SAIL FEST!

Tall Ships end series in San Diego*

Through the months of July and August, the western seaboard played the stage to ASTA’s Tall Ships Challenge, Pacific Coast series. Beginning in Tacoma, WA, the series of tall ship festivals and races completed its course here in San Diego at our very own museum.

The series will be known not only for the participation of the

*Due to the high volume of photographs in this issue, individual photographs have not been annotated. The Euterpe Times would, however, acknowledge Darrall Slater of bayshots.com, the Carothers family, Bert Creighton, Paul and Aimee Kay, David Clark and Brad Holderman for the photos contained herein.

Californian passes the Irving Johnson during the Sail Festival San Diego 2008.

HMS Surprise welcomed thousands of visitors as she is seen here moored in San Pedro during the Los Angeles Festival of Sail.

Californian as far north as San Francisco, but for the first out of area cruise of HMS Surprise.

Along the way, ship crews met, intermingled, adventures were to be had, and ports visited. For each crewman and volunteer, each came away with a unique experience that could not mirror the person standing next to them.

On The ‘Tween Deck...

• 2008 Tall Ships Challenge® Pacific Coast
• Breaking News – Hurricane Ike and Elissa
• Falls of Clyde
• Knots – Robands on Square sails

"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
In late July, with preparations for the Tall Ship Festival, the railroad barge, nicknamed “Big Black, ex-Big Blue” finally arrived at the museum. Although much work remains below, she came with a newly laid deck of concrete. Initially berthed north of the Berkeley along the Embarcadero, she was then moved aft of the ferry boat, completing an extension of anticipated mooring space for the museum. Both Monterey fishing boats, the Mary Ann and La Diana became the first permanent displays on her deck.

As work continues to expand and progress, her lower decks will become staff offices and additional exhibit space. With the oncoming sail fest, the arrival of USS Dolphin, possibly the tuna boat and San Salvador, “Big Black” represents the first step in what is to become a rapid expansion of the museum.

“Big Black” Arrives

*Big Black* arrives at the aft end of the Berkeley supporting the museum’s Monterey fishing boats.

Ship in Distress

By Rosemarie Bernardo

Courtesy of The Honolulu Star-Bulletin, August 26th, 2008

The Falls of Clyde is one step closer to being scuttled to create an artificial reef.

The Bishop Museum is considering scuttling the deteriorating *Falls of Clyde* in shallow waters off the Waianae Coast to turn the historic ship into an undersea attraction for divers.

Museum officials are waiting for a formal plan that might save the ship. In the meantime, however, the state Aquatics Resources Division and Clean Water Branch recently inspected the 130-year-old vessel to see whether it would fit at the deep end of the Leeward Coast reef.

Officials requested more information on the vessel's measurements, particularly the height of the structure, to see if there would be the necessary 40 feet between the surface and the wreck.

John Koon, left, and Matthew Caplins loosen the replica figurehead from the bow of the Falls of Clyde in Honolulu Harbor.

Holes and hatches within the vessel also need to be secured for divers' safety for consideration as an undersea attraction.

"It will be a good dive if they fix certain things," said state aquatic biologist Brian Kanenaka, under the Department of Land and Natural Resources. "We want to put something that is safe out there."

He said the ideal depth would be 100 feet.

Alec Wong, chief of the Clean Water Branch, part of the Health Department, said the vessel is acceptable for scuttling in shallow waters. "We have no problem for them to sink the vessel off of Waianae," Wong said.

Costs to secure the vessel as an undersea attraction are estimated at $100,000 to $150,000.

Blair Collis, the museum's senior vice president and chief operating officer, said turning the *Falls of Clyde* into an artificial reef rather than scuttling the ship in deep water is the preferable option.

The museum had said a plan to preserve and restore the ship needs to be formalized by Monday or the *Falls of Clyde* will

(continued on page 23)
We gathered again at the Elephant & Castle for an evening of tall tales from previous Californian trips, Uncle Ray stories and funny incidents from Captain McGohey's military career. It takes a special kind of man to find the humor in combat infantry.

Before the dinner group broke up, Captain McGohey entertained everyone with his imitation of Captain Ron. If this is the tone for the rest of the trip, it's going to be a funny one. Time will tell. Sleeping on the ship moored at the Museum is something thousands of school children have done, but I never have. It will be a nice change to sleep aboard without having to stand any watch.

~ Chari Wessel, MMSD Volunteer Crew

Ray is one happy man! Captain McGohey had all the details and he filled them quite well along with a color commentary from Mr. Dempster. Mr. Ray is a very colorful character with a warm personality. Well it's time to prep for a sound good night's sleep; we have our first full day ahead of us in the fast approaching morning.

~ Stan Williams, MMSD Volunteer Crew

July 8, 2008

Californian's Adventure Begins!

Underway from the Maritime Museum of San Diego at 0555.

Cleared Pt. Loma at 0650 and set a course to Santa Barbara that would pass Catalina to Port and leave Anacapa Island to Starboard.

The conditions at 1200 were as follows:

SEAS – 1-2 FT
WINDS - less than 10 KTS out of the NW
TEMP - 65° F
DISTANCE TRAVELED BY 1200 – 35 NM

~ First Mate Bob Nelson, MMSD Volunteer Crew

5 a.m. was a pearly dark mist, like the inside of black abalone shell. By the time I got up, the crew members who had not slept aboard were arriving, various crew were coming and going with little Styrofoam cups. Bos'n George was there to wish us well, take our group photo (with 4 different cameras) and cast off our mooring lines. We raised the main, fore and staysail and motored into the fog. Behind us, the sun came up like a gold coin over a silver city. I was reminded of the second verse to "America the Beautiful", the one about alabaster cities gleaming, undimmed by human tears. As the monster cruise ship "Monarch of the
Seas” came in, we came out and left San Diego behind. By the time we return it will be a different city, the Museum will have its new barge in place and the Festival of Sail will be ready to begin. This seems so far into the future that it's more like watching a movie than thinking of my own upcoming life.

Mr. Nelson gave out the watch and station bill and covered the safety drills. We had breakfast (biscuits and gravy, a great favorite of the male crew members) and the watch-on-duty were kept busy spotting blue whales (two pair) and so many pods of dolphins that we lost count. The weather continued warm, overcast, with almost no swell. The ship motored steadily all day, a silver ship under a silver sky on a sea of crinkled silver foil. Lunch was jambalaya, so good it drove most of the crew to their bunks for naps. I'm sitting in the main compartment now with sleeping bodies around me on a few bunks, Mr. Nelson studying charts on one table, Scott B reading across from me, Kenny in the kitchen starting dinner. Nettings full of cantaloupes and honeydew melons sway gently overhead, as sleepy as ancient sailors in their hammocks. Kenny is making dinner, something called "Guinness stew".

~ Chari Wessel, MMSD Volunteer Crew

### Blogs (cont)

Continued Transit to Santa Barbara

We arrived Santa Barbara Harbor and clearing skies at 1130. The conditions for the last 24 hrs were as follows:

- **SEAS** – 1-2 FT
- **WINDS** - less than 10 KTS out of the NW
- **TEMP** – 55° - 65° F
- **DISTANCE TRAVELED** – 139 NM

~ First Mate Bob Nelson, MMSD Volunteer Crew

After an eventless watch, I am up early to heavy fog and wet decks. The ship has just threaded the eye of the needle between Anacapa Island and Santa Cruz Island, and we're heading across the main shipping lane. In the fog, this is a potentially dangerous situation and the officers are alert and busy with binoculars. The only evidence of land under the dense fog on either side of us are the pelicans and cormorants floating on the smooth sea. A pod of dolphins just came by hunting breakfast. Two of them turned back to duck under our bowsprit and give us a looking over, but at 6 knots we are not fast enough to tempt them into a race, so they sped off to rejoin their friends.

We arrived in Santa Barbara around 11:30 and spent some time sorting out the best way to moor the ship and rig the boarding gangway. Then crew took time for much-needed showers. In the evening the Santa Barbara Maritime Museum hosted a wine-and-cheese reception aboard the ship and we all enjoyed watching Captain McGohey performing the required meet n’ greet amongst the guests. Kevin C. played his bagpipes. Besides the musical advantages he also drowned out some of the chattering, so his performance was doubly appreciated. Evening brought cooler temperatures, time for dinner and a few beers, and early bedtimes for everyone since most of the crew had 1 hour of watch to stand through the night.

