**Californian Returns!**

**King Harbor, CA echoes with gunfire**

“as there remain a number of items left from her visit to the yard to sort out before she is fully "Californian".

The next day after arrival, Californian and her crew presented a history program for 47 students. Education specialists on behalf of the museum were: Connie Allen, Adrian Kinnane, and Elan Sprouse. Joining them from the privateer Lynx was Marann Fengler.

The week finished out with an additional underway science program and underway history program, culminating in gun battles with the Lynx on Saturday and Sunday, the 18 and 19th respectively. Observing from afar, journalist Pete Thomas noted, "I was not aware of their presence as I cruised north along the Esplanade, which overlooks the ocean. But I heard a cannon blast, looked to the west and there they were, surrounded by modern-day power yachts and sailboats."

(Continued on Page 2)

While sailing in King Harbor, blogger and journalist Pete Thomas came across the Lynx and Californian engaged in gun battles.

After a long bout of dry-dock (see previous issue), the tops'l schooner Californian was re-launched at Marine Group, Inc. on October 14th.

No sooner had she hit the water, volunteers and staff were busy preparing her for a journey north for obligations at King Harbor, CA. By the morning of the 15th, she was heading that way, still with a shopping list of minor repairs to be made, post dry-dock. As Peter Durdaller, Ship Operations Manager notes,

Marann Fengler relates cloud shape to the dynamics of a sail during an underway science program.

"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
The Californian's Underway Science program was significantly different from the Museum's standard education program. As Connie Allen notes, "The underwater science program introduced Title I fifth graders to the ocean environment. Adrian Kinnane, who monitors the health of Mission Bay for the Surfriders Foundation, performed numerous tests on the quality of the ocean outside King Harbor."

Title I 5th graders participated in recording "dissolved oxygen, nitrogen content, temperature, clarity, and learned the impact of these factors on the life below. Fifth grade standards include the study of weather which relates tightly with life aboard a sailing ship. Buoyancy experiments rounded out the science sail along with hauling sails using purchase systems."

The History Underway program was enhanced as both the Lynx and California, again put to sea with 5th graders. Decked out in period regalia, the kids were introduced to the early 18th century history of gunnery, privateering and sea life as a whole. The sail added to the kids experience as it culminated in firing upon Lynx in traditional fashion.

The presence of tall ships in King Harbor, "there is a good deal of VIP interaction, media coverage and inclusion of the crews in an Art Reception on Friday night at a marina gallery."

The collaboration between the Maritime Museum of San Diego and the Lynx Educational Foundation is the first step towards the "MMSD Underway Museum initiative." The Maritime Museum of San Diego has always been known as a museum afloat, comprised primarily of exhibits aboard Star of India and the Berkeley. As one knows, ships float with their primary purpose of transportation. Taking these concepts, Californian over the years has served as the Museum's ambassadorial arm, proceeding as far north as San Francisco.

Over the next few years, HMS Surprise will join the initiative along with serving as a Sail Training School vessel. So to, will the San Salvador on completion. At any time, two to three of the museum's ships will operate as far north as Los Angeles, carrying with them, more involved exhibits, underway and dockside programs. With each "mission," exhibits and programs will suit the purpose, being altered with each voyage.

Californian and San Salvador will extend that reach. Every third year or so, it is expected that Californian will find herself in the Sacramento/San Francisco region. San Salvador as well, will voyage farther north of the L.A. Basin along the Pacific Coast. As Peter Durdaller notes, "I have already reserved Californian and Surprise for the month of October 09 for operations in the LA basin."

Docent Training for Volunteers

Docent training for 2009 begins on Tuesday, 6 January 2008, continuing every Tuesday thereafter until 31 March. Conducted on the Orlop deck of the Star of India, training starts each day with a social gathering from 9:15 AM until 9:35, followed by administrative remarks and issues. Instruction starts at 9:50 AM and ends by 12:30 PM.

Training covers Museum history and organization, detailed instruction on the histories of all museum vessels, including familiarization tours, as well as classes on maritime history of San Diego and the Pacific coast. Duties and opportunities for volunteer Docents are also covered. At the end of training attendees will be prepared to conduct tours or greet Museum visitors and share their knowledge of our fleet and collections with them.

If you or any of your friends are looking for a very satisfying experience of sharing the Museum’s unique collection of nautical history with others, now is the time to train and join us as a Docent volunteer.

To sign up for training or for additional information, contact one of the following:

Jeff Loman  619-234-9153  ext 135
Joe Haring  760-729-5250
Duane Leathers  858-695-2532
Ahoy Chalupa!

