant, Franklin Delano Roosevelt.

“(Kettner) became probably the most energetic booster of San Diego ever,” Linder said. “He became an incredible lobbyist and string-puller for the city.”

Besides persuading the Navy to build bases in San Diego, Kettner secured federal funding for the continued dredging of San Diego Bay before he left office in 1920. He died 10 years later at age 66.

Except for the street near Lindbergh Field that bears his name, neither Kettner nor the Great White Fleet is remembered much today in San Diego. But both left a permanent imprint on the city, Linder said.

“If there had not been a Great White Fleet . . . none of that magic that was here, that brought the Navy to San Diego, would have happened,” he said. “It was a game-changing period of time.”

The battleship **Connecticut** was the flagship of the Great White Fleet. Here at anchor while on a 14-month world tour, it flew the two-star flag of Rear Adm. Robley Evans.

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The Great White Fleet

Below is a look at the U.S. Navy’s first globe-circling trip, with some of the stops the fleet made. The journey’s West Coast leg, with visits to a dozen communities, took three months.

**START/END**
Set sail on Dec. 16, 1907
Hampton Roads, Va.

Returned
Feb. 22, 1909

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**Route continues on right side of map**

**Sources:** University of Oregon; history.navy.mil

**Aaron Steckelberg** / Union-Tribune
When we got back on deck the crew had finished the preparations on the boat. The Captain was still aft getting the ships papers, necessary charts and instruments together. The men worked relaxed and seemed confident that they would be rescued. I briefly explained how we would get to shore. Everything was ready to launch the boat. I sent the third mate to pour machine oil on the water to help calm the breakers and it helped a little. At an opportune moment I ordered the boat launched. It slammed into the water and with lightning speed six men jumped into the boat and laid into the oars with all their strength and rowed away from the ship. It was accomplished and shortly the boat swam like a seagull on the rolling sea. The boat stayed in about one and one half ship length distance where the surf had no effect. The men had to be transferred and with calm deliberation the rescue would succeed. With thick manila rope a connection was established between ship and boat. A bowline was tied in the middle of the rope and one by one the men slipped the bowline over their heads and under their arms, held on tight, jumped into the sea and where hauled to the boat.

Around noon the second mate came to me. He had helped the Captain and shortly the Captain himself was finished with his task. The Captain watched for a moment the transfer of the men nodded his head in agreement and proceeded to tell the mate to take charge of the boat and to remember to steer west, always west. Steamships are always passing there and you will be picked up soon. Horrified I turned around. Not to the west Captain! We better row to land. A short confrontation followed as to which way to go. He had given the second mate precise instructions to aim for the steam ship route. I did not like the idea. The coast is rugged and barely surveyed and steamers kept forty to fifty miles distance from land. It would take days for the boat to get there with the colossal swells and seas. Besides the weather looked threatening and by contrast we would reach land quickly. Sure we had to pass the reef, but there clearly was a passage. As we where arguing we helped the second mate to get across to the boat.

Out of twenty three men, fifteen were in the boat and I thought that was enough and started to ready the third boat. Between swells we got the boat safely into the water. The men jumped in and rowed away from the ship and at the moment they were safe. They took the rescue line from the big boat and waited for us. I turned to the Captain and urged him on. The ship is lost we have to go! No Thiel. I stay here with the ship! The crew needs a leader. Back and forth we tried to convince one another, but he was my superior and I had to listen, Well, I will bring the men to land and tomorrow I come back for you. Will you come than? Short and keen he looked at me, perhaps!

I turned to the rail and wrapped the line around me to take me to the waiting boat. The men where already shouting impatiently for us to hurry. I looked aft one more time and I saw a giant swell approaching a wall of grey green death. Instinctively I took off the bowline and clung to the rail. In seconds the wave crashed over the ship and we were buried in water. When I could see again I couldn’t find the boat. Then I saw it but far from the ship. The line was broken and the boat was drifting, obviously carried along by a strong current and it had taken on water.