~ Chari Wessel, MMSD Volunteer Crew

**Dockside - Santa Barbara Maritime Museum**

The morning was misty and cool. After morning showers and breakfast, we did a deck wash-down and caught up with laundry. From noon to four, the ship was open for visitors.

This evening, we will have a Public Day Sail. The Santa Barbara MM has sold out the event. No wonder they want us to come back!

~ Chari Wessel, MMSD Volunteer Crew
Friday, July 11, 2008

**Californian Departs Santa Barbara at 1700**

Wow! This trip has been a real eye-opener. I’ve been on the Californian before during a Star Sail and for PDSs but never for this long and I think I am getting a god taste of life aboard already. Fate saw fit to give me the third watch, which is from 1200 to 1600 and then from 000 to 0400. On the transit up to Santa Barbara the first part of our watch was nice, we saw some wildlife and the like. The second part of our watch however…brrrrrrrrrr. I have never been aboard a ship underway at night and for those of you who have not I’ll do my best.

~ Kevin Carothers, MMSD Volunteer Crew

Chris Lopatosky and Californian.

Cool misty morning, quiet marina. We had chorizo and gringo eggs for breakfast, which gave us a boost of energy to begin our preparations for heading north later this afternoon. We removed the outer jib and bound the inner jib down to the jib boom like a big cocoon. Jude and Paul went aloft to repair a broken footrope binding which parted yesterday at the end of the Public Day Sail and gave the three top men standing on it a disconcerting ride. The public is aboard again today, touring our ship. The skipper and the first mate have been monitoring the weather carefully. At the moment the plan is to leave this afternoon.

~ Chari Wessel, MMSD Volunteer Crew

Making final preparations to leave this afternoon and head for Point Conception. Looking forward to the trip. The weather is warm and muggy but we get a refreshing breeze now and then.

~ Ray Stewart, Second Mate MMSD Volunteer Crew

It’s Friday and the day is beginning with sunshine and blue skies. We all scrubbed the deck in preparation for the next leg of this wonderful voyage.

~ Peter Durdaller, Maritime Museum Ships’ Operations

**Saturday, July 12, 2008**

**Californian Heading North Along Central CA Coast**

Continued making our way north up the central California coast. Conditions still very light. The conditions at 1200 were as follows:

**DOMINENT SWELL – NW @ 3 ft**

**WINDS - <>**

**TEMP - 68° F**

**DISTANCE TRAVELED BY 1200 – 122 NM**

~ First Mate Bob Nelson, MMSD Volunteer Crew
Yesterday we closed our ship to visitors around 4 p.m. and prepared to leave Santa Barbara. As we cleared our mooring lines a few of our new friends gathered on the dock to wish us bon voyage. The sail up the coast was uneventful—smooth blue swells, southerly winds. Oil platforms march along the coast like brightly-lit space stations.

We saw Pt Conception lighthouse from many miles away, and at midnight we passed it. For more than a year, the crew have been hearing nightmarish stories about the winds and weather that can be encountered off this point, so it was a pleasant surprise and a testament to the expertise of our captain and officers that brought us around so smoothly. One of the losses at Pt Conception involved a young crewman named Danielle; she was lost overboard from Californian during a trip when the vessel was under ownership by Nautical Heritage Society.

At midnight, Mr. Nelson and a few assembled crew members held a memorial for Danielle. Mr. Nelson said, "Danielle, you are a sailor we never knew but we share with you a love for this ship. May your dreams be realized in Fiddler's Green, where the music never stops and the dancers never tire. We remember you." We threw Hershey's chocolate into the waves for Danielle.

By dawn we were cruising smoothly through a heavy marine layer, safely around Pt. Conception and Pt. Arguello, alongside San Luis Obispo. The sea here is filled with birds, sea lions, sea otters and passing whales, all feeding in the kelp beds below. Visibility is limited to a few hundred yards around us, and it's surreal to sail through a mist of uniform gray, gray water merging with gray fog, no visible horizon. Our fog horn sounds every two minutes. There is no other sound.

By noon the fog burned off and we can see the steep cliffs of the coast between Moro Bay and Big Sur. The ship has been making such good time that the captain has throttled back our speed; otherwise we would be arriving in Monterey in the middle of the night. After dreading the potential rough weather around the two points, it's almost anticlimactic to be here so quickly and easily. Captain McGohey reminds us that "enjoy it while we can." There is still a potential for rough weather ahead.

~ Chari Wessel, MMSD Volunteer Crew

**Sunday, July 13, 2008**

**Californian Reaches Monterey**

Docked at Monterey Harbor at 0715; Berthed at Fisherman’s Wharf. Progress up the coast was so good we had to slow the boat down to make a sunrise approach to Monterey. The conditions for this last section of the voyage were as follows:

DOMINENT SWELL – NW @ 3 ft
WINDS - <10>
TEMP - 65° F
DISTANCE TRAVELED – 99 NM

~ First Mate Bob Nelson, MMSD Volunteer Crew

Moored in Monterey. Seems like the Pacific was popping valium. The wind wasn’t. Gently rolling seas from Santa Barbara to Monterey. We anticipated excessive yawing and experienced excessive yawning. The most exciting part of our 8PM – midnight watch was the birds. We couldn’t see the birds. But every once in a while, we would hear a crackling sound – like tidying up the wrapping paper on Christmas morning. At daybreak I saw what we had heard. The ducks run on the water and flap wings to get air born.

~ Connie Allen, MMSD Volunteer Crew

When a ship as big and beautiful as ours pulls into a harbor, members of the public congregates immediately. If today is any indication of local interest, we will have lots of traffic for “open ship” tomorrow. Walked through the local Maritime Museum and learned about the sardine fishery, the abalone fishery and the Hotel Del Monte. Also walked through the original Customs House. C.W. Lawrence (the 1847 Revenue Cutter which Californian is a replica of) would have been here to help the customs officers in this very building.

~ Chari Wessel, MMSD Volunteer Crew

**Aboard HMS Surprise**

After muster on the *Star of India* we began work on *HMS Surprise*, getting her ready to sail north in August. The detailed restoration of the ship’s wheel continues, and the crew worked on and below deck. The aloft crew worked on each mast today.

One of our major duties aloft has been lowering blocks to the deck, then taking them to the Berkeley’s workshop where the blocks are inspected and worked on. Once the blocks are back
Blogs (cont)

in good working order they are sent aloft and we bend them back on. Some are rather large, providing the needed purchase to their line. Everything is labeled as it comes off the boat so we can return the blocks back to their proper places in the rig.

Bert Creighton, MMSD Volunteer Crew

Monday, July 14, 2008

Fisherman’s Wharf, Monterey

The crew mustered early for breakfast so that we could unmoor the ship and get her to the fuel dock before the other boat traffic was active. The fueling hoses barely reached our fill-pipes, and on the way back to our moorings, Capt. McGohey had to maneuver around a mooring purse-seiner, a sailboat and two boatloads of whale watchers. Despite the traffic, with his usual deftness he avoided all obstacles, spun the ship on a dime in mid-channel and tucked her back into her moorings.

The crew was employed for an hour scraping tar off the deck planks, and then we rigged for "open ship" and welcomed many curious visitors aboard. Those crew who were not standing watch were free to visit the museums and Aquarium and shops. I wrote a few postcards, visited the Pacific House history museum and enjoyed a mocha before reporting for my watch duty. In the evening, Scott B. and I went to the local art theater to see "Mongol," a Russian film about Genghis Khan.

~ Chari Wessel, MMSD Volunteer Crew

July 16, 2008

Location Fisherman’s Wharf, Monterey

Fourth day in port and a bit of cabin fever developing. We seem less agitated after the briefing this morning and knowing the current game plan even though it extends our port visit till Saturday. Sight seeing and exploring keep some of us on an even temperament. Others rely on the local pub and the endless supply of jokes delivered by the owner, Tony. The movie theater also has us for patrons. The deck scraping has paid off restoring our ship's natural beauty. We are completing the wardrobe of lee clothes to keep our southbound passengers snug in the upper bunks. And fresh paint on the deck edges will keep us aware of our surroundings on dark seas. We can find enough work to fill the time if we try.