With Lynx playing substitute this year on behalf of Californian, our very own Chalupa still managed to land Juan Rodriquez Cabrillo safely at Pt. Loma on September 28th 2008.

Cabrillo's legacy

Explorer Juan Rodriguez Cabrillo made history when he landed here Sept. 28, 1542, and became the first European to discover what is now San Diego.

Today his name pops up everywhere. There's Cabrillo National Monument, Cabrillo Beach, Cabrillo Elementary School, Cabrillo Credit Union, Cabrillo Garden Inn, Cabrillo Mortgage, Cabrillo Yacht Sales, Cabrillo Veterinary Hospital, and so on.

Pretty interesting, mused Ray Ashley, executive director of the Maritime Museum of San Diego, considering the explorer was only in San Diego for six days. He headed up the coast and succumbed to disease 12 weeks later near Santa Cruz.

The newest addition to the Cabrillo legacy is a life-sized replica of his ship, the San Salvador, which is on the drawing boards. So far, the museum has collected about $3 million of the $5 million needed to build the ship, slated to join its floating museum fleet in San Diego's harbor.

Project heads are now scouting for a building site along the ocean where bleachers can be erected for spectators interested in watching the work progress. They hope to begin construction next year.

Reliving history: Cabrillo's landing

Reprinted from San Diego Union-Tribune, September 28th, 2008

Masato Nishimura of Hillcrest listened as Eric Thing, re-enacting a Spanish soldier from 1542, explained the workings of his arquebus. The muzzle-loading firearm is a forerunner of the rifle.

POINT LOMA – For the sailors, life was not exactly smooth sailing. They ate biscuits and slept on decks and bathed with seawater.

Oh, they did get wine – a liter a day. But this was 1542. Napa Valley had yet to be discovered, so it was no Pinot Noir. “Even a rot-gut wino wouldn’t drink it today,” said Bob Munson, historian and park ranger at Cabrillo National Monument, which is celebrating history this weekend.

Today marks the 466th anniversary of Juan Rodriquez Cabrillo landing in San Diego. He was the first European to set foot upon what is now the West Coast of the United States.

A re-enactment is planned at 1 p.m. as part of the 45th annual Cabrillo Festival at Ballast Point in Point Loma, where the explorer is believed to have landed.

It should be fun, a blast, a real party atmosphere. But the true landing and seafaring expedition were a bit different, Munson said.

“This was one tough life,” said Munson, who was at Cabrillo National Park yesterday taking part in a Spanish soldiers’ living
Cabrillo (cont)

history encampment as part of the celebration.

Yes, things are bad today. The economy is struggling. Banks are failing. The Padres? Let's not even go there.

But at least you don't have to get on a tiny ship – Cabrillo's three could fit on a basketball court, Munson said – and sail toward the horizon, not knowing exactly where you are going.

Capt. Chris Welton, Scott Herndon, Angela Deegan and Chris Pack work to re-secure Chalupa after the Cabrillo reenactment.

Euterpe and the Voyage of 1874

In an attempt to contact “descendants of the Euterpe,” I had at times my hits and misses. One, however, became more than just that.

Margaret Diggelmann of Auckland, New Zealand responded to one of my (your humble editor) internet inquiries. In researching her genealogy, she knew that her great-grandparents had emigrated to New Zealand in 1874. With that, Ms. Diggelmann produced a small article relating to the voyage. Included with her article were reproductions of the entire passenger list, a true treat to the eye.

During our correspondence, I took the liberty to research the voyage a little more thoroughly. New Zealand papers of the time spoke commonly of the rapidly declining dock space in Wellington. Within days of arrival, Euterpe was a lucky one to find a berth quickly, her quartermaster was last seen walking down the docks. Within days, he was reported as missing. Within the week, he was found dead from drowning. The Euterpe’s Captain at the coroner’s inquiry, heavily criticized the dock’s poor lighting at night.

New Zealand was growing quickly. The presence of Euterpe is our witness to that. It is hoped that in the near future, that Ms. Diggelmann and a group of other descendants of the 1874 voyage will make the trip to San Diego, connecting themselves with their family heritage. With permission of Ms. Diggelmann and The New Zealand Genealogist, the next three pages reproduce her article, Voyage of the Euterpe 1874.


Brian Dawson of Scripps Ranch put a Spanish soldier’s helmet on the head of son Jona as daughter Kana watched yesterday. Mike Love, a volunteer at Cabrillo National Monument, is dressed as a Spanish soldier from 1542.

And worry about pirates, storms, scurvy, ship fires and reefs. About 12 percent of the sailors died on each expedition, Munson said.