The big boat could help, but where was it? There! Rowing toward the sea! I yelled and yelled boat ahoy!!!! I ran to the flag halyard and ran a flag up and down. Nothing! I fired the canon and the thunder rolled over the sea. Who knows if they heard it? They did not return and keep rowing towards the sea like the Captain had ordered. I could barely see the small boat until it appeared on a crest but only three men are in it. There, a head in the water! He was swimming toward the ship. Now he disappeared. Then another wave lifted him up but he swam listlessly. The water was ice cold. It was only 200 meters to the ship, maybe less. Hang in there don’t give up. Think of home! Again he disappeared. He was out of sight for a frightening long time. There he was again his head barely out of the water. Then came the next swell. He was gone.

Dusk was falling maybe it was 1600 hours. The short winter day was coming to an end. I watched the small boat for a while. Now it drifted keel up. Two men were holding on. Now only one; then nothing. From the quarter deck I watch the big boat with the second mate in charge way out in the big waves rowing west away from the coast. Darkness fell over the water and engulfed everything. I keep looking till my eyes hurt. No one ever saw the seventeen men again.
The Palmyra Part 3 (cont)

Night fell. I was freezing. We had been soaking wet since morning. The Captain approached. Come Thiel, let us go below. We cannot do anything anymore.

We went to the Captains quarters. He offered his clothing and underwear for me to use. Gratefully I accepted. My cabin was under water. We both changed into dry and warm clothing. It was a great comfort and of course by now we were very hungry. So I went to get hard tack and canned meat. We ate and discussed our situation. There was not much for us to do besides wait. The Palmyra was lost, no doubt. The sharp cliffs had punctured her hull and reached inside. Only that kept the ship from sinking immediately. How long that would last was totally unknown. May be the ship could hang here for days, weeks or until tomorrow but if she sinks tonight and we stay on board, we will go down with our ship as so many before us in our profession have done. Should the ship hold than we can see tomorrow what to do. The small gig was still on board, but tonight there was absolutely nothing that we could do. The conversation ebbed and we went to sleep. The sound of metal scraping against the rock came from deep within the ship and above one could hear the breakers crashing. The North West wind whistled thru the rig and sometimes a wet sail flapped and slowly the night passed.

The next morning wind and sea were somewhat calmer but the ship listed precariously to port. It was time we left her. The Captain still was not inclined to come with me. I reminded him of home and family and after a long pause he replied: yes, Thiel I have a mother and sister to provide for. I got every thing ready to bring the gig into the water. Unfortunately the gig was on starboard and to launch on that side was hopeless. The surf was tremendous and we would not survive there. To move the boat to port was a difficult undertaking but it was a matter of life or death. We got going and by 1300 hours the gig was in the davits ready to go. We loaded a barrel of drinking water, a tin full of hard tack and several cans of meat. There were not many provisions left. Most had been stowed on the other boats. We put it in a watertight tin with matches. The ship papers were stowed and we searched in vain for a table cloth to use as sails since our regular sails had washed over board. We also took a mattress and four wool blankets. Of particular importance was our tobacco. We put it in a watertight tin with matches. The ship papers where stowed and we searched in vain for a cook pot. The sea had cleaned out the galley. We only found a square tin. An old English chart of the Patagonia cost and two handheld compasses were all we had for orientation. Everything else was either on the boats or washed over board. My sextant and glass were out of reach in my cabin, much to my sorrow.

I have to say, it did not matter to me that we did not have a lot of provisions. After the terrible events of the past day I said to myself if we are to survive we will survive on small provision. We gathered some tools an ax, saw, hammer and nails. Some small stuff and two table cloth to use as sails since our regular sails had washed over board. We also took a mattress and four wool blankets. Of particular importance was our tobacco. We put it in a watertight tin with matches. The ship papers were stowed and we searched in vain for a cook pot. The sea had cleaned out the galley. We only found a square tin. An old English chart of the Patagonia cost and two handheld compasses were all we had for orientation. Everything else was either on the boats or washed over board. My sextant and glass were out of reach in my cabin, much to my sorrow.