~ Connie Allen, MMSD Volunteer Crew

Now where was I… oh yeah! COLD!!!! So night watch on the Californian is one of the most amazing things I have ever experienced. During the day from deck while on watch you can see for maybe ten miles on a clear day but at night without any lights on the horizon it seems like there is a curtain around the ship and all you can see or hear is the water running down the side. The nav lights just barely catch the water as it foams but aside from that everything is black.

During the night watches on the way to Santa Barbara there was nothing to see but on our way to Monterey it was a little more interesting. The night watch in that leg was just as we were rounding the point so we got to watch the lighthouse move along the horizon, and just as we were getting ready to make our northward turn (I was on bow watch) we were surrounded by a pod of dolphins who were rushing about in the ships bow wave. I've never seen dolphins at night so it kind of surprised me when I heard a rushing sound around the bow and saw a bunch of trails of white water around the ship.

The next morning we saw a BUNCH of whales, more dolphins, seals, sea otters, and sea lions. We have also been seeing these weird birds that float around and take off by running on the water for a while until they can get enough velocity to get airborne.

These past few days have been a little slow so today I decided to go shake things up. I went for a walk around the marina and talked to the Harbor Master. He told me that there was going to be a regatta later today and I might be able to find a spot on one of the boats. Unfortunately it corresponded with
the anchor watch I was supposed to stand but Connie was kind enough to stand my watch for me and let me go have way to much fun when she could have been going out on the town with "the gang".

Thanks Connie!

I got down to the dock where the sailboats where getting ready and asked around to see if any needed some more crew. The only boat that was open was a Moar 22 with a patchy record and only one first to her name in her yearlong career. Anyway I joined the crew of two and helped them get the boat in the water. We tacked out of the marina with light wind and made our way out into the harbor where the wind was a lot stronger.

We got into position for the race about three minutes late and all the other boats were ahead of us but soon we began to gain on them. Before we hit the first marker we had past all the other boats in our class! As we were rounding the marker though we had trouble getting the spinnaker up and the swell was kicking up a bit more. We had a good run down to the second marker and were well ahead of all the other boats in the class but just as we passed the last marker and made for the finish the jib halyard dropped broke and the jib dropped down into the water. The boat slowed to a crawl and the other boats were catching up with us but some quick action from the Bowman and me got a secondary halyard rigged and the jib set again.

We managed to push our way forward and passed through the finish in 1st place! When we got back the skipper and the Bowman sent me up in a bosuns chair to assess the situation with the jib halyard. It turns out that the sheave in the mast for the halyard had popped part way out and was jamming the halyard up there which somehow broke the shackle and released the jib.

~ Kevin Carothers, MMSD Volunteer Crew

This morning we awoke to the sound of CRACK, CRACK, CRACK! On the port side, under the floating dock, an otter is working on it's morning meal. Again, CRACK, CRACK, CRACK. But then it's morning morsel comes to life. "Hi you have reached the cell phone of Susan Baird, I can't answer the phone right now but if you leave a message I'll get back to you as soon as possible. Oh if you are looking for Jimmy Buffet he will return to the ship at 1600."

~ Mike "Hurley" Hernon, MMSD Volunteer Crew
Three of us drove up from San Diego a couple of days ago to join the crew, Pete Sharp, Ann Morrison and myself. We had a very pleasant trip in Ann's car which would eventually be driven back to San Diego by two departing crew mates, Paul Dempster and Susan Baird.

It was a great feeling seeing the masts of the Californian rising above all of the others from across the marina. After my anticipating our trip from Monterey to San Francisco for months, the moment had finally arrived. It was hard to believe I am actually going to transit from Monterey to San Francisco, sailing under the Golden Gate Bridge and into San Francisco Bay. What an experience this will be!

The crew told us of all the calm winds and flat seas that they had encountered on their way up from Santa Barbara with conditions so good that the ship arrived in Monterey a day early. Now, we are given the news that there are strong winds and high seas gathering off the coast and it might be wise to sit them out for a few days. We are probably waiting until the evening of the 19th. After remaining in port since Sunday, everybody is raring to go.

In the mean time, I must say that Monterey is certainly the city to be in to sit out sea conditions. The weather in Monterey is currently quite nice – cool in the evenings and mornings and warming up beautifully at mid-day. There are so many tourist attractions to visit including the world famous Aquarium, Cannery Row, various museums, and movie theaters and I have been doing them all as I get the chance off watch. The ship has been open to the public for the past three days and we have had hundreds of locals and out of town tourists visiting her. Everyone has been blown away by our awesome vessel. We are all very proud to be a part of showing her to the public.

~ Ray Stewart, Second Mate MMSD Volunteer Crew

July 18, 2008

Location Fisherman's Wharf, Monterey

Our ship computer hard drive crashed. It devoured the detailed account from RPS who joined with others here in Monterey. Hope he is willing to rewrite some of it. Mr. Nelson has offered his laptop to fill the hardware gap.

Washdown this morning showed off the crew's deck scraping to great advantage. We hope to look our best when we get to San Francisco. Tourists here in Monterey talk about visiting again next week end and especially joining us for gun battles on the bay. The crew is ready to cast off mooring lines and move north even if it means anchoring for a night or two. I'm anticipating hearing tales from the ships joining us from the north who have been seeing heavy weather and high seas.

~ Connie Allen, MMSD Volunteer Crew

July 19, 2008

Making final preps for the last leg from Monterey to San Francisco. Sense that the crew is ready to move on after a prolonged stop in Monterey. We will leave around 1730 tonight after the local winds lay down. We will stop at Half Moon Bay in rout and anchor out over Sunday night and then proceed to San Francisco early Monday AM.

~ First Mate Bob Nelson, MMSD Volunteer Crew

The Monterey marina area is very handy and picturesque. There’s a Trader Joe’s here. Nice.

Pete and I and John Gottlieb are bunking in the forecastle. I chose a bunk between the opened forepeak hatch and the hatch we travel in and out of. It's nice and airy and has plenty of daylight when the sun is starting to light up the sky. Also, there’s a lot of headroom. However, upon realizing that that bunk will provide an ‘E’ ride when we’re out at sea, I decided to change bunks for another that is athwart ships and more aft. That way, the ‘E’ ticket ride part of the rocking we’d likely get will be side-to-side for me and not end-for-end. Sleep has come easily and deeply at night. We eat a lot, walk
around town some, and work a little on the boat. We’re also getting Hearts lessons from Captain Chuck. He teaches card games by setting good examples. He took full-moon twice in the game last night. (That means that all of us playing with him got 26 points and he got none. This is a game where points are not sought after, ya know.) Yes, Chuck is a great teacher. We also has many examples of what NOT to do in the game. I’m one of those. A couple of nights ago I had the honor of having the most points. Come to think of it, that was one of the games Chuck was watching when he decided to join in. And, as I remember, Uncle Ray (Sweet Baby Ray as his moniker stands now) provided some good ‘don’t do this’ examples last night. It sure is a fun game!

The otters are adorable. They roll around a lot in the water. Last night I heard some geese honking. This morning there were four swimming in the water near us. The Monterey Cypress trees are beautiful.

Yesterday Pete and I walked along a walkway to the Monterey Aquarium. We’ve already been in the Aquarium, so all we did was eat. We also stopped in and I got some puzzles for the ship. I got the horse-shoes, as spring, and the twisted nails. Kevin knows how to do them all. I even learned one of them. Now the Californian has them in her stores.

We leave this afternoon around 1730. Should be fun!! Rahoo!

~ Ann Morrison, MMSD Volunteer Crew

Fisherman's Warf in Monterey is adjacent to the original Customs House used to access taxes on goods arriving in Monterey. On one end of the structure there is a large bronze anchor with a placard saying its origin was unknown, but the anchor had been retrieved from the bay in 1944. This anchor appears to have been originally fitted with a wooden stock that had long since decayed away. On seeing this anchor I was reminded of George's tats and the lust began again!

