Great Guns on the Bay!

The San Diego skyline provided a stunning backdrop in January as (from left to right) HMS Surprise, Californian, Amazing Grace and Lynx (not shown) filled the air with gunfire.

As the new year began, the aroma of gunpowder and sound of gunfire was a frequent spectacle upon San Diego Bay and elsewhere in the region. The month of January saw the museum's frequent visitor the Lynx, the museum's own Californian and Surprise engage in mock battle re-enactments for the enjoyment of visitors on land and on the water. On more than one occasion, the trio was joined by other traditional ships.

Beginning with the Oceanside Tall Ship Festival, Californian joined up with Lynx and LAMI's Irving Johnson. Located at

“The living aboard our boat in San Diego Bay for many years, we are well aware of the wonderful work that the Maritime Museum of San Diego does. And, we have always enjoyed the "shows" such as these battle sails. We'll give you all the space and radio time we can, helping to promote the MMSD at every opportunity.”

(Continued on Page 2)

“In issuing this number of our bantling to the Euterpe public, we assure our friends that our pages will ever be open to open and fair criticism whether of ourselves, our friends or of those few who do not come within the latter category.” - Stead Ellis, 1879
Beachgoers were treated to a mock gun battle during the Oceanside Tall Ship Festival held during January 10th and 11th. From left to right, the Irving Johnson, Californian and Lynx.

Dolphin Dock in Oceanside Harbor, the ships conducted both dockside tours and gun battles through the weekend.

Returning to San Diego Bay, Lynx and Californian squared off for gun battles the following weekend on January 17th thru the 18th.

The gunfire culminated on the weekend of the 24th thru 25th as HMS Surprise joined into the fight. Accompanying the normal trio was the Amazing Grace, a two-masted tops'l schooner out of Gig Harbor, Washington. Having refit over the winter in San Diego, she eagerly joined in on the spectacle, allowing MMSD crew to join her on deck.

“Just wanted to thank you again for a phenomenal day on the water, and an adventure of a lifetime with so many wonderful, passionate people.

You all do great work and are a gift to San Diego .”

Aboard HMS Surprise, from left to right, David Fairbank, Richard Pogue, Gregory Carrothers, Paul Fiedler, and David Litzau prepare for a weekend of gun battles.
Amazing Grace

Amazing Grace is a topsail schooner and sets a square topsail on the foremast and seven fore and aft sails: gaff main, gaff topsail, main and fore staysails, fisherman staysail, and inner and outer jibs. These can be used in different combinations to suit the wind conditions. The rigging is complex and logical having evolved over the last two hundred years. She was originally rigged as a brigantine and would have carried three square sails; a course, topsail, and topgallant.

Specifications

Sparred Length: 83'
LOA: 62'
Draft: 6'9"
Beam: 15'
Displacement: 60,000lbs
Sail Area: 1,817 sq. feet fore & aft

Courtesy of and Website:
http://www.amazinggracetallship.com/index.html

“I had a wonderful time this morning on board the HMS Surprise! Thank you so much for taking my friend and I for a very memorable sail. All the volunteers on board not only knew what they were doing from much practice, but were also well-informed and willing to share their knowledge with us newcomers. I will remember today for a long time and will have good stories to tell!"

Whack for the Cure

Atop the sailmaker’s cabin, Anne Morrison assists Julie Lorenzen in gutting Paul “Pablo” Koenig’s 10-inch ponytail.

January 18th saw one a prime example of crew fellowship that distinguishes this group volunteers above all others. Motivated by his own survivorship of cancer, Paul "Pablo" Koenig auctioned off his hair to the highest bidder. The donation was a two-fold effort that donated hair to cancer patients and provided fundraising for a triathlete.

Pablo came to the museum after surviving two bouts of lymphoma, the first non-Hodgkin's, and then diagnosed with Hodgkin's lymphoma in 2003. "Going thru sail training, the support I got from the crew, and sailing on the Star that year was my salvation."

After seeing a website about donating hair for wigs for cancer patients, Pablo began growing out his locks.

Enter Julie Lorenzen. While in the midst of chemotherapy for Lupus, she took a trip aboard Californian for the Holiday Bowl Parade. It was here that their friendship began. In recovery, Julie is now a part of Leukemia and Lymphoma society Team in Training, an organization supporting cancer patients and survivors in the athletic field.

In an effort to raise money for participating in the Lavaman Triathlon to be held at Kona, Hawaii in March, Pablo came up with the idea of auctioning off the privilege of cutting his now grown out hair.

Suffice it to say, the crew eagerly lined up with bids. By Sunday, January 18th, Paul Dempster was ousted as the highest bidder by Anne Morrison. At lunch, Anne forfeited her privilege, passing it back to Julie to perform the hair cutting.

In hearing back from Julie, $2815.00 was raised on the crew's behalf alone. As of this writing, Julie's goal of $5,450.00 has been surpassed by $400.00, standing at $5,832.00. The crew was responsible for nearly half of her fundraising endeavors.
In the end, the crew as a whole stepped up in a gesture of camaraderie that helped two cancer survivors close to us and a third, an unknown woman who will at some point benefit by Pablo's donation. As Pablo comments, "Once again, my shipmates demonstrated their support and generosity. As much as I love the Star, Californian, Surprise, Berkeley, Medea, Pilot, and even the barge and submarines, these people are the reason I spend so much time at the SDMM."

Julie concludes with, "I am so humbled by all the support i have received from this amazing group of individuals...Pablo is an amazing individual, with a huge heart."

