San Salvador Design Near Completion

In February, a design review conference was held with noted historians, archeologists, naval architects, NOAA staff, including Eric Speth from Jamestown. The specific goal was to reach a final design of the San Salvador, a replica of Juan Rodriguez Cabrillo’s flagship.

The original design, by Melbourne Smith, designer of both Californian and Lynx, has been refined based on additional historical and archaeological evidence. Important wreck sites such as the Red Bay wreck and the Pepper wreck off Lisbon will influence the design greatly.

“From that process we are going to have, we feel, a much more authentic 16th century Iberian ship than the images you’ve seen from us thus far” says museum director Ray Ashley.

(Continued on Page 2)

Star of India Tops’l Appeal

It has been concluded that the main lower tops'l aboard the Star of India is in need of replacing. According to Jim Brink's last survey of the Star's sails, the MLT is "not too good." According to first mate Jim Davis, the condition of the sail is unusable for the 2009 Stars'l this coming November.

The tops'l was made in 1984 and is the oldest sail of the active sail set. The sail will be retired and added to what is commonly considered the dockside sails.

(Continued on Page 2)

On The ‘Tween Deck…

• Ship Spoken: Niña
• MMSD and the America
• ASTA Awards
• San Salvador and Falls of Clyde!

"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
San Salvador (cont)

Anticipated to be constructed near Spanish Landing on Shelter Island, the public display will begin either in late 2009 or 2010.

The museum is still considering master builders for the project, but is expecting a great hands on effort by the volunteer crew as well.

USS Dolphin still on the horizon

In preparation for the USS Dolphin, the steam yacht Medea was moved westward to Californian's previous berth. The Californian now is farther westward, currently moored along the floating barge.

Crew, staff and former USS Dolphin crew are eagerly awaiting Dolphin’s arrival. Dave Guettler, who served two tours aboard the submarine, submitted this photograph of Dolphin’s empty berth.

Upon review and finalization of the immense logistics involved, her arrival is expected in March.

Tops’l (cont)

Presently, the Star of India, therefore, has no MLT for this year’s Stars’l. A new tops’l will cost $10,129.00. Added to the numerous dry-docking of museum vessels this year, the financial implications are high.

But, it can be done. An inner circle fund-raising this past year produced a new mains’l for the Californian. Donations towards a new tops’l can be made to the museum but specifying the donation’s intended purpose.

With the removal of the current MLT, the tops’l yard was then lowered to the deck where it is currently being restored.

Financial support is provided by the City of San Diego Commission for Arts and Culture
**Niña**

Considered the most historically accurate Columbus replica ship ever built, the replica *Niña* spent time moored at the Kona Kai Marina, this past February. "The *Niña* is a replica of the ship on which Columbus sailed across the Atlantic on his three voyages of discovery to the new world beginning in 1492. Columbus sailed the tiny ship over 25,000 miles. That ship was last heard of in 1501, but the new *Niña* has a different mission."

Very soon, the *Niña* will be joined by the *Santa Clara (Pinta)* in efforts to expand the Columbus Foundation's efforts to establish a floating museum.

**Specifications**

- **Deck length** - 65'
- **Beam** - 18'
- **Draft** - 7'
- **Tonnage** - 75
- **Sail Area** - 1919 sq. ft

**Courtesy of and Website:**

http://www.thenina.com/

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**America and the MMSD**

“Thar’ she blows” shouts 11 year old Jason pointing over the port side of the Schooner *America* as she sails parallel to the course of the migrating whales. He looks over at his mom who is holding the hand of his younger sister; guiding her attention to where her brother has pointed out the heart shaped spout of the Grey whale.