I sought the help of Chari Wessel to render a sketch of this and any other noteworthy anchor to be found in Monterey. Chari was up to the task and in a short time she had located three potential candidates and provided drawings of each. This led to a field trip to view the candidates. My favorite turned out to be located at the USCG Station Monterey.

Armed with photos and sketches I was off to find a tattoo studio in Monterey. My fingers walked thru the yellow pages and located two within walking distance of Fisherman's Wharf (go figure).

Ross Grajewski is a talented young artist working at Creative Visions on Lighthouse Ave. in Monterey. Ross, a former Marine sniper (1998-2002) was very helpful in providing suggestions as to how to accomplish my vision (I decided not to argue with him!). Thankfully, Ross came thru with a beautiful anchor tattoo I will be proud to show. Thank you, George! Now all I have to do is convince my wife, Laura, that this is her 31st anniversary gift from me (I'm at sea and she is having dinner with friends). Wish me luck!

Mike says "I went all the way to San Francisco on the Californian and all I got was this crummy tattoo!"

George Sutherland started it! Last November during the annual sail of Star of India, George showed up with his forearms sporting the latest in spiffy tattoo-ology. These masterpieces were painstakingly crafted using the finest Sharpie and bore a striking resemblance to the anchors adorning his hero Popeye's forearms!

George's artwork had so impressed me that I was green with envy and I wanted more than ever to have an anchor tattoo of my own! Of course, it would never be the equal to the original, but I had to try.

July 20, 2008

Bumpy Transit From Monterey

Got underway from Monterey last night at 1730. In 30 minutes we had cleared the Harbor, fired a one Gun salute,
raised the Main/Fore/Staysail, made up the deck, stowed mooring lines and set the watch. Lots of dockside nervous energy has now been spent.

We set a course to hug the coast to try to stay in moderate conditions. We had NW winds at 10 Kts, seas were around three feet and the Temp was 56ºF (I never realized that Southern Californian's had so much thermal underwear). As we worked our way North the winds stayed light but the seas built with some sets 10+ feet. We arrived at Half Moon Bay and were at anchor at 1030.

After the noon meal we set about ships work - bending on the Outer Jib and unlashing the Inner and making some minor repairs.

The conditions for this last section of the voyage were as follows:

DOMINENT SWELL – NW @ 6 – 8 FT
WINDS – 10 to 15
TEMP - 55ºF
DISTANCE TRAVELED – 69 NM

~ First Mate Bob Nelson, MMSD Volunteer Crew

The mate's not kidding about the thermals. I wore 2 pair of woolen socks under my rubber boots; neck to wrist and ankle long underwear; 2 woolen sweaters (one – cashmere!); crew t-shirt and lined Carthard crew jacket; watch cap; and then foul weather gear – pants to my armpits & jacket to my knees with a hood. I was warm enough despite repeated dousing over the bow. Thinking about a version of twelve days of Christmas that involves clothing.

One of the joys of night watch in high seas is the sea life that washes aboard. The waters swirling about our feet contained cute little phosphorescent creatures. They winked like fireflies on a hot summer night. Only difference was the altitude. Oh and the temperature.

~ Connie Allen, MMSD Volunteer Crew

After a "bumpy" transit from Monterey, Californian is now anchored at Pillar Point. She will sit here through the night before raising the anchor for transit into San Francisco Bay, passing under the Golden Gate Bridge in the vicinity of 0730 hours on 21 August 2008.

~ Peter Durdaller, Maritime Museum Ships’ Operations

Underway - Half Moon Bay. San Fran!

Got underway from Half Moon Bay around 0400. Raised anchor and half of the mucky bottom. So much ooze on the anchor it covered the balance ring. Another good work out for the crew. Had the anchor up and sails set in 45 minutes.

We set a course for the short trip to San Francisco. We had NW winds at 10 Kts, seas were around three feet and the Temp was 55ºF. Uneventful trip that had us along side Pier 40 in San Francisco at 1154.

The conditions for this last section of the voyage were as follows:

DOMINENT SWELL – NW @ 2 - 4 FT
WINDS – 10 and variable
TEMP - 55ºF
DISTANCE TRAVELED – 36 NM

~ First Mate Bob Nelson, MMSD Volunteer Crew

Californian has reached San Francisco. 1100 or so passing beneath the Golden Gate Bridge. Let the Games begin!!

~ Peter Durdaller, Maritime Museum Ships’ Operations

San Francisco at last! Moored next to a working dock complete with jackhammers and other peace destroying equipment. Not a problem for me and my scopolamine. I plugged in some tunes and snoozed. Now waiting for teenage kayakers to vacate the showers so I can wash up.

Meanwhile we nudged the ship closer to shore. Cleaned the anchor. Chari and Ray went in search of ice. Watch is set.

~ Connie Allen, MMSD Volunteer Crew

July 23, 2008

Good Times in SF

We've been busy enjoying San Francisco; apparently too busy to post in our blog. We arrived on smooth seas Sunday morning and moored at Pier 40 for our first day here. This was convenient to the showers and laundry, but also convenient to a large warehouse under renovation inhabited by seagulls who screamed day and night because the
construction had disturbed their nestlings. Tuesday morning we moved the ship to Pier 3, and soon Lynx moored up behind us.

Once the Coast Guard was satisfied with our arrangements, the crew were released to enjoy the sights and sounds and flavors of the most European American city, the gateway to the golden west, San Francisco. Our first cook Kenny has packed his bags and will be leaving on a jet plane. Paul and Aimee Kay have arrived and immediately rousted out all the remaining groceries to take stock and go shopping. Mike Hernon left. David Fairbank arrived. Each arrival and departure of different crew members changes the flavor of our group, like new spices added to an old family recipe. The teasing and laughter around the evening game of Hearts in the main compartment sounds like family.

~ Chari Wessel, MMSD Volunteer Crew

Bright sunrise greeted us this morning which seemed out of character for San Francisco. Yesterday I crossed over the Golden Gate after ducking under it the previous day. The perspective of the bridge disappearing in the fog was eerie but not as awe inspiring as sailing under the structure. We do that again today for the Tall Ship Parade.

We said good bye to our "Ship Zester", Kenny. And now are enjoying the efforts of Paul. John and Mike are gone but we gained Paul, Aimee, and Greg. We had a visit yesterday by maintenance crew members Richard and Katherine Pogue. They are joining the parade on the Nehemiah.

~ Connie Allen, MMSD Volunteer Crew

July 24, 2008

SF Festival Begins

The long anticipated opening of the Tall Ship Festival finally arrived, bright and sunny, clear of fog, a perfect day for sailing. We were assigned to follow Eagle in the parade of ships. The Coast Guard escorted her out with a fireboat, two cutters and a helicopter. Along the route other tall ships fell in behind us or joined along the edges, and by the time we all assembled under the Golden Gate Bridge, nearly every sailboat in San Francisco had also arrived.

The Coast Guard and harbor patrol boats were kept busy warning the sailboats to stay away from the tall ships. No one can resist coming close to these beautiful vessels for a closer look and a photo op. A deep draft cargo container even joined in the parade at the end, flying flags and spraying water from her fire hoses. We fired gun salutes along the route and heard gunfire from Bounty and Lynx as well.

From this crew member's perspective, the parade was a huge success. We were rewarded with the evening off for showers, sightseeing and doing laundry. Paul and Aimee rewarded our work with a lasagna dinner.

~ Chari Wessel, MMSD Volunteer Crew

Thursday, July 31, 2008

Gun Battles on the Bay

The San Francisco Festival Of Sail is now history.

Four days of open ship and Gun Battles in 15 to 25 Kts of wind with boat speeds up to 11 Kts.

The last day we had a rig failure that snapped the Jib Boom. Crew response to the failure was excellent and we minimized damage to the ship as best we could. All aboard were safe.

We are now affecting repairs and hope to be back on schedule before the week is out.

