Dirty Jobs, Mike Rowe Return

Boson George Sutherland introduces Mike Rowe to aspects of laying aloft aboard Star of India.

Tuesday May 6th, 2008 started early on the Star of India. Many of us were there to meet the host, producer, and crew of the hit Discovery Channel show, Dirty Jobs. Host Mike Rowe and crew had been here once before, just over a year ago, to film with Museum staff/assistant engineer Randy Ashman. They cleaned our 1904 steam yacht Medea’s boiler, and as the show’s name suggests, they got plenty dirty!

(Continued on Page 3)

California, Surprise Battle It Out During Fleet Week!

For the first time since coming to the museum, Surprise’s gun deck roars to life.

For the first time since coming to the museum, the gun deck of HMS Surprise roared to life, firing her broadsides at her opponent, the tops’l schooner Californian. The two museum representatives had been invited as participants to the Port of San Diego Sea & Air Parade, part of Fleet Week San Diego. The Parade coincided with the Red Bull Air Race World Series making for a busy, dramatic and entertaining May 3rd.

While this was the first time for the use of guns aboard Surprise, the resulting success can only speak to the future of a full functioning gun deck for the Surprise.

(Continued on Page 2)

On The ‘Tween Deck…

• Eagle Visits San Diego
• The Star of Peru
• Tango Around the Horn
• More on the Ballantine Coil
• 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
Fleet Week (cont)

According to a Wikipedia entry, Fleet Week was born right here in San Diego on May 29th, 1935. To celebrate the opening of the 1935 California Pacific International Exposition, a color guard "led a parade across Cabrillo Bridge to Plaza del Pacifico, where the national flag was raised to officially open the Exposition." Later, in June, "114 warships and 400 military planes arrived under command of Admiral Joseph M. Reeves, Commander-in-Chief of the United States Fleet. It was described as the mightiest fleet ever assembled under the United States flag."

The idea of Fleet Week was resurrected in San Francisco in 1981. The celebration returned to San Diego in 1997 under the auspices of the San Diego Chamber of Commerce. By 2001, the annual review had grown into its own entity, The San Diego Fleet Week Foundation. As its website states, "The mission of Fleet Week San Diego is to properly pay tribute to and to thank San Diego’s military service men and women for “Serving America Twice” in the defense of our nation and as volunteers in improving the quality of our communities."

For Californian, Surprise and her crews, the initial gun battle was performed in front of a ship full of dignitaries aboard Hornblower Cruise’s newest addition the Inspiration Hornblower. Just as the gun battle ensued, the large cruise ship, Radiance of the Seas departed San Diego Bay.

The continuing battles then proceeded over toward the Museum to garner additional attention to our very own venue. By this time, stunt plans participating in the races began to appear giving the crews an additional spectacle to behold. From there, both ships proceeded towards Shelter and Harbor Islands, hammering it out as they made their way back to the museum.

For the crews, it had been a long ten hour day. Californian had proceeded on an early morning rons'l, while the HMS Surprise had to be off the dock and in position on the bay by 9:00 am. Returning to the museum, the Californian and her crew reassembled, picked up paying passengers and proceeded back out.

Brad Holderman – MMSD Volunteer, Editor, Euterpe Times
Dirty Jobs (cont)

This time they were here to get dirty on the Star. Randy Ashman was featured prominently once again, but shared the spotlight throughout the day with several of the museum’s staff as well as a few volunteers. Mike Rowe got involved in several jobs highlighting some of the many aspects of typical museum maintenance. Some of these jobs were; chipping and sanding, tarring the rig (from the Main truck!), slushing the Main T’gallant mast with tallow, deck work (reefing, laying in cotton and oakum, then caulking with pitch), working on the pointy end (forward end of jib-boom), and finally he crawled inside the bowsprit from inside the foc’s’l. It was a 13 hour day or so, but all involved seemed to enjoy the process of filming the episode.

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To the credit of the film crew, including the host, there was no ego at all. If any of them had one, they left it at home. Over the years at the museum, we have had the opportunity to observe many shows being filmed here, and there is usually at least some one with a good sized ego, especially if they are a celebrity of some sort. We were all pleasantly amazed that host Mike Rowe, Field Producer Dave Barsky, Lead Cameraman Troy Poff, and the rest of the crew were all very humble, down-to-earth, every-day kind of guys. They even took us across the street to find some “liquid refreshments” after the filming was done. All of us were dirty, sweaty, and tired, but grateful for the experience.

Credit really should go to Randy Ashman, as he was the one that came up with the original idea, and “pestered” the crew into returning to the museum.

At this writing, no one knows when the episode will air, but we do know that new episodes come on every Monday at 9:00p.m., so keep watching your listings. They did tell us there has been about a 2½ month turn-around between filming, editing, and getting it on the air. Given that, we suspect it should come on near the end of July, but don’t know for sure.

Respectfully submitted by John R. Merrill, amateur scribe.
“America’s Tall Ship”  

Eagle Visits San Diego

On the morning of May 23rd, the United States Coast Guard barque Eagle arrived for a three day visit as she prepares for a northern voyage to participate in this year’s series of tall ship festivals and parades. That series will bring her back south culminating in the Sail Fest San Diego 2008.

Surrounded by swastikas, the SNS Horst Wessel is launched at Hamburg, Germany on June 13th 1936.

The Eagle was originally christened the Segelschulschiff (SNS) Horst Wessel. She was built at the Blohm & Voss Shipyard in Hamburg, Germany. She was the second of the Gorch Fock class training ships for the German Naval cadets. She was commissioned personally by Adolph Hitler on on September 17th 1936.

Throughout the war, she was used as a training vessel for the Reichsmarine, but was also converted to a cargo vessel transporting men and supplies through the Baltic region. As part of war reparations, the Horst Wessel was delivered to the United States. The other Gorch Focks, Gorch Fock I went to the USSR renamed the Tovarishch, Albert Leo Schlageter to Portugal as Sagres III, and the Mircea was completed and sold to Romania.

For the Horst Wessel, she was taken to Wilhelmshaven for repairs and refit. She was commissioned into the United States Coast Guard renamed the Eagle on May 15th, 1946. With her German Captain and crew still aboard, she sailed from Bremerhaven to her new home port in New London, Connecticut.

Today, the Eagle remains home ported out of New London. Under the command of Capt. Chris Sinnett, the Eagle comprises a standing crew of six officers and 56 enlisted men. Under training missions she may carry up to 175 cadets.
MMSD crewmembers assist in placing the aft companionway.

_Eagle_, after having passed through the Panama Canal, had just arrived from her last port of call, Mazatlan, Mexico. In order that her crew and passengers be able to disembark on her port side, _Eagle_ was backed into her position, an infrequent occurrence in which the stern faces the waterfront. A conflict of traditions was overheard on this matter in which the stern faces the waterfront. A conflict of traditions was overheard on this matter in which the stern has its anamorphic implications versus a traditional ship typically oriented so that traffic flow occurs on the port side.

"She's why I'm here, came down the last time she was here. Went from building model cars to model ships..."

- Gene Gay

The _Eagle_ arrived with not only her normal complement of crew, but a complete class of training cadets. Beginning at 1:00 pm, _Eagle_ was open to receive visitors and continued to do so throughout the weekend.