Our chances for seeing a whale were good that morning as we left from the dock at the Maritime Museum. Over 22 thousand whales are involved in the migration moving down from their Artic feeding grounds to bear their young and find new mates. The Captain, Brandon has a good feel for figuring out the direction the whales are moving. He then makes sure that as we sail along the whale’s course so all of our guests can have a grand view of these gentle giants. Moments later another whale exhales then up goes the shout from many of the 60 guests pointing over the side of the low black schooner. “She is going to sound, look at that fluke!” As the whale arches it’s back and tosses it’s tail into the air it disappears quietly down into the 250-foot depths below us. Moments later the other whale, after exhaling and then inhaling, follows its partner with a mighty flip of its tail. Jason turns to his dad and shouts, “I could hear it breath!” The quietly sailing vessel continues along its course and awaits the whale’s return to the surface.

Early in the voyage, the science narrator Al Sorkin had explained that the whalers of the 18th century had stood watch, often high above the deck, looking for just this spout to begin the job of harvesting the whales for their highly prized oil. The words
“thar’ she blows” signaled the beginning of the series of events that culminated in the catching of a whale. Al is an employee and crew at the Maritime Museum. He has been invited by the Schooner America to give narrations about the whales and the history of whaling in our area to the guests on board.

With a capacity of over 80 guests the schooner provides a beautiful platform from which to see the whales. One of the owners, Troy Sears points out the schooner is so quiet that it is less threatening to the whales. This results in the whales swimming with us; not getting spooked as they sometimes are by the normal powerboat sounds. One of the other owners of this sailing yacht is Dennis Conner of America’s Cup racing fame. He pointed out the shape of our vessel is also less threatening. The entire crew on board works with the passengers to raise sails and glide across the ocean in pursuit of a grand view of the whales.

This vessel is one of two in the world that are replicas of the original vessel America that was sent from the United States to race in England. The vessel sailed into history when it captured the “100 Guinea Cup” on a Friday in August of 1851. That cup was later renamed the America’s Cup and became the trophy sought by many sailing vessels over the following years. Part of the fun of sailing on this vessel is hearing about some of the history of that famous vessel.

A common sight during the successful sails, the Grey Whale.

This racing yacht is beautiful above the waterline and below deck. Visitors can take a look below at the gorgeous dining room, the well-appointed staterooms and the comfortable heads. Often snacks and drinks are available for guests that did not bring their favorite wine or other beverage.

If you would like an exhilarating experience, watching whales from this sailing yacht, book passage at the Maritime Museum information booth or on line through either the Museum or the Schooner America directly.

~ Al Sorkin, MMSD Crewmen

Annual Sea Chantey Fest

On Board the Star of India

May 17th 2009

For centuries, sailor’s have honed their shipboard skills to the cadence of songs recounting the adventure, tragedy and romance of life at sea. These “sea chanteys” come to life in a dramatic way on board the majestic sailing ship Star of India. The Maritime Museum of San Diego, along with San Diego Folk Heritage, presents the Annual Sea Chantey Fest. The lineup features favorites such as the Jackstraws, Gilman Carver, the Westlin Weavers and more. The museum sail crew will demonstrate various shipboard skills traditionally accompanied by sea chanteys and visitors will have a chance to join in and raise the sails of the historic ship.

Go to www.sdmaritime.org for details.
The View from the punt

Imagine, if you will, the difficulty in drilling holes about 3’ up from the waterline of the barge, while standing in a twisting, turning punt, lashed more-or-less securely to the anchor chains, topside of the barge, and whatever else we can find. Steady, it is not! Thus, the magnetic drill. The bottom, which is the magnet, is iron-shaped. You plug it in (need I also say that you first rig a line on it and make sure that the guy on top of the barge has lashed it securely so that if and when you drop this $1100 drill, it does NOT go into the muck of the bay!), grab it by its two, totally inadequate hand holds, wrestle it up to the place you wish to drill, and hit the MAG ON button. It attaches itself to the side of the barge like a leech, at which time you notice that it’s about 2” away from the drill mark (the darn punt DOES go up and down and sideways), so you say a Very Bad Word, grab the drill securely, hit the MAG OFF button, skid it down the side of the barge for about 1’ because the darn thing is HEAVY, and then repeat the above approximately 3 times until you are “close enough”.