Finally I took the rooster and 2 hens into the boat. They were the only survivors of the flock. Their stall was rather high up and escaped most of the breakers. Our pigs were long dead. We looked one more time around the familiar but now devastated deck before we entered the boat. Between two swells we dropped the lines and moved away from the ship. The tiny boat flew like a nutshell into the mighty sea. Now we felt the gigantic force of the waves rolling in from the endless pacific. The stream that took control of the second boat pulled us also! We grabbed the oars. One more quick look at our ship. It listed heavily and in short intervals heavy breakers rolled over her. The rudder had broken off. Aloft the lower topsails slapped around in the wind. Endless loneliness engulfed the ship, which until yesterday was our home. We rowed the boat seaward and than toward the opening in the cliff that was maybe twenty to twenty five meters wide. In an old and proven seaman’s way we turned the bow to sea just before we entered the passage. This way the gig could take the sea better and we glided slowly thru the passage into smoother water where we rowed hard toward land.

Before darkness we found a small bar with a sandy beach. We landed there and pulled the gig as high as possible onto the sand. We than looked for a place to spent the night. Between the cliffs we could see Palmira. Something like a small path went into the thick forest and after five minutes we came to a small protected clearing. Here was where we decided to stay for the night. Under a large tree we found the remnants of an Indian camp. We brought our supplies here. I tied the rooster to a branch knowing the hens would stay close by. Our priority was to build some shelter. With sticks and our slickers we build something like a tent. It was tiny but it gave shelter for the night. There was enough wood for a fire and soon we enjoyed the lovely aroma of coffee which we drank out of our condensed milk cans. The warmth poured thru us like a new life. Momentarily we felt save. If only the one big worry was not there. How were the seventeen shipmates faring? Maybe they turned around and would land close by? Together one can overcome many more dangers and challenges. As sailors we know how to survive difficult situations. And we were young! With hope in our hearts we wrapped our self into blankets listened for a few minutes to the wind and the distant surf thundering against the rocks and our stranded ship. Than sleep extinguished all hope and fears.

When we went to the beach in the morning we searched in vain for our ship. The Palmyra had disappeared into the depth of the ocean during the night.
The Captain and Thiel spent four days at the site of the stranding exploring their surroundings and trying to find some reference to where they were. On the fifth day the weather cleared and by than they had decided to sail and row south to Chile. They estimated that their provisions would last fourteen days and they also found plenty of clams and mussels. The old English map proved useful and they were determined to reach the Gulf of Trinidad after two days of sailing and rowing. They where hoping to be picked up by a Steamer and if not they would have to get to the Evangelistas, four lonely cliffs about 60 meters high with a lighthouse.

The elements were as often with them as against them. The two had covered already 170 nautical miles and 50 more to go. Their stamina was very low as they rowed into the Pacific to get to the Evangelistas. It was cold and wet. The swells, wind and constant bailing took a heavy toll. Miraculously they reached the light house to the utter astonishment of the four light house keepers. No one had ever survived a shipwreck in these waters. After four weeks the supply boat arrived and they where taken to Punta Arenas. By then they had recuperated. The Government of Chile supplied the Steamer_ Juanita _to search for the missing sailors. As they entered the Picton Canal they saw their small life boat but instead of their shipmates it held Natives. The Indians told of the shipwreck and every move the Captain and Thiel had made. No one else made it to shore.

The seamen of the _Palmyra_ were lost at sea as so many before them.