Brad Holderman – MMSD Volunteer, Editor, Euterpe Times

**Eagle’s Summer Schedule**

- May 23 – 26 San Diego
- June 12 – 16 Astoria, Ore.
- June 27 – 30 Victoria, British Columbia
- July 3 – 7 Tacoma, Wash.
- July 23 – 28 San Francisco
- Aug. 1 – 4 Los Angeles
- Aug. 8 – 11 San Diego
- Aug. 15 – 18 Los Angeles
- Aug. 20 – 25 San Diego
- Sept. 11 – 13 Panama City, Panama

Paul Kay and Michael McDermott receive a mooring line.

"She's why I'm here, came down the last time she was here. Went from building model cars to model ships..."

- Gene Gay

USCG _Eagle_ resting comfortably at the B Street pier.
Mary Oswell to Assume Role as Crew Ex-Oficio

It was announced on May 18th that Mary Oswell will be taking over the crew Ex-oficio position to the Board of Directors. Briefly held by Steven Weigelt, the position is a newly created one, serving as our voice. Mr. Weigelt has recently become an employee of the museum, thus becomes disqualified to represent the volunteers.

Congratulations to both!

Mary Oswell
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Five Questions …

1. How and why did you come to volunteer for the Maintenance/Sail Crew?
   I became interested in tall ships many years ago, but I lived in the middle of Texas, not near any ocean. I moved to San Diego about 18 years ago and would occasionally drive by the Star. Finally, I saw an advertisement for Sail Crew and I showed up.

2. What is you most favorite aspect of the museum?
   I love to sail. I love the feel of the Star, the Californian, or the Surprise as they are pushed by the wind. I love to walk on slanted decks, handling lines. I love to climb.

3. What is your least?
   Kitchen duty.

4. What is your most memorable moment?
   Last Star Sail, on Sunday, coming into the Bay in the late afternoon. There was heavy fog and not much wind. I was on the Surprise and went aloft on the forestall with Brian R. It was quiet. Then, Kevin started with the bagpipes and I looked around and saw the Star and the Californian and the Lynx all as if they were on parade, coming through the fog.

5. What is it about the museum that has kept you returning?
   The opportunity to get out on the water, work with a great team and continue to learn.

“given the recent announcement of every Sunday maintenance meetings and the delay of deck repair, a reminder of the Philadelphia Catechism:
Six days shalt thou labour and do all thou art able,
And on the seventh holystone the deck and scrape the cable.

Richard Henry Dana
Two Years Before the Mast”

- Paul “Pablo” Koenig

Marinisms

Mr. Weigelt’s Maritime Dictionary

METAL OF A SHIP, a term used by seamen for all the guns and carronades on board.
Thus, a large 74-gun ship carries about 173 ¼ tons of metal, besides copper sheets and nails on her bottom.
The number of guns being known, the weight of metal in a ship may easily be found, as their species and mean weight are marked on them and their carriages. See the table containing the species, length, and mean weight of all the guns and carronades used in the royal navy, under the article GUN.
Crew Testing

For a crewman who passes all three phases, they then proceed to the main deck, where a lay aloft assessment is done, normally on the foremast. Under the careful supervision of experienced crew, an individual is guided out to the lower upper tops’l, laying out either to the port or starboard side of the yard.

Third on the list, but not necessarily in that order, the knots. Crew are tested on a series of basic knots and belaying techniques in order that lines can be safely handle and orders executed properly.

Thus, goes the annual exam for qualifying for the November Stars’l. For the summer months to come, the qualified crew will be assembled in order that training can start in September in earnest.

Brad Holderman – MMSD Volunteer, Editor, Euterpe Times

Centuries old Traditions Continue

Bob Ross and David Burgess giving knot exams on the poop deck.

The physical portion of the test consists of 3 subsections. First, the basic haul of 70lbs from two different positions, straight and then though a turning block. This qualifies a crewman for the basic level of deck work. Second, the one-armed hang. Crew are expected to hang from each arm for 5 seconds. This qualifies a crewman for laying out to the jibboom. Third, the pull-ups. In order to lay aloft and climb over the futtock shrouds, crew are required to do two pull-ups.

With plenty of Stockholm tar, crewman Greg Gushaw demonstrates a serving mallet while serving a stay on the focs’le head.
A new Role for

HMS Surprise

Recollections of the
Rose:
Changing Watch

The night was black: no moon shone and the only light came from the binnacle where the amateur steersman tried to keep the Rose on her course; and a ghostly glow from the companionway showing the shape of the cutter Thorne in her chocks and the nondescript lumps that were members of the crew who had escaped from the fuggy sleeping compartments to slumber on deck. Looking aloft, one could see the great congeries of stars and the pale band of the Milky Way, sometimes occluded by the spars and three staysails. Far over the horizon to larboard, lightning flickered in the top of a squall.

Faintly, very faintly, the sound of seven bells came from the wall clock outside the galley, and the voice of the mate on watch said quietly, "Idlers. Time to rouse out the hell watch. Try not to disturb the rest of the ship."

There was a quiet padding of feet as the idle members of the current watch ran below to look for their sleeping relief.

"Eleven-thirty: time to rise," was whispered in several ears. A lack of response meant a shake, and again, "Eleven-thirty. Let's go." Grunts and groans, audible yawns, and even a little swearing; the creak of the steel springs in the racks, and slowly the now somnambulant hell-watchers made their way up the ladder to the heads, and thence on deck, some of them stopping in the galley for a cup of coffee, lemonade or tea.

By ten minutes before the hour, everyone was gathered round the capstan waiting to be sent to their stations. Everyone except one.

"Where's Roy?"

"I don't know." "He wasn't in his bunk." "Is he trying to sleep on deck? He's been complaining about it being too hot below." And so on. Then finally, "There he is, under the Thorne," and he was shaken awake. A small quadrupedal shape detached itself from the lump that was Roy and click-clicked away, down the companionway steps: the Captain's Jack Russell terrier.

"That damned dog!! Someone let him out of the Captain's cabin and he decided he wanted to sleep with me!!" Roy was perturbed. "If it happens again, I'll settle that Jackal's hash!"

"What," said a shipmate, "make lobscouse of the spotted dog?"

William Nyden - Former crewman, HMS Rose

In 1767, the HMS Dolphin is seen here at Augustus Keppel's Island.

The question has been raised time and again, "How does HMS Surprise fit into a maritime museum dedicated to Pacific Maritime History?" As the mission statement and the museum itself evolve over the time, the answer has proven to raise additional excitement in what is to come over the next few years.

Surprise, temporarily will assume another identity, that of the HMS Dolphin, the ship as described by Ray Ashley as the "Sputnik of the Enlightenment." This role will reveal itself in future issues, as Surprise "will, for purposes of this long term exhibit, portray HMS Dolphin as a representative mid-18th century European ship typical of the vessels which ranged the Pacific in the great voyages of the Enlightenment."

The original Dolphin was a sixth rate frigate launched in 1751. At the conclusion of the Seven Years War, the 18th century version of the political "Space Race" lay itself in the frontier of the Pacific Ocean. HMS Dolphin under the command of Commodore John Byron, between 1764 and 1766 completed her first circumnavigation. No sooner did she return, 1866 found Dolphin once again bound for the Pacific under the command of Samuel Wallis. Close on her heels, the French La Boudeuse under Louis Antoine de Bougainville. During her second circumnavigation, in which she became the first ship in history to do so, Wallis and the Dolphin made the European discovery of Otaheite (Tahiti).