Cabrillo, who was believed to be Portuguese but sailing for Spain, was looking for a trade route to Asia and the Spice Islands. In June 1542, his crew set sail from Mexico. On Sept. 28, Cabrillo spotted a pretty cool harbor. He stopped.

Welcome to San Diego.

Unlike with some of the other Spanish expeditions, this one didn't turn out badly for the local Indians, in this case, the Kumeyaay. Cabrillo gave them gifts and promised peace.

But the landing was hardly a significant moment for the expedition, mind you. “It was just a stop on the road,” Munson said.

Indeed, Spain later thought that the expedition turned out to be pretty much a bust, Munson said. Cabrillo would die a few months later from injuries. And no trade route to Asia was discovered.

One of the ships was lost.
Voyage of the Euterpe 1874

BY MARGARET DIGGELMANN

The Euterpe, named after the Greek goddess of music, was a fully-rigged ship and began her life on the stocks at Ramsey Shipyard in the Isle of Man in 1863.

In 1871 she was purchased by the Shaw Savill Line in London and embarked on a quarter of a century of carrying emigrants to New Zealand, sometimes also touching Australia, California and Chile. She made 21 circumnavigations in this service, some of them lasting up to a year. It was rugged voyaging, with the little iron ship battling through terrific gales “labouring and rolling in a most distressing manner,” according to her log.

Life aboard was especially hard on the emigrants who were cooped up in her ‘tween decks most of the time, fed a diet of hardtack and salt junk and subject to mal de mer [seasickness] and a host of other ills. It is astonishing the death rate was so low.

However, they were a tough lot, drawn from the working classes of England, Ireland and Scotland, and most went on to prosper in New Zealand. Close lifelong friendships were often made during the long journey.

During the Vogel Government period 1871-1888, agents were sent from New Zealand to the United Kingdom to recruit able-bodied men and women to populate the new colony and break in the land. They were offered a free passage, a better life, higher wages and cheap land.

The reality of life so
far from home was often not quite so rosy. The work was hard, imported basics were expensive and many suffered from homesickness. Most faced the prospect of never seeing their loved ones or homeland again.

My great-grandparents joined the exodus. Charles and Maria PEARSON and their baby son Charles Henry, together with Maria’s sister Minnie BROOMFIELD, left the Isle of Wight and boarded the Euterpe in London. The voyage of 1874 was the third undertaken by the Euterpe for the Shaw Savill line and 409 passengers boarded at the East India dock on April 21, 1874. The ship cleared London on April 25, sailed from Gravesend and then Deal on April 28 and finally sailed from Portland on April 29.

On the April 27, while the ship lay at anchor at Gravesend, the Pearsons had their baby christened at Holy Trinity, St Andrews Mission, Gravesend (now the Arts Centre).

After a favourable run the ship crossed the Equator after 29 days. Due to problems with the condenser the ship called into False Bay on the tip of South Africa and into Simon’s Bay on the July 5 in order to refill the water tanks. They put to sea again on the July 7 and sailed from the Cape of Good Hope to the coast of New Zealand, the passage being greatly prolonged owing to a succession of gales and easterly winds.

The overdue ship finally reached Wellington on August 30 1874. The entire journey took four months.

The cost to the New Zealand Government for the Pearson’s passage was £36 5s, a single passage for Minnie Broomfield was £14, and the total cost for all the immigrants was upwards of £5300.

The Merchant Shipping Act 1854, section 282, required the master of the ship, Captain Thomas PHILLIPS, to enter every birth, marriage and

Top: Holy Trinity, St Andrews Mission, Gravesend, where Charles Pearson jun was christened while the Euterpe lay at anchor. At left: Birth entries from the captain’s log for the 1874 voyage of the Euterpe to New Zealand.
death into his official log. Sections 273 and 274 also required that these lists be delivered to a superintendent of a Mercantile Marine Office in the United Kingdom.

BIRTHS

The ship’s surgeon, John W. BLIGH MD, recorded six births on board during the 1874 voyage:

May 9: John Phillips Euterpe STROM, male.
Father Axel Peter Strom, cabinetmaker, mother Catharinia Strom (nee HOKKENMEYER).

May 12: Arthur PITTS, male. Father William Stul Pitts, carpenter, mother Annie Pitts (nee ALLISTON).

July 17: Selina Euterpe ROBINSON, female.
Father George Robinson, smith, mother Harriett Robinson (nee KENNETH).

July 19: Thomas Ocean WILLIAMS, male.
Father Richard Williams, carpenter, mother Caroline Williams (nee MATHEWS).

