**STRIKE TWO!**

The fractured starboard boomkin after being struck by a local boater.

**Star To Stand Down for 2008**

_HMS Surprise_ was again the target of a mishandled pleasure craft. On Saturday, June 7th, a motor vessel came in for a closer look. Her passengers wanted a picture on deck in front of _Surprise_. The captain of the boat left the helm as southerly winds began blowing hard. The boat was pushed into _Surprise’s_ prow causing considerable damage to her starboard boomkin.

(Continued on Page 2)

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(Continued on Page 2)

As seen from underneath the fo’c’sle head’s handrail, the deteriorating deck planks have been exposed and are clearly visible.

As of the morning muster on June 8th, it was announced that the _Star of India_ will be standing down from her 2008 annual sail.

This decision was based on the current condition of the fo’c’sle head due to termite damage. First Mate Jim Davis demonstrated the amount of damage by rocking the handrail back and forth, much to the astonishment of much of the crew. With the repair work already begun on the jiboom, the upcoming Festival of Sail, and the possible sudden appearance of both the "Big Blue" floating pier and _USS Dolphin_, sailing the _Star of India_ safely by November is a near impossible task. The primary goal is that "no one falls through it."

In looking at such a hectic schedule, the fo’c’sle head repair would be difficult to finish by November, much less get started. Mr. Davis elaborated that this will allow for additional long term restoration projects to be completed.

(Continued on Page 2)

"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
As Jim Davis and Ray Ashley address the crew, the Church of the Latter-Day Square-Riggers listen intently.

Dr. Ashley elaborated on the primary aspects of the museum and its volunteer crew. The first, stewardship. There is a recognition that each ship in the museum is a living thing and therefore must be taken care of. Second, the ability to sail regularly is what keeps the volunteer effort at such a high level. And last, "It's who we are," concluded Dr. Ashley.

It simply reaches that point in a 145 year old vessel that extensive maintenance and restoration is required, regardless of the Herculean efforts of this volunteer crew. For 2009, the Coast Guard is requiring the Star of India to be dry-docked for inspection and repair. The museum is hoping that next year’s Star sail will end by sailing her straight into dry-dock. In addition to inspection of the hull, a new coat of paint is expected for “this fine iron ship.”

Catalina Redux

Chari Wessel is seen here in Californian’s headgear during her Memorial Day voyage.

Unaware of any damage, the pleasure boat left the scene. Mr. Swanson, Chief of Security, called Harbor Police who responded with the added duty of tracking the vessel down. Not unlike a motor vehicle accident, the boat’s insurance information was retrieved to settle the matters for the time being.

When asked why he fled the scene, the boat’s captain maintained that he thought no damage had occurred. With HMS Surprise trying to make ready for the Festival of Sail journey to Los Angeles, this only adds to the museum's lengthy “to do” list.

This constitutes the second collision in as many months between local boaters and museum ships. The threat to one of the world’s largest collection of operational historic ships is an unavoidable dilemma. Openly exposed to visitors on both land and sea, one wonders if the museum should start considering her own sausage barriers a la the U.S. Navy.

Heads up CREW!

We have a new exhibit, ‘Portrait of Tall Ships,’ opening on the STAR July 1, in the STAR Hold Gallery.

Two internationally known guest photographers have worked to do this special exhibit for us and the Festival of Sail. It will feature the stunning black and white photographs by Michael Berman, from Port Townsend, Washington, taken during our sailing of the STAR, CALIFORNIAN, and SURPRISE in 07, highlighting design and composition.

The works of writer and author, Thad Koza from Rhode Island, are colorful, bold and full of action. Koza and Berman’s work has been featured in many galleries, books and calendars. Michael Berman will be here for FOS taking pictures during the event and meeting visitors in the gallery on Fri, Aug. 22.

~ Maggie Piatt-Walton
“Big Blue” to “Big Black”

"Big Blue." It’s an unofficial name that's been past around the museum for some time now. A floating naval pier that is soon to join the museum, affording more exhibition space for the museum. There was even at one time talk that the San Salvador would be built upon her.

Finally, her time is nearly here. But, she won’t be blue anymore. According to Bosun George Sutherland, the final work before arriving at the museum will be done somewhere in National City. And she will no longer be blue, she has recently been repainted black. Mark Montijo adds that additional retro-fitting includes removing her current "lovely blue and pink railing posts that define the boat’s perimeter [they] are poorly affixed and will be replaced by more substantial removable railings."

The benefits of "Big Black" are numerous. According to museum director, Ray Ashley, moored behind the steam ferry Berkeley, she will add 500 linear feet, which obviously includes mooring room. With two decks, including the weather deck, at roughly 7,000 square feet each, the room will "eventually accommodate storage, a workshop, and possibly relocation of other museum functions," says Mark Montijo, museum curator. The vessel is 255’ in length, 38’ wide, and 12.5’ high, with about seven feet of freeboard. More than likely she is made of steel, with riveted construction.

The presence of rivet construction suggests another unique and surprising element to "Big Black." According to Mark Montijo, she was originally a railroad car barge, "conflicting information has ranged from a turn of the century Union Iron Works barge to a 1940s era Los Angeles production for AT&SF." Thus, "Big Black" herself becomes another historical addition to the museum.

“Let’s keep it safe.”

First Mate Jim Davis and Bosun George Sutherland discuss and address the crew safety issues. A charred linseed oil-soaked rag is held by Mr. Davis.

The issue of safety took center stage at morning muster on Father's Day, June 15th. The past several weeks of deck oiling aboard Surprise and Star of India left behind a multitude of linseed oil soaked rags. With this, Bosun George Sutherland appeared before the crew with a charred rag.

The previous weekend, a number of oil-soaked rags were disposed of improperly in the shop area of Berkeley, in which they spontaneously combusted. Museum staff were on hand to prevent any conflagration of the smoldering rags.

It did, however, present the opportunity for Mr. Sutherland and Mr. Davis to re-acquaint the crew with safety issues at the museum. This was not only related to oil-soaked rags, but extended to using power tools in the shop, and especially, safety aloft. As volunteers, the museum does not require anything of anyone, any task is by choice of the volunteer. Mr. Sutherland reminded the crew that "if you don't feel comfortable, don't do it."

In regards to the rags, the blunt reality that they were left within feet of an authorized disposal container aboard the 109 year-old steam ferry is cause for great concern. There is no single individual to blame, rather as one crew the entire ship’s complement is reminded that we are not only responsible for ourselves, but for watching each other’s back as well.
Located right next to a fire station, an authorized disposal can is seen here in the shop aboard Berkeley.

Mr. Davis added that although some injuries have occurred they have been slight, few and far between. Considering the size of the volunteer crew, it’s an exceptional average when working in what is considered a dangerous environment. "Let's keep it safe," concluded Mr. Davis.

ERRATA

In last month’s issue, the article “California Adventure” was authored by Chari Wessel, MMSD Volunteer Crewman.

Reprinted from The San Francisco Call July 29, 1905

Volunteer crewmen Bob Konigsor and Larry Talbott are seen here polishing brass fixtures aboard Medea.
This was the follow-up to last year's "Evolution of the Ship, Part 1: Northern Europe" which traced the development of ocean-going transport from ancient dugouts to the steam and sail hybrids of the nineteenth century. In Part 2, we looked for ships in ancient sites around the Mediterranean, spending twelve of nineteen days cruising on Royal Caribbean's Legend of the Seas.

The old boats started at the Naval History Museum in Venice. Amongst the ship models was one of the Bucintoro, the gilded galley used each Ascension Day for the Doge's symbolic marriage to the sea. (The Doge - "Duke" - was apparently also allowed to have a wife in the normal way!) We toured the Arsenale, seeing the marina and the sixteenth-century "squeros" (boatyards) used for the earliest production-line ship-building.

Before joining the cruise ship which would carry us to most of our destinations, we had an unexpected treat: a visit to the wonderful underwater archaeological museum at the Castello di Santa Severa in the Etruscan port of Pyrgi, near Rome. The museum is tiny but densely packed with information about early maritime history; they said they have evidence of continuous occupation of Pyrgi since Neolithic times. They have built a working replica of an ancient Roman bilge pump, and another working model showing the Romans' rigging and how they steered. Most impressive was a display of the interior of an ancient Roman cargo galley, loaded with amphorae, an exact reconstruction of a wreck found in Marseilles. There was a sound track of a storm at sea, with orders being shouted in Latin! The archaeologist Flavio Enei took us into his workshop, and showed us a first-century wood and lead anchor, which has spent fifteen years in polyethylene glycol, and is now ready for reassembly.

In Turkey, we were met by a retired archaeologist who told us about the history and geography of Turkey on the way to the Bodrum museum. The road from Kusadasi to Bodrum has to be one of the world's great drives - beautiful scenery, olive trees forever, sudden ancient ruins, lakes and mountains. At the museum, we saw both the remains and a reconstruction of the Serce Limani ship, and the artifacts found with it, dating from 1025 A.D. An ingenious display showed the Uluburan wreck (1400 B.C.) reconstructed in two ways: high on the wall, a cross-section of the loaded hull as it was when the ship set sail; below on the ground, a reconstruction of what the underwater archaeologists found, with copper and tin ingots, amphorae, and wildlife! The museum also has an enormous collection of first- to third-century glassware, from a wreck that was carrying glass for recycling; eighty pieces were found intact.