~ First Mate Bob Nelson, MMSD Volunteer Crew
**Sunday, August 3, 2008**

*Surprise Prepares For Los Angeles Festival of Sail!*

The crew list for our upcoming *Surprise* voyages was published last Thursday. *HMS Surprise* will sail three legs in the next few weeks. First up is the San Diego to Los Angeles (San Pedro) leg, where we'll take part in the Los Angeles Festival of Sail. The second leg is a transit from Los Angeles back to San Diego. Once back in our home port we'll get the ship ready to head out to San Diego's Buoy 1, just offshore from Coronado and Pt. Loma, where we will rendezvous with the other tall ships taking part in San Diego's Festival of Sail (FOS as we call it) and we'll parade into San Diego, one after another. This will kick off the largest event ever held on San Diego Bay, a "don't miss event."

I was excited to see my name on the 1st leg and 2nd leg roster for several reasons. I worked in West Los Angeles for the past five years (VP of Marketing) and I have friends, relatives and co-workers that have all heard me talk about our wonderful Museum and maintaining and sailing our ships - and now they can come see us, or should I say we're going north to see them! Beyond seeing everyone onboard *Surprise* there is the purely romantic notion of going to sea on a tall ship (OK, even if it is for only 5 days). I know my crew mates share thoughts of sailing on a ship made famous by Russell Crowe and the movie Master and Commander.

I remember seeing Master and Commander with my wife. I felt like I was taken back to the Napoleonic battles, the transoceanic sailing, the resourcefulness of the crew, and life aboard the 6th Rate Frigate.

After seeing the movie, being able to be one of the first crew to start maintenance work on *Surprise* two years ago was an honor. My first tasks in 2006 were learning how to "rattle down" - spicing the ratlines onto the shrouds after we first cut away the old ones. Fast forward to today - much rigging, painting, installation of new safety systems and much more have been completed. Our ship's spirit is renewed after her movie sabbatical. Commands are being called out again, the deck and rigging are busy with hands preparing to leave San Diego.

**Coming Together As A Crew**

Today we "sailed at the dock." Captain Welton first assigned us to our masts and talked to us before we went to muster with our mast captains. I was assigned to the Forem'st under Mr. Herndon. I was on the *Star of India*'s Forem'ast crew last November, so this was a mast assignment on *Surprise* I was pleased with (though you could put me on any mast and I'd be as happy as a clam at high tide).

Welcome to the Dog Pound!

Mr. Herndon assigned me to the top crew (woo hoo!) and to the "dog pound" - the crew that mans the Dog Rail (near the cat heads, below the ratlines). Dog, cat, rat - I wonder if Noah came up with these names on the Ark?

Soon the Captain's orders were heard and the mast captains began translating them into the many actions we must execute. The climbers laid aloft and put all sails into their gear. This was the first of many evolutions we'll go through as a crew over the coming weeks, putting sails into their gear, manning the braces, furling and hosting guests aboard *Surprise*. We continued training until the noon meal was served aboard the *Star of India* - stew, rolls, "bug juice" and birthday cake to celebrate the 50th birthday of Yankee (that's another story).

We had a final muster with the Captain then put a good harbor furl on our sails. There was a lot of discussion among the crew about our upcoming adventures aboard *Surprise*. Some talked of the items they will bring aboard, and others talked about the meals and the weather. I can picture these same discussions aboard tall ships since they first began their oceanic travels.

Our modern lives will soon be put aside for a little while and we'll be focused on sailing *Surprise* north to join crews from other cities, states and countries. *Surprise* will be our time machine, joining us with the crews that sailed before us.

~ Bert Creighton, MMSD Volunteer
Blogs (cont)

Tuesday, August 5, 2008

Adventures at Sea

Well its billed as an Adventure Sail. Yup, they mean it. Californian’s adventures continue.

After breaking a jib boom in SF and repairing it in the location of that fair city and surrounding environs (thanks due to so, so many as well as accolades to our captain, crew and emergency delivered museum maintenance folks), she headed south with a package of 10 passengers all brave and true. Did OK till the weather hit. Gale force winds and 12 foot following seas. Vessel was making 9 knots under double reefed main, reefed fore and staysail. Capt McGohey put into Monterey to wait out the weather.

They got underway from Monterey on Monday, 4Aug. Last reported that good progress was being made with anticipated arrival in Channel Islands Harbor early on 6 Aug. Ship and compliment will discharge their stalwart passengers there, swap out some crew and on 7 Aug begin to participate in the CHI Festival of Sail from Aug 7 - 11.

After that... Quien Sabe? Its been an adventure so far, why stop now?

Peter Durdaller
MMSD Ships’ Operations

10 August 2008

The sun was out early this morning. Mr. Burgess called muster on the Star of India, then quickly sent the Surprise Crew to our ship. Captain Welton held a quick muster and ran down the list of completed projects and told us about the tasks that remain before we sail Thursday. Mr. Durdaller (Ships Ops) was aboard to go over our trip to LA and our time in port there.

We headed to our masts and soon had our first command to get our sails in their gear. I headed aloft with my Forem’st crew, heading to Port on the Fore Yard with Mark Hatay. We got our squares in their gear while other crew got the heads’ls ready.

Back on deck we began setting sails in sequence, keeping the wind’s pressure fore and aft balanced. Bracing drills followed, and we were aloft again furling everything. After being aloft on the Fore I headed out the Jibboom to get some more experience furling heads’ls. This was only my second time on the “pointy end” - but I am quickly getting the routine down.

Several of us worked to bend on the boomkin, a short spar that extends from the bow, used to extend the clew (lower corner) of the foresail to windward. Here’s a quote from Master and Commander:

“These boomkin knottings, Jack: just where may they be?”

I talked with many of my friends onboard and our crew is excited about our voyage. This is where we put the old ways to work - where ship and crew come together - and where we add salt water and wind. We will be sailing under an August moon with the Perseid meteor shower above our T’gallants. Soon it will be time to stow our gear, cast off and sail north to join the fleet of tall ships off of San Pedro. How grand!

~ Bert Creighton, MMSD Volunteer Crew

As the departure date for the HMS Surprise sail to Los Angeles approaches my anticipation increases. My crewmates, I am sure, are feeling the same. To many, an offshore transit is a welcome respite from our busy lives. I welcome this diversion. All of us at the Maritime Museum have worked hard for this. It is just wonderful that, after all this time, our ship is entering another chapter of it’s life. And I am pleased to be a part of it.

It's nice to see we will have a near full moon to sail under. How delightful. I feel a certain amount of excitement about this gathering of tall ships in LA. It is always a sight to behold and now we can participate. It is interesting to meet the crews of the other ships as they each have their own distinct character. No doubt everyone will have a good time and there
Blogs (cont)

will be the usual hijinks I'm sure.

Then we get to do it all over again right here at home in San Diego. I'm also looking forward to this parade sail as my son Kyle will be able to join me as a junior crew member. We joined the volunteer crew together and we are both very happy to be sailing together at last. The whole family will be at the Maritime Museum helping with the FOS over the weekend. It should be lots of fun. San Diego Bay is a great place for this and the weather should be perfect as usual.

~ Joe Radwanski, MMSD Volunteer Crew

Two Festival of Sails!

OMG!

I can't believe that I'm sailing in two "away" Festival of Sails! First, I got to go on Californian to sail in San Francisco and NOW I get to go with Surprise to Los Angeles! I am beyond stoked.

I'm new to Surprise and am learning my position on the Foremast. Some of it is very familiar, but there are some Surprising (sorry for the pun) differences. One of the big ones is that I get to climb to the Course Yard to furl and un-furl as well as helping to rig when needed. This is completely different than being on a jib boom and WAAAYY cool! The view is amazing, but I am eagerly and nervously awaiting doing this at sea. Thank goodness for the time spent at the gym on the Stairmaster; it is a long haul up to the yard. The people going up to the Top and the Topgallant have even a longer climb and descent.

Every day is a new adventure and I am really looking forward to being underway on Thursday. The difference in sizes between the two ships is also amazing. There is so much room that I feel like I'm checking into a luxury hotel!

~ Aimee Kay, MMSD Volunteer Crew

A day of training and continuing preparation of Surprise for the northward sail to San Pedro for the Los Angeles Sail Festival. First, up training, a most important issue. Old hands from this past November and May are combined with new crew assigned to the ship for the August sails.