The Dolphin established the presence of the British Empire in the Pacific Ocean and laid the groundwork for Cook's major voyages. The presence of the French, Russian advances from the north, all had implications as the Spanish Empire responded by establishing the settlement of Alta California.
Additional Notes on the Ballantine Coil – “Purity, Body, Flavor”

David Clark’s description of the Ballantine Coil (Euterpe Times, Volume 3 No. 28) resurrected an old quest this editor had in regards to the origin of the Ballantine.

For most of us 21st century seamen, when first introduced to a new knot, hitch or way of doing something, we normally turn to texts such as Biddlecombe or Lever. 19th century texts intent on training 19th century seamen. What one typically forgets is that the development of seamanship skills didn't stop in 1899. As an example, try and find a comealong in any 17th, 18th or 19th century text. It does not exist.

This same dilemma arose when trying to discover a decently prepared description of the Ballantine coil. It couldn't be found. Using what resources, I could, primarily the internet, some light on the development and origin of the Ballantine coil is presented here. Although, there appears to be no known direct link between the two, based on circumstantial evidence it would appear that this coil is simply a tribute to a well known spirit.

As defined by www.seatalk.info, the Ballantine coil is used to “flake the foresail halyards in a large coil, then three overlapping smaller coils within, then repeating. The system is used by schoonermen to keep the halyards ready to run free in the event the sail must be doused quickly. (From the logo of Ballantine Ale. Jargon).” It is the last part of this description that begins this journey, Ballantine Ale.

Sometime in the 1870's, brewer Peter Ballantine, as legend has it, was inspired by the wet rings left behind on a table as he consumed his ale. By 1879, the famous 3-ringed symbol was first used as the company logo. It was said the rings stood for "Purity, Body, Flavor."

Founded in 1840 in Newark, New Jersey, the Ballantine line by the forties and fifties was the third largest brewery in the United States. For some time, the company was known for its world class India Pale Ale.

But, is this the origin of the Ballantine coil? The coil itself does not exist in pre-twentieth century seamanship manuals. Nor does it appear to be known outside of the United States. Capt. Frank Scott, author of A Square Rig Handbook, states that “The ballantine is not heard of this side of the pond, but when my wife sailed in the US brig Niagara a few years ago she did come across this system. The result looks a bit like a pretzel and although it worked well enough she could see no advantage over the standard methods…”

Author John Harland responded that the “term is not a traditional one, dating from the fifties at the earliest, and presumably originating aboard training ships. It has no obvious purpose that I can see ... just a fun way to coil down a haliard.”

Prior to the twentieth century, halyards were commonly coiled either in the standard capsized coil, a figure eight sequence or with the use of a halved barrel known as a “halliard tub.” Thus, it would appear that the Ballantine coil originated among the schoonermen of the Northeastern states during a period that the Ballantine Company was at its most successful with an advertising campaign including sponsoring the Milton Berle Radio Show and the New York Yankees television broadcasts.

Although there is no distinct “smoking gun” linking the Ballantine coil to the Ballantine Company’s logo, the circumstantial evidence of the coil’s name, similarity to the 3-ringed logo, and region and time of origin, seems to indicate this point.

So, the next time you are hunched over, coiling that halyard, keep thinking, “Purity, Body, Flavor, Purity, Body, Flavor…”
Mousing a hook prevents the load from coming out of the hook when tension is alternately applied and eased. It can also help to prevent the hook from straightening under load.

Never allow the load to bear on the mousing – make sure it bears on the back of the hook.

The method given here is from Ashley #3267. Ring hitch a suitable piece of marline to the shank of the hook, leaving one end a few inches longer than the other (Fig. 2). Wind the ends in opposite directions around the bill and shank of the hook, making tight round turns (Fig. 3).

Use the longer end to make an extra half turn, then cross the ends over each other (Fig. 4) and make tight frapping turns away from the center (Fig. 5). Make riding turns over the frapping turns back to the center and finish with a square knot (Fig. 6). If the ends are a little long, trim them or tuck them into the round turns.

Figure 7 shows a moused hook on a spanker boom topping lift block on HMS Surprise.

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 Clark – MMSD Volunteer
The **Star of Peru**

Her history has a familiar ring to it. Iron-hulled, built in Scotland, trade routes to India, New Zealand emigrant ship, Alaska Packer. She was the *Star of Peru*, ex-*Himalaya*, one of the multitude of full-rigged ships that rounded the globe, finishing her working life among one of the most celebrated sail fleets of the 20th century.

Built by W. Pile, Hay & Co., of Sunderland*, she was launched in November, 1863. She was 201’2” in length, 33’0” abeam and 20’4” in height, weighing in at 1,008 tons. Ship-rigged, she was christened the *Himalaya*, assigned the British Registry No. 48594 and signal VTKM.

She was delivered to her new owner, Tyser & Havaside (later G.D. Tyser & Co.). With the Himalaya, Tyser, who had previously been a voyage broking and insurance firm, added to their growing personal fleet. Among these, *Himalaya’s* sisters, the *Berar* and *Trevelya* and the famous clipper *Lightning*.

*Himalaya’s* life as an Indian commerce vessel was short-lived. By 1864, she had completed her first voyage to Australia. General histories tend to disagree, but either in 1865 or 1873, she was sold to Shaw, Savill & Co for the New Zealand emigrant trade. The earlier date is supported by a voyage departure in November of 1872 to Lyttelton, New Zealand.

In 1880, as she continued her New Zealand routes, the *Himalaya* was reduced to a barque-rigged vessel. Six years later, in 1866, her coal ballast caught fire, but still managed to arrive at Port Chalmbers with a passage of 93 days.

Again, a second conflict in histories, puts her sale to the Alaska Packers’ Association at either 1896 or perhaps, 1901. Under the proposed legislation of 1906, the *Himalaya*, along

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**Star of Peru (cont)**

with the *Abbey Palmer*, *Balclutha*, *Coalinga*, and *Euterpe* became respectively the *Star of Peru*, *Star of England*, *Star of Alaska*, *Star of Chile* and *Star of India*.

It was during this year, in response to the devastation of the 1906 earthquake, Steve Lawson notes, “the Stars of Peru, Alaska and France were towed to Eureka during the winter of 1906-07 to carry lumber down to help rebuild San Francisco. I would assume that the Peru was previously engaged in the lumber trade and had timber ports cut out in her stern.”

For roughly 30 years, she continued as one of the APA’s trusted workhorses making the voyages to Bristol Bay and back to San Francisco. On March 24th, 1926, she was sold and renamed the *Bougainville* where she made her last voyage to Noumea, New Caledonia to be used as a coal hulk. Here, the *Star of Peru* faded from history as part of a breakwater on the New Caledonian coast.

*Today, the struggle for another of ship built by W. Pile, Hay & Co, the City of Adelaide, continues. The City of Adelaide, like the Cutty Sark is one of the last composite clipper ships. Currently her fate is still undecided.*

Brad Holderman – MMSD Volunteer, Editor, *Euterpe* Times

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**JUNIOR CREW!**

**Slots for the USCG Eagle southbound journey from Los Angeles to San Diego are still available!**

Contact Jim Davis at:

[+] jdavis@sdmartime.org
The USCG barque Eagle sets sail off the coast of San Diego, May 26th 2008.
Lori Davis oversees the stripping and re-staining of the helm on the quarterdeck of *HMS Surprise*.