On Cyprus, we drove right across the island from south to north, to reach Kyrenia Castle and see the remains of the Kyrenia ship, a fourth-century B.C. merchantman. Then we drove back to Limassol on the south coast to see the sailing replica, "Kyrenia Liberty"; the son of the wreck's finder met us there to talk with us. The Kyrenia is the only ship preserved from the glory days of ancient Greece, and its most distinctive feature is its elegantly curved hull. In the wreck, we saw the ancient timbers curving down to the keel; the Kyrenia Liberty showed the ship's original shape.

The most impressive old boat of the tour was found in Cairo: the Solar Boat of Khufu, dated 2650 B.C., housed in a climate-controlled building just yards from the Great Pyramid of Cheops. (Cheops is the Greek name for Khufu.) It had...
A Few More Knots – Stopped Sister Hooks

Sister hooks are pairs of hooks with tapered sides that fit closely together, as shown in Figure 1. They are sometimes called match hooks.

To keep them closed in use, they are stopped at the neck with tight round turns finished with a square knot (Fig. 2), as shown in the Ashley Book of Knots #3271. Sometimes wire is used instead of marline for the stopping, in which case the finish is done by twisting the two ends of the wire together, then tucking the ends down against the stopping.

Figure 3 shows stopped sister hooks on the standing end of a fore topmast staysail sheet made off to a deck eye on Star of India.

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

David S. Clark – MMSD Volunteer Crew

On board the Legend of the Seas, we had hoped to get a tour of the engine room; our consolation was a talk by the chief engineer. The ship's diesel-electric engines run at very high voltage (more than 6000 volts) and provide all the ship's power, as well as its propulsion. When they are at sea, they use waste heat to run desalination plants - I'd wondered where the water for all those showers was coming from! He said that the Legend of the Seas has a top speed of 24.5 knots, and ought to be Royal Caribbean's fastest - the smallest ship, with the biggest engine.

And that's just the boats... The rest of our time was filled with Roman ruins, Michelangelo and Bernini and Titian and Tintoretto, a gondola ride through Venice, the incredible city of Rhodes, Pompeii, wonderful food, dazzling sunshine and dolphins on the seas... oh, my! What a trip!

~ Margaret Clark
The Ferry Building as I remember it from the 1930s.

I rode many ferry boats during my years in San Francisco from 1927, so I'm sure I took the Berkeley. But we never cared what the name was and they never announced it. Just where it was going. I boarded from the top floor of the Ferry Building to the top deck of the ferry, where you could stand outside. I took many trains to the East and for that the ferry took you to the Oakland Mole and the SP station, built out to deep water so the ferries could dock.

Mark Bittman of the New York Times wrote an interesting article on April 30, 2006, on the Ferry Building. He called it "spectacularly renovated with a sprawling ground floor that is almost completely devoted to restaurants, produce stands and food stalls with unusually fine takeout." I never thought I would read that the Ferry Building would be noted for takeout food.

It's not the Ferry Building I remember from the 1930s, when it looked like the above image. It was the exciting hub of San Francisco transportation. Two competing street car lines converged on it; the City owned Municipal Railway on the outside tracks and the privately owned Market Street Railway on the inside.

Ferry boats departed to Oakland, Berkeley and Sausalito. The commuters did not have to brave the traffic. If they were walking from the Financial District they had their own pedestrian bridge to the second floor of the Ferry Building. They could go aboard from there or from the main deck.

Marinisms
Mr. Weigelt’s Maritime Dictionary

To Pay, (espaler, brayer-filer-payer, &c. Fr.) as a naval term, implies to daub or anoint the surface of any body, in order to preserve it from the injuries of the water, weather, &c.

To Pay Off, (faire une embardee du cote de dessous le vent, Fr.) is to let a ship’s head fall to leeward of the point whither it was previously directed; particularly when, by neglect of the helmsman, she had inclined to windward of her course, so as to make the head-sails shiver in the wind.

To Pay a Mast or Yard, (enduire de resine, de goudron, de noir de fume, ou de vernis noir, un mat, ou une vergue, &c. Fr.) is to anoint with tar, turpentine, rosin, tallow, or varnish; tallow is particularly useful for those masts upon which the sails are frequently hoisted and lowered, such as topmasts, the lower-mast of sloops, schooners, &c.

To Pay out a Cable or other Rope, (filer un cable, ou autre cordage, Fr.) is to slacken it so as to let it run out of the vessel for some particular purpose.

To Pay a Seam, (brayer une couture, Fr.) is to pour melted pitch along it, so as to defend the oakum, with which it is calked, from the effects of wet.

To Pay a Ship, (payer l’équipage d’un vaisseau, Fr.) in the royal navy, commonly implies, to pay the men and petty officers their established wages, under the superintendence of the commissioner afloat, at the port, and, for certain reasons, is generally done a day or two before the ship puts to sea. But, according to the custom of the navy, there are six months’ wages kept in reserve from the crew, to cover the expenses incurred by desertion, &c. except when they are paid off.

To Pay off a Ship, (disarmer un vaisseau et en congédier l’équipage, Fr.) is to pay the wages of the ship’s petty officers and crew, and to discharge the ship from actual service, in order to be laid up in ordinary.

To Pay a Vessel’s Bottom, (espaler un batiment, ou donner un suif, ou couroi a un batiment, Fr.) is to cover it with a composition of tallow, sulphur, resin, &c. See the article BREAMING.
Ships of the APA
Part 12 – *The Star of Poland*

The Star of Poland

She was the second of the three "Big A's" to be launched at the shipyard of Arthur Sewall & Co. in Bath, Maine. *Astral* had been launched in the previous year, the *Atlas* would be launched in January of 1902. On May 21st, 1901 the steel-hulled four-masted bark *Acme* was launched. Together they would be the final steel-hulled square-rigged ships built in the United States.

Nearly identical to her sisters, *Acme's* hull measured 332'2" in length, 45'4" abeam and 26'1" in depth of hold. She was rigged a bark, with split tops'l, t'gallants and royals on the fore, main and mizzen masts. Her jigger mast supported a spanker and gaff tops'l. She was registered at 3288 GRT and 2987 NRT. She was equipped with a solid steel wheelhouse, amidships deckhouse for boy apprentices, the fos’c’le was steam heated for the normal complement of crew. Her officer's quarters made her "the pride of the company's American fleet."

Her original purpose, along with *Astral* and *Atlas*, under the ownership of Standard Oil Company of New York was to cargo case oil to the Orient. After her launch, she arrived in New York on July 3rd commanded by Captain Reuben S. Laurence. Within days, the Standard Oil Company proposed a race between two of her ships, the *Acme* and *Brilliant*. The *Brilliant*, a Scottish made ship flying British colors was pitted to the Stars and Stripes standard of the *Acme* recalling "the excitement of clipper days, when Donald McKay of East Boston and other builders tried in vain to produce a ship that could beat the Red Jacket of Rocklin."

Loaded with 1.5 million gallons of case oil, the *Acme* departed New York, bound for Yokohama, Japan on August 1st, 1901. By February 14th, the *Brilliant* had already arrived with Acme nowhere in sight. Talk of her being lost was short-lived as she arrived after a 204 day passage on February 21st, 1902.

For the next decade, *Acme* would continue her role as a case oil ship. Normal return trips would find her in the Pacific Northwest loading lumber for delivery back in New York. On November 2nd, 1907, under the command of A.F. McKay, shifting ballast nearly ended the life of *Acme* and her crew.

Six days out from Hiogo, Japan, rough seas caused *Acme* to lurch to starboard, obliterating her ballast boards. Her ballast of sand and rock shifted to one side nearly causing the bark to capsize. As crew hurried below to restow the ballast, boats were prepared with provisions and her upper rigging was cut away completely, her t'gallant masts, royal yards and upper and lower t'gallant yards pitched into the sea. After 32 days, *Acme* finally reached the Columbia River, repaired, loaded her lumber and sailed for New York.

In April 1913, *Acme* put into Seattle, WA after a westward run around the Horn carrying coal. Here, Captain T.A. Thomsen took command on behalf of her new owners, the Alaska Packer's Association, joining the *Atlas* and *Astral* which had been purchased several years earlier. The Three A's were now Stars, the *Acme* being renamed the *Star of Poland*. Her Standard Oil white hull was painted black, but still along with *Star of Lapland* and *Star of Zealand*, the three former A's dwarfed the rest of the Star fleet.