For further information:

Julie Lorenzen' Fundraising page
http://pages.teamintraining.org/sd/lavatri09/jlorenzen

The Leukemia & Lymphoma Society's Team In Training
http://www.teamintraining.org/

Pantene Beautiful Lengths

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Job Well Done

Began in December, the new gangway for the floating barge has now been completed and put into place. Bravo Zulu to Randy Ashman, John McClure et al for their hard work.

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Pablo proudly displays his newly-shorn ponytail.

And there is yet another beneficiary on Pablo's part. His hair will be donated to Pantene Beautiful Lengths, "a campaign that encourages people to grow, cut and donate their hair to create free, real-hair wigs for women who've lost their hair due to cancer." As real hair wigs can approach $1,200 in costs, the organization attempts to provide this service from a charitable standpoint.

I'm glad some one is going to get a wig to get them through their cancer recovery, that we raised a goodly amount for Julie's fund drive, and that everyone got some entertainment from seeing me whacked. Give me a couple of years and I'd do it again...

~ "Pablo" Koenig, MMSD Volunteer
The State of the Museum

In 2008, the MMSD recognized the impact that the sail/maintenance crew by appointing an Ex-Officio representative to the Board of Directors. Currently, this crew-elected position is held by Mary Oswell.

With the start of 2009, the growing respect given by the museum, gave cause to Dr. Ray Ashley, the museum's Executive Director, to address the crew with the present course that the museum is on. Typically, he noted, this presentation was also given to the Board of Directors and docents.

Thus, on January 18th, Dr. Ashley delivered an unofficial “State of the Museum Address” on the upper deck of the Berkeley. Summarizing the history of museum's and the impact of ships upon the history of culture and the development of museums as a whole, the place the MMSD holds became apparent.

Dr. Ashley outlined plans for next few years of the museum including the Museum Underway Initiative, San Salvador construction, USS Dolphin and the museum's place in San Diego as a whole.

The Museum Underway Initiative is perhaps one of the more important aspects of the museum as it allows the museum to engage in a larger economic market. This endeavor is supported by the precedent used at Jamestown. With declining ticket sales, the three replica ships, Susan Constant, Godspeed and Discovery, increased tourism to the settlement site by consistent port-to-port visits along the eastern seaboard.
San Salvador represents one of the more ambitious projects on the museum's agenda. With fundraising in full gear, construction is expected to begin in October, tentatively in the overflow parking lot at the Sheraton Inn near Spanish Landing. In response to a question from one of the crew, Dr. Ashley expanded his discussion to included the input of the local Kumeyaay groups. The debate over the Spanish arrival in California is recognized as a sensitive subject by the museum. These issues are taken into consideration by the Board of Directors.

The museum has come a long way in the past decade. Originally frowned on by some aspects of the Port of San Diego, the museum has increased its status to one of the more important public relation devices on the bay. With this, a new 40-year lease has been signed ensuring the future of the museum in the following decades.

The lease means more than just longevity. Recently, the Port of San Diego approved the North Embarcadero Visionary Plan, a redevelopment of Harbor Drive south from the G Street Mole, continuing north past the museum. The museum is a central focus in what is to be the boundary between two main sections called the North Lawn and the Wharf.

But, with developments on the San Diego waterfront reaching a pinnacle, the museum needs to establish a sizeable footprint in a limited amount of time. This is conducted through not just the museum's ships, but through her publications, research, exhibits and education.

The center point of all this the Star of India. The Star of India is the last remnant of a global shift in people, technology and culture. Until the 19th century, the global migration rested almost solely in the sailing ship. In tandem with many other maritime institutions and ships, it is hoped that the Star will be added as a UNESCO World Heritage Site. As Dr. Ashley concluded, "The most important singular event in human history has been the process by which the various divergent strains of humanity, previously separate from one another for more than 40,000 years, came into contact beginning about 500 years ago. From this ensued the greatest exchange of plants, animals, disease, genes, technologies, ideas, languages, and beliefs that has ever occurred. This exchange, culminating with the massive migration of humanity across the oceans, was enabled by the invention of the oceanic sailing ship and the formative period of this story took place during the age of sail. The last remaining sailing ship which participated in these oceanic migrations that is pure in form, original in material, and still able to go to sea resides at our museum. Given this understanding of Star of India as the last remnant of a vast and vanished architecture, would I trade her for the Pyramids, for the Coliseum, for the Great Wall of China? No, I wouldn't trade her for all of them."

HMS Surprise Gets a New Acting Role

Bayshots caught this use of HMS Surprise in advertising its newest production.
Congratulations to…

In announcing the results of the 2008 National Historic Landmark Photo Contest, the above image of our museum by crewman, Bert Creighton was chosen to be included in the 2009 NHL Photo Contest Event Planner.

The planner is available at:


CONGRATS BERT!

Pilot Training

From left to right, Rod Innes, Salina Hunter, Tim Gay; Captain Ray Stewart, Don Voyko, Scheduler Mark Gallant and Capt. Barbara Martin conduct safety procedures aboard Pilot on the bay.

On January 17th, members of the MMSD volunteer crew participated in Coast Guard Safety Procedure training classes. Led by Capt. Barbara Martin, the continual training of museum staff and volunteers enhances the museum’s mission.

With Ships the Sea was Sprinkled Far and Nigh

With ships the sea was sprinkled far and nigh,
Like stars in heaven, and joyously it showed;
Some lying fast at anchor in the road,
Some veering up and down, one knew not why.

A goodly vessel did I then espy
Come like a giant from a haven broad;
And lustily along the bay she strode,
Her tackling rich, and of apparel high.

The ship was nought to me, nor I to her,
Yet I pursued her with a lover’s look;
This ship to all the rest did I prefer:
When will she turn, and whither? She will brook
No tarrying; where she comes the winds must stir:
On went she, and due north her journey took.