![Image of the Palmyra](image-url)

**A brief history of the Palmyra**

She was a steel full-rigged ship built in 1889 by Blohm & Voss, Hamburg, as yard no. 66. Her dimensions were 79.62×11.74×6.89 meters and 1797 GRT. She was rigged with royals over double top and topgallant sails. Launched on August 12, 1889 at the shipyard of Blohm & Voss, Hamburg, for F. Laeisz, Hamburg, she was assigned the German signal RHQF.

The Laeisz company specialized in the South American nitrate trade. From the mid 1880s on, all their ships had names starting with "P" and they became known as "the P-line". Their ships were built for speed, and they soon acquired an excellent reputation for timeliness and reliability, which gave rise to the nickname "the Flying P-Line". The five-masted barque _Potosi_ made the voyage from Chile to England around Cape Horn in 1904 in just 57 days, which was a record at the time.

On July 2, 1908 while enroute from Vlissingen to Valparaiso, Palmyra was stranded on the Wellington Islands on the South Chilean coast. The Captain and the first mate were able to reach the Evangelistas light tower at the Magellan Straits on July 20 in the jig but the rest of the crew or 21 men in one of the lifeboats disappeared.

Four of the Flying P-Liners still exist today:

- The _Pommer_ is a museum ship in Mariehamn, Finland.
- The _Peking_ is a museum ship in New York City (South Street Seaport).
- The _Passat_ is a museum ship in Lübeck's sea resort Travemünde, Germany.
- The _Padua_ is the only ship still active: she is today a school ship and sails as the Kruzenshtern under Russian flag.

Adapted from:

- The Maritime History Virtual Archives.
- http://www.bruzelius.info/Nautica/Ships/Merchant/Sail/P/Palmyra(1889).html
- Flying P-Liner
May 1851, May 4th - The Campbell class revenue cutter, *C.W. Lawrence*, under the command of Alexander V. Fraser first arrives to her duty station in San Francisco, CA.

1920, May 5th - The bark, *Star of India*, embarks on her northern passage to Alaska, the latest date she ever departs.

1918, May 16th - The bark, *Star of India*, becomes locked in ice on the Nushagak River, Alaska.

1918, May 28th - The bark, *Star of India*, is freed from being locked in ice for 12 days, towed by the barge, Nushagak to the Naknek anchorage.

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**Saloon Jottings: Correspondence.**

I just got around to reading the "Times" - I really enjoyed it. Thank you for sending this notice and link. If this is a regular item, then I will look forward to each edition. If you only sent it as a teaser, then let me know how to subscribe, as well as how I could contribute to its continuation.

- Jack Wood, Appreciative Museum Member

First, I have to tell you that the *Euterpe Times* format and information is excellent. As a past member of the board of trustees, I very much appreciate this kind of good information.


Thank you for the "Euterpe Times." My name is Cub Conover and I have been a Maritime Museum docent for almost 20 years. I wish I could have had this kind of information when I was able to pull the Docent duties. I'm using a walker now and can't navigate the ladders any more. I thoroughly enjoy your "Euterpe Times" because it keeps me in touch with what's going on aboard the ships, especially the *Star*. (My favorite.)

Fair Winds, Cub Conover

Absolutely great! What a informational and educational tool. Thanks! - William Corwin

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**From the Editor**

When I became aware that the Euterpe Times would be going to a much more broader audience, I was a bit nervous. As the news has a tendency to be "from the deck" there is an informality that I both enjoy and worry about. The worry rests in the open door to errors, mistakes, etc.

Sure enough, within a month of that occurrence I received Steve Lawson's email regarding the Star of Iceland. In publishing his comments, he opted to reduce the harshness of his words. As editor, I left it as is. For the simple matter that as seamen using 19th century technology, the brutal world of Neptune's Seas rarely leave room for mistakes. Getting through those mistakes, one must ensure that they do not occur again.

Thus, the same attitude exists here. A lesson, that simply serves to make this a better publication. And this goes for the remainder of the readers. If you see a mistake, take me to task. It will be corrected and we will all be the better for it.

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/](http://groups.yahoo.com/group/starofindia/)

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