For another 5 years she served the Alaskan Packer's fleet as one of their largest vessels. During the Great War, law required that US military bases be supplied with American cargo carried by American vessels. The *Star of Holland*, *Star of Finland* and the Packers’ most recent acquisition, the *Star of Poland*, were chartered to the US government for overseas voyages to Australia, Chile and Manila. From January to April of 1918, ten stars of the APA fleet sailed for the Pacific ports of Nanaimo, Caletto Buena, Honolulu, Manila and Sydney. They brought back consignments for various companies of coal, nitrate, sugar, copra and wheat. At the

*Her new chef poses proudly in the galley of the recently launched Acme.*
same time, arrangements were made by the Alaska Packers Association and the Sea Service Bureau to train apprentices on their sailing vessels. In 1918 the Star of Poland was chartered to the US government to transfer supplies to Manila. On the return trip to San Francisco the captain realized that he didn’t have enough provisions (which according to Stan Johnson, primarily consisted of alcohol), so he set course for Yokohama, Japan. Caught in a typhoon, the ship was driven ashore at Katsuura, Chita, off Japan at 1:30 a.m. on September 15, 1918. By 6:30, the ship broke into three pieces, with the loss of all four masts. By three that afternoon, all but one of the 32 men managed to get ashore. The vessel was valued at $650,000, and its cargo of hemp, copra, sugar, lumber, oil at $875,000.

REFERENCES


July 21st, 1901. This Race Interests Maine. The Sun, Page 6.

Ferry Building (cont)

Train passengers starting their journey to Chicago and points East left from the Ferry Building in beautiful ferries owned by the Southern Pacific Railroad. They were carried to the Oakland Mole which extended out into the Bay. There they boarded the Overland Limited and other great trains of the era.

You could eat at the Ferry Building but no interior designer had a hand in the workingman's cafes found there and at numerous places along the docks.

On the second floor a relief map of California stretched the length of the building. Behind glass it gave you a view of the Golden State as if you were in the air looking down. Across the corridor the California State Bureau of Mines had a wonderful museum displaying every mineral found in the state, including a massive gold nugget. The relief map is gone and so is the museum. Too bad.

~ Bill Roddy, 2007 (age 85)
Mission Viejo CA

Maintenance crew deliver the long awaited Mains’l aboard Californian.

After a concentrated fund-raising effort primarily via the maintenance crew, Sunday, June 8th saw the arrival of the new mains’l for the Californian. Jim Brink, sailmaker for the museum delivered the new canvas as the museum prepares to send Californian as far north as San Francisco for the series of sail fests on the Pacific Coast.

The complete cost of the new mains’l was roughly $14,000. No sooner had the mains’l been carried to Californian than the crew, under the supervision of Captain Chuck McGohey, set about bending on the new sail. Additional sail work on Californian included the removal of the stays’l on June 15th, for repairs.

EUTERPE, FROM LIVERPOOL.

The ship signalled off the Heads yesterday afternoon proved to be the Euterpe, 1197 tons, Captain A. Banks, 111 days from Liverpool (9th April). The vessel came in before a strong southerly wind, and anchored in the powder ground about 5.30 pm. Her cargo consist of 1204 tons for Wellington, and a balance for Dunedin, of which 900 packages of gunpowder are included in the former installment. As the vessel was not cleared by the Health Officer until a late hour to-day, we are unable to publish particulars of the voyage for this edition. Levin and Co. are the local agents.

Evening Post, 30 July 1895, Page 2
EAGLE Seamanship

Reprinted from Festival of Sail San Francisco 2008
Wednesday May 28th 2008

The American Sail Training Association (ASTA) and the United States Coast Guard (USCG) are working together to offer EAGLE Seamanship, a sail training program for young people aboard the United States Coast Guard barque EAGLE, sailing August 17 — 20, 2008.

EAGLE Seamanship

Reprinted from Yahoo News Thursday June 5th 2008

A lighthouse at Point Montara is shown in Montara, Calif., Wednesday, June 4, 2008. According to lighthouse researchers, this lighthouse was first erected in 1881 overlooking Wellfleet Harbor in Wellfleet, Mass. and had been moved by the Coast Guard from Wellfleet to Yerba Buena, Calif., and eventually to Point Montara.

Local historians for decades thought the 30-foot tall lighthouse that once overlooked Wellfleet Harbor had been taken down and destroyed in 1925. Turns out, it had just been moved to the California coast.

The fate of the cast-iron tower was uncovered last year by lighthouse researchers and reported by Colleen MacNeney in this month's edition of Lighthouse Digest. MacNeney told the Cape Cod Times in Wednesday's edition it was her most exciting discovery. Wellfleet historian Helen Purcell says the discovery of the lighthouse at Point Montara, 25 miles south of San Francisco, was a genuine shock.

MacNeney says she discovered correspondence that proved the lighthouse, first erected in 1881, had been moved by the Coast Guard from Wellfleet to Yerba Buena, Calif., and eventually to Point Montara. There is no known documentation explaining how it was moved across the country, MacNeney said. But Jim Walker, chairman of the Cape Cod Chapter of the American Lighthouse Foundation, speculates that, because it is metal, it could have been disassembled bolt by bolt, with the pieces then transported by rail.

The lighthouse is still used as a navigational aid and a hostel.

(Continued on Page 11)
ASTA and the USCG offer the EAGLE Seamanship program as part of ASTA's TALL SHIPS CHALLENGE® (TSC) events, a series of sailing races, parades of sail and maritime festivals organized by ASTA in cooperation with US and Canadian ports. EAGLE will sail in company with many other tall ships to each of TSC host ports.

Participating youth will be selected by local committees in each of the Pacific Coast host ports via an application process designed by ASTA. TSC Ports participating in EAGLE Seamanship program are Tacoma, WA; San Francisco, CA; Oxnard, CA; Los Angeles, CA; and San Diego, CA.

Student Profile and Requirements:

• Participation is open to females and males ages 16-19 as of Aug 18, 2008.
• Youth must be enrolled in or graduated from high school.
• ASTA encourages participation by youth from underserved schools and neighborhoods.
• Participants must report to EAGLE between 1400 & 2000 (2:00 — 8:00PM) on August 17th. On August 20th youth will be able to depart the vessel at 1500 (after EAGLE docks following the parade of sail in San Diego).

ASTA and USCG require that participants fully complete the application, contact and medical forms provided. ASTA documents are available at its website, www.sailtraining.org and USCG documents are included in the document, "USCGC EAGLE (WIX 327) 2008 Welcome & Orientation (Guest version)."

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Mathematics and the Star of India.

My first voyage on the Catalina was at age nine and I was hooked and have remained so. This was sometime in the 1930's. Frequent visits took place including crossings on the Avalon and the Cabrillo. As a kid it was the boarding excitement and get seats outside top deck and let the whistle blow your ears out, the breakwater/lighthouse into open sea that you (and few others) hoped would be turbulent.

Many years later and living in Avalon the wife and I would sit on out on our hillside front porch Sunday nights and watch the "night boat" (9 p.m.) in summer season pull out with the mariachi band on the flying bridge playing La Golondrina and Avalon. Actually taking the night boat was spectacular, arriving at Wilmington with all the mainland lights aglow. Also the Catalina had about four staterooms on the bottom deck if you paid a small premium. These were great when the channel was rough as the seas would come aboard right to your cabin door.

~ Warren Bartlett

Darrall at bayshots.com caught this group of students off of the Star of India. “The Explore RIB was on a scavenger hunt and had to check out the Star and try and work out her draft and answer other questions. Nice seeing the kids getting involved.”
NOTICE TO ALL TOPMEN AND JIB-BOOM QUALIFIED PERSONNEL*

As most of you are well aware, biannual insurance premiums are due by July 31st. To keep your policy current and maintain coverage the standard $10.00 remittance must be received (not just postmarked) by no later than 24:00 hours July 31st.

For all new personnel unfamiliar with the standard D.I.P policy please refer to accompanying advertisement.

Do the words “Lay Aloft and Loose All Sail “ send a chill through your veins? Do feelings of fear and dread instantly come over you when the Captain looks directly at you - and points up? This wave of terror that comes over you - is it a ...

•Fear of getting hopelessly tangled in the rigging? No...
•Fear of not knowing what to do once you get up there? Nooo...
•Fear of falling? No, no, no, nooooo!
•Fear of public speaking? Nope!

It is a well known fact among square-rigger crews, and science has proven it: The number one fear of all personnel who lay aloft is the...

FEAR OF DROPPING SOMETHING FROM ALOFT!

And, of course the accompanying penalty, no matter if the item dropped is a forty lb. anvil or a single feather, to buy the entire, stinking crew a round of an appropriate beverage. - Usually Beer. As you all know, with the recent and necessary growth in numbers of all our ships’ crew, not to mention inflationary pressure on the malted beverage industry, this comes to a considerable pile of dough. What to do? - well, of course you should never go aloft without “The Card”!

“The Card” guarantees you are protected with our exclusive D.I.P., Drop It & Pay, Insurance! For the ridiculously low price of only $10.00, payable biannually, you can climb the rigging in the carefree style of the sailors of old! Never worry again about paying $200.00, or even more, for a mere second’s inattention. And forget about all those tethers tying and tangling you in all your gear! Now you can relax as you gently ascend aloft to the Royal without a worry or care in the world!

Because - if you drop it - we pay!!!