~ William Wordsworth.
Before we started sailing, many of us got our tall ship fix as armchair sailors through nautical fiction: Marryat, Melville, Forester, Pope, Kent, Nelson, Stockwyn, Lambdin, and others writers. For many of us, the master nautical novelist of them all is Patrick O'Brian, whose adventures of Captain Jack Aubrey inspired the movie Master and Commander: The Far Side of the World, starring our own HMS Surprise. Based on Admiralty records and informed by Jane Austen, O’Brian gives us a cross-section of the Regency world—not just the wooden world of Nelson’s Navy, but also the politics, music, fads, foods, manners and mores of that time in a complex narrative laced with classical references and sparkling with dry humor. There are twenty complete novels, and true fans read the series over and over.

Filled with detailed ship’s actions and a large ongoing cast of characters, O’Brian’s books are not for the everyone, though. Every Patrick O’Brian fan has probably had the experience of giving a copy of Master and Commander to a friend, hoping to share the joy. Every Patrick O’Brian fan who has given out his books has had the sad experience of getting it back with an apology: “Sorry, I just can’t get into it.”

If you’re dying to discuss O’Brian, there’s hope and haven on the internet. the Gunroom is an on-line ListServ, an international community of Patrick O’Brian fans. Started in 1995 as a newsletter put out by O’Brian’s publisher Norton, the Gunroom is now an independent entity, a 24/7 conversation between hundreds of members, who call themselves “Lissuns” (from “Listswain”) and religiously restrict their discussions to “Patrick O’Brian and everything else.” The Gunroom also maintains a website (http://www.hmssurprise.com/) where extensive archives of supplementary materials are available: a WikiPOBia, links, maps, plans for ships, “write-in-the-style-of-Patrick-O’Brian” contests and photo galleries. Lissuns are an eclectic group from around the globe from all walks of life and every generation: historians, university professors, university students, authors, engineers, scientists, medicos, museum docents, medieval scholars, musicologists, knitters, cooks, active sailors, retired sailors, armchair sailors, and just plain folks who love Patrick O’Brian. Due to the general literacy and charm of the membership, the Gunroom maintains the most civilized forum online, as well as an assemblage of the most execrable punsters on the internet. The biggest problem with the Gunroom is the high volume of daily posts. Subscribing to the List in “digest” form or signing up on gmail will sort the exchanges by “threads” and there are other strategies to make the traffic more manageable. If you read daily, individual posters quickly become as familiar as friends and the community is addictive. I could not get through a day without my Gunroom fix.

If you’re interested, drop in for awhile to eavesdrop. You can subscribe to the Gunroom by sending an e mail to: listserv@HMSSurprise.org ; in the body of the e mail put SUBSCRIBE GUNROOM and Firstname Lastname. If you want to receive the Gunroom in digest form, send a second email with the body of the email reading SET GUNROOM DIGEST. That way you will receive the Gunroom posts in 1000-line chunks, sorted by topic. You need not post at all if you don’t wish to. I was a “lurker” for almost a year before I gathered up the courage to enter a discussion myself. If the volume of the List is too overwhelming, un-subscribing is just as simple. But—for charming discourse, remarkable insights, the answers to burning questions, ongoing discussions of esoteric trivia and general conviviality, the Gunroom is the place to be.

~ Chari Wessel, MMSD Volunteer

LAUNCH!

NEWS RELEASE - GENERAL DYNAMICS
NASSCO

The christening and launch of USNS Wally Schirra (T-AKE 8) will take place on Sunday morning, March 8, 2009, and will be open to the public.

More details will be provided later.

For Information:
Karl Johnson
Director of Communications
619-544-8860
619-544-3541 (Fax)
kjohnson@nassco.com

Calling all Patrick O’Brian Fans!

LAUNCH!
‘Building Kettenburgs’
Tells San Diego Boat Builders’ Story

Author Mark Allen

Willing to allow his son to take the helm, George Kettenburg Sr. agreed -- and he and his son, then 14 years old, began to build the vessel in 1915.

The vessel, Poggy, a high-performance powerboat, was launched a few years later in 1919.

Witnessing his son’s talent for boat building, George Kettenburg Sr. set up a business to allow his son the freedom to put his skills to work. In 1918, Kettenburg Boat and Engine Co. was launched.

The business, later renamed Kettenburg Boat Works, began to take off after George Kettenburg Jr. graduated from high school and was able to focus on the business and expand its operations. In 1943, younger brother Paul Kettenburg joined his brother in the business.

Hiring exceptional craftsmen who, like the Kettenburgs, were also boating enthusiasts, the business became known for constructing boats that would last -- from sailboats to speedboats, and from Kettenburg Starlets, Pacific Class and Pacific Cruising Class models to fishing boats. The Kettenburg name soon became well known among boaters on the West Coast.

“First and foremost, those involved (in building boats for Kettenburg) were boating enthusiasts. And the mechanics and machinists, all were experts in their field and very dedicated to producing a first-class product. I think anyone who sailed or had something to do with Kettenburg boats can tell you that was the case,” Tom Kettenburg said. “The boats were all works of art, and anything that went into those boats’ construction was first-class.”

Because of the boats’ high-quality construction and high-performance designs, customers -- both racers and cruisers -- remained loyal to the Kettenburg brand, returning to the shop for upgrades or maintenance needs.

After years of designing, constructing and repairing vessels, and selling the equipment needed to repair them, the Kettenburg company’s fortunes began to change when fiberglass boats took over the market, pushing wooden boats aside. The business evolved, becoming a boating supply firm in the 1980s, but eventually dissolved after 80 years of serving San Diego boaters.

SAN DIEGO – History buffs and boating enthusiasts got a chance to get autographed copies of the newly released and long-awaited book Building Kettenburgs during a recent book signing at the San Diego Maritime Museum.