August 6: William Euterpe GIBBS, male. Father Isaac Gibbs, labourer, mother Emily Gibbs (nee SMITH).


MARRIAGES

There were no marriages recorded on this voyage.

DEATHS

Passengers
- May 14: Albert E. SANDERS, male 5 months.
  Parents Edwin and Mary Sanders.
- May 24: Esther M. BOSHER, female, 3 years.
  Parents Henry and Esther Bosher.

Crew
- G. WALTERS, aged 35 years.
- Archibald SINCLAIR, aged 26 years.

Sadly Minnie McGahey Pearson died in the Feilding Barracks on September 17, 1874, aged 5 weeks. The Pearsons were among a group of early settlers to live in Palmerston North. They lived in Terrace End (now Ruahine Street) for many years and had 13 children, three of whom died in early infancy.

School records show the remaining 10 children attended Terrace End School. Nine of the Pearson children married and had 66 children between them; there must be many hundreds of their descendants living in New Zealand today.

The Euterpe was sold to American owners in 1898. They changed her name to Star of India and used her as a fishing vessel. By 1923 steam ruled the seas, sailing ships were obsolete, and scores were laid up in ports. The Star of India lay in disrepair until 1976 when a fundraising campaign enabled her to be fully restored. She is berthed at the San Diego Maritime Museum in the United States.

SOURCES:
- Petone Settlers Museum passenger list data base.
- NZ Society of Genealogists shipping lists.
- The book Euterpe by Craig Arnold.
- The San Diego Maritime Museum website www.sdmaritime.com

Margaret Diggelmann,
Email: diggels@xtra.co.nz
Launch at the Isle of Man

Originally published in Mains'l Haul, “formerly thought to represent the launching of Euterpe’s sister ship Erato, actually may show Euterpe herself in 1863.”

LAUNCH AT THE ISLE OF MAN. - On Saturday last, Mesrs. Gibson, McDonald, and Arnold launched from their ship-building yard at North Ramsey, Isle of Man, an iron ship of the following dimensions: - Length 202 feet, beam 35 feet, depth of hold 23 feet 6 inches. A large company assembled to witness the launch. At half-past twelve o'clock the ship glided off the stocks, and was named the Euterpe by Mrs. R. H. Brown, wife of one of the owners. After the launch the company adjourned to the spacious sail-loft of the establishment, where a luncheon was provided, to which about 60 persons sat down. Mr. Gobson presided, and the vice chair was occupied by Capt. R.H. Brown. After the usual loyal and patriotic toasts, the chairman proposed "The Bishop and Clergy of the Island," which was responded to by Mr. McDonald; "The Harbour Commissioners," "The Strangers," &c. The Euterpe is a full-rigged ship of 1246 tons register, and is built to class A1 12 years at Liverpool Underwriters' Association. She is the property of Messrs. Wakefield, Nash, and Co., of Liverpool, and is fitted up in the most expensive style, no pains have been spared to make her a splendid specimen of naval architecture. Her spacious poop cabin is fitted with panels of polished walnut, with mouldings of maple, and is exceedingly handsome. She is built entirely of iron, and her lofty 'tween decks (seven feet high) render her specially adapted for troops or passengers. Messrs. Gibson, McDonald, and Arnold have on the stocks another similar ship for the same owners, and are commencing to lay down a third ship of the same class, as well as a screw steamer of about 600 tons. These are the largest ships that have been built in the Isle of Man, and they seem likely to bring that island into repute for the building of first-class ships.

- Liverpool Mercury, November 17, 1863.
Gibson, McDonald, and Arnold

Euterpe on the stocks at the shipyard of Gibson, McDonald, and Arnold in Ramsey, Isle of Man 1863.