I had an odd feeling about me today. A confidence I hadn't felt before. My prior experiences aloft had been pathetic, my knees to drum rolls the moment my foot would touch the footrope. Today was different though. I had been on Surprise long enough with the same group of people that simply with that, going aloft seemed a reasonable effort. Also, one is limited to what one can learn trapped on the deck. The fact that I've lost 40 plus pounds since the last time I attempted laying aloft didn't hurt.

Without hesitation, I opted for the course yard, but asking at the same time of Greg Carothers that he babysat me while up there. I also went up last, ensuring I would be located close to the shroud, in case my knees hadn't forgotten there old rhythm. "STEPPING ON STARBOARD!" With an acknowledgment by the other topmen, the new footropes seemed sturdy beneath my feet. With the other pluses mentioned previously, the knees weren't knocking. I felt more comfortable aloft than I had ever felt as we put the mains'l in her gear, asking questions all along the way.

During the training, the crew bumbled about slightly, as you might expect, re learning and re grouping. But it wasn't very long and we had remembered our steps along the process. For me, I had had a good day of training until the moment Captain Welton gave the order to clew up the t'gallant. I was on the sheet, made the dreadful error on the sequence of events and proceeded to ease the port t'gallant sheet. "WHO LET GO OF THAT SHEET?!" Ugh, me, your mainmast port pinrail captain. I quickly hauled it back down and got in sync with things, refocused on what I was doing.

With sails doused, back aloft to furl. Again, comfortable. With the training for the morning finished up, it was now time to start hammering out as much repair and refit still left to do. I found myself with David Litzau and Bert Creighton on the prow, creating a game plan for re-lashing the starboard boomkin. The boomkin had been broken a month prior. By the time we had figured something out, lunch was called. For me, my children were on their way down, my day of volunteering was at an end.
As I left, Scott Herndon was out on the now-lashed boomkin, re-rigging the block and stays. The remainder of this week at home will be spent making sure I have everything I need for 5 days aboard Surprise. Economics, logistics and the plain and simple desire to live 5 complete days aboard ship have HMS Surprise as my home address from August 14th to the 18th.

~ Brad Holderman, MMSD Volunteer Crew

**Tuesday, August 12, 2008**

**Notes From The Dog Pound**

On the Fore, On the Main, On The Mizzen...

Are your families, friends and co-workers asking you if you are excited about sailing HMS Surprise? AYE is my answer! It's great to see the support everyone has for our voyage north. I can't wait to meet the crews and LA FOS visitors at the end of this week. I am ready to take photographs of sails and sailors to share with everyone. There's been a lot of hours put into our trip preparation and we'll soon throw off our lines and head to sea.

I know some of us have been offshore before, and some have not. I put together a few thoughts to share with you to help make our sailing, meeting other crews and participation in LA's Festival of Sail a success.

~ Bert Creighton, MMSD Volunteer Crew

**Wednesday, August 13, 2008**

*We sail on tomorrow's tide. "Run like smoke and oakum!"*

**Los Angeles FOS**

We had a great transit - arriving off of San Pedro with a clear night sky and an evening lighting spectacular over Palos Verde. I had the 0300 - 0600 watch and I got my second half hour at the helm.

It Is hard to describe the amazing experience at our newly restored wheel, looking up through the rig to see the stars - and have a bright meteor come in over our heads. Tamara was our Captain for 2nd watch and she talked about many things maritime with us. Our watch was quiet - even though we spotted many "contacts" entering and leaving San Pedro and Long Beach I knew nothing could top my helm experience, but the sea seems to find a way. With an orange sun rising over the state we were soon able to see, and hear a pod of dolphin all around us, getting breakfast. We shared the same area for some time - a special way to end our watch.

~ Bert Creighton, MMSD Volunteer Crew

**Saturday, August 16, 2008**

Several of us slept on deck under the stars and near the seals. There is harbor seal that has the loudest voice I have ever heard! Lori woke up the deck sleeping bag crew around 0300. The low was out so far that our gangway was at risk of scraping the dock. We us capstan bars to lift the gangway, then placed hatch covers under the wheels, raising the shore slight high enough to clear.

Breakfast - cereal, fresh fruit, danish and bagels. We open to guests and had a number of them wait over an hour before our starting time. The FOS helped with dockside guest relations and they deserve a Bravo Zulu for a job well done.

David C and I headed to the International Guild of Knot Tiers (I may not have the name exactly right due to 0300 watches). David introduced me to Joe - the master at this art. Joe showed us how to make a wire grommet - twice. I asked if I could buy one and Joe gave it to me. I bought a round of hot dogs, chips and Cokes for Joe, Mike (new chapter president) and several others.

David and headed back to the boat. I took watched on the Gun Deck, then took Tamara's watch in the great cabin so she could work on Monday's watched

Our ship was filled throughout day and evening. Our guests were SO enthusiastic and many said they would come to San Diego to visit MMSD. One will start vomiting from Long
Beach to volunteer on our crew! The success of the day went way beyond my expectations. We have created a new awareness for our ships, programs and crew in San Diego.

~ Bert Creighton, MMSD Volunteer Crew

The Movie

Saturday Evening

The last of our guests left just after 1900 and the movie crew mustered at the waist. We walked up the hill to the San Pedro Brewing Company and got some great burgers, salads and sandwiches. The crew finished quickly and headed up the hill to theater to watch Master and Commander - The Movie. We all watched Al Sorkin and tried to find Pete Sharp, who was an extra in the movie. Pete's 1 second of fame became an topic for some good natured fun.

Ports of Call closes up early so some of us laid to Surprise and talked with guests that continued to walk up after 2300. Some crew slept onboard again. I am enjoying my dockline mattress and sleeping bag.

Bert Creighton, ~ MMSD Volunteer Crew

Monday, August 18, 2008

Full Sail Off Pt Loma

We are under full sail in a light breeze off Pt Loma. The skipper just called hands to furl the Main Royal - yes Virginia, we hoisted the Main Royal!

The crew has finished lunch. The watch is keeping an eye on contacts entering and leaving San Diego Bay.

Last night we headed out off San Pedro with a full, orange moon. I had the 2100 to 2400 watch. My third time at the helm was very improved and I was happy to have only one course excursion of minor note.

The watch is calling out a tall ship ahead and hands on deck are trying to determine which she is.

We have a lot to update you on including many pictures. One quick note - from what I experienced HMS Surprise was the star of the LA FOS show. We had longer lines and guests came almost around the clock to see our ship. I am very proud of our crew for the passion, courtesy and enthusiasm they showed - on deck and ashore. Time to man lines on the Dog Pound

Bert Creighton, ~ MMSD Volunteer Crew

The festival was over. We had left last night, departing the dock right at 2000. Third watch had managed the Midnight to 3 watch, it meant for an interrupted night. Still, with a full crew, I opted for sleeping on the deck. I'm claustrophobic and for me it feels too close below in the berths.
After four days, there were still remnants of my real life, work day internal clock. I woke at 0600, to the standing watch prepping to set tops'l and t'gallant stays'l. I joined in after a quick shot of coffee.

At some point during the night, we had throttled down, our southbound passage way ahead of schedule. At this point, we were just north of La Jolla. Breakfast and more sails.

We set courses, tops'l, and t'gallant in light winds, cutting the engine. Racing along at 2.5 knots, Captain Welton called for the main royal which had been lashed below in the exhibit area.

With a full stack on the main, we sailed leisurely for the remainder of the day as the San Diego skyline slowly came into view. Surprise still has her mysteries for us, refusing to tack a couple of times. She wears well and we used that to set us on a course that put us straight into the middle of the channel leading into San Diego Bay.

Just outside the bay, the Columbian Navy's training ship Gloria was moored, keeping station until the parade of ships on Wednesday. Its nice to see another large square-rigged vessel joining us at San Diego's festival.

We touched the dock before a large crowd, about a quarter after four. Leaving the ship finally around 1730, I was soon on the Coaster north back to home.

~ Brad Holderman, MMSD Volunteer Crew

Bounty. Having a few beers with crewmen from the USCG Eagle. Refining my (two trip) technique on trying to provision a ship's galley. Starting to learn another ship's "ropes" and being trusted to DO a new job because I'm not exactly a green hand any more.