(DIPI exclusions to policy, heretofore called “mad fumblers” may also apply. Coverage is not guaranteed until certain testing requirements for manual dexterity and coordination are fulfilled. Certain personnel who are well known, so called “mad fumblers” may be ineligible for coverage. Also, if you are known to have a pre-existing fumbling propensity, you may be excluded from coverage under the D.I.P. Policy. The Administrative Committee reserves the right to deny coverage to anyone they ascertain are “high risk” personnel – such as anyone who’s ever so much as dropped a quarter from their pocket while standing flat-footed on the deck. If you have a problem with any of these conditions and exclusions to coverage, well tough beans on you. Please note: having “The Card” with you when going aloft does not cover you for dropping the card itself. Should you drop “The Card” while falling about up there and showing off to your fellow topmen how cool and smart you are that you have The Card” and they don’t, then you have to pay through the nose. Premium amount calculated through industry standard actuarial tables and a mind boggling, obfuscatorial set of formulas you ain’t ever gonna figure out so don’t even try.

D.I.P. Insurance is a not for profit corporation and therefore, all residual funds are used, until exhausted, to offset necessary expenses incurred during the calendar year by the Administrative Committee at their offices located at the Elephant and Castle. Special thanks to crew members Stan and Hector for reminding me that premiums are coming due.

*Submitted by crewman “Joltin’” Joe Keoughan, official Euterpian humorist
Recollections of the *Rose*:
The Continuing Adventures of the *Rose*

Yesterday, five Gunroom lissuns took part in a sail-training day cruise on board *HMS Rose*. Besides myself, there were Bruce T, Mitch S, John M, and Dave T.

The weather did not look promising at first. The previous night had been about as humid as Boston gets in the summer, with dew points in the 70's. A few thunderstorms passed through near dawn, and the day started out uncomfortably humid, with heavy overcast, looking as if it could rain buckets at any time. But arriving at the harbor, conditions seemed much improved with a brisk breeze out of the SW clearing the air and thinning out the clouds.

Once aboard, along with some thirty teachers and spouses, we received an indoctrination from Capt. Bailey, while some of the regular crew prepared the topsails with a reef. About 10:20, we left the pier and set the fore, main, and mizzen staysails as we headed ESE with a steady, single-reef topsail breeze out of the SW. After clearing the channel between the airport and Ft. Independence, we headed more easterly. By the time we reached Spectacle Island, we green trainees had managed to unfurl the fore topsail and hoist the topsail yard. Some brief showers sent us scurrying below to put on rain gear.

By 11:30, we were nearing Long Island, following the course that Jack Aubrey, Stephen Maturin, and Diana Villiers steered when escaping from Boston in 'Fortune of War'. The wind remained brisk, the sky was clearing, and enough hazy sun was breaking through to justify sunglasses.

Before noon, we were passing Deer Island, and it appeared that we might continue straight out of the harbor into Massachusetts Bay, where no doubt, the Shannon or some other adversary was lying in wait. But Capt. Bailey thwarted them by turning to the SE, steering a course through the channel between Georges and Lovell Island. Still on the starboard tack, we set the main topsail, somewhat more smartly than our earlier efforts, and saluted Ft. Warren as we passed.

With our midday meal somewhat overdue, we hurried down below for clam chowder, some garlic bread, and brownies, washed down with rumless grog (lemonade). During the meal, I could feel the ship heel a bit more, and then a further change of motion as we encountered the swell of the open waters. I understood Jack a little better, as I felt an impatient need to wolf down the rest of my meal and hurry back on deck.

By now, we were out of the channel and Boston Light was on our larboard quarter. With the wind remaining steady on our starboard beam, the *Rose* was heel ed slightly and began pitching gently. Nothing unpleasant, just a lifting of the bows with each swell, followed by a dipping that gave the impression that we were cutting through the waves more swiftly than our probable 5 or 6 knots. Not a hint of any roll from side to side, just the exhilarating feeling of rushing forward with every sail drawing well. Off on our starboard beam we passed Hull and Nantasket.

Before we reached Cohasset, it was time to begin our return. At 1:15, we wore ship onto the larboard tack, doing a fairly creditable job of bracing around the yards on both masts simultaneously. I had very little perception of the ship turning; instead it seemed as if the objects on the horizon were spinning about us, and the wind shifting with them.

Hard braced upon the larboard tack and heading NW, we retraced our route. At 2:22, we were again passing Ft. Warren.
and were startled to hear small arms fire. Capt. Bailey was quick to respond with a small cannon, but it soon became clear that the fire was not directed toward us. Bruce was able to make out some flags and an encampment on the island, and I later learned that there was a Civil War reenactment going on that day. Not long after, we were threatened again by a large passenger ferry that was enthusiastically pursuing us, but with another cannon shot to warn them, they broke off the engagement with a few loud blasts of their ship’s horn.

At 3:10, we were once again off Ft. Independence, making our final approach to the inner harbor. We began to take in sail, and prepared to dock shortly before 4:00. One of the mates then asked, "Who would like to go aloft to furl the topsails?" Quite a few hands shot up. We were then given a short lesson in safety aloft, and shown how to wear the safety belts. We learned the three point rule - always have a hand and two feet, or two hands and a foot secure. Once safely docked, we started climbing the shrouds, half of us on the main mast, the rest on the foremast.

Climbing the lower shrouds was no problem, but as we approached the top, they narrowed down. Squeezing past the futtock shrouds provided the first anxious moments. In the remaining distance to the maintop, the shrouds had narrowed to the point where there seemed to be room for only one foot at a time, and we had to awkwardly twist around to find a foothold on an iron rod attached to the mast. Next, reach up and haul yourself onto the platform. Standup, take a relaxing breath, and try not to notice how high you are, or that there is no protective railing around half of the platform.

The lowered topsail yard was about six feet above, so it is time to swing out onto the topsail shrouds (don't look down, or think too much at this point) and climb a few more feet. The yard is now on my right side, somewhat more than an arm's reach away. The friendly crew member instructs me to step off the shrouds onto the horizontal foot rope dangling beneath the yard, and grab onto the yard, while ducking under the back rope. SAY, WHAT!! I look dubiously at that swaying rope and the intervening gap, and try to first hook my safety harness onto the back rope. Won't work; the harness is not long enough. I finally take that long uncomfortable step and grab tenaciously onto the yard. The back rope is pinched between me and the yard. Once I can convince one of my hands to let go of the yard, I manage to work the rope around me and clip on with the safety harness.

With everyone in place, it is time to go to work. We are told to lean over the yard and work with both hands. What about the 3 point rule? It seems that there is an amended version that says if you are standing on a swaying footrope with several other people, your feet count as two, and your stomach pressed against the yard counts as another! I remain unconvinced, and attempt at first to work with my elbows locked over the yard.

Undoing the gasket proves to be a tad difficult this way, and I wonder if I can somehow use my teeth. But fortunately, it comes undone. Now we are told to lower the free end down behind the yard, and to bend down and backward to see that it clears the rigging just below. No way am I going to bend down backwards, but fortunately I manage to drop it clear of everything.

Now we have to reach far forward to grab and gather the sail into place, slowly hauling it up. Just moderately hard work to deal with the awkward canvas, in an equally awkward position. With a lot of mutual tugging, folding, and tucking, the sail is finally in place. Now it is time to reach forward and down for the gasket which we dropped down earlier. My arms are not quite long enough to reach it, and I am forced to lean further forward over the yard. I try to focus on the bit of line just below me, and not the deck a long ways down. Finally I grasp it, hauling it up and over the sail and yard. Another turn or two around the yard, finishing off with a clove hitch, and my task is done.

Getting off the footrope and onto the shrouds is not much of a problem, probably because I am going from an uncertain platform onto a more secure one. I am quickly down to the maintop, where I can now take time to enjoy the view with a real surface beneath my feet. I notice that Jackal, the ship's dog, has finally made an appearance and is frolicking on the nearby lawn of the Courthouse. He is a small dog, and looks tiny at this height. Others are coming down from the yard, so I make my way to the lubbers hole, and drop down onto the shrouds leading to the deck. Perhaps next time I will try sliding down a backstay.

Once we have our gear collected, the five of us head on foot to the nearest watering hole, a little place called Anthony's Pier 4. Over a few Harpoon IPA's, we relive the cruise, in the benefit of safety harnesses, managed to avoid doing Geoghan's.

Eventually, the conversation turned to Patrick O'Brian, other nautical fiction, and the usual related topics. We continued on at dinner, and eventually parted, reluctantly, but tired from the day's activities. The drive home took us past the Rose, quiet and dark in her berth for the night.

Don Seltzer- Former crewman, HMS Rose
Yankee was bought July 14, 1958, and was trucked to the dealer from the Van Nuys factory. The car came with a 230-horsepower, 283-cubic-inch V-8 and Powerglide transmission. And it still wears the City Chevrolet license-plate frame.

“His mileage is approaching the number of miles a beam of light travels in one second, which isn't a great deal, but he took me to Cadman Elementary, where I taught for 26 years, and everywhere else I wanted to go,” Elizabeth wrote.

And, oh, the places they went.

She has kept a photo album since the day she drove Yankee home. The 50-year-old album begins with his “baby pictures” and chronicles his life. Yankee at the Star of India and Maritime Museum, where Elizabeth has volunteered for 23 years. Yankee at Belmont Park, with Elizabeth on the roller coaster. Yankee has also visited the desert and has spent the night on Crystal Pier.

He's been to Arizona and Lake Tahoe. And then there was the time Yankee was parked in Balboa Park near the organ pavilion. When Elizabeth returned, she found him surrounded by a camera crew, and a scantily clad model was perched in a very suggestive position on his left front fender.