Then you drill. Carefully; too much pressure and the top of the magnet starts to lift from the barge which is a Bad Thing. Once you have drilled thru the steel (each steel bit good for 1.5 holes before needing re-sharpening), then you change bits and drill into the concrete just a hair, check the depth with your dummy bolt (try not to drop it into the wet part of the punt as it then becomes invisible), you get ready to take the drill off so you can tap the hole. Hint. A bad way to do that is to unplug the drill before your partner (that would be me) can say DON’T DO THAT because said partner will then try to catch the drill as gravity takes over, and will bang it on her knee and say VERY Bad Words!

Next you must tap the hole so that when, in a week or so, you come back to attach the anodes, it has threads in it. This is careful work as you do not wish to break the tap in the barge by applying too much pressure, because that would mean drilling another hole and explaining to the owner why you broke the tap.

Fo'c'sle head restoration

The decking for the starboard side of Star’s fo’c’sle head has been removed. The iron framework is now being preserved prior to the installation of new decking.

HMS Surprise Preps for Dry-dock

Based on the learning experience of the previous dry-docking, the month of February saw the crew down rigging the HMS Surprise in preparation for dry-docking in March.

Punt (cont)

Then you break out the drill with the grinding blade, smooth the edge of the hole, and grind off the paint all the way around the hole so that the washers will have contact with steel vice 9 layers of paint. Try very hard to not grind off the black paint in a 4’ radius around the hole as the punt goes up, down, and sideways.

Last, you grab the copper goo and smear a liberal application of it on all exposed surfaces, inside the hole, and make sure that you have plugged the hole with a gob of copper. Then holler aloft on the barge so that you can be re-positioned for another hole and start all over again. Some of us get the romantic, sailor-type work and some of us get strange, grunt work. It’s all good! Next week will be a whole new challenge although I get the sneaking suspicion that I’ll be in that darned punt again! Aimee PS the sea lion is a regular visitor. He likes to spend time just off of the Californian fishing. If you point at him and make noise, he hams it up; he’ll flip the fish around, poke his head up, and watch you. The Ed Department cued me into him; he’s (I’m assuming) a real favorite with the kids on the overnight programs.

~ Aimeee Kay, MMSD Volunteer crew
Falls of Clyde, Euterpe and San Salvador

In late February, museum director Ray Ashley attended the symposium on the History and Archeology of the Pacific. Additionally, Dr. Ashley met with "Hawaii’s congressional legislators regarding mutually supportive efforts to obtain funding for the saving & preservation of the four masted full rigged ship Falls of Clyde and the associated Hawaii Maritime Center. We are in turn hoping for their support for federal funding of the San Salvador project through NOAA, NPS, etc."

As has been reported, the Falls of Clyde was recently saved from scuttling through the effort's of her new owners, The Friends of the Falls of Clyde.

An additional gesture towards the fate of the Falls of Clyde, Dr. Ashley adds that, "there is a good chance that the 2009 sailing will be dedicated to the Falls of Clyde and in keeping, we will fly the flag of the Hawaiian monarchy, especially fitting as Star of India is the last operational ship extant ever to have done so during her working life."

For several years prior to becoming American registered ships, both the Star of India (as Euterpe) and the Falls of Clyde were Hawaiian registered vessels.

Thus, the current outlook is the MMSD and the Star of India supporting the Falls of Clyde, which in turn should be reciprocated somewhat in the construction of the San Salvador.

Lynx Takes Awards

Sail Training Program of the Year

Awarded to a current ASTA member program that significantly contributes to the development of seamanship, navigation skills, teamwork, and leadership skills.

The program must be offered by certified/qualified personnel, must have clear training goals and curriculum which is compatible to the ASTA sail training logbook.

Must offer students the opportunity to demonstrate knowledge at sea by participating as active trainees in the running of the vessel.