And being aloft underway ... Had you asked me if this was even a remote possibility a couple of years ago, I would have laughed myself silly. After all, middle-aged women just don't DO that sort of thing. Do they? The answer is a resounding Hell Yes!!

I used to ask myself, what the next adventure in my life will be. Now, I ask WHEN my next adventure will be! And I'm darned sure that that majority will be with the San Diego Maritime Museum and on it's ships. There's a lifetime of learning there. All it takes is a willingness to learn, get dirty, and be a good shipmate.

Fair Winds and Following Seas ... it's not just a toast; it's a blessing!

~ Aimee Kay, MMSD Volunteer Crew

News Coverage Update

We're receiving some nice coverage from the media. Here's a few recent online articles. Also listed is the video from SignOnSanDiego. They put a helmet camera on me and I went up the Forem'st to give them a flavor of working aloft.

~ Bert Creighton, MMSD Volunteer Crew
Mock battle spices up S.F. Festival of Sail

By Reyhan Harmanci, Chronicle Staff Writer

Courtesy of the San Francisco Chronicle,

Sunday, July 27th 2008

On a warm Saturday, Bay Area residents and tourists packed the Embarcadero from AT&T Park to the Hyde Street Pier for the third day of the Festival of Sail. Separated into three "villages" - the Green Village near AT&T Park, the Marine Education Village at Hyde Street Pier, and the International Village centered at Justin Herman Plaza - the festival offered much beyond tours of sailing vessels of varying ages and ports-of-call.

This is a great place to people-watch," a woman said to a female friend, as they jumped onto a packed Muni train, clutching sail program guides.

The festival, which began Thursday, ends today. While most of the vessels stay docked for the duration of the event, some make journeys into San Francisco Bay. On Saturday afternoon, two 19th century replicas, the Lynx and the Californian, engaged in mock cannon battle, leaving puffs of black smoke briefly hovering over the water before evaporating into the air.

For those lucky enough to land a spot on the excursion - which sold out weeks before the event, according to Ian Matzen, a San Franciscan who attempted to purchase tickets online and who was left dockside when the boats sailed - it was a chance to beat the midday heat in style.

"There is a mild competition between the ships. We try to pull off a lot of maneuvers," said John (J.P) Wickham, a young crewman dressed in period costume of faded vest and hemplike pants. The Lynx, the smaller of the two, is a square topsail schooner replica of a War of 1812 privateer, originally constructed in Baltimore.

He stopped short of declaring war on the Californian. "The gunnery is more of a punctuation," he said, explaining that the Lynx operates as an educational vessel, mostly for students in Newport Beach (Orange County).

The Californian was originally built for the 1984 Olympics in Los Angeles as a replica of an 1848 revenue cutter. It is currently stationed in Southern California, as part of the Maritime Museum of San Diego. "You have to understand that we didn't have income tax until the 1930s. We had tariffs," said Capt. Chuck McGohey, describing revenue cutters as a tool of a government group that was a mix of the Coast Guard and the Internal Revenue Service. The original Californian was constructed on the East Coast, but came to San Francisco during the Gold Rush to chase down profiteers.

Both boats, while as historically accurate as possible, do have modern safety features like Global Positioning System navigation, radar, life preservers and engines in compliance with Coast Guard regulations.

There is a bit of romance to the story of how McGohey met his ship. When he was stationed in Oxnard (Ventura County) with the Marines, he happened to glimpse the Californian. He raced to where it was docked. "I remember thinking I'd have given anything to sail on that," he said. "Then, 18, 19 years later, the Maritime Museum was advertising for volunteers, and I signed up." Soon after he got there, the museum acquired the Californian.

"Personally," McGohey said, looking across the deck, "I just think she's beautiful."

BREAKING NEWS!

Texas Seaport Museum and bark Elissa sustain damage from hurricane Ike

The Texas Seaport Museum and her collection of ships including the 1877 bark Elissa have sustained damage from the category 4 hurricane Ike, which made landfall near Galveston on September 13th.

As the museum volunteers and staff recover with their personal lives first and turn their attention to the museum, it is expected that much work is to be done.

The Euterpe Times will follow the efforts and provide more in-depth coverage in our following issue.
A Few More Knots –
Robands on Square Sails

Robands (from “rope bands”) are lengths of marline or seine twine used for bending on sail. On square sails, they attach the head of the sail to the jackstay on the yard. At MMSD, robands are usually made from one fathom of #60 seine twine, cut with a hot knife to keep the ends from fraying.

The method for making off square sail robands to the jackstay is explained on some excellent practice boards that were built by MMSD crew members John McVey and Mike Fitzsimons. The text below and figures 1 to 6 are from those boards. The explanation on the practice boards refers to a two-pass marline splice through the sail grommet; figures 7 to 9 show how to make one.

For access to the practice boards, see Bosun George Sutherland. Use the practice boards to learn how to bend on sail before you lay aloft!

Tying Robands for Square Sails

John McVey and Mike Fitzsimons

Start with roband fastened to the sail grommet with a two-pass marline splice (Fig. #1). Equal lengths of line should extend beyond the marline splice. One length passes over and one under the jackstay (Fig. #2). Take the roband that is on top of the jackstay and wrap it forward under the jackstay and up through the grommet from the bottom (Fig. #3).

Three full wraps are completed, working outward, each wrap next to the previous. The other length passes over the jackstay and back down through the grommet from the top. Three full wraps are also completed, working outward, laying each wrap next to the previous. The length coming up through the grommet wraps once more around the jackstay, but this time with a round turn. The other completes a round turn around the boltrope.

Each end should now be coming up on opposite sides of the wrapping turns (the wraps between the grommet and jackstay) (Fig. #4). The distance between the jackstay and boltrope should be about two fingers. The ends are now tightly wound around the wrapping turns in opposite directions until they meet approximately halfway between the jackstay and boltrope. These are the frapping turns (Fig. #4).

The roband is finished with a tautly tied square knot (Fig. #5). The first bend of the square knot is pulled tight enough to bury itself between the last two frapping turns. The second bend is tied tight enough to ensure the square knot does not

(Continued on Page 23)
be scuttled. So far, one of two local groups that expressed interest backed out.

Also, an Australian man who expressed interest earlier has failed to provide formal documents on his restoration plan and failed to make plans to travel to Hawaii as requested by the museum officials to assess the vessel.

Collis said the ship is slated to be towed and scuttled — in deep or shallow waters — sometime in mid-September unless someone steps forward with a proper plan.

The Coast Guard, meanwhile, is preparing a safety plan for the ship to leave busy Honolulu Harbor under tow.

The museum had obtained conditional approval by the federal Environmental Protection Agency to scuttle the ship 12 miles off Honolulu Harbor at a depth of 1,800 feet sometime between Sept. 8 and 15.

The *Falls of Clyde* is the only fully rigged four-masted ship of its kind in the world. It was closed to the public in January 2007 due to unsafe conditions.

The uninsured ship continues to deteriorate while docked at Pier 7.

"We are at risk every day we leave the ship there," Collis said.

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**Falls of Clyde (cont)**

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**What's Up?**

One early morning I noticed a small plaque on the *Star of India*’s Spanker Boom, not long after I joined the Museum’s maintenance crew in November, 2005. Have you seen it? It's near the Mizzen on starboard.

The *Star* has plaques that you probably have seen, some on the Deck House, many more along the rails. Some of the plaques are name tag size, giving the name of the running rigging line that is made off at that pin. For example see the photo showing the Fore Topmast Staysail Downhaul, one of the lines I was assigned to when we sail in November, 2006.

One of the *Star*’s plaques is not so easily found. You need to climb the Main to the T’gallant, then look on starboard aft of the jackstay and you will see the plaque that reminds today's aloft crews of the museum staff and volunteer crew who's work has kept the *Star* alive for us. This plaque is a waypoint along the timeline of the *Star of India*’s history. It is an important reminder that our museum would not be here today without the staff and volunteers that are so dedicated to preserving maritime history and making our ships an interactive experience for our members and visitors.