Author Mark Allen, who researched the history of the family and its San Diego boat business by searching old records and conducting interviews, was on site to promote and sign copies of the book. Allen, a former editor of the quarterly magazine of the San Diego Maritime Museum, spent many days meeting with members of the Kettenburg family – and he gathered many humorous stories and a wealth of little-known facts about the history of the boat business for the book.

Tom Kettenburg, who spent his college summers working at Kettenburg Boat Works, was also at the event aboard the museum’s historic vessel Berkeley. Tom, whose cousin Bill Kettenburg served as vice president of the family owned shop, assisted Allen in the presentation.

He (Allen) was very enthusiastic about getting all the details right and really producing a first-class history of the company, which I believe he has done,” Tom Kettenburg said.

Readers are offered insight into the lives of George Kettenburg Sr., an electrical engineer, and his wife, Amelia, who moved to San Diego in 1912. With a love for the sea, George Kettenburg Sr. passed down his high regard for boats to his children -- specifically George Kettenburg Jr., whose love for vessels became evident when he was a teenager.

When his father, George Kettenburg Sr., received a set of plans from William H. Hand to build a 22-foot high-speed runabout, it was as if a light had gone on in George Kettenburg Jr.’s head: He decided the plans should be revised to build a 24-foot boat.

Tom Kettenburg

Courtesy of The Log, January 15th 2009
When asked what he hoped readers would learn from the book, Tom Kettenburg said: “Just that they realize what a unique organization Kettenburg Boat Works and Kettenburg Marine was during its period of existence.”

These days, a group of PC enthusiasts has formed a new Kettenburg Boat Works and Owners Association to restore the boats and ensure they continue to serve their intended purpose: offering a pleasant boating experience to owners and winning races.

*Building Kettenburgs* can be purchased at the San Diego Maritime Museum, either in person or online. For more information, visit [http://www.sdmaritime.org/](http://www.sdmaritime.org/).

“The ship collection is eclectic and grew by happenstance...San Diego’s own maritime history has been sporadic, episodic and for much of the time, peripheral.”

~ Dr. Ray Ashley, MMSD Executive Director

**Synopsis:**
If a man can build the best of himself into a boat, then perhaps a family and a family business, can too. “Integrity” informs the best of craftsmanship as a lasting consequence of choices made by living human beings. A surprising amount of the Kettenburgs’ wooden architecture survives, still afloat on the Pacific. This isn’t to say that other builders’ work lacked quality. It’s just that integrity was synonymous with Kettenburg Boat Works - from the sailboats themselves on up.

Nevertheless, many excellent boats survived the demise of the company. In the 1990s, a growing cadre of enthusiasts began collecting, restoring, and racing the classic PCs, PCCs, K 38s, and other distinctive Kettenburg designs. Through research, restoration, and racing, they keep alive the legacy of one of the West Coast’s premier boat builders.

224 pages, 186 images, 10 x 11 (hardcover)
The way we were:
Whaling ship became master of reinvention

Courtesy of The San Diego Union-Tribune, January 15th 2009

A ship without a country,
A mast without a sail.
Then someone swiped the galley range,
And that's the Narwhal’s tale!

These were the words of San Diego Union reporter Jerry MacMullen in fall 1932 as the storied whaling ship Narwhal was towed to the mud flats off National City and abandoned. In earlier days, the steam-powered vessel had been the prize of the San Francisco whaling fleet as it hunted bowhead whales in the North Pacific and Arctic Ocean.

But the famed ship's career would end in ignominy in San Diego Bay.

Launched in 1883, the 350-foot long Narwhal made 17 voyages to the Arctic for the Pacific Steam Whaling Co. Whaling was big business in the late 1800s. While petroleum had replaced whale oil for illumination, the whims of the fashion industry created a demand for whalebone, used to stiffen corsets and make hoop skirts. A single bowhead whale contained thousands of dollars worth of “corset stays in the rough.”

Relentless whale hunting in the western Arctic drove the bowhead whales to near-extinction. Fashion changed, spring steel replaced whalebone for most uses, and the industry declined. The Narwhal was retired from whaling in 1908 after the longest and most successful career of any steam whaler.

The Narwhal was laid up for the next eight years before becoming part of a “motley fleet of vessels” owned by Lars A. Pedersen, a San Francisco salmon packer and trader. Pedersen removed the ship's engine and used the vessel as a sailing cargo ship in the lumber and copra trade in the South Pacific.

In 1923, Pedersen's widow sold the Narwhal to a group of artists, writers, and amateur sailors, who sailed the bark on a “gentleman cruise” to Australia and returned via Samoa and French Polynesia. The Narwhal was sold the following year to wreckers for $1,100, but the ship survived as a fishing barge in Santa Barbara.

Redemption, of a sort, came in 1926 when the Narwhal went into the movies. With John Barrymore at the helm as Captain Ahab, the ship starred as the Pequod in a silent Warner Bros. rendition of “Moby-Dick” called “The Sea Beast.” After a “talkie” sequel in 1930, the ship was sold to an American in Baja California, who planned to use the old whaler as a fishing boat.

Anchored off Ensenada in February 1932, the Narwhal became known as a “ghost ship.” A youth hired as a caretaker to watch the ship quit after a night of strange noises – “a hand-power foghorn, beating on the deck, wild yells” and worst of all, “phantasmal shapes flitting around the deserted decks.”

After the Narwhal dragged her anchors, nearly destroying Ensenada's best pier, the San Diego tugboat Cuyamaca towed the ship north.