Lynx Education Foundation

This year marked the 5th annual Pacific sail training voyage to Hawaii from San Francisco. Five students, ages 15-18) were selected to participate in this fully developed educational program designed to challenge youth and bring them together as a united crew through teamwork. During the three week voyage, the students learned Polynesian and celestial navigation, received hands on experience with sextants, sail and wind theory, charts and navigational instruments, marine sciences, and how to sail a ship through Pacific trade winds. Ultimately, they learned leadership skills, confidence, responsibility and personal growth as they responded to unseen challenges.

The Lynx Educational Foundation is an American history educational organization utilizing the 122-foot American Privateer Schooner LYNX. By bringing American history back from the past and surrounding children with the details of the lessons they are learning, LYNX and her crew create a living history that combines, teamwork and sail training with modern educational requirements.

Perry Bowl

This summer, during the TALL SHIPS CHALLENGE® Race Series along the Pacific Coast, ASTA organized four races. LYNX was the only vessel of the fleet to race in each of the competitions. Over the course of the summer, she raced both the Canadian Navy (against HMCS Oriole-LYNX won by less than a mile) and the United States Coast Guard (Barque EAGLE-LYNX’s first loss). Of those four races, LYNX won two, and placed in two making them the most prizewinning ship in the fleet.

Courtesy of ASTA:  
http://www.sailtraining.org/about/newsevents/2008awards.php
MMSD omitted from ASTA awards

In one the rare occasions that paperwork was inadvertently omitted, neglected or forgotten, the MMSD and the Port of San Diego were notably absent from the ASTA awards list for the 2008 Pacific Coast Challenge.

While the American Sail Training Association was highly impressed with the result of the 2008 sail festival, this lack of submitted paperwork resulted in the museum not being recognized.

Still, Dr. Ashley reminds all parties interest that:

• Hosted a reception for foreign naval attaché’s in Washington DC sponsored by local congressional legislators Susan Davis and Brian Bilbray (LA and San Francisco were co-hosts).

• Hosted two receptions for foreign naval attaches in San Diego on HMS Surprise (LA was a Co-host).

• Used our longstanding connections in Sacramento to help obtain $150,000 in funding to each of the big California ports, namely LA, San Francisco, and San Diego from the California Coastal Conservancy. Without this funding, the series would not have been possible.

• Obtained an additional $20,000 from our award of a planning grant in seed money to help San Francisco get started in planning for their event.

The accomplishments noted above, solidify the MMSD as the pre-eminent historical location for traditional and tall ships. With future expansion of the museum ongoing, this impact upon the city of San Diego can only grow, heavily influencing the growth of maritime history on the Pacific Coast as a whole.

Sea Chantey Festival: Calling the Euterpians!

The annual Folk Heritage Society Sea Chantey Festival is fast approaching. What I need to know is who is interested in performing this year with the "Euterpians". I would also like everyone performing to come up with some appropriate songs.

The info I need is:
Name
e-mail
phone no.
vocal part and/or instrument(s)
suggestions of rehearsal times and/or days

Let me know asap. Who knows...maybe we can have an informal rehearsal after lunch. Anyone interested in assisting with rehearsals would be much appreciated.

Many thanks,
"Mrs. Swanny"
swanshel07@yahoo.com

ASTA (cont)

• Covered half of the ASTA fee for Bounty to come to LA, without which she would not have been able to come to any west coast ports (the Port of LA funded the LA event and by the time we were negotiating with Bounty, they had already exceeded their budget). ASTA itself absorbed the other half of their fee.

• Sent Californian to San Francisco, Los Angeles, Channel Islands Harbor, and Dana Point.

• Sent Surprise to Los Angeles.

• Working through our long standing relationship with Ocean Voyages to insure that Kaisai was able to visit all of the California ports.

• Running our event in the black.

• Obtained participation of the US Navy in the grand finale Parade of sail into San Diego Bay. Facilitated connections between the USN and the Gloria.

• In January 2009, hosted a two day ASTA regional conference to review the series and help in future planning.

• And last but not least, scoring highest as the most popular port among the visiting ships.