The plaque aloft reads "Main T’Gallant Yard, Refitted and installed by the Museum Staff, October 1984."

When you hear someone ask "what's up" think about the Main T’gallant yard. Think about the many thousands of hours put in by everyone associated with the Museum including our docents, maintenance and sail crew, education team, our Board, our Auxiliary, library staff and many more. Stay tuned for more What's Up notes from the rigging.

~ Bert Creighton, MMSD Volunteer Crew

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**Robands (cont)**

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"The San Diego Festival of Sail was a grand finale to an overall wonderful summer race series. The visiting ships were nestled in amongst San Diego harbor’s already impressive fleet creating a cozy mass of flags and masts that could be seen for miles. This combined with the wide array of vendors and friendly, enthusiastic volunteers made the entire event a success." - Jovanna

Courtesy of ASTA’s TALL SHIPS CHALLENGE® Series Official Blog
The San Diego Maritime Museum is incredible. It is actually an old passenger ferry converted into a museum and offices and, as I walked around, I had to keep reminding myself that I was actually on a floating vessel. The museum itself is informative and entertaining. I spent most of the afternoon clambering about the engine rooms of the ferry boat and wandering the fantastic special exhibit, “The Art of the Boat”, Photographs from the Rosenfeld Collection, on maritime photographers Morris and Stanley Rosenfeld that was on loan from Mystic Seaport, Inc.

On Wednesday, the ships began to arrive with a Parade of Sail at 10am. The Port of San Diego is huge, large enough to accommodate cruise ships and a massive naval presence. The best entrance was by the Colombian Navy’s sail training vessel, Gloria. As she sailed in, the cadets were lined up on the yards (all the way to very top of the masts!), singing the national anthem. Local Colombians thronged the pier, singing along to the music and enthusiastically waving the Colombian colors.

Courtesy of ASTA’s TALL SHIPS CHALLENGE®
Series Official Blog
Oh yeah, the Star of India, my father used to work on her as an Alaskan Packer. He would tell me of just before departing, they would throw silver dollars out to the crowds on the dock…

~ The visitor that got away…
I found a quote I thought would be appropriate, as we prepare to build the San Salvador next year.

*If you want to build a ship, don't drum up people together to collect wood and don't assign them tasks and work, but rather teach them to long for the endless immensity of the sea.*

This is the advise of Antoine de Saint-Exupéry, June 29, 1900—July 31, 1944, the French author and aviator. You may have read one or more of his books. He wrote the novella The Little Prince, and is also well known for his books about aviation including Night Flight and Wind, Sand and Stars.

Antoine de Saint-Exupéry was honored for his many accomplishments. A few of these honors include:

- A commemorative plaque in Parisian Panthéon.
- His image and his drawing of the Little Prince appeared on France's 50-franc note prior to the 2002 intro of the euro.
- In 2000, the Lyon Satolas Airport was renamed Saint-Exupéry International Airport.
- There is a Antoine de Saint-Exupéry monument in Tarfaya, Morocco.

Last I checked, my love for the endless immensity of the sea is still braced sharp. You'll find me at the San Salvador's keel laying, and launching, and first voyage. See you there!

Bert Creighton
Volunteer Crew

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The Euterpe Times are priceless. I wish my father, T. N. Faulconer, from whom I inherited my love of the sea and sailing, were alive to enjoy with me these amazing literary artifacts and notes about developments on our waterfront. Also, thank you or the tall ship passports.

Philip Faulconer.

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**Member s' Night**

**Authors' Night September 24, 2008**

The members’ night program will feature these fantastic authors in interactive speaking sessions followed by booking signing opportunities.

Bruce Linder “The Navy in San Diego”
Karen Scanlon and Kim Fahlen “Lighthouses of San Diego”
Olaf Engvig “Vikings to Victorian” Exploring the uses of Iron in Ship Building

6:30 p.m. - 7:00 p.m. Check-In
7:00 p.m. - 8:30 p.m. Program Lecture, slide presentation and book signing

RSVP to (619) 234-9153 x 106

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You all have a great ship, and from some of the crewmen I met, I'd say a great crew as well!

I envy the opportunities you have in sailing this great ship up from and down to San Diego.

Enjoyed my visit on board immensely and have a lot of photos and videos I took of the whole event including of course Surprise. A professional photographer I am not, but we have fun nonetheless.

~ David Townsend
September

1899, September 1st – The full-rigged ship Euterpe, under Hawaiian Registry arrives at Seattle, WA.

1849, September 2nd – On her initial voyage, the Revenue Cutter C.W. Lawrence sight the “island of Owyhee.”

1849, September 3rd – The Revenue Cutter C.W. Lawrence enters the harbor at Diamond Head, island of Oahu.

1923, September 6th – The tugboat Sea Queen tows the Star of India to Alameda after arriving at San Francisco on August 30th. The voyage to Alaska of 1923 would be her last sail as a working vessel.

1920, September 9th – The Star of India enters San Francisco on September 9th, 3 days ahead of the Star of France after an unofficial race is provoked by Captain Marzan of the Star of France as the two barks cleared Unimak Pass, Alaska.

1879, September 13th – Aboard the full-rigged ship Euterpe, passengers Stead Ellis and Joshua Charlesworth publish the first issue of the Euterpe Times.

1799, September 20th – The British 28-gun frigate HMS Surprise, ex-L’Unite is dispatched from Port Royal Jamaica to intercept the Spanish frigate Hermione.

1873, September 24th – After departing New Zealand, the full-rigged ship Euterpe enters San Francisco Bay and is placed under the consignment of Dickerson, Wolf & Co. in order to obtain cargo.

1850, September 27th – The Revenue Bark Polk arrives in San Francisco, freeing up the Revenue Cutter C.W. Lawrence for coastal survey and patrol.

1849, September 28th – The Revenue Cutter C.W. Lawrence departs the Sandwich Islands to report to her assigned duty station, San Francisco, CA.

1542, September 29th – Juan Rodriguez Cabrillo aboard the San Salvador enters the bay of San Diego, landing at Ballast Point naming it San Miguel.

From the Editor

0700 Long 32 degrees 50.626’N Lat 117 degrees 22.381’ Heading, East.

With the chance of sailing overnight on an extended cruise to the Los Angeles Festival of Sail in San Pedro, I opted to write the editorial at sea underway towards home. We are currently just off of La Jolla with the cross of Mt. Soledad clearly visible to the east. With light winds, Capt. Welton has opted to set the main royal, a sail and yard that has been lashed overhead on the gun deck in the main exhibit space. For the crew, its another first of sorts. For a lot of us its been an entire weekend of firsts.

For me, it was a chance to see a large group of ships finally, and not just that, their crews. Surprisingly, I discovered that each ship's crew had its own distinct personality and culture. It has taught me that there are still a wealth of experiences to be gained out there.

Then the individuals, from crewman to visitor, to restaurant employee, the interaction of an entire new group of people left me better as a whole, taking from them, the best of other worlds.

For the crew of the Californian, many had stayed aboard during the entire journey. Although tired, smiles still emerged without hesitation, but counting the days to home was a common talking point. From breaking the jibboom in San Francisco, additional fests at Monterey and the Channel Islands, the wealth of their personal experiences could fill volumes.

Some junior crew had the chance to make the transit from San Pedro to San Diego aboard the U.S. Coast Guard bark Eagle. Its an experience I am unlikely to have, but for them, its something for there grandchildren and even I am eager to hear their tales as well.

As the Sail Festival in San Diego ends this month, the Museum now moves forward into new experiences. San Salvador represents a different era of sailing, different technology. Dolphin ties the museum inextricably to the naval history of San Diego and brings with it stories of it own, personal touches of a crew, some still living, some laid to rest.

What I learned most all, the one notion that has now moved to the forefront of my mental paradigm is that the ship is the attraction. Dr. Ashley reminds us that a ship is a living thing. A closer look reveals its heart, soul, muscle, tendons and sinew. Its crew.

As always, I’m sure the crew would enjoy anything you have. Photos, drawings, poetry, or even technical items can be sent this way.

As a reminder, there is a Yahoo group available at: http://groups.yahoo.com/group/starofindia/

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