Californian at Sea

During the Memorial Day weekend, Californian saw voyaged to