The Narwhal was docked at the pier of the San Diego Marine Construction Co. at the foot of Sampson Street. Its ownership uncertain, the leaky ship became the target of scavengers. The newsman MacMullen reported:

“Men and boys with skiffs, wrenches, screwdrivers, knives and crowbars were awake to the situation. In short order she was stripped to a gantline – and then they stole the gantline. They took the brass rims from her port lights; they cut away her lifts and braces; they walked off with the wheel, and the doors and the companion-ladders. They even stole the galley range.”

After several months, the old ship was towed from the pier, and beached at National City near the foot of Ninth Street. When San Diego port director Joe Brennan decided that the hulk was a menace to navigation and “the morals of the young,” a wrecker was hired to tear up the ship and remove the remains. But for unknown reasons the work was never done. Slowly, over time, the Narwhal fell to pieces in the wind and surf.

One more chapter to the Narwhal saga remained. On the night of Aug. 23, 1937, a PBY-1 seaplane from North Island came in for a landing on the waters of the South Bay. Suddenly, the plane hit an obstruction, nosed over and sank in 8 feet of water.

Six Navy fliers were killed in the crash, two more were injured. “About 20 yards away,” noticed a reporter, “looming starkly black and looking like the gaunt skeleton of some primeval sea beast, was the hull of the Narwhal.”
Sailing into history

_Nina_ replica is a floating museum of Columbus' voyages

Courtesy of _The San Diego Union-Tribune_, February 1st 2009

It's one of the most famous ships in history, whose name is memorized by generations of schoolchildren learning about Christopher Columbus, the ocean blue and 1492. The _Niña_.

In the mind's eye, it's a majestic vessel, larger than life, not so much slicing through the water as conquering it.

But those who visit a full-size replica of the ship when it docks in San Diego this week for a 13-day stay will learn the truth: The _Niña_ was a runt.

“People are usually surprised by how small she is,” crewman Vic Bickel said. “The first time I saw the ship, I thought it must be a three-quarter-scale model. But it's not.”

The replica, built by hand with Old World tools and techniques in the late 1980s, is not quite 94 feet long – about one-third the length of San Diego's resident maritime marvel, the _Star of India_.

The _Niña_, which docked in Oceanside last week, is a full-size replica of the ship that carried Christopher Columbus in 1492. The _Niña_ next will visit San Diego, with tours beginning Tuesday. (John Gastaldo / Union-Tribune) -

trip took two months. Columbus chose the _Niña_ as his flagship for a subsequent exploration of Cuba and eventually bought half-ownership.

Stolen at one point by a pirate off Sardinia, then recaptured by the crew, the _Niña_ disappeared from the public record around 1500 while on a trading voyage out of Santo Domingo.

In 1988, the Columbus Foundation hired John Patrick Sarsfield, an American maritime historian, to design and build the replica. He found master shipbuilders in Brazil, who used ancient techniques to bend the wood, hand tools such as axes and adzes to cut it, and pins and dowels to put it all together.

Sarsfield was killed in a traffic accident before the ship's maiden voyage in December 1991. But his creation proved true enough to draw praise from Archaeology magazine, which called it the most authentic Columbus replica ever built, and earn a spot in Ridley Scott's 1992 film, “1492: Conquest of Paradise.”

But authenticity has its limits. The new _Niña_ comes with some modern gadgets: a Mercedes diesel engine, satellite navigation, a propane stove, a TV.

Crew members are volunteers. There are four on board now, down from the usual seven. “It's not for everybody,” Bickel said.

Bickel, a 47-year-old aerospace engineer, joined the crew about four months ago. He visited the ship while it was docked on the Sacramento River and learned from the captain about crew openings. Due for a sabbatical from his job – a perk after 20 years of employment – he decided to apply.

“This is something I've always wanted to do,” Bickel said. “You get out on the open ocean and it's just so peaceful and tranquil, and exciting at the same time.”
Just in time for publication, Nina rounds Pt. Loma

**Nina (cont)**

When the ship is in port, crew members are allowed a couple of days off each week. They can rent a hotel room to get a break from the cramped berths below deck. They can eat at local restaurants. But sometimes they don't wander far.

On one of his free days last week, when the Niña was docked in Oceanside, crew member Daryl Burtsfield, 39, from Santa Barbara stayed on board and steered a remote-control sailboat around the harbor.

Sailing gets in your blood, he said. Columbus would understand.

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**Dave Grant**

“A Visual History of Sailing Ships and Those Adventurers Who Sailed Them”  
12 Feb 2009

Presented by the Newport Harbor Nautical Museum, Orange Coast College president emeritus Dave Grant will discuss his research on sailing ships from 7-9 p.m. at the Balboa Pavilion.

For more information, call (949) 675-8915 or visit:

[http://www.nhnm.org](http://www.nhnm.org)
Chinese Junk Preservation Group Continues Efforts to Rescue Historic Vessel from Extinction

By Dione Chen
Courtesey of The Museum of Underwater Archaeology, January 25th 2009

Efforts continue to save the Free China, a historic Chinese junk that was slated for destruction on Dec. 31, 2008, but begins 2009 with a tenuous extension of life.

The authentic junk is possibly the oldest Chinese wooden sailing vessel of operable condition in existence, and the last of its kind. However, the current owner—a boatyard owner in the Sacramento delta—has said that he would destroy the junk unless a new home was found by year end.

Chinese Junk Preservation is a small group of volunteers comprised of maritime experts, historians, members of the Chinese American community and friends and family of the crew that sailed the junk across the Pacific Ocean in 1955. The group hopes to beat the odds by finding a home for the junk in which it will have a public life contributing to awareness and interest in maritime, Chinese and American culture and history and immigration.