“I asked for a copy of the video, but never received one,” she said.

She calls him her “son.” And neither shows signs of slowing.

Now, 181,000 miles later, the original engine has been replaced with a 350 hp V-8, his transmission has been replaced a few times, he was repainted in 1980 and reupholstered a few years later. He's had a couple of scrapes at his rear quarter panels that were quickly repaired but no major accidents. He's still in “original” – uncustomized – condition, with unmarked chrome, mostly, and many little dabs of blue touch-up paint lovingly applied.

The base price of the car was $2,851.70. Options added $656.65, taxes were $111.69 and there was a “special discount” of $642.51 (for her good negotiation efforts) for a total of $3,008.64.

Among the accessories were power brakes, $39; deluxe heater, $86.85 (which stopped working years ago); EZ glass windshield, $77.70; and the PowerPak performance upgrade for $26.90.

At almost 17 1/2 feet long and weighing 3,458 pounds, Yankee is a big boy. When he was young and spry, he was getting 17 to 18 miles per gallon on the highway, Schlappi said. Today it's more like 8 to 9 mpg around town and maybe 12 on the highway, she said.

A 1958 Chevrolet came in two-door sedan, four-door sport sedan, station wagon and convertible body styles. The Impala
Yankee (cont)

Chrome cradles the front row seat. Most, if not all, of Yankee's interior is original, although the car was reupholstered in the 1980s.NANCEE E. LEWIS / Union-Tribune

was the topline model for the sport coupe or convertible and is easily identified by the triple taillight arrangement instead of two lights on the lower models – Delray, Biscayne and Bel Air. Impala also was set off by more badges, script and insignia, a dummy, rear-facing air scoop at the back of the roof, ribbed body-sill panels and a radio speaker grille between the rear seatbacks.

The older Yankee gets, the better he looks to some enthusiasts, and Schlappi has a folder of notes that have been slipped beneath Yankee's wiper blade asking – begging – to know whether he is for sale.

But there are just too many miles together for Elizabeth to ever part with her son. And in case of emergency, Yankee has been willed to a dear and caring friend.

Elizabeth said that when she reaches the pearly gates and is asked what she's done to gain entrance, she'll credit the car.

"Yankee was crucial to the most important thing I have done with my life: teaching (primarily fifth grade) at Cadman Elementary School for 26 years. He got me there and back home without once breaking down."

Admittance granted, Elizabeth. You've been an honorable caretaker for a precious resource.

Niña restores history on the seas

Reprinted from seattlepi.com Monday June 16th 2008

'Correct' replica of Columbus' boat visiting Northwest
By CLAIRE TRAGESER
P-I REPORTER

(Editor's Note: This article has been changed. It is the 500 year anniversary of Columbus' voyage.)

A replica of the Niña, one of Christopher Columbus' three ships that carried him across the ocean blue, will discover Seattle's shores Wednesday.

The ship, along with its captain and crew, will be available to the public from Thursday through June 23.

Seattle is one of 400 ports the Niña has visited in its 16 years at sea. Built completely by hand using historic documents as blueprints, the ship was named "the most historically correct Columbus replica ever built" by Archaeology magazine.

Its construction wrapped up in 1992 to honor the 500 year anniversary of Columbus' voyage. After appearing in the film "1492," directed by Ridley Scott and starring Gerard Depardieu, the Niña set sail and has been traveling ever since.

"We travel night and day, stand a proper watch, take care of the ship's maintenance while we're sailing, and are always dealing with the weather," said Kyle Friauf, 48, the ship's captain for more than three years. "We've had bona fide gale-force winds sailing up Baja peninsula. That was uncomfortable."

Friauf said he picks up volunteer crew members at almost every port, and will be looking for new sailors in Seattle. Earning a spot on the 27-member crew requires an application, a 30-day commitment and a willingness to sleep on metal cots and cook on a propane stove.

Friauf, who ditched his land legs in Florida and worked on the crew before becoming captain, said most members stay on board for six months.

The Columbus Foundation, an organization founded specifically for this shipbuilding venture, originally planned to reconstruct all three of Columbus' ships. Because of a lack of time and money, the foundation settled on one ship, the Niña, which it said was Columbus' favorite.

Although the ship was built to honor the historic 1492 voyage, Friauf said he isn't interested in Columbus or the controversy that often surrounds him.

"The guy's been dead for 500 years, so what's there to protest?" he said. "This just happened to be the ship he was on, but for me it's much more about the history of wooden
Visitors Invited to Cruise Aboard Californian

Reprinted from The Log Wednesday June 11 2008

Land Ho! — Guests can sail aboard the state’s official tall ship, Californian, as it cruises to various Festival of Sail events in Southern California.

Berths offered for different legs of Festival of Sail coastal trip.

SAN DIEGO — The San Diego Maritime Museum is sending Californian, the state’s official tall ship, to numerous ports this summer for the 2008 Festival of Sail — and visitors are invited to come aboard. Those who purchase a berth on one leg of the tall ship’s coastal cruise can sail the vessel, learn about their nautical heritage and see the Pacific coast with a historical perspective.

Berths will be sold to raise funds for Californian. However, this will be no “Love Boat” cruise: Passengers aboard the schooner will be expected to take turns standing watch, hauling lines, manning the helm and going aloft.

The first cruise leg is scheduled July 29-Aug. 3, from San Francisco to Santa Barbara via the Channel Islands. The six-day, five-night cruise is priced at $750 per person.

The second leg, Aug. 11-13, will take Californian from Oxnard to Los Angeles via Catalina Island, and is priced at $475 per person.

The final leg, Aug. 18-20, is from Los Angeles to San Diego via Catalina Island, and is also priced at $475 per person.

Landlubbers can watch the San Diego Festival of Sail kickoff Aug. 20, when more than 20 tall ships will parade through San Diego Bay. Mock cannon battles are scheduled Aug. 22-24, with participants set to include the Coast Guard’s Eagle, HMS Bounty, Gloria, Lynx, Spirit of Dana Point, HMS Surprise, Pilgrim and American Pride.
The tops'l schooner *Californian* recalls the days when the working waterfront consisted mainly of canvassed spars and early steamers.

between Orcas and Shaw islands in the San Juan Islands while sailing on a school trip. The ship was scheduled to participate in the Victoria, B.C., Tall Ships festival Thursday through Sunday and at the Tacoma Tall Ships festival July 3-7, where it also would celebrate its 95th birthday.

The *Sealth* was loading cars and passengers at the Orcas Island terminal when the Coast Guard asked it to assist the grounded vessel.

The *Evergreen State* also was asked to assist as it was heading to Orcas with a full load of vehicles and passengers. Both ferries launched rescue boats to assist the vessel, and five passengers from the Adventuress were taken onto the *Sealth*.

The ship was floated off the rocks during high tide Monday night and towed to Friday Harbor, where it will be inspected for damage, the Coast Guard said.

The Coast Guard was investigating the cause of the grounding, said Petty Officer Tara Molle.

"She's a tough old ship," said Catherine Collins, executive director of Sound Experience, the Port Townsend company that sails the two-masted schooner.

Collins said the sailboat previously had run aground in the 1960s and came out of the experience without a scratch.

The sailboat had 15 passengers and a crew of 12 on board when it went aground, Collins said.

According to the company's Web site, the wooden sailboat was built as a pleasure yacht in 1913 but was quickly transformed into a working boat, serving as the pilot boat for San Francisco Bay for 35 years. The Coast Guard used the boat to patrol off San Francisco during World War II.

After years of neglect sitting on the beach near Sausalito, Calif., the ship was brought to Seattle by new owners, participated in several youth-education programs and eventually was bought by the nonprofit Sound Experience for educational and other trips in Washington's marine waters.
Loring:  
Once a Serious Rival to Ketchikan

Reprinted with permission of the author, June Allen from SitNews Saturday, September 14, 2002

There was a time in the earliest days of Ketchikan that it was predicted Loring might become Revillagigedo Island's major city. Loring was settled first and boasted an operating saltery owned by Salmon Packing & Fur Co. in 1883. That was four years before Ketchikan founder Mike Martin trudged ashore on the tideflats of Ketchikan Creek. Loring's post office was established in 1885, Ketchikan's not until 1892. Loring's cannery began packing in 1886, Ketchikan's first successful cannery not until 1900. In fact, during the years just prior to the Alaska Gold Rush of '98, Loring's population count was neck and neck with the little town on Tongass Narrows. Ketchikan had the early advantage, however, of having a potentially superior harbor, Loring did not.

white cannery employees and their wives living in little houses along the beach. A few cannery families were year-round employees. Just down the trail toward the cannery were the quarters of the cannery's Chinese crews, while beyond that, along the shallow creek, were the tents and simple shacks of the Filipino workers. They were the seasonal help.

Across the shallow creek and up a slight climb there is Loring's old graveyard, home to today's only "permanent" residents. A few are the seamen who were killed in accidents aboard the big ships of the cannery days. There were, and maybe still are, the remains of Indian graves there - miniature grave houses and fences.