The accomplishments noted above, solidify the MMSD as the pre-eminent historical location for traditional and tall ships. With future expansion of the museum ongoing, this impact upon the city of San Diego can only grow, heavily influencing the growth of maritime history on the Pacific Coast as a whole.
3 March 2009

Dr. Ray Ashley
President
San Diego Maritime Museum

Dear Ray:

Please know how grateful we are to you and your wonderful crew for your excellent Festival of Sail as part of the TALL SHIPS CHALLENGE® 2008 (TSC) series of races and cruises. Your festival was extremely successful, as measured by the happy and satisfied reactions of the visiting public, the positive media attention, and the rewarding experiences of the visiting ships and sailors.

Your staff and cadre of dedicated volunteers were heroes in their unstinting efforts to assist and support the ships to meet their many and various needs. I believe that each visiting vessel will remember San Diego as the high point in their participation in the 2008 TSC series. Likewise, I am confident that the visiting public had a great experience. As I walked through your very well-ordered event site, your staff and volunteers were always helpful, informative, knowledgeable, and friendly, all while maintaining a firm grip on their responsibilities for public safety and security.

Beyond your own event, your team and your institution were extremely helpful to the other Port Organizers in the 2008 TSC series. As you know so well, hosting a public maritime event and a visiting fleet of tall ships is a complex and highly demanding operation, and requires a huge amount of collaboration and cooperation from all stakeholders. Just as in the crew of a good ship, each individual’s success is highly dependent on the success of the others in the crew. Your forthright leadership and good-willed cooperation were a great boon to us all.

Please tell your staff and volunteers that we at ASTA commend them for their devoted efforts which made the Festival of Sail and the TALL SHIPS CHALLENGE® 2008 such a great success in San Diego. We look forward to our next collaboration.

Sincerely,

Bert Rogers, Executive Director
Working on a classic - sailing ship *Balclutha*

Courtesy of *The San Francisco Chronicle*, February 10th 2009

The ancient sailing ship *Balclutha* - a classic in the truest sense of the word - is in an Alameda shipyard getting an overhaul that will add years to its life.

The square-rigger *Balclutha* was built in Scotland in 1886, and used on the Cape Horn trade.

The *Balclutha*, built in Scotland in 1886, has graced the San Francisco waterfront for more than 50 years as the centerpiece of the San Francisco Maritime National Historical Park. But time and weather are hard on old ships, and the *Balclutha* needed considerable work.

For one thing, the steel hull needed attention, the wooden decks had developed leaks and the spars - as thick as trees and almost as tall - had to be taken down and refurbished. Most of the 64 portholes in the cabins on the upper decks were leaking. As anyone who has ever owned a vessel with wooden decks will tell you, leaks from rainwater can kill the strongest ship.

Jaira Ventura cleans up the deck of the *Balclutha*.

That was not a major problem, said Fred Sheppard, the National Park Service project manager. The thickness of the hull is pretty good, Sheppard said. "No surprises," he said.

Though the ship is an antique from another age, the technology used by the Charles Connell shipyard near Glasgow, Scotland, to build the ship was on the cutting edge. Sheppard believes the *Balclutha* was perhaps the third or fourth steel-hulled sailing ship ever built. Earlier ships had hulls built of wood, and later of iron.

Jaira Ventura patrols the deck of the *Balclutha*, moored at the Bay Ship and Yacht Co. in Alameda, where the ship will get a $1.3 million overhaul.

Mario Carhon adjusts a porthole on the *Balclutha*.

All this work, especially on a museum ship, is expensive. The funds - $1.3 million - came out of the budget of the National Park Service.

The first step was to put the old ship in dry dock at the Bay Ship and Yacht Co. on the Alameda side of the Oakland estuary. Taking a ship out of the water is always crucial, a bit like looking at a patient without clothes.