With the Dec. 31 deadline for destruction fast-approaching, the group negotiated a 3-month extension for continued temporary storage of the junk. This extension—granted at a cost to the preservation group, which has raised only minimal funds—is only a temporary lease on life, and so the group continues efforts to raise awareness and funds to save the junk.

Encouraged by interest in a recent MUA article as well as a December '09 Associated Press article that was picked up by over 200 media (tv, radio, online and print newspapers) worldwide, the group hopes that the extension will “buy time” to find a new interim home for the remainder of the year, and, importantly, secure a long-term home and preservation plan.

Rather than abandon its efforts, the group has developed a pragmatic 1-year strategy to save the junk. The group needs to raise an estimated $50,000 within the next two months—no easy task, especially in this economy.

These funds would be used to undertake only the most essential steps to saving the junk:

• Pay for interim storage of the junk in the San Francisco Bay Area, and transportation to the new location, while the group continues efforts to secure a long-term home for the junk. Provide for physical protection of the vessel from the damaging effects of weather.

• Commission a professional survey and documentation of the junk’s construction and original and current (altered) condition. This study is vital in order to ensure that detailed knowledge of the vessel’s construction will be available in the future. This information is necessary to ascertain restoration requirements if the junk is saved, and all the more important to archiving the knowledge if the junk cannot be saved. Although John Muir, curator at the San Francisco Maritime National Historical Park, will volunteer his time, and is looking to recruit other volunteers, the work is time-consuming and requires specialized knowledge—hence the need to procure professional assistance.

• Collect and save the rich array of documentation, photos, news clippings, and film that exist—but need to be preserved as they are currently vulnerable to deterioration. These items are vital to “telling the story” of the junk and its transpacific voyage, and to providing the historical background of the junk, i.e. what is special about this junk, and why it has attracted the interest and support of people throughout its century-long life.

Chinese Junk Preservation seeks assistance in the following areas:

• Identification of an interim and long-term home for the junk: There is an immediate need for an interim home located in the San Francisco Bay Area. The junk would be transported by water from its current location in the Sacramento delta to a new location, where it would be lifted by crane onto land, where it can be protected and surveyed pending identification of a long-term home. There is also the need for a long-term home—and a sponsor/organization that would become the new owners of the junk. The group hopes that by generating awareness of the preservation initiative, a home and sponsor for the junk may be found.

• Fundraising: The Chinese Junk Preservation group has operated on a shoestring budget, volunteers and members’ personal funds, but needs to raise an estimated $50,000 to implement its 1-year strategy to give the junk a last chance at survival. Tax-deductible donations can be made to the group via its fiscal sponsor, the Chinese Historical Society of America (http://www.chsa.org/), which is the largest and oldest Chinese American historical society in the U.S. Information on how to donate can be found at the group’s website http://www.chinesejunkpreservation.com/.
The Free China

The group also seeks an experienced fundraiser to lead fundraising efforts, and volunteers to assist with outreach.

- Professional survey/documentation: The group is seeking professional assistance in surveying and documenting the junk’s construction and condition. The work is time-consuming and specialized. Ideally, the services could be secured on a pro bono or discounted basis, as the group will need to raise funds for these expenses.

- Outreach: Chinese Junk Preservation welcomes interest and support in this preservation project. To find out more, help spread the word about efforts, or to make a donation, please visit http://www.chinesejunkpreservation.com/.

About Author: Dione Chen established Chinese Junk Preservation and is spearheading efforts to preserve the Free China vessel and the story of its transpacific voyage. She is the daughter of the late Reno Chen, who was one of the Free China crew.

The following article can be accessed at:

http://www.uri.edu/artsci/his/mua/in_the_field/junk_update.html

Further Reading

Chinese Junks on the Pacific: Views from a Different Deck (New Perspectives on Maritime History and Nautical Archaeology)

by HANS KONRAD VAN TILBURG

Overview

"Chinese mariners and their incredible craft represent one of the world's oldest and most advanced seafaring traditions. Chinese Junks on the Pacific is a scholarly and readable examination of the subject and how the West's mistaken perceptions of China's seafarers led to more than a century of neglect and misguided condescension."--James P. Delgado, Vancouver Maritime Museum

"Van Tilburg's whole-hearted admiration of the achievements of Chinese shipbuilders and sailors underlies . . . his exploration of their role in modern North American and Chinese maritime culture."--Cheryl Ward, Florida State University

Beginning in 1905, a handful of traditional Chinese sailing vessels, known as junks, sailed from China to North America across the Pacific. These were some of the last commercial sailing junks of China, most of which had little trouble crossing thousands of miles of ocean on their way to American ports. Crowds welcomed them in Victoria, San Francisco, Los Angeles, Portland, and San Diego, yet often regarded them with a mixture of surprise and contempt as quaint, unwieldy constructions in the fashion of sea monsters and even bizarre objects of fancy. As traveling cultural objects, displaying a variety of gruesome weaponry and other artifacts, some of them served as public floating museums. The arrival of these vessels allowed Western observers to catch a rare glimpse of a little-known yet sophisticated maritime technology and seafaring culture.

Van Tilburg's study of this history—the maritime heritage of Chinese junks and their transpacific voyages—examines ten junks, how they were made, why and how they traveled, and how the West received them. Combining historical narrative with
A Few More Knots –
The Trucker’s Hitch

The Trucker’s hitch (Ashley Book of Knots #2124) is used to haul lashings taut. It uses a loop knot in the bight to provide the 3 to 1 mechanical advantage that makes this hitch so useful.

To tie, make fast one end of the line to a lashing point, using a bowline or other suitable knot. Next, make a loop knot in the bight. Figure 1 shows the making of a noose, which is quick, but the lineman’s loop or other bight loops are also used.