**Pacific Maritime History at Library of Congress**

By utilizing the collections at Mystic Seaport, the Library of Congress’ website, American Memory is currently exhibiting online “Westward by Sea: A Maritime Perspective on American Expansion, 1820-1890.”

The exhibit contain hundreds of journals, chart and photographs describing the great westward population migrations of our history, motivated primarily by gold rushes in both San Francisco and the Yukon.

“The unique maritime perspective of these materials offers a rich look at the events, culture, beliefs, and personal experiences associated with the settlement of California, Alaska, Hawaii, Texas, and the Pacific Northwest.”

The website can be viewed at:

http://memory.loc.gov/ammem/award99/mymhi.html/mymhihome.html

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**A Tale of the “Burgoo Fall-Backs”**

'Twas last Saturday night at half past ten
When bold Captain Fitz crept into his den,
Quickly pursued by a band of young fellows
Who rowed they would drag poor Fitz from the pillows.

In front of his bunk the mess pots are kept
And with presence of mind as in it he crept,
He pulled after him pots of pepper and lard
And with one full of lime juice entrance debarr'd.

'Tho! These engines of war made many “fall back”
Brave Major Middleton led the attack
Bravely he fought, but it was of no use
His gallant attack was repelled by lime juice.

Blinded and sad he was carried away
Men were retiring with looks of dismay
But now bold and brave tho' late in the day
Came Hensworth from bed and into the fray.

Himself in the breach he pluckily threw
Cowards he shamed & did carnage renew
Headlong they rushed, nothing could then retard
Save Fitz with a mixture of pepper & lard.

This mixture they got and retired to bed
And from it no more I'll warrant they're led
By schemes to draw such a man from his bunk
When his peppers not used nor lime juice drunk.

Note, (Poetry on the young fellows down the fore hatchway, having a lark or spree one night when pillows, lime juice & pepper were freely used.)

Walter Peck – *Euterpe Times Volume 1, No. 6 October 18th, 1879, Lat. 28.15 S, Long. 29.15 W*
SS Catalina Still Awaits Destruction in Ensenada

Reprinted from The Log Thursday, May 15, 2008

ENSENADA, Mexico — After multiple announcements by the Port of Ensenada that it would dismantle the now-waterlogged “Great White Steamer” SS Catalina by October 2007, the 130-foot vessel has yet to be demolished. Advocates for the historic ship’s preservation continue to monitor her from afar, while searching for funds to bring parts of her home.

Still There — SS Catalina remains half submerged in Ensenada, where the vessel awaits removal and dismantling by the port. The ship’s advocates continue to keep tabs on the much-beloved steamship.

May 4 edition of the Spanish-language news publication El Vigia reported that Carlos Jáuregui González, API director of the Port of Ensenada, said this would be the year SS Catalina will finally be removed and destroyed. The article also states that more funds and new strategies are in place to remove SS Catalina.

However, The Log’s numerous calls and e-mails to the Port of Ensenada to get additional details on its plans for SS Catalina were not returned at press time.

In April 2007, Juan Ochoa, marketing manager for the Port of Ensenada, reported that the Mexican government announced it had received the 176 million pesos ($350,000 in U.S. currency) needed to destroy the ship. The port at that time set October 2007 as the demolition date.

The port’s plan to remove SS Catalina was launched to make room for construction of a 380-slip marina.

When the original plan was announced, advocates of preserving the ship began to band together to figure out how to bring her home. She was originally taken to Ensenada in 1985 by former owner Hymie Singer, who said he planned to restore the vessel. However, subsequent attempts to convert SS Catalina into a restaurant and tourist attraction failed, leaving the vessel to deteriorate in the harbor.

Through the years, the ship’s management changed hands. Eventually, the prior owner abandoned the vessel, leaving it to become the property of the Mexican government. Currently, SS Catalina lies partially submerged in 30 feet of water in the Port of Ensenada, awaiting her destiny.

Three separate groups – SS Catalina Steamship Fund, SS Catalina Preservation Association and Saving the SS Catalina—were unable to save the vessel. All of the groups became inactive after a few years of attempting to raise funds, secure a home for her and search for alternatives to the vessel’s demolition.

Unclear Future — A waterlogged SS Catalina still sits off Ensenada, as removal plans continue to drag on.

From 1924 to 1975, SS Catalina ferried more than 25 million passengers between Los Angeles Harbor and Avalon. Passengers enjoyed the two-hour ride on the five-deck steamship, which included a live band and a clown entertaining children.

During World War II the ship transported troops across San Francisco Bay to Camp Stoneman in Pittsburg, Calif. After serving her duty, she returned to Catalina, where she was sold to M.G.R.S. Co. The group of 10 men kept the vessel up and running until SS Catalina was retired in 1975.

For months, bloggers have shared messages back and forth as they awaiting the bad news that the Port of Ensenada was dismantling the much-beloved ship and removing it from the harbor to make way for new development. However, the news never came.

“What I have heard recently -- which, by the way, we have heard many times before -- is that the Mexican Government has the funding to raise the ship, float her out to sea and sink her,” wrote Linda Hironimus, who was co-founder of Saving the SS Catalina, in an e-mail to The Log.
Catalina (cont)

David Engholm, founder of the non-profit SS Catalina Steamship Fund, which became inactive in 2006, has continued to work with the port, preservation organizations and the Catalina Museum, in an attempt to salvage the vessel’s pilothouse and stack.

“I was down there in August, and I put in a request with port authorities for the pilothouse -- and they still haven’t given me any response,” Engholm said.

The 130-foot vessel holds a lot of sentimental value to Engholm, who was married on the ship 19 years ago and enjoyed cruising aboard her to Catalina Island.

After receiving disappointing news from Catalina Museum officials that they do not have room for the stack, Engholm decided to save the pilothouse while he continues to search for a party interested in saving the stack.

Neither a price nor an OK has yet been given to Engholm by port officials.

If his proposal is approved, Engholm plans to head down to Ensenada and, with the help of family and friends, take the pilothouse apart and transport it to his home in Coos Bay, Oregon.

“It would be nicer to take the whole pilothouse together, but that would require a crane and a barge,” Engholm said.

“That would be the most expensive way to go -- and being that I will be funding this out of my personal funds, I am going to do it in the most economical way,” he explained. “It’s more time consuming, but still more economically feasible.”

16th Annual Sea Chantey Fest

The Westlin Weavers (including our own Karen Sheldon).

I soon got used to this singing; for the sailors never touched a rope without it. Sometimes, when no one happened to strike up, and the pulling, whatever it might be, did not seem to be getting forward very well, the mate would always say, “Come, men, can’t any of you sing? Sing now, and raise the dead.” - Herman Melville, Redburn: His First Voyage, 1849.

May 18th saw the arrival of the 16th Annual Sea Chantey Festival. The Festival was moved to an earlier date to avoid interruption of the fall training period for the Star of India. Visitors were entertained to long established singing tradition of life on the sea.

Bill Dempsey attends to the audience with a chantey.

Crewman Bob Koningsor led the audience in a “Long haul” chantey. These chanteys were known as call and response chanteys, expected to last as long time, normally with two pulls per chorus. Audience members manned the main stays’l halyard while joining in on song to experience just how the chanteys were used on board.

Additional performers were the Jackstraws, Holdstock and MacLeod and something new, our own crew performers, The Euterpeans. Throughout an exceedingly warm day, visitors enjoyed the music of the 19th century as crewmembers worked on the jibboom. The background "stage" of the foc'sle head, complimented the atmosphere.
Sweden 2005

David Richard’s describes his maritime experiences on a 2005 vacation.