As small a town as it was, there were times in Loring of great excitement! In August of 1889 the southbound side-paddle steamer Ancon called with freight and mail, plus tourists. The ship was then loaded with 14,000 cases of Loring's canned salmon for the trip south. At departure, however, someone cast the lines off too soon in the strong winds and the ship couldn't be prevented from drifting onto a shoal. Her hull was punctured and her back broken. Workers removed the cases of salmon, and the rescued passengers were forced to stay in Loring for a week until another southbound ship could carry them south.

Loring is located on Naha Bay 25 miles to the north, some two hours away by boat or 40 minutes or so by floatplane. No one knows for sure why the place was named Loring. Unless it is a mispronunciation of an Indian name, it may have been named by the saltery's manager, Max Pracht. A hand-lettered sign on its dock stated that Loring was established in 1875. It was first a small Indian settlement - maybe a fish camp, then a saltery and later a much larger cannery town with upward of 40 houses, not counting the seasonal workers' temporary dwellings during the canning season.

It is all but a ghost town now, just a few houses hugging the shoreline, a few with summer or occasional occupants. In the years after the Loring cannery's closure in 1930, the cannery's extensive cluster of large buildings began to disappear, board by board, and boatload by boatload. There are those among the residents of Ketchikan's north end of town who openly and proudly attest to pieces of Loring's cannery history nailed into structures on their own property.

But if Loring is a ghost town now, it is populated by scores of cheerfully contented ghosts to be appreciated by those imaginative visitors who know Loring's story. Loring's residents in those early years included busy Tsimshian and

Loring cannery, Star of Greenland at dock, 1909  
Photographer: Forest J. Hunt  
Donor: John T. Wynne

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William H. Macy at the Alaska Packers Association cannery wharf in Loring  
Donor: Lo Ann Swanson

Shipwrecks were not uncommon in Alaska waters and the wreck of the Ancon was not particularly dramatic. It would probably have been forgotten in time. But among those stranded passengers was a famous painter of the time, a German-American artist named Albert Bierstadt, known for his large paintings of the American west. He quickly sketched the listing vessel for the painting he would title, simply, "The Wreck of the Ancon." It hangs today in the Museum of Fine Arts in Boston. The submerged Ancon remains in the minds of visitors too - its rusted boilers can be seen to this day at low tides.
After the Alaska Packers bought the Loring cannery in the 1890s, the arrival of one of the Packers' beautiful sailing ships was always a time of excitement for the town. Alaska Packers Association was known as a "very frugal" cannery association. The ships of the company's "Star" fleet, derisively called windjammers by steamship sailors, were spacious, fast and sleek, beautiful, and comparatively inexpensive to operate. They required no coal or oil for steam - their billowing sails were driven by the winds of the Pacific Ocean. In the spring, the northbound ships were towed out of their winter quarters at Alameda in San Francisco Bay to the open ocean where they caught the winds; each season they traveled as far north as Bristol Bay to deliver supplies and workers to their various cannery locations. En route south again, they stopped in the outside waters and were towed into cannery locations, including Loring, to carry the canned product south to market. So the ships weren't under sail when they arrived, but still they were exciting for the people of Loring. And the crews were welcomed ashore, many of the sailors as old friends.

In the early years, each spring the ships brought Chinese work gangs from their hiring hall in San Francisco. The fish processing machine that has now replaced part of their work is called the Iron Chink. It beheads, splits and guts the fish one by one. 'Tween-deck quarters in the ship were provided for the Chinese men, their chickens, pigs, sacks of rice, vegetable seeds, dishes and utensils - and of course their contraband ceramic jars of rice wine. At a cannery destination, the company provided a "china house," a building with bunks and a stove. The Chinese penned their animals and cleared garden patches both for soil and sun and planted their seeds. From these vegetables, their pigs and chickens, all the fish they could eat, and the rice, they fed themselves for the season, not being paid until the end of the season. The Loring china house and separate quarters were up the hill behind the cannery itself.

These living conditions sound inhuman today, but in those years they were standard, and there was little or no resistance from the workmen themselves, who felt they lived well enough while employed, and who made enough money to support their families in China in relative comfort. But by the early 1920s, the nation was undergoing a period of fear about the limits of immigration itself and about what was called "the yellow peril" of indentured Asian workers in the country. At that time the canneries began to use others to do the work once done by the Chinese.

A story in the Ketchikan Chronicle of August 6, 1923, tells another tale of excitement in Loring. A fight between a Mexican cook and a fellow countryman waiter erupted into a free-for-all in which two of the combatants ended in the Ketchikan General Hospital and one in Ketchikan's City jail. The weapons of choice were meat cleavers, 12-inch butcher knives and iron bars. From the news article, it seems that a nervous waiter, fearing a Prohibition "revenue man" was going to discover a secret cache of hootch being made from a mixture of sourdough and fruit, overturned the brew's container in panic. An angry cook then burst in with meat chopper in hand to let the waiter know his displeasure with the clumsiness and the bloody battle began. Little else was reported in the Ketchikan newspaper because the combatants knew little or no English - and the police questioners were equally disadvantaged. The hospitalized men recovered nicely and there was no mention of what happened to the man in jail. It's unlikely the people of Loring heard the battle, but they certainly must have been talking about all the excitement!

The houses in Loring, the town itself, were a little distance from the cannery but connected by boardwalks. The houses were, and still are, connected to each other by boardwalks and stairsteps where needed, the wet boards bordered with wildflowers and encroaching berry bush tendrils. The forest has been creeping back into the townsite for years. But there are at least two trees that are quite special - balsam poplar that are called Balm of Gilead trees. An early resident named George Collins brought back to Loring a number of saplings of those special trees from along the Unuk River on the mainland. Huge now, the trees' fragrant summer blossoms attract thousands of hummingbirds each June. Loring in summer is alive with birds and berries and flowers.

During those summer months a century ago Loring smelled of salt water, the cannery and fish offal and smokehouses, and with the tang of berries boiling for jelly and, in the case of the bachelors' houses, elderberries - called "laughing berries" - for wine. In the neighborhood were blueberries and salal berries, huckleberries, wild currants, cranberries and crab apple for putting up for the winter. Highbush cranberries were mixed with ooligan grease, stored in wooden buckets and in the winter put out on the snow and eaten like ice cream.

Loring is ear-ringing silent now, but back then there were flocks of children in the little town and more crying babies being born every year. With working and busy parents, the older children tended the younger ones, they ran and shrieked.
**Atlantide Brings History to San Diego Boatyard**

Reprinted from The Log Wednesday June 11 2008

- **Historic Visitor — The 122-foot Atlantide is undergoing upgrades and hull painting at National City's Knight & Carver YachtCenter.**

  *Fabled sailing ship once rescued Allied troops.*

**SAN DIEGO** — To Justin Christou, captain of *Atlantide*, there's nothing like being aboard this classic sailing ship.

For the past few months, *Atlantide* has been out of the water at Knight & Carver YachtCenter's repair yard for extensive upgrades and hull painting.

“She has so much Old World charm,” Christou said of the sleek 122-foot yacht that dates back to the 1930s.

“There aren’t many boats that have as much character as she does,” he added. “She has such a colorful history. To be part of it is quite a privilege.”

Owned by venture capitalist and yachtsman Tom Perkins, *Atlantide* serves as a shadow vessel to Perkins' *Maltese Falcon*, one of the world's largest privately owned sailing yachts at 289 feet. Built for $100 million, Falcon is currently on the market with a reported asking price of $250 million.

“Because Mr. Perkins is such an avid and accomplished yachtsman himself, he knows what it takes to keep up a boat of this stature,” explained Christou, a lifelong sailor and native of Banff, Canada, who's served five years as captain.

Described as an “old-fashioned gentleman’s yacht,” *Atlantide* served as a backdrop for the classic 1962 movie “Tender is the Night,” based on the F. Scott Fitzgerald novel.

Years before, in 1940, it was one of several thousand British-owned vessels of all shapes and sizes that helped evacuate 250,000 stranded Allied soldiers, including many U.S. troops, from the German-occupied beaches of Dunkirk, France.

— John Freeman
The Life Of Thomas Denman Ledward: Surgeon Of The H.M.A.V. Bounty

By David Townsend

A descendant of the Bounty’s surgeon relates the story of history’s most famous mutiny. David Townsend, along with Maurice Bligh of England have spent great efforts in demystifying the events that literature and Hollywood have twisted over the centuries. David has submitted related material at the request of Dea Birkett, a journalist in the UK who has publicized it to the ‘Museums Journal’ of Great Britain, and he has written various articles for the ‘Pitcairn Log’ a Philatelic Journal.

Britain’s Royal Navy had been sized down and short manned since the independence of her former American colonies. And, to some extent, so had her merchant fleet within the trades, though Britain was kept supplied. Her dependency upon American food exports for her West Indies colonies was costing Britain more since she had lost America as an important source of food for the slaves on the plantations working Jamaica and St. Vincent. Her sugar producing islands in the West Indies had been dealt a series of major blows from mother nature as recent hurricanes cut short not only the lives of the slaves to be found there, forging for their masters but their food dependence from the American imports which had gathered cost. Britain’s planters, merchants and plantation owners had had enough. A plea had been made to His Majesty, King George III for a special voyage to be conducted to the South Seas to acquire ‘breadfruit’ which had been introduced by James Cook about 10 years earlier as a possible ‘cheaper’ source of food to be grown and utilized by the slaves in the West Indies. Sir Joseph Banks undertook the task on behalf of the British citizens of the West Indies to petition His Majesty King George III.