Lead the end around a second lashing point and back through the loop (Fig. 2). Haul taut, then make fast with two half hitches worked up tight against the second lashing point (Fig. 3). If there’s not enough line available, make the two half hitches around the loop knot instead of the lashing point.

To expend any remaining line, make tight turns around the lashing, then tuck the end between the lashing turns and under the last winding turn. Work an overhand knot up close to the turns (Fig. 4).

A trucker’s hitch used to frap a boat lashing on Star of India is shown in Figure 5.

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
Hopes for steamer finally sunk

Even all-hands efforts can't save the Catalina

The steamship Catalina, almost stripped to the waterline, sat mired in Ensenada Harbor last week. The one-time "Great White Steamer," stuck in the muck since sinking in the Baja port in 1997, is being dismantled, with two fishing boats, to make way for a marina.  - John Gibbins / Union-Tribune

Courtesy of The San Diego Union-Tribune
January 16th 2009

ENSENADA — The steamship Catalina made countless sailings as a ferry between Los Angeles and the island that shared its name. It transported more than 800,000 troops during World War II. It even outlasted an attempt to transform it into an Ensenada hot spot.

But the 301-foot steamer could not be freed from the muck at the bottom of Ensenada's port, where it sank 11 years ago, and it is being dismantled to make way for a marina.

The demise of the single-stack ship, which once visited San Diego Bay for repairs, comes despite the efforts of a binational group of preservationists, including San Diego's Save Our Heritage Organization, to save the “Great White Steamer” from the scrapheap.

For years they tried to raise enough money to lift the ship and convert it into a maritime museum. Ultimately, the donations fell short; work on dismantling the vessel started in December and is expected to conclude by summer.

“She was the last of her type. There will never be another one like her,” said Bruce Coons, executive director of Save Our Heritage Organization. The local group helped raise money and even had plans to display the restored ship on the bay next to the Star of India.

“She was a beautiful ship. She looked like a mini-Titanic,” Coons said.

The Catalina, built by chewing-gum magnate William Wrigley at a cost of $1 million, first set sail in January 1924. The vessel was considered luxurious at the time with its wooden decks, leather seats and ballroom. For about 50 years, it mainly carried passengers and cargo between San Pedro and Catalina Island, until its last trip in 1975.

Two years later, the vessel was sold at auction after it was impounded because the owner failed to pay docking fees, said David Engholm, who led one of the efforts to save the ship. Engholm was raised in Southern California and has incorporated pieces of the ship into his home in Coos Bay, Ore.

In 1985, a lessee towed the Catalina into Mexican waters as part of a dispute with the new owner. Later that year, it docked in Ensenada, and the owner eventually recovered the vessel. It was then turned into a floating restaurant and nightclub in Ensenada’s port, but the venture went bust after about a year.

The ship remained floating in Ensenada’s harbor until it started taking on water in December 1997 when seals near the propeller shaft began leaking, Engholm said.

By 2000, about $80,000 was raised to rescue the ship, but it fell short of the millions of dollars that major salvage companies wanted for the job. A Mexican company was hired and raised the vessel out of the water, but a pump failed shortly thereafter, and it once again settled on the bottom, Coons said.

“A lot of people were interested. A lot of people sent money,” Engholm said. “When you're talking about millions of dollars, it's tough.”

The Catalina, listed in the National Register of Historic Places, also is a California State Historical Landmark and a city of Los Angeles Historical Cultural Monument.

Marinisms

Mr. Weigelt’s Maritime Dictionary

PROW, (proue – berthelot, ou fleche des batimens Tatins, Fr.) a name given by seamen to the beak, or pointed cut-water of a galley, polacre, or xebec. The upper part of the prow, in those vessels, is usually furnished with a grating-platform for the convenience of the seamen who walk out to perform whatever is necessary about the sails or rigging in the bowsprit.
Another Ferry Lost!

The Spring 2008 issue of History Matters, the Coronado Historical Association and Museum of History and Art's Newsletter brought word of the demise of the ferryboat San Diego.

Serving on San Diego Bay from 1931-1969, the San Diego "has been abandoned along the shores of the Sacramento River, in a little known slough leading to Decker Island."

After her bay front service, she was renamed the Klondike Queen. Efforts to keep her in the Coronado area as a floating restaurant failed in 1984. She was towed north under new ownership, but with the same idea.

From this point, her history is unknown, except that her fate remains certain as "people have been thoroughly bashing her remains with rocks for some time now."

Celestial Navigation

Tuesday evenings March 3th through May 19th, 2009
7:00 p.m. to 9:00 p.m.

Have you always wondered how they figured out where, on the vast ocean, they were hundreds of years ago? Do you want to know how to figure out where you are if your GPS quits? Are you curious about how accurate you can get with a sextant?

If your answer to any of the above questions is yes, this is a class you will surely enjoy. The class will be taught by Dr. Ray Ashley (President and CEO of the Maritime Museum of San Diego).

The course will integrate the fascinating history of oceanic navigation from ancient times along with the modern day practice of celestial navigation and will also include a brief review of the basic principles and techniques of coastwise navigation. The course is open to the general public, $300 for museum members, $340 for non members. The course runs 10 weeks, one Tuesday a week in two hour sessions. The price includes an instructional day at sea in the State of California’s Tall Ship Californian to take celestial sights. Sailing date has yet to be determined.

CLICK HERE for enrollment in this educational series.
Pilot is seen here in 1914 escorting the full-rigged French ship Desaix.

**Policeman Nabs a City Attorney**

OAKLAND, Feb. 14. James Ballantyne, the city attorney of the miniature incorporated town of Piedmont, north of this city, was arrested today on a charge of violating the speed law with his automobile and was taken off the ferry boat Berkeley and compelled to deposit $50 bail at the city prison.