As it turned out, the *Balclutha*’s 123-year-old hull is still in good shape. Bay Ship and Yacht had to weld five 5-foot-by-6-foot plates - called "doublers" - on the weak spots.
Once-elegant *Wawona* to sail on last voyage
Feeble schooner to be dismantled

The once-elegant schooner *Wawona* will embark on its last voyage Monday, leaving its South Lake Union moorage for a nearby dry dock to be dismantled.

"It's the end of an era," said Joe Shickich, president of Northwest Seaport, a private nonprofit organization that owns the 112-year-old vessel.

A badly deteriorated *Wawona*, once powered by four huge sails in Pacific coastal waters, has been moored for nearly 30 years near the Armory, awaiting a financial rescue that never came.

An agreement signed last year between Seattle and Northwest Seaport paved the way for the ship's move. City officials have long pushed for removal of the deteriorating vessel, saying it must make way for further development of Lake Union Park.

They also have considered it an eyesore in an urban center neighborhood that is being rapidly developed and gentrified.

Two years ago, the ship's 110-foot-tall masts were removed for safety reasons, and the vessel, which once carried cod fishermen, timber, passengers or war materials, and more recently hosted student groups and sea-shanty singers, was closed to the public.

About 160,000 people have taken walk-on tours, and 20,000 more have attended programs and cultural events on board while the ship was open.

But Shickich and others said the 165-foot ship will receive a new -- albeit much different -- life. It will be towed to Lake Union Drydock and taken apart, with the intent of saving as many artifacts and materials as possible.

Wawona (cont)

Some, such as the ship's cabin, already have been surgically dismantled, Shickich said, its parts carefully identified for eventual reassembly and display.

The long-term plan, Shickich said, is to raise about $2 million to develop a land display and tribute to the *Wawona*, using as many parts as can be artfully reused.

The display would be created at Lake Union Park, near the Armory, which will be the new home of the Museum of History and Industry.

Shickich said MOHAI plans to incorporate some elements of the *Wawona* into the design of the museum, possibly using the ship's timbers for a grand staircase and its rudder as a sculptural entry point.

Public-private fundraising efforts have been ongoing for decades in hopes of saving one of the largest three-masted schooners ever built on the West Coast.

The *Wawona* once caught more cod than any other member of a 400-member Pacific schooner fleet -- and is now one of only two surviving fleet members.

The *Wawona's* sister ship, the *C.A. Thayer* in San Francisco, years ago received federal, local and nonprofit support to undergo a historic renovation estimated to cost $13 million.

But such funding did not come the *Wawona's* way, in some ways hurt by the federally funded effort in San Francisco.

Northwest Seaport convened the *Wawona* Summit several years ago, inviting naval architects, shipbuilders, historians, parks officials and others from all over the country to help brainstorm a solution to saving the *Wawona*.

Experts agreed that the *Wawona* was significantly deteriorated, but could not agree on what to do about it. Many in the maritime heritage community still wish the ship could be saved, perhaps someday as a seaworthy vessel.

Shickich said, however, that a true historical renovation would require rebuilding with the same materials -- most of which are too far gone.
Asgard II will not be lifted from seabed

The Asgard II, which sank last September off the coast of France, will not be lifted from the seabed.

Minister for Defence Willie O'Dea has announced that he has accepted the recommendation of the Asgard Committee, Coiste an Asgard, to leave the ship where it is.

Minister O'Dea said that there was a risk that €2m could be spent on a salvage effort and maintenance that might be wasted.

The Minister's statement reveals that Coiste an Asgard feared parents would not let their children sail on a vessel that had already sunk once.

The founder of a campaign to raise the vessel, Gerry Burns, has described the Government's decision as a national disgrace.

Speaking on RTÉ Radio, Mr Burns, who is a former Master of the Asgard II, said the ship was a national treasure and it was a sad day for those who wanted her raised and restored.

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Pablo’s Fo’c’sle

Sea Fever

I must go down to the seas again, to the lonely sea and the sky,
And all I ask is a tall ship and a star to steer her by,
And the wheel's kick and the wind's song and the white sail's shaking,
And a gray mist on the sea's face, and a gray dawn breaking.