At this same time, the shivers of war were being felt up and down Britain’s national spine just across the English Channel. Ships surgeons and their mates [assistant surgeons] were in short supply and were beginning to fill the coffers of long time vacancies. The Royal Navy was at the beginnings of preparing for possible conflict with her neighbor across the Channel.

Dr. Ledward was born in England about 1761. Not much is known about his early childhood but later records of his educational studies place him in Scotland. He was educated at St. Andrews University and was a student there in Scotland during the 1782-83 sessions.

At this time, Thomas Ledward had recently completed his studies and preparations for a position of a ships surgeon at the "Royal College of Surgeons of Edinburgh" in Scotland where he prepared for a career in the Royal Navy.

He had been assigned as a surgeon’s mate to HMS Nymph [formerly the French captured La Nymph in 1780] a 36-gun frigate under the command of Edward Pellew as his first ship of assignment without seeing any action. He then later transferred to the HMS Triumph, under the command of Albemarle Bertie as a surgeon’s mate. The Triumph, a 74 gun Ship-of-the-Line, was a very large and beautiful ship.

Over 500 crewmen to man her. But, there was only one surgeon and three surgeons mates, of which he was one. Little chance of promotion here and too many men to care for. His qualifications rated him as a ships surgeon, but promotions were far and few during this period of Britain’s reign. He served on, as a surgeon’s mate until late November of 1786 when Lt. William Bligh requested his transfer from his captain, Albemarle Bertie for Thomas Ledward to accompany him on a voyage to the South Pacific to gather breadfruit at the request of the planters, merchants and plantation owners of the West Indies and safely transport and successfully transplant them in the West Indies islands. But alas, he was transferring to a much smaller vessel with only 45 crewmen on board and a Surgeon as well. Much easier to maintain and care for the crew than his recent assignment onboard the Triumph. As well, he was virtually guaranteed a promotion of Ship’s Surgeon as the current Surgeon on board the Bounty, Thomas Huggans (appointed by the Admiralty and assigned as surgeon to the Bounty) was a known alcoholic and most likely would not live to complete the voyage. The Triumph served as a guard ship at the mouth of the Thames.

Thomas Ledward's father, John Ledward, served before him on board a 60 gun Ship-of-the-Line, the H.M.S. Archilles while performing duties engaging the French at Belleisle in attacking Ft. d’Arsie to provide cover support for the English troops in their landing in 1761.
much easier task as compared with the 500 men he had been serving with on board the 74 gunner and a sooner way to gain the promotional ladder of success within the Royal Navy.

Ledward was the last member of the crew to sign on and join the *Bounty*. In a letter dated December 4, 1787, from Portsmouth, Ledward told his uncle that he had entered *Bounty* as an AB, "By some unaccountable fortune the Surgeon's Mate did not go on board the *Bounty*, and she put back a day or two ago on the winds coming to the Westward, and Captain Blyth (sic) now wishes me to go with him if possible. She is not allowed any Surgeon's Mate, so that I am to enter as A.B., but the Captain is almost certain that I shall get a first Mate's pay, and shall stand a great chance of immediate promotion, and if the Surgeon dies (as he has the character of a drunkard), I shall have a Surgeon's acting order." December 10, 1787, Mr. Ledward with his pay in his hands, wrote to his uncle about his hastily arrived at 'new assignment' of ships.

A Naval Surgeon's Dress Coat circa 1807.

"In the Name of God Amen  

John Ledward  

I John Ledward mariner belonging to his Majestys Ship Archilles John Ableaslovs Esquire Commander, being in Godily Walsh and of sound and disposing mind and Memory and..." It was Thomas’s father’s last Will in Testament he was running over and over again in his mind. "...make publish and Declare this my last will and testament in manner following.....” “Given of Money Lands fonsmouls (formulas) Good & Chanels and Estabh whatsoever and shall be any ways and Owing or belonging unto me and Thomas of my dowers Forgive Dovsa and Goywalh tho I am unto my wife Priscella Ledward of Chartorbole Lane London or at my Decease to my beloved son Thomas Ledward of the same place inorsaid and...” knowing that he too should make his last will in testament before heading for the South Seas. But time was against young Ledward. The *Bounty* would soon be sailing and he still had one more errand to make. He had to visit the Admiralty to pick up his ships pay from the HMS *Nymphe*. His will was not written prior to sailing.

With the request soon granted, Thomas Ledward immediately took the opportunity at the soon to be ‘promotion’ of a ships surgeon and signed on board the *H.M.A.V. Bounty*. A four gun, armed transport of 215 tons with a crew of 46 men. A

Cook's solution and Bligh's goal, Breadfruit.

"On board the *Bounty* at St. Helen's, 10 Dec. 1787

The *La Nympe* was paid off about a week ago, and I immediately agreed with Captain Blyth of the *Bounty* to go with him to Otaheite to transplant Breadfruit trees to Jamaica; we go by Cape Horn and return by the Cape of Good Hope. The Navy board has not allowed her a Surgeon's Mate; but the Captain was unwilling to trust the lives of 45 men so far from home with only one Medical person on board. Therefore do
Ledward (cont)

The Bounty

The duty of a Surgeon's Mate, though only entered as an able Sailor. Ledward may have initially shipped as an AB. That is a pay rate, not a position on the ship, and Ledward certainly was never treated as, or functioned as, a line pulling seaman.

On December 23, 1787, the H.M.A.V. Bounty slipped her moorings at Spithead, England and sailed out the channel on a course of SSW to Tahiti.

After 11 months at sea and while enduring many hardships along the way, the Bounty arrived at Matavai Bay at Tahiti on October 25th of 1788. Two weeks later in November, Thomas Huggan, the appointed surgeon of the Bounty, died from his drinking bout of alcohol. Ledward had his promotion to ships surgeon of the Bounty.

The Bounty remained at Tahiti for six months gathering breadfruit. During this time, Dr. Ledward kept busy treating the crew of the Bounty for venereal disease. He had also spent time caring for the peoples of Tahiti. One such incident when a young Tahitian boy had been run over by one of Bounty's boats in a beaching process.

Many friends had been made with the people of Tahiti during this time, and Thomas had made his as well, but April of 1789 arrived too soon for many of the Bounty's crew as the ship had been loaded with the return cargo of breadfruit and goodbyes had been said to the people of Tahiti.

The Bounty spent the next few weeks sailing up towards the islands of Tonga, when on April 28, 1789 a piratical seizure of the Bounty took place. Fletcher Christian, Master's mate and acting Lieut., had seized the King's ship and all it possessed and set Thomas Ledward along with Captain Bligh and 17 other loyalist crewmen adrift to certain death at the Island of Tufoua, Tonga. The Bounty and its remaining crew, were now pirates with the exception of three loyalist who remained on board due to the lack of space in the Bounty's already overcrowded 23' launch with a remaining freeboard of less than six inches between the devil and the deep blue sea.

CONTINUED NEXT MONTH

Pablo’s Fo’c’sle

The Far-Farers

The broad sun,
The bright day:
White sails
On the blue bay:
The far-farers
Draw away.

Light the fires
And close the door.
To the old homes,
To the loved shore,
The far-farers
Return no more.

~ Robert Louis Stevenson
Tango Around the Horn
(Continued from June)
Author Peter Marsh

Larry Barber, whose River Ramblings column was a fixture in the Freshwater News from 1984 until his death in 1996 had reported on the Tango for the Oregonian. For the next 40 years, Larry had assumed the subject was closed. Then, in 1985 he learned that two of the crew were still alive, and living nearby. He met up with them, heard their stories about the voyage, and resolved to turn this material into a book. It was an ambitious goal for any would-be author, and Larry was nearly 90 years old. But ultimately he succeeded, and the book was published by the Oregon Maritime Center and Museum in 1989.

After Pearl Harbor, the work on the Tango continued with added urgency. Six, 63' steel tubes arrived from Wyoming where they had been used on an oil rig. They were set through the deck, on the keelson. The spars were prepared from logs felled beside the Columbia River in Oregon. They were turned at the Portland Spar Company, the last operation in the nation that maintained the ability to turn a 120' log. The masts, gaffs and booms were delivered to the ship by rail on three, flat cars and hoisted aloft. The final height of the masts above the keel was 165 feet.

In January 1942, the Tango was towed up the coast in ballast under the command of Captain Carl B. Gundersen of Brooklyn, New York. He was a Norwegian native who had commanded the Tusitala, a full-rigged ship that was used by the wealthy owner James Farrell in the 1930s. The Tango was berthed at the Pope & Talbot lumber dock in St Helens, Oregon, downriver from Portland. During April, over 3 million board feet of Douglas Fir was crammed into the hold and piled 6' high on deck. Most of it was 2 X 12 in varying lengths. At the same time, the rigging and deck gear was completed, a steam donkey engine fitted to aid with deck work and a 70' bowsprit fitted.