Ballantyne was seen by Patrolman Fahy while traveling down Seventh Street at the alleged speed of 55 miles an hour in an endeavor to catch the boat. Fahy saw the attorney vanishing from sight in a cloud of dust and took the Southern Pacific train at West Oakland station in pursuit. He arrived at the pier in time to hail the captain and order that Ballantyne be put off the vessel. The boat was held in the slip and the policeman boarded the ferry, had the apron lowered, and, with the aid of deckhands, pushed Ballantyne's automobile back into the landing. He then arrested the city attorney of Piedmont and took him to the city hall.

Ballantyne, when paying his bail, informed the patrolman that his machine could beat any train.

*Courtesy of the San Francisco Call, February 15th, 1908*

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**Euterpean No. 9**

You can't teach him anything
For everything thing he knows
Resembling Jack of many trades
Who! As the old story goes.

Professed he knew the tinkers trade
While all the time a tailor,
And tho brought up to soldering
Had been appointed sailor.

For instance, he'll tell a sailor
He knows naught concerning ships
That he himself if worth his while
Could shew him numerous tips.

Offending all, giving way to none
Seem the objects of his life
As little things please little minds
Perhaps one is pretty strife.

Note: Euterpean No. 9. A man in the fore cabin comes from Widdlesho North of Yorkshire. Jack of all trades and master of none, always would have his own way.

Walter Peck - Euterpe Times Volume 1, No.9 November 8th, 1879, Lat. 41 S. Long. 3 H.H East long.
Further Reading

I love it, Keep on sending it. And even though I live in Maine on a teachers salary, and probably will never come to San Diego, I love what the San Diego Maritime Museum is doing, especially with ancient sail. I like to keep abreast, and who knows, maybe I'll find a means to make my way there some time.

~John Ventimiglia

WOW! What a great issue of Euterpe Times! Fascinating maritime tidbits. Gosh, I love our museum! Thanks!

~Karen Scanlon

Fancy Meeting You Here!

Synopsis

There is no more famous a vessel in naval fiction than HMS Surprise, the principal ship in Patrick O’Brian’s much-celebrated Aubrey-Maturin series of sea stories. Yet, this 28-gun frigate also had a most eventful true historical career serving in both the French and then Royal navies and which included capture by the Inconstant in 1796 the much celebrated cutting-out action on the mutinous crew of HMS Hermione. Surprise was decommissioned in 1802 and delivered into the fictional captaincy of Jack Aubrey. This sumptuous new volume, written by acclaimed naval historian Brian Lavery, not only reveals the complete career history and commentary of HMS Surprise in both its guises, but also presents an all-embracing construction and fitting history of the Fifth Rate including some 30 line drawings as well as historical artworks and detailed photographs. The book is presented in full color throughout and additionally includes a series of specially-commissioned sketches and some 30 paintings by co-author Geoff Hunt RSMA, the acclaimed artist of the Patrick O’Brien cover artworks and related prints. Geoff Hunt also contributes a most illuminating chapter on his experiences in, and challenges faced, when illustrating this ship. The detailed line and isometric plans are being drawn by prolific marine draughtsman Karl Heinz Marquardt.

Courtesy of Anova Books  
http://www.anovabooks.com/

Last month, it was reported that David Litzau while in Hawaii had managed a tour of the Falls of Clyde, providing the Euterpe Times with descriptions and photographs.

Happily, he also added the chance encounter with Bosun George Sutherland and crewman Susan Baird, having lunch the following day in Kapalua.

It’s a small world.
**February**

1982, February - While conducting two weeks of underway operations, the USS Dolphin's Emergency Main Ballast Tank Blow Valves developed air leaks and the ship returned to port for four weeks of repair.

1901, February 10th - The full-rigged ship, Euterpe begins her last voyage in the timber trade.

1851, February 15th - Revenue Cutter C.W. Lawrence departs San Diego Bay for the Sandwich Islands (Hawaii).

1905, February 17th - Michael Carmody, a mentally ill man jumped from the ferry boat Berkeley and was struck by the propellers. He died shortly after.

1905, February 23rd - The steam ferry, Berkeley collides with the schooner Point Arena.

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**From the Editor**

By now, it may be obvious to some, that I spend a lot of my time gathering information, interacting with others and working on the internet. A large part of this rests in Yahoo groups and even the Gunroom as described by Chari Wessel in this issue.

Several years back I discovered the Yahoo group for the SS Catalina, whose fate has finally come to pass and will only be remembered in artifacts, photographs, film and memories. This group of individuals, like we on the crew, were passionate in their goal. I discovered this rather quickly, as I was quickly asked if I had any sources of fundraising in tandem with fond recollections, heartbreaking previous attempts and fear of time running out.

As Catalina began to be scrapped this past month, I received a call from one of the members, Doug M-. It was short call, a simple thanks and “touch base” affair. But what struck me deeply was the tone of his voice. It was clear as day, the heartbreak.

For a lot of the world, it’s a thing, an old thing laying in the way of the future. For others, it’s more, a passion and commitment that cannot even be described or relayed to other people.

I've seen that heartbreak here, recalling the day we found out HMS Surprise would not sail alongside Star of India in 2006. I saw it in the faces and voices of my shipmates, I felt it in my heart. And that was just a sail.

But we had what Catalina did not. A committed group, an economic foundation, a structured but flexible and ever-changing plan of action kept Surprise moving in a direction that in October of 2007 found her managing 7 knots off of Point Loma.

That commitment can be felt every day. With each mention of San Salvador, Dolphin, or even an unseen tuna boat, of voyages to San Pedro aboard Californian or an incoming vessel, the excitement and anticipation can be felt even on a doldrum day.

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

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