I must go down to the seas again, for the call of the running tide
Is a wild call and a clear call that may not be denied;
And all I ask is a windy day with the white clouds flying,
And the flung spray and the blown spume, and the sea-gulls crying.

I must go down to the seas again, to the vagrant gypsy life,
To the gull's way and the whale's way, where the wind's like a whetted knife;
And all I ask is a merry yarn from a laughing fellow-rover,
And quiet sleep and a sweet dream when the long trick's over.

~ John Masefield

Marinisms

Mr. Weigelt’s Maritime Dictionary

PLANK, (bordages, Fr.) are strong boards from one to four inches thick, cut from various kinds of wood, especially oak, pine, and fir. They are imported in large quantities from the northern parts of Europe, particularly from the ports of Dantzic, Archangel, Petersburgh, Narva, Revel, Riga, Memel, &c.

To PLANK a Ship, (border un vaisseau, Fr.) is to cover and line the sides with oak planks, which is sometimes called by the artificers, laying on the skin.
The 1938 Bermuda Cutter *Freedom* is captured here on Valentine’s Day. *Freedom*, built by Herreshoff Manufacturing Company in Bristol, RI is currently owned by David Easter, Staff Commodore of the Ancient Mariners Sailing Society and sails as the Society’s flagship.

The Shaw, Savill and Albion Co is gradually getting rid of its sailing ships. We learn privately that an old favourite trader, the ship *Euterpe*, which left Glasgow on 1st December for Dunedin and Wellington, has been purchased by Messrs. J. J. Moore and Co, of San Francisco. She will be handed over to her new owners on her arrival at Newcastle from New Zealand, and will load at the former place with coal for San Francisco.

*Courtesy of the The Wellington Evening Post, March 11th, 1898*
Seen here in San Francisco on March 10th 1906, the coal barge \textit{Camanche}, formerly a Passaic class monitor, loads box-shook in front of the \textit{Euterpe}.

\textbf{Berkeley Hits Wharf!}

As illustrated in the \textit{San Francisco Call} on March 2nd, 1902, passengers react to the sudden impact as the steam ferry \textit{Berkeley} is driven into Long Wharf in Oakland. The \textit{Berkeley} was just departing her slip at 7:30 as a heavy storm entered the region.

\textbf{Recalling earlier days...}

From the early days of the museum, March 1966 saw the meeting of the San Diego Maritime Research Society aboard the \textit{Star of India}. Third from the left is President Bill Mills.
Vessels engaged in the salmon trade in northern waters are being put into condition for this season's service. Within a short time, the big fleet will sail northward. In all twenty-two vessels are being made ready. Some of these are in Oakland Creek, one or two are at Port Costa and the others are scattered at different docks along the water front. The total registered tonnage of these craft is about 22,000 tons.

It takes hundreds of dollars to equip this collection of sea-goers, but in return they bring back salmon the value of which runs into the thousands. Following is a list of the vessels now being fitted out for this trade:

Steamer **Alitak**, 73 tons; ship **Bohemia**, 1528 tons; bark **Coalinga** (renamed **Star of Chile**), 874 tons; steamer **Chilket**, 98 tons; barkentine **Centennial**, 1138 tons; bark **Electra**, 939 tons; bark **Euterpe** (renamed **Star of India**), 1247 tons; schooner **Expansion**, 91 tons; steamer **George F. Haller**, 81 tons; steamer **Jennie**, 69 tons; steamer **Kadiak**, 58 tons; schooner **L.J. Morse**, 127 tons; schooner **Mispah**, 41 tons; ship **Oriental**, 1556 tons; steamer **President**, 425 tons; schooner **Prosper**, 229 tons; steamer **Reporter**, 26 tons; schooner **Rita Newman**, 120 tons; ship **Star of Italy**, 1474 tons; ship **Santa Clara**, 1458 tons; ship **Star of Russia**, 1898 tons; bark **Star of Peru**, 976 tons; ship **Star of Alaska**, 1554 tons; ship **Star of France**, 1522 tons; ship **Standard**, 1461 tons; steamer **Thistle**, 56 tons, and ship **Tacoma**, 1651 tons.