A Life on the Ocean Waves

LAUNCH AT THE ISLE OF MAN. - On Saturday last, Mesrs. Gibson, McDonald, and Arnold launched from their ship-building yard at North Ramsey, Isle of Man, an iron ship of the following dimensions: - Length 202 feet, beam 35 feet, depth of hold 23 feet 6 inches. A large company assembled to witness the launch. At half-past twelve o'clock the ship glided off the stocks, and was named the Euterpe by Mrs. R. H. Brown, wife of one of the owners. After the launch the company adjourned to the spacious sail-loft of the establishment, where a luncheon was provided, to which about 60 persons sat down. Mr. Gobson presided, and the vice chair was occupied by Capt. R.H. Brown. After the usual loyal and patriotic toasts, the chairman proposed "The Bishop and Clergy of the Island," which was responded to by Mr. McDonald; "The Harbour Commissioners," "The Strangers," &c. The Euterpe is a full-rigged ship of 1246 tons register, and is built to class A1 12 years at Liverpool Underwriters' Association. She is the property of Messrs. Wakefield, Nash, and Co., of Liverpool, and is fitted up in the most expensive style, no pains have been spared to make her a splendid specimen of naval architecture. Her spacious poop cabin is fitted with panels of polished walnut, with mouldings of maple, and is exceedingly handsome. She is built entirely of iron, and her lofty 'tween decks (seven feet high) render her specially adapted for troops or passengers. Messrs. Gibson, McDonald, and Arnold have on the stocks another similar ship for the same owners, and are commencing to lay down a third ship of the same class, as well as a screw steamer of about 600 tons. These are the largest ships that have been built in the Isle of Man, and they seem likely to bring that island into repute for the building of first-class ships.

- Liverpool Mercury, November 17, 1863.
Gibson, McDonald, and Arnold

Euterpe on the stocks at the shipyard of Gibson, McDonald, and Arnold in Ramsey, Isle of Man 1863.
As Medea re-certified for this year’s Stars’l, staff and members of the museum took her out in preparations for crew training in this stunning portrait.

Texas Seaport Museum Regroups

Volunteers and staff at the Texas Seaport Museum install the new gangway to Elissa.

House of Assembly, Wednesday, 6th Nov. Nov. 1799.

RESOLVED, NEM. CON.
"That, as a testimony of the high sense this House entertain, of the extraordinary Gallantry and Ability displayed by Capt. Edward Hamilton, in attacking and cutting out of out of Porto Cavallo His Majesty’s late late ship Hermione, an enterprise surpassed by none in this glorious War, the War, the Receiver-General be directed to directed to remit to the Agent, the sum of sum of Three Hundred Guineas, for the the purchase of a Sword to be presented to presented to Captain Hamilton.

"ORDERED,
"That the Clerk of the House do transmit to Capt. Hamilton a Copy of the of the said Resolution.

"By the House,
"JAMES LEWIS.
"Clerk of the Assembly."
Sinks off France

Speaking on RTÉ's News at One, Mr. Newport said it had been a "traumatic" experience for those involved, but they were now being looked after very well in a hotel and were in touch with their families back in Ireland.

Asked if he had any idea whether the ship had hit something that had resulted in its sinking, he said he had "no idea" and that it would have to be investigated.

"It would be very foolish of me to speculate on this matter."

The vessel sank about 10 miles off the coast at about 9.30am. It had been sailing from Falmouth in Britain to La Rochelle on a routine training trip.

A Department of Defense spokeswoman said it was "too early to say" what had happened to the vessel but that it would be fully investigated.

"We will have to get the experts in. But once the safe, that is the important thing. Everybody got off and they were never in danger." It is understood that weather conditions at the time were "moderate", the Department said.

"Minister for Defence Willie O'Dea would like to compliment the crew of the Asgard II and the French for their co-operation in ensuring that all on board were brought to safety."

The Asgard II was launched in Arklow, Co Wicklow in 1981 by the late former taoiseach Charles Haughey.

Irish and French authorities are to carry out a joint investigation into the sinking of sail training vessel, Asgard II, off the French coast in the early hours of this morning.

The Marine Casualty Investigation Board (MCIB) will be cooperating with its French counterpart on the inquiry into the sinking. An MCIB spokesman said that it was too early to speculate on the cause, but interviews would be held with the ship's master, crew and trainees.

An underwater investigation may not be necessary if enough information can be gleaned at that stage, and any decision on the vessel's possible salvage would not be taken by the MCIB, he said.

The Irish ambassador to France was traveling to Belle Ile in the Bay of Biscay today to meet the crew of the Asgard II. The crew of the vessel sent out several distress signals last night after it began taking on water near the port of La Rochelle.

The 20 trainees and five crew were eventually forced to evacuate the ship in two lifeboats in the early hours of the morning.

They were rescued by a French coastguard vessel and taken to Belle Ile in the Bay of Biscay where they were described as safe and well and "in good spirits".

The ship's captain Colm Newport said he had no idea what had happened to the ship, but that it had suffered a "severe ingress" of water at about 3am "ship's time" which contributed to critical instability.

The crew and trainees were evacuated in an "orderly fashion" and were off the vessel in "four to five minutes", he said.

Prospects of salvaging the sail training ship Asgard II have increased, following the discovery that the hull is upright and "largely intact" on the seabed in the Bay of Biscay.

An initial survey by a remotely operated vehicle (ROV) has also confirmed that one of the hull's planks has a significant fracture.