In the summer of 05 we made our annual trek to Yorkshire to visit the Mum-in-Law and combined it with a visit to Sweden accompanying my mother to visit her first cousin in Vestervik on the Baltic Sea. It was a good trip as my Mum-in-Law went with us on our first cruise ever which was a trip from Stockholm to Goteborg on a steamship, the Juno traversing the Swedish countryside through the Gota Canal. This canal was built in the early 19 century and features 54 locks to get through the middle of Sweden. The dean of the canal boats, Juno was built in 1874 at the Motala Werkstad in Motala. Her current profile dates to 1963 and today she is the world’s oldest registered boat with overnight cabins. She was purpose-built for the canal and in many sections of the canal there is barely room for her passage with the wooden poles you see in the picture used as fenders.

Still the highlight of the trip was the Juno probably because we traveled on this ship for four days and the food was first rate. We enjoyed this trip because of the cautionary lessons learned from the Vasa, from the extremely limited space of the cabin of the Juno and visiting the port from which my grandfather sailed to America, Goteborg.

In Goteborg we visited the world’s largest Maritime Center (according to them), home to 19 platforms (ships) ranging from submarines to barges. The biggest attraction is the former military destroyer Småland. Of particular note however, is the lack of a tall ship.

The 1874 steamer Juno on the Gota Canal

While in Stockholm we visited the Vasa a ship of infamy that on her maiden voyage sailed less than a mile and sank in the Stockholm harbor with three of her seven sails set. She was built in 1628 and they didn’t save the plans because this occurred before the first written plans for ships, so no replicas of this ship. She was the first warship built with two gundecks which may have also been her undoing: insufficient ballast and top heavy. The ship cost the Swedes 2% of their GDP at the time and was full of heavy brass guns making her likely the most powerful warship of the 17th century, if she’d only been able to sail. The ship was raised intact from the seabed in 1961 and an exemplary museum was then built around her. If you ever get the chance to visit Stockholm you must see this ship.

In Goteborg we visited the world’s largest Maritime Center (according to them), home to 19 platforms (ships) ranging from submarines to barges. The biggest attraction is the former military destroyer Småland. Of particular note however, is the lack of a tall ship.

The elaborate, gilded stern of the Vasa.

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David Richards – MMSD Volunteer
My 1990 trip aboard 

**Bounty** to the Pacific Coast

The announcement of the addition of the HMS Bounty to the Sail Fest participants has generated some interest among Bounty fans. Dennis Stephens shares his experience on Bounty's last tour of the Pacific Coast.

We had been 'at sea' for many weeks when we first put in at Acapulco, Mexico and moored at 'Club de Yachtes' (the Yacht Club). The air conditioner onboard **Bounty** had quit working and it was in late April of 1990, so there in the tropics it was quite sweltering. The owners of **Bounty** at the time decided we needed 'a break' and put us up in a luxury hotel there in Acapulco, not far from the Yacht Club. In fact, it was the same hotel where John & Jackie Kennedy had vacationed on their honeymoon in the early sixties.

We left Acapulco a few days later and eventually ended up in San Diego, then Los Angeles, then San Francisco, then up the coast we went to Seattle and a few small towns nearby to Seattle. We were there in Seattle in the summer of 1990, officially to take part in the "Goodwill Games" which was Ted Turner's 'answer' to the Olympics, but in the off years.

After Seattle, we went into Lake Washington, which was on Seattle's northeast side (a body of fresh water separated by locks), and visited several of the cities lining the Lake.

Afterwards, we went to Vancouver, British Columbia, Canada, then on to Victoria, British Columbia, which is a 'proper' English-sort of town, settled right down on an island off of the coast of the mainland of British Columbia.

Later, we traveled back down the Pacific Coast and found our way to Astoria, Oregon and then into the Columbia River and to Portland, Oregon. I have to say, as a point of interest, that they had water fountains on the corners of the street intersections in Portland that ran CONTINUOUSLY, due to the fact they had plenty of water from the nearby Columbia River. I don't know if they still do that today, but my being from sunny, dry, Florida, it was QUITE ODD to see water running continuously from water fountains !!

From Portland, we traveled back down the coast to Newport, Oregon, then Coos Bay, Oregon, then down to Eureka, California, then another trip to the San Francisco Bay Area where we tied up in the eclectic city of Sausalito, California, then over to Vallejo, California (across the bay from San Francisco).

We eventually found our way down to a small city south of San Diego, known as Chula Vista, where we were tied up for FOUR MONTHS for repairs. Chula Vista is close to the Mexican Border, and I had many chances to travel into Northwestern Mexico for fun and frolic!! There's a tram that takes you right to the border, so that was convenient.

HMS Bounty is shown here moored in Boothbay Harbor, Maine.

While in Chula Vista, at Christmas of 1990, I had the pleasure of meeting some folks from Pitcairn Island (where the original **Bounty** was burnt and sank). It was Tom & Betty Christian, and their 3 young daughters, came to see **Bounty** while they toured the United States on a visit.

After Chula Vista, **Bounty** was being sent back to Miami, Florida, and so, back down the Pacific Coast we went, with another brief stop in Acapulco, Mexico, and then down to Costa Rica, which was a beautiful, but agrarian, country. We toured a rainforest while we were there and saw some monkeys in the trees. It was nice to take a tour while we were there.

After passing back through the Panama Canal, we stopped on a small Caribbean island of Isla San Andreas, which was a Colombian possession. The **Bounty** crew visited several casinos while we were there. It was afterwards, on our trip back to Miami, Florida, that our water maker broke down and we were drinking partially salty water while onboard. Not much fun there!

After **Bounty** got to Miami, I soon found myself leaving the ship and heading back to my home in St. Petersburg, Florida. The one year experience on **Bounty** had been FANTASTIC, but it was time to get home. I'm really enriched by the sights, sounds and experiences I had had while aboard **Bounty** and it makes me think that the current tour of Bounty on the Pacific Coast will be equally as fantastic for all on board, and for those who get a chance to visit Bounty from each and every town and city that **Bounty** visits. It will be a nice time for all !!
The new Siemers ships were among the biggest carriers afloat: their cargo capacity was 5,400 long tons in four holds on a waterline of 335 feet. Beam was 47 feet and depth of hold 26 feet. The rig was four-masted bark (or barque), the fore, main and mizzen masts were steel tubes 198 feet high, the jigger (mizzen) was 153 feet from heel to truck. The lower spars were 91 feet long and the bowsprit was an impressive 64 feet. The rig comprised 18 square sails and 17 fore and aft sails, for a total of 56,000 square feet of canvas. (About the area inside a running track.) The captain had a suite of six rooms, trimmed in marble, brass and mahogany.

When World War I began, the Hans was interned in Santa Rosalia, Baja, Mexico where a whole fleet of German ships was waiting to load copper ore. Life for the sailors was hard. Captain Harold Huycke of Everett, an expert on this period and the author of the definitive book "To Santa Rosalia, Further and Back" quoted able seaman Alvin Arlom about those years: "Maggots! We soaked our hardtack in the evening and in the morning you fished out the maggots. You took a little lard and you covered up the holes so you wouldn't see where the maggots were. Then we had the hardtack like a horseshoe. I don't know if it was rye or whatever but I hated them; they were bitter. They had a weevil or something in them -- not a maggot. Yes, that was rough."