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**Lipton Cup Yacht Races...**

Off Coronado Beach, August 28, 29 and 30


**Defenders**—"Butcher Boy" and "Nackey" of San Diego.

Preliminary Racing, August 27th
Four Days of Superb Sport

Excursion Rates via the Santa Fe
200 South Spring Street

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**Euterpean No. 10**

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.

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"At sunrise hoisted the Hawaiian flag at the fore and fired a salute of 21 guns. At 12M and at sundown also fired a salute of 21 guns in honor of the present king’s birthday." logbook, C.W. Lawrence, 17 March 1851

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**Ferry Steamers Laid Up**

The Southern Pacific ferry steamer **Berkeley** is undergoing an extensive overhauling at the company’s ship building yard, where car float No. 2 with a broken shaft and the steamer **Encinal** with a great hole in her upper works are also laid up. Before she goes into commission again the **Encinal**'s passenger quarters will be rebuilt on up-to-date lines. She will be thoroughly overhauled and will return to service practically a new boat.

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Note: Euterean 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.
1942, March - The 1904 steam yacht Medea ends her service with the Norwegian Navy during World War II.
1902, March 1st - During a heavy storm, the steam ferry Berkeley is blown into Long Wharf in Oakland.
1930, March 4th - George Kettenburg Jr. launches the first of his PC class sailboats named Scamp after one of his sisters.
1866, March 5th - After encountering a cyclone off of Madras in November of 1865, the full-rigged ship Euterpe departs Trincomalee with jury-rigged sails bound for Calcutta for more extensive repairs.
1905, March 5th - While attempting to climb up to the bowsprit of the ship Euterpe, Alfred O’Brien slips and falls, striking an anchor fluke. O’Brien subsequently drowns.
1902, March 18th - The bark Euterpe begins her first voyage in the salmon industry for the Alaskan Packers Association.
1902, March 21st - The bark Euterpe returns to San Francisco after three days at sea in distress. She had encountered a northwestern gale, carrying away her fore rigging.
1898, March 27th - Euterpe arrives in Port Chalmers on her last voyage as a New Zealand emigrant ship.
1906, March 30th - Representative Julius Kahn of California introduces bill HR-17600 allowing the Alaska Packers Association to rename their fleet of ships, this included renaming the bark Euterpe to Star of India.

From the Editor

Since being out of work, I have recently begun volunteering for the museum's library. Every Friday, I sit down and begin scanning photographs and entering them into Past Perfect, the museum database software. If the Euterpe Times doesn't say so, I am at home among books and archives. The experiences expand beyond our ships alone in the library. The lore, histories and research possibilities become uncountable.

Sitting at the computer this Friday last, I was the only one in the library at the time, save the museum's auditors, quietly going about their business. Out the window closest, formerly known as a target for Californian's heaving lines, a motion caught my eye. The bow of Medea frames the window in her new position. Californian was returning from a rons'l in her normal routine of swinging into the dock area, pointing her bow where it belongs, seaward.

And that's when it happened. It wasn't the first time, but it is rare. One is transported from volunteer on a historic ship to somewhere else. Or some time. Sitting in an 1898 steam ferry, over looking a 1905 steam yacht, a two-masted tops'l schooner was coming to dock. It wasn't 2009 anymore, it was 1909.

The museum is a port in itself, removed from the present reminding us, as Old Town San Diego does, of the beginning, of the period of great change. Dr. Ashley's (and others) consensus is that ships provided the historical mass migration of people and the transmission of ideas. Between 1849 when the C.W. Lawrence departed for the Californian Coast and 1923 as the Star of India was laid up for good, the epic of population movements and those ideas had begun to settle from a maritime perspective. As a volunteer, I can commonly look in the appropriate direction and relive the period of time where the world was one way and then it became something else.

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