However, the Department of Defense said that it is "not possible at this stage to determine whether this has resulted from impact with the seabed, or was the original cause of the sinking".

The French coast guard has confirmed that the area where the ship sank on September 11th, some 22km (14 miles) west of Belle-Île on the French northwest coast, has a sandy bottom with
Asgard II (cont)

no significant rocks.

Marine experts believe the fracture in the plank could have been caused on impact - such as by collision with a hatch cover washed off a merchant ship. Hatch covers are frequent and dangerous debris in busy shipping lanes, and some are fitted with iron spikes which can have a lancing effect.

Minister for Defense Willie O'Dea said yesterday in a statement that he and his fellow directors on Coiste an Asgard, which runs the State's sail training programme, would like to "thank everyone who has sent messages of support and good wishes on the unfortunate accident".

"Until further investigations are carried out, it is not possible to say whether Asgard II can be salvaged," his department's statement said.

However, an early salvage before the weather deteriorates could prove significantly cheaper than building a replacement vessel. The vessel is insured for €3.8 million, according to the department, and a salvage before the vessel deteriorates could be carried out for less than €2 million.

All 25 crew members and trainees on Asgard II were evacuated to life-rafts, and rescued by volunteers with the French marine rescue service, SNSM, early on September 11th.

The alarm was raised when the ship began to take in water which its bilge pumps couldn't cope with. The ship was en route from Falmouth in England to La Rochelle in France.

The ship sank, bow first, at 9.30am Irish time, just more than five hours after the alarm had been raised. Its position on the seabed in some 80m (263ft) of water was confirmed to the French Prefecture Maritime de l'Atlantique by a fishing vessel which was in the area and recorded it on sonar.

The inquiry into the sinking is being undertaken by the French in conjunction with Ireland's Marine Casualty Investigation Board.

The Asgard II won many international awards during its career, having been designed and built by the late Jack Tyrrell of Arklow, Co Wicklow and commissioned by the late taoiseach, Charles J Haughey, in 1981.

Laura Gainey and Picton Castle: Final Report

On December 8th, 2006, a crewman was lost overboard from the Picton Castle during rough weather in the North Atlantic. Laura Gainey was an experienced crewman, it was her second voyage aboard the Picton Castle.

She was the daughter of Hall of Fame hockey player and manager of the Montreal Canadians, Bob Gainey. This caused the news of the event to be spread worldwide through the media.

When swept overboard, she was without a life jacket, wearing only normal cold weather gear. By December 12th, the search and rescue efforts were called off. Laura Gainey was presumed dead.

This past month, the official report on the accident by the Transportation Safety Board of Canada was released, providing a unique insight into the event leading up to Gainey being washed overboard.

Officially registered with the Cook Islands, an initial accident report was published in August 2007. Not completely satisfied with the report, the Transportation Safety Board of Canada recently published their own findings.

The Transportation Safety Board of Canada broke their conclusions down to two different areas, Cause and Risk.

Findings as to Causes and Contributing Factors

1. The decision to sail, in order to meet scheduled commitments, did not take into full consideration the available long-range forecasts indicating impending adverse weather—particularly given the limited training of the crew in emergencies and the limited experience of the trainees.

2. The master was unaware that the deckhand had been ordered to carry out hourly ship checks, and it is likely that the deckhand understood the master’s order to go below only in the context of getting rest in between ship checks.

3. In the absence of effective and timely coordination of onboard communication, it is likely that the deckhand was unaware of the order not to enter the port breezeway, the area where it is believed she was carrying out a ship check when she was swept overboard.

4. The deckhand was likely affected by fatigue and a loss of alertness at the time of the occurrence.

5. The deckhand was swept overboard when a large wave shipped water along the port side of the vessel.

6. Despite the large amount of water being shipped on deck, safety nets were not rigged above the bulwarks of the main deck and breezeway.
7. Safety lines had been rigged inboard on the main deck, but their effectiveness was diminished because safety harnesses were not worn. The absence of established fastening points to which safety harnesses could be attached also negated the effectiveness of wearing a harness.

Findings as to Risk

1. In the absence of an alarm system to provide immediate, local warning to spaces used for sleeping and other work spaces below deck, crew members and trainees may not be alerted in a timely manner to emergencies.

2. In the absence of an effective safety management structure, there is the risk that unsafe conditions and practices will remain unidentified and unaddressed.

3. Crew members assigned the responsibility for the safety of trainees in an emergency, but who lack formal training in crisis management, may compromise safety.