The canvas sails were sewn in Long Beach and trucked north. There were six, identical, gaff sails and three spares, each 102' X 46'. Their names from the bow aft were: "fore, main, mizzen, jigger, driver and spanker." The four jibs were the "flying jib, outer jib, inner jib and forestaysail." There would be no sea trials, the first test of the new rig and the raw crew would be when the ship was cast loose on the Pacific, next stop South Africa!

The date was April 1942, four months after Pearl Harbor, and the entire country was gripped with war fever. Lookouts kept watch along the coast, scanning the horizon for Japanese ships that might try to land guerillas or a full-fledged invasion force. In St Helens, Oregon, security was tight as stevedores loaded 3,110,000 board feet of timber onto the first sailing ship seen on the Columbia since the 1920s.

No news of ship movements was permitted by the military censors, but a 360' sailing ship, with masts standing 150' above the water, was not something that could be hidden and word eventually reached Larry Barber, the marine editor of the Oregonian newspaper. Although he had access to all the Kaiser shipyards, even he couldn't get onboard the big sailing ship. All he could do was take some photos from the dockside.

On sailing day, April 29th, he was back to record the ship's departure. "A small crowd had gathered on the dock," he recalled. Now that his ship was ready for sea, Captain Gundersen relented and allowed the newspaper man onboard for the last hour at the dock. They lined up the crew for a group shot, Larry wrote some brief notes, then he was ushered down the gang plank as the stevedores cast off the lines. A couple of tugs turned the ship into the current and the last voyage of the Tango was underway. May 2nd 1942, it anchored in Astoria, as last-minute stores were taken aboard and three more crew arrived.

Barber had driven downriver and was on the Columbia Bar Pilots' schooner Columbia to record the moment when the Tango first hoisted sail. Apparently Captain Gundersen was now in a confident mood, because he allowed the cameraman to row over to the ship while the convoy was underway. The tug was led by a minesweeper which followed the unmarked channel out to sea. That was the last that was seen or known about the Tango for many months. But that moment in time was preserved in Barber's photos. When they were returned from the censors, one picture filled the entire front page of the Sunday Oregonian on May 24th.

(The Columbia was a stout, wooden craft well-known around Seattle under its original name, the King & Winge, 106' overall, launched in 1914. On its maiden voyage, the crew rescued the Stefanson Arctic expedition ship Karluk, iced-in at Heschel Island. It worked on the bar from 1924-58, then returned to Lake Union where it regained its name.
Part II: The Last Tango Around Cape Horn

Watching the Tango raise sail and disappear over the western horizon made a powerful impression on Barber, and he never forgot this episode. He was also not one to give up on a story and he wrote short pieces for his newspaper in 1954 and 1975. With the journals of Archie McPhee and Fred Bitte at hand, Larry was working steadily on his manuscript in 1987 when both men died within a month of each other. Despite this loss, the book was finished, only to be rejected by numerous editors.

Bitte, a seaman and McPhee, the donkeyman-mechanic, looked back on their adventure with typical pride--but their writings told a story at odds with expectations. The excitement around the ship had dissipated before they were out of sight of land and the crew quickly became disenchanted. Because they were all members of the Sailors Union of the Pacific and the captain was one of the "old school," the voyage would be marred by constant friction.

Captain Gundersen assumed the crew had signed up because they wanted to gain time under sail, but most were drawn by the pay more than the romance! The wages were good for the time: the able-bodied seamen were reportedly getting $310 a month. Gundersen had never encountered a crew that held regular union meetings, then elected a spokesman, Joe Kaplan, who was a member of the Young Communists League!

Unfortunately, things were equally acrimonious between the crew members themselves. They were never short of complaints--especially about the food. The cook had been paroled from prison on his promise to go to sea, with the hope that this would pay off some of his unpaid alimony to three wives! He refused to provide lunches for the night watch and tried to lock the galley at night.

Within a week of leaving Astoria, trivial matters had flared into physical confrontations. The Tango ran on uncaring and McPhee noted that they'd logged 12 knots for two hours. The next day, May 9th, he added that the ship had logged 18 knots for a few minutes. By the time the Tango reached the Equator, on June 5th, there was so much disagreement that there was no attempt to hold a Neptune's Court. McPhee refused to join in the griping however: one day he shaved his head, on another he rigged a bosun's chair on the end of the bowsprit which gave the occupant a wet and wild ride.

On June 10th McPhee mentioned the bowsprit again. But this time the weather had picked up, causing the clamps on the wire rigging to begin slipping. His watch had to take in the flying jib, working under water at times. That was enough of "romance and adventure on the high seas." The next day the crew threatened industrial action in the form of a "go slow."

CONTINUED NEXT MONTH
I was quite interested to read the article by David Richards of his visit to Sweden. During the time that I worked for Ericsson, I was able to visit the Vasa Museet many times and I was also able to visit Göteborg's Maritima Centrum (Maritime Center). Both are well worth the time to visit.

Regarding David's comment that the Maritime Center does not have tall ship; this is true but there is a tall ship that is sometimes nearby. The Swedish East Indiaman Götheborg has its home port in Göteborg. This is a replica ship modelled after the original Götheborg which sank in 1745 just at the end of long voyage back from China (insurance fraud was suspected...). The modern Götheborg was launched in 2003. In October 2005, it left for Shanghai and it returned to Göteborg in July 2007. Currently, it is on a tour of the Baltic. It will return to Göteborg in September.

Further information about this ship can be found at: http://www.soic.se/4.13382ddb109dc05c6d6800002430.html

James Thayer

“If we weren’t crazy, we wouldn’t be here!”
- Bosun George Sutherland

My great grandparents, Charles & Maria PEARSON, their son Charles Henry aged 1 and Maria's sister Minnie BROOMFIELD, travelled to New Zealand as assisted immigrants on board the Euterpe in 1874. Their second child, Minnie McGahey Euterpe PEARSON, was born on board during the voyage. Hers was one of six births recorded by Captain Thomas PHILLIPS.

I recently had an article published about the Pearson's journey in the NZ Genealogist magazine and it has generated a lot of interest from NZ Society of Genealogists members whose ancestors travelled from London to Port Nicholson on the same voyage. During my research for this article I came across a passenger list for the voyage of 1874 and a list of births (6), marriages (none) and deaths (4).

If there is enough interest I am thinking of getting a small group together to visit the San Diego Maritime Museum next year, particularly to see the Star of India. The festival of Sails sounds like an ideal time to visit, can you tell me if there is a festival planned for August 2009 and if you have groups visiting from New Zealand and Australia?

Yours sincerely,
Margaret Diggelmann
Auckland, New Zealand
July
1884, July 2nd - The full-rigged ship, *Euterpe* logs 286 miles with an average of 12 knots.
1897, July 2nd - The full-rigged ship, *Euterpe* is reportedly sold to Lincoln Spencer, acquiring a temporary Hawaiian registry.
1976, July 4th - The restored *Star of India* sails for the first time in fifty years.
1849, July 7th - On her initial voyage, the United States Revenue Cutter *C.W. Lawrence* departs Valparaiso, Chile for the Hawaiian Islands.
1898, July 7th - President McKinley signs the Treaty of Annexation (of Hawaii) ending Hawaii’s right to register vessels.
1927, July 9th - The bark *Star of India* arrives in San Diego, CA.
1776, July 12th – The frigate *HMS Rose* continues her engagements against land based batteries on the Hudson River.
1798, July 13th - His Majesty’s Ship *Surprise* is ordered to the West Indies to protect the shipping trade.
1973, July 14th - The newly restored 1940 steam yacht *Medea* is re-introduced at the San Diego Yacht Club. She would be officially donated to the Maritime Museum of San Diego the following month.
1849, July 18th – On her maiden voyage, the United States Revenue Cutter *C.W. Lawrence* departs Valparaiso, Chile for the Hawaiian Islands.
1905, July 29th – The steam ferry *Berkeley* suffers damage after striking log piles from a runaway log raft. (See page 4).
1958, July 29th - Service for the steam ferry *Berkeley* ends.

As I watched the gantline, under its own weight, run out of control to the block at the truck, I was introduced to a new phrase. I “flew the gantline.”

It was an odd experience, a team effort in which I had been a passerby, who realized that a topman’s call to the deck had gone unanswered. “On deck, aye!”

Ten minutes later, the audible clunk of the stopper knot doing its job, coincided with a few choice words to myself. What made it worse was I wasn’t top qualified, which meant my “partner in crime” would be hoisted to the truck to retrieve the gantline.

I am not a mariner, nor a seaman. But after a few years, one would think I had encountered enough to have some common sense about me. In the long run, a mistake turned into a learning experience, hopefully a mistake not to be made twice. It also reminded me of the entire complement of small things that can go wrong or be done incorrectly. I imagined this incident in a gale in the dark of night. The effort to retrieve that gantline would have been monumental, certainly, life-risking.

Darrall Slater’s photograph of the museum, as Californian passes through the foreground, recalls the days of the working waterfront. Behind the museum lies the skyline of San Diego, a gentle reminder that we are in the safety, to a degree, of a modern day city. Its this image that reminds me that luckily, one of our own crew wasn’t having to be hauled to the highest point on the ship, during a sea-swept, bone-chilling gale in which the backdrop was not a 21st century city, but Cape Horn herself in all her fury. Better to learn that lesson here, than there.

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.