The first American settlers on the west coast arrived on the Columbia River in 1811 by sailing ship. They came via the toughest sea route in the world--westabout around Cape Horn. For the next century, the growing population of the Pacific Northwest depended on windjammers to keep its economy growing. That trade died out in the 1920s, but reappeared in 1941 for one final curtain fall, driven by the demand for lumber for the mines in South Africa.

A handful of neglected sailing ships were saved from the scrap yard, over-loaded with lumber, and sent out with crews of young Americans who were completely unprepared for the hazardous voyage that lay ahead of them. In the 1990s, there were still a few old sailors alive who had shipped out under sail at that time, and could remember when the need for work, any kind of work, drove them to sign on for a long voyage under harsh conditions. The last American-flagged sailing ship to depart the Columbia River and round Cape Horn was called the Tango, and its history was preserved by a remarkable local writer.

Luckily, the early years of the Tango had been preserved by two authors who were captains under sail, and understood the importance of preserving the history of one of the last, great sailing ships. The Tango began life in 1904 in the yard of William Hamilton & Co., Port Glasgow, Scotland as the Hans. By this time, European shipbuilders had perfected the construction of steel, sailing ships, six of which are still afloat in the U.S. The Hans and its sister ship the Kurt were completed to the highest classification of Germanischer Lloyd. The cost was about $2 million each and these were the last sailing vessels Hamiltons launched before turning exclusively to steamers. That year there were 3,500 sailing ships registered at Lloyds of London.

Tango Around The Horn by Lawrence Barber—the WWII voyage of America’s last windjammer from the Columbia River to South Africa. The fascinating history of the 396’ German bark Hans that was interned in Mexico 1914-21, turned into a gambling barge anchored in Santa Monica Bay 1935-39, then finally re-rigged as a six-masted lumber schooner in 1941. 254 pages & 35 illustrations, $13.95 postpaid. Peter Marsh, 249, 12th St. Astoria, OR 97103. (I met Larry when the book was published and began to learn about his life as the "marine reporter" for the Oregonian newspaper from 1938 to 1962. By the time he died in 1997, there wasn't any interest in continuing to market the book. When I moved to Astoria in 2002, I contacted the publishers and began selling it on the lower river.)
Tango (cont)

The Treaty of Versailles enacted punitive demands against Germany -- which led to the rise of Nazism. The entire, German, merchant fleet, thousands of ships, was taken as reparations. That included the rusting sailing ships in Mexico. After 6 1/2 years of idleness, the Hans now moved into the hands of the first of seven more owners -- Captain Robert Dollar, head of the Dollar lumber empire. Dollar had acquired the entire fleet for a bid of $350,000. Then the newly-named "Mary Dollar" sat and waited. Only four Dollar ships sailed with cargoes in 1921-22.

There was a brief flurry of activity in 1927, which emptied Dollar's moorage. The Kurt was sold to a Finnish owner, renamed Moshulu, worked until 1939, and finally found a resting place in Philadelphia. Dollar died in 1932 and his family quickly sold off his remaining ship, the Hans. But these were the Depression years and there were no takers. They offered it as a gift to the state of Washington as a school ship -- it was turned down. Finally, a Captain Charles Watts of Berkeley took it off their hands, reputedly for $3,500. He soon turned the ship around and sold it to a Nevada gambling syndicate, It looked like the end of the road for this proud ship.

It was towed to Wilmington, Ca. where the towering masts were lifted out and scrapped. The deck was cleared and an imposing, warehouse-like building, 280' X 60', was erected. Strings of lights were hung around the ship to create a festive atmosphere. The Tango was ready to begin its new career as an offshore, gambling ship. It joined a small pirate fleet anchored off Redondo Beach. The single cabin, almost a hundred yards long, was soon filled with gamblers, ferried out from Los Angeles.

There was undoubtedly a lot of underhanded dealing going on, but the authorities weren't particularly concerned until the ships started running bets on horse races. That cut into the state's revenue from the tracks. They offered it as a gift to the state of Washington as a school ship -- it was turned down. Finally, a Captain Charles Watts of Berkeley took it off their hands, reputedly for $3,500. He soon turned the ship around and sold it to a Nevada gambling syndicate, It looked like the end of the road for this proud ship.

In August 1939, the courts ruled in favor of the state and drew the three-mile limit from the headlands instead of the bays. The game was over. The Tango passed two more years in lay-up, until the world again turned to war to solve its disputes. Shipowners soon spotted a profitable opening as trade routes from Europe were cut. South Africa needed lumber for its mines, and American ships were still neutral. A total of six sailing ships were found and re-fitted, then sent off on that trade. All delivered their cargos but none ever returned to the west coast.

The square-rigged ship Star of Finland, 225' long, was renamed Kauaiulani and reached Sydney, Australia before being handed over to the U.S. Army. The wooden schooner Vigilant, 241' long, re-named City of Alberni, belatedly reached Uruguay after sitting out the war in Chile. The wooden 232' schooner Commodore, which had regularly "raced" the Vigilant to Hawaii during the 30s reached Cape Town as did the Daylight -- somewhat opportunistically re-rigged as a "stump-masted, staysail, auxiliary barquentine."

Some eastcoast investors decided to get in on the action during the summer of 1941, incorporated as the Transatlantic Navigation Co. and hired an experienced sailor, Captain Asa Davidson, to locate a seaworthy hull. He found the Tango in Wilmington and bought her for $25,000 after a quick inspection. The big, gambling house was torn off, 2,500 tons of ballast removed from the bilges. The ship was lifted at the Los Angeles Shipbuilding drydock on September 4, 1941. It had been afloat for 27 years and some 40 tons of barnacles were sapped off.

The hull was found to be in excellent condition, except at the turn of the bilges, where the small pits were spot-welded and the larger ones covered with doubling plates. All the gear cut away for the gambling venture - coamings, bulwarks, deckhouses - had to be replaced. Then new accommodations had to be built for the coming voyage. The question of how to rig the hull was problematic. Captain Ferrell Colton, who had served on the Moshulu, was hired as an advisor and wanted to see the original, square rig recreated. The owners were more influenced by economy and went for a simpler gaff rig as had been used on the Star of Scotland. The Tango became a six-masted schooner, a type that had been developed and perfected by American sailors.
Californian Adventure

Friday morning, as the crew were prepping the Californian for her Catalina Island adventure weekend, USCG Eagle arrived in San Diego Bay. Larger than the Star of India and white as a wedding cake, she emerged from the grey morning drizzle like a visitor from another age. As Eagle docked, Californian cleared her moorings. Thanks to an unusual wind from the south, the schooner was able to sail out of the bay. She cleared Zuniga Point through a squall of rain and chop which gave some crew members the opportunity to baptize their new foul weather gear. As the wind died and the skies cleared, a three-masted white ship appeared on the horizon. Had Eagle somehow sailed out again, passing us in the rain? Binoculars emerged. The new ship proved to be Guayas, a cadet training ship from Ecuador, headed into San Diego. As the weather improved, everyone enjoyed a hearty dinner from the galley, thanks to the combined efforts of Marge Mowder and Gene Gay, who made this trip as Marge’s assistant cook. Gene will be serving as head cook during one leg of Californian’s summer trip up the coast. Thanks to the rain-washed skies and late-rising moon, watch crews that night enjoyed a brilliant display of stars overhead.

MMSD crewmembers and passengers wash down the deck.

Dawn found the Californian at Two Harbors. As second mate Ray Stewart and crewman Tyler Barry were setting up the lines for the mooring ball, a tourist helicopter whined overhead. A moment later a mushroom cloud of black smoke billowed up from the island, the copter had crashed just beyond the brow of the hill. (We learned later that three people were killed in the crash.) Within minutes, sheriff’s vehicles, Coast Guard helicopter and a Coast Guard cutter converged on the harbor. Californian dropped her moorings and left the law forces to their unhappy task. Even though we had guest crew/junior crew member Katherine Pogue try to “scratch up the wind” for us, the day remained flat calm. Instead of sailing, we filled the afternoon with Swim Call, a knot-tying class taught by crewman John Kerley and a navigation class by first mate Bob Nelson. By evening, the Coast Guard cutter had left the mooring ball and Californian again picked up her moorings. Some of the passengers and crew went ashore by Water Taxi to seek out hot showers, shopping and refreshments at the local bar, but almost everyone was back aboard for another excellent meal from Marge and Gene. That night the air was so clean from the rain that the lights of Long Beach seemed to be only a mile away.

After breakfast Sunday morning, everyone joined in for Deck Washdown with fire hoses, brooms and traditional nautical headgear. The elaborate balloon hats were courtesy of guest crew Kevin Kempton, who put this skill to good use at the bar, trading balloon animals for drinks. A chinning bar was rigged so that interested guest crew could qualify for climbing, and after lunch Californian went sailing. As the last qualified guest finished her jib boom climb-around, the wind piped up and we were able to sail for the rest of the afternoon.

We were back on the mooring ball in time for an excellent meal from the galley, topped off with strawberry shortcake. Many passengers and crew went ashore to celebrate our final evening at Catalina. The last few straggled in at 0130, and at 0330 we dropped moorings, raised sail and headed home. On the way back, we met up with USCG Eagle sailing northbound, a tower of white canvas. As we rounded up into the channel, we also spotted Guayas at anchor outside the bay. The first monkeyfist struck the dock at 1500, and our Memorial Day weekend full of surprises was at an end.
Ironside to Iron-hulled

Paul Dempster and Timothy Patrick are captured here while working on the jibboom aboard Star of India.

As most of us recall, the MMSD crew was treated to the honor of hosting US Naval personnel assigned to U.S.S. Constitution, "Old Ironsides." A lot of the crew were surprised to see one of those faces reappear in the last month as one of our own. Timothy Patrick had recently been reassigned to the San Diego area and didn't hesitate to join another square-rigged vessel. Mr. Patrick spent three years aboard Constitution, his first duty station straight out of basic training.

Although an experienced sailor, "Constitution introduced me to another aspect of sailing which I had limited exposure to growing up. Tall ships. I had expanded my love and knowledge of sailing. It opened doors to other tall ships as well. I had the chance to sail on HMS Bounty, Friendship of Salem, and USCG Eagle, not forgetting when a few of us crew came out to sail on HMS Surprise and Star of India last November."

The 23 year-old Boatswain's Mate Second Class Petty Officer is currently assigned to Maritime Expeditionary Security Squadron 5 in Imperial Beach, "sailing has always been my way of life, at least for as long as I remember."

In looking back, Mr. Patrick recalls serving "as Sailing Master aboard U.S.S. Constitution. to equate that duty to duties onboard Star and Surprise, I was performing as the captain while sailing, during one of the two annual underway sails, the ship had a slight heel to her, just over enough that the growth below the water line was peeking out on her weather side. I was standing out on the sponsen, the water was flowing by fairly rapidly, but I knew we weren't going that fast. According to my gps, 4.9kts (fastest the ship has gone in over 127 years), the crew and guest on board had grins on their faces, and I thought to myself about the hard work that goes into pulling this moment off (year round maintenance of a 210 year old ship), the time invested (for the crew, training 3 days a week for 6 months), and what an awesome moment for me to remember 40 years from now. I always hoped it wouldn't be the pinnacle of my sailing career."

Thoughts and Prayers...

Mischele “Mickie” Stewart

Mischele “Mickie” Stewart (2005 sail crew) was recently diagnosed with stage 4 lung cancer. I spoke with Mickie this evening and learned that she will be starting chemo therapy next Monday. She is very upbeat and “keeping her sense of humor” about her situation. If you would like to contact Mickie directly, she would welcome hearing from her shipmates and said that I may share her contact information. Please keep Mickie in your prayers.

Mickie Stewart
Home phone: (619) 749-5351
Email: ladyquil@cox.net.
Tickets for Tall Ships®
Tacoma On Sale May 19
"They’re coming – and it’s going to be quite a festival."

Courtesy of: Tall Ships® Tacoma 2008

http://tallshipstacoma.com/site_news_items/12-tickets_for_tall_shipssupsup_tacoma_on_sale_may_19

May 05, 2008

TACOMA – Tickets to board the tall ships when they visit Tacoma will be available to the public starting May 19. Tickets may be purchased Monday online or at the Tall Ships Tacoma Ticket Office in Freight House Square.

“They’re coming – and it’s going to be quite a festival,” said Matthew Erlich, event spokesman. “Are you going to miss out?”

Tall Ships® Tacoma 2008 will be held July 3-7 along the Foss Waterway. More than 30 historic sailing vessels - including the USCG Eagle, HMS Bounty, the Niña and The Lady Washington – have signed up for the event.

While the festival is free, tickets are required to tour a vessel or go sailing. Special viewing areas and video tours will also be available for visitors in wheelchairs.

A variety of ticket options are available:

General Boarding Pass. Costs $10 per day and allows touring of all B and C class vessels (about 28) as well as access to a special viewing areas for the Class A vessels. Children aged 10 and younger are free when accompanied by a paying adult.

Premium Boarding Pass. Costs $20 per day and allows touring of all vessels including the premium ships Kaisei, HMS Bounty and the Niña. Children aged 10 and younger are free when accompanied by a paying adult.

Treasure Pass. Costs $60 for a four-day Premium Boarding Pass and allows access to all vessels. Children aged 10 and younger are free when accompanied by a paying adult.

An exception to the ticket policy is the USCG Eagle. The Eagle, which is the only active-duty sailing vessel in U.S. military service, will be open for free tours during the festival.

“Having the Eagle in Tacoma during the Fourth of July is a huge coup for Tacoma. The Eagle has not been on the west coast in almost 20 years and now this amazing ship will be in our backyard and anyone can tour it for free,” Erlich said.

Boarding passes are available for July 4-7. The ships will be open for tours from 10 a.m. to 6 p.m. daily, but lines for boarding will close at 5 p.m. At any given time about 50 percent of all the ships will be available for tours.

Boarding passes are date-specific and must be exchanged for a wristband at the festival before boarding. For the Treasure Pass, one wristband will be issued that is valid for all four days.

If a sailing adventure is more to your taste, tickets are available for morning, afternoon or evening sails on 15 different ships. Sailing adventures offer a unique opportunity to experience the romance and adventure of the high seas.

Some sailing adventures include mock cannon battles with other vessels. Evening sails on July 4 will include viewing the fireworks on Commencement Bay.

Prices range from $40 - $200 per person and all passengers, including children, must have a ticket.

Discount coupons for General Boarding Passes and Premium Boarding Passes are available from all State Farm insurance agents in the Puget Sound area for Centralia to north of Everett. A complete list of State Farm offices is available on the website.

Discount coupons can be redeemed online, at the Tall Ships® Tacoma Ticket Office or at the festival.

In addition, Monday July 7 will be Military Appreciation Day. All active-duty members of the military and their families will receive 50 percent off any General Boarding Pass or Premium Boarding Pass purchased at the festival that day.

Complete details about tickets, prices and boarding regulations are available on the Tall Ships® Tacoma website.

Tickets may be ordered online or purchased at the Tall Ships® Tacoma Ticket Office at Freight House Square beginning Monday. Ticket office hours are Monday-Friday from 11 a.m. to 7 p.m. and Saturday from 10 a.m. to 4 p.m.

The five-day Tall Ships Tacoma Festival is expected to attract more than 700,000 visitors.

The festival begins with the magnificent Parade of Sail when all 32 vessels sail from Quartermaster Harbor on Vashon Island to the Foss Waterway -- the best public viewing areas for this unique parade will be along Ruston Way. The parade begins at 10 a.m. on July 3 and all the vessels will have arrived in the Foss Waterway by 3 p.m.

New to the festival this year are three themed villages along Dock Street. Each village has food, entertainment, activities, vendors and guest amenities. Shuttle buses will transport visitors from village to village.

The official parking lot for Tall Ships Tacoma is at the Tacoma Dome and shuttle buses will deliver visitors to the festival grounds.

The festival is open from 10 a.m. to 8 p.m. daily (ships close at 6 p.m.) on July 4-6. Hours on July 3 are noon to 8 p.m. and hours on July 7 are 10 a.m. to 6 p.m.
Thank you for this great and inspiring new Newsletter which encompasses two of our favorite tall ship replicas, the *HMS Surprise* and the *HMS Bounty*.

A wonderful thing that the San Diego Maritime Museum is putting forth to the world a feature publication that tells of many events that are taking place with these tall ships that we all may soon be able to participate and interact with as they become and are available. A great way to learn of historic ships of yesterday and the profound implications of the parts they played in early maritime history both here in the USA and around the world.

We hope that you will continue to keep us up-to-date with any future issues of *Euterpe* Times Newsletters as they may become available to our members here as we will certainly enjoy reading and viewing the fine information as you present them.

We sincerely wish you success as the editor of this great publication and hope that if there is a way we can be of future help, that our members may find information that they can submit to you in so doing.

Thank you again, David Townsend, CA

I’ve been a 30 year + member of South Street Seaport Museum in NYC. I have always wished that we could produce material as well as you do. Years ago I befriended one of your members visiting NYC. In return she gave me a one year membership. I’ve kept it up. In 2003 I visited San Diego and spent a week. I knew some of your staff Because the maritime museum community is small. I had a wonderful time. Your museum has done what I wish we could have done here in NYC. CONGRATS !!!!!!!!

**Thank you**

The *Euterpe Times* would like to thank Paul “Pablo” Koenig for the donation of a laptop computer. It can be certified that the Times’ ability to produce itself in a timely manner has been greatly enhanced.

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President Harry S. Truman feigns steering the U.S. Coast Guard Academy bark, the "Eagle," as he stands at the helm during his first visit to the Academy in New London, Connecticut. Captain Carl G. Bowman, U.S.C.G., skipper of the Eagle is in the background. (Inset courtesy of Kevin Sheehan).

Thought I'd share an interesting piece of trivia with you. You had an article about the *U.S.C.G. Eagle* visiting here soon. Do you know what the *Eagle* and the *Star of India* have in common? A captain. Captain Carl G. Bowman to be exact. Capt. Bowman was in command of the Star in 1976, and many of her sails to follow, until Capt. Richard Goben took over some years ago. Capt. Bowman was also the 4th American Capt. Of the *Eagle* after it came to the U.S. after WWII. If you get aboard her, go below decks and all the way aft. You may see a fairly large brass plaque with the names of all the American captains, with Carl Bowman being, as I recall, the fourth on the list. Many of our current sail crew sailed under Capt. Bowman, and remember him well, as he was an unforgettable character. He was also the sole captain of our steam yacht, *Medea*, for many years, again until he retired and Captain Goben took over.

John Merrill
**From the Editor**

In 1990 I had just gotten out of the U.S. Army. I wound up reading in the paper that the *HMS Bounty* would be making a stop in San Diego. Always being a fan of the entire *Bounty* story, I managed my way down to the bay to her. As it turns out, she was moored just north of the Maritime Museum. The Museum was new to me, I was just getting accustomed to San Diego and was starting to spread my wings as one of its citizens. It was here that I discovered that the Star of India sailed infrequently, but still managed to keep herself known as the world's oldest active sailing ship. That seed was sown. It took 15 years to actually put myself on her deck as a crewman, but nonetheless, here I am, to some your chagrin I would imagine. When Dennis Stephens passed along his account of his Pacific Coast journey, it made me realized that I was one of the visitors. We might have even passed each other, or even spoke. All this reminds me of the personal nature that is intended for this publication.

With this in mind, it was serendipitous that a meeting with Dr. Ashley quickly followed. There are efforts to place the *Star of India* onto the UNESCO list of world heritage sites. These are sites that UNESCO considers to be "irreplaceable sources of life and inspiration." Among this list, the pyramids of Egypt, the Acropolis, the Great Wall of China, to the rock art of Lascaux Cave in France, visual depictions of the beginnings of human nature. UNESCO's definition of cultural heritage sites rests in two articles of its constitution. The first man-made (monuments, groups of building, sites), the second, natural (natural features, geological and physiographical formations, natural sites).

None of these categories include a place for the transmission of ideas or people. The 19th century saw the greatest population movements in the entire history of mankind. With this shift, new cultures intermixed, fought and learned to live with each other. Typically, new ways of thinking and challenges to conceived notions of the universe were born out of these affairs. For the 19th century emigrants, this was typically accomplished by the keel of a ship, whether by sail or steam.

It's a history that we have all been instructed to know. As the *Euterpe*, the *Star of India* circumnavigating the globe 21 times carrying passengers from England to New Zealand. A witness and participant to this massive migration of humanity and thought. As crew, we support those who fight for her place in human history. As crew, we have the role and honor of being part of that possibility.

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.

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**June**

1973, June 3rd - The steam ferry *Berkeley* arrives in San Diego, CA for restoration and subsequent use as the main exhibit space for the Maritime Museum of San Diego.

1775, June 15th - The first naval engagement of the American Revolution occurs. A colonial sloop, *Providence*, commanded by Capt. Abraham Whipple and tenders of the British frigate *HMS Rose*, under the command of Sir James Wallace. While under fire of the *HMS Rose*, the *Providence* disabled one tender and captured another.

1849, June 20th – On her initial voyage, the United States Revenue Cutter *C.W. Lawrence* arrives at Valparaiso, Chile after a five week effort to round the horn.

1851, June 7th – Captain Alexander Fraser of the United States Revenue Cutter *C.W. Lawrence* is relieved of command by Captain Douglass Ottinger.

1542, June 27th – Under the command of Juan Rodriguez Cabrillo, the Spanish ships *San Salvador* and *Capitana* depart Navidad, Mexico on an expedition to explore the northern Pacific Coast.

1906, June 29th – The bark *Euterpe* is officially renamed *Star of India* by Public Law 365, 59th Congress, signed by U.S. President, Theodore Roosevelt.

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**An artist’s rendition of the San Salvador construction area.**