4. The vessel’s relatively unstructured training program is based primarily upon on-the-job training, with no structured curriculum or formal performance assessment. Without predetermined learning objectives and measurable evaluation criteria, assessment of a trainee’s ability to perform becomes subjective, and may not fully take into account the risks associated with operations in varying conditions and circumstances.

5. Reliance on trainees may result in crew members having to perform additional duties, thus compromising safety.

The loss of Laura Gainey reminds us that as safe as things may be run, common elements may be overlooked and forgotten, putting each and every crewmen at risk.

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**A Few More Knots – The Carrick Bend**

The carrick bend (Ashley Book of Knots #1439, et al.), also known as the full or double carrick bend, is strong, secure, and symmetric. It’s the classic bend for heavy, stiff lines such as hawsers because it draws up smoothly by itself and does not jam.

To tie, form an overhand loop in one end, then lead the other end as shown in Figs. 1 and 2. The finished bend is shown in Fig. 3.

Note that the ends are on diagonally opposite sides. The finished bend should have a completely regular over-and-under pattern of crossings.

Under tension, it will draw up unattended into the configuration in Fig. 4. When tied in a hawser, it may be kept in the open form of Fig. 3 by seizing the ends to the standing parts to reduce wear.

The carrick bend also serves as the starting point for tying a variety of other practical and decorative knots such as mats, the prolong knot, Chinese button knot, Turk’s Head knots and two strand lanyard knots. Some of these applications start with a carrick bend tied with both ends on the same side of the knot (Fig. 5). Don’t use this form as a working bend, as it’s less secure than the standard form.

**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
Scientists have new clue to mystery of sunken sub

Reprinted from Yahoo News,
October 17th, 2008

CHARLESTON, S.C. – It's long been a mystery why the H.L. Hunley never returned after becoming the first submarine in history to sink an enemy warship in 1864, but new research announced Friday may lend credence to one of theories.

Scientists found the eight-man crew of the hand-cranked Confederate submarine had not set the pump to remove water from the crew compartment, which might indicate it was not being flooded.

The new evidence disputes the notion that the Hunley was damaged and took on water after ramming a spar with a charge of black powder into the Union blockade ship Housatonic.

Scientists studying the sub said they've found its pump system was not set to remove water from the crew compartment as might be expected if it were being flooded.

The sub, located in 1995 and raised five years later, had a complex pumping system that could be switched to remove water or operate ballast tanks used to submerge and surface.

"It now really starts to point to a lack of oxygen making them unconscious," said state Sen. Glenn McConnell, R-Charleston and the chairman of the South Carolina Hunley Commission, formed to raise, conserve and display the sub. "They may have been cranking and moving and it was a miscalculation as to how much oxygen they had."

In excavating the sub, scientists found little intermingling of the crew remains, indicating members died at their stations. Those bones likely would have been jumbled if the crew tried to make it to the hatches in a desperate attempt to get out.

"Whatever occurred, occurred quickly and unexpectedly," McConnell said. "It appears they were either unconscious because of the concussion (from the attack) or they were unconscious because of a lack of oxygen."

Archaeologist Maria Jacobsen cautioned that scientists have not yet examined all the valves to see if the crew may have been trying to surface by using the pumps to jettison ballast.

"Can we definitely say they weren't pumping like mad to get water out of the tanks? No we cannot," she said. "I'm not really at a point where I think we should really be talking about what these guys were doing at the very end because we simply don't know all the valve settings."

But she said scientists can definitely say the valve that would have been used to remove water from the crew compartment was closed.

This is an undated image released by The Friends of the Hunley, showing the aft pump of the Confederate submarine H.L. Hunley. Scientists said Friday, Oct. 17, 2008, that the crew of the H.L. Hunley was not pumping water out of the crew compartment when the hand-cranked sub sank off Charleston in 1864. A valve on the system was not set to bilge water from the crew area, which might have happened if the Hunley were taking on water.

(AP Photo/Friends of The Hunley)

That could mean crew members suffocated as they used up air, perhaps while waiting for the tide to turn and the current to help take them back to land.

The New Steam Ferry Berkeley... Will go on the regular run to-day in conjunction with the Piedmont and Oakland. If she proves a success the ferry company will inaugurate a twenty-minute service the first of the year.

~ San Francisco Call – November 10th, 1898 ~
PEARL HARBOR, Hawaii – The Navy has confirmed the wreckage of a sunken vessel found last year off the Aleutian islands is that of the USS Grunion, which disappeared during World War II.

Underwater video footage and pictures captured by an expedition hired by sons of the commanding officer, Lt. Cmdr. Mannert L. Abele, allowed the Navy to confirm the discovery, Rear Adm. Douglas McAneny said Thursday in a news release.

McAneny said the Navy was very grateful to the Abele family. “We hope this announcement will help to give closure to the families of the 70 crewmen of Grunion,” he said.

The Grunion was last heard from July 30, 1942. The submarine reported heavy anti-submarine activity at the entrance to Kiska, and that it had 10 torpedoes remaining forward. On the same day, the Grunion was directed to return to Dutch Harbor Naval Operating Base. The submarine was reported lost Aug. 16, 1942.

Japanese anti-submarine attack data recorded no attack in the Aleutian area at the time of the Grunion’s disappearance, so the submarine’s fate remained an unsolved mystery for more than 60 years, the Navy said.

Abele’s son’s, Bruce, Brad, and John, began working on a plan to find the sub after finding information on the Internet in 2002 that helped pinpoint USS Grunion’s possible location.

In August 2006, a team of side scan sonar experts hired by the brothers located a target near Kiska almost a mile below the ocean’s surface. A second expedition in August 2007 using a high definition camera on a remotely operated vehicle yielded video footage and high resolution photos of the wreckage.

In a brief hiatus from the first weekend of sail training, Crewman David Richards educates himself on the latest game of the World Series.

A new element to the crew of HMS Surprise: setting the fore and main royals.
Further Reading

From Publishers Weekly

The legendary Confederate submarine *H.L. Hunley* was the first successful underwater warship that is, the first to sink an enemy ship. As chronicled in *Raising the Hunley: The Remarkable History and Recovery of the Lost Confederate Submarine*, the sub disappeared without a trace in 1864, crippled by a Union ship, and finding it became something of an obsession for many Americans until the vessel was finally brought to shore in 2000. Based on interviews with scientists and historians who studied the *Hunley's* remains, Charleston, S.C., Post and Courier journalists Brian Hicks and Schuyler Kropf reconstruct the sub's final voyage in this dramatic slice of Civil War history.

Correspondence.

Outstanding! One of the best *Euterpe* Times I have read. Thoroughly engaging stories and articles. I am proud to be a member. Thank you for enriching my nautical experiences.

~ Steve Groff

Errata

David Kalthoff corrects the article in which, "I said the "N" was for "None" - that there wasn't a fastener under the bung. What it really means in "New" - it's a hole for a new fastener that wasn't there before."

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**November**

1799, November 6th – The British House of Assembly passes a resolution honoring Capt. Edward Hamilton, commander of the *HMS Surprise*, for his efforts of the cutting out of *HMS Hermione*.

1898, November 6th – The steam ferry *Berkeley* enters service and “became the first propeller-driven ferryboat on a bay full of sidewheelers.”

1848, November 11th – The Campbell class revenue cutter, *C.W. Lawrence*, under the command of Alexander V. Fraser departs Washington D.C. with orders to report to the newly created custom district house in San Francisco, CA.

1863, November 14th – The full-rigged ship, *Euterpe* is launched, assigned British Registration No.47617, and signal VPJK.

1851, November 18th – The Campbell class revenue cutter, *C.W. Lawrence* wrecks off of Pt. Lobos, San Francisco.

1542, November 23rd – Juan Rodriguez Cabrillo aboard the *San Salvador* returns to the harbor at San Miguel (San Diego) after voyaging as far north as Point Conception, CA.

1898, November 20th – The full-rigged ship, *Euterpe* begins her first voyage as a timber ship for the Pacific Colonial Shipping Company.

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**From the Editor**

Over the past month, with *Star of India* unable to sail this year, sail training commenced. Still, with the addition of *Medea, Californian, HMS Surprise* are also joined by our favorite west coast privateer, the *Lynx*.

This event comes around on an annual basis in order to celebrate the launching of the *Star of India* in 1863. We all know the general history, we are expected to. But November marks several other milestones in our Museum. As noted above, the steam ferry *Berkeley* entered regular service. November also marks the month that the *C.W.Lawrence* wrecked in the region of San Francisco. The *Lawrence* was the basis and inspiration for the construction of *Californian*.

In the late weeks of October, *Medea* finally fired her boilers up. The other training crews were interrupted mid-morning by the unique sound of her steam whistle as she pulled away from the dock, causing excitement among the crew and casual visitors.

And that is what is special about the month of November, each and every year. The birthday of *Star of India* is more than an anniversary. It is what we, as a volunteer crew, work for, sailing the oldest active ship on the planet and keeping alive the skills and customs that make the Museum's ships an active, exciting fleet of living vessels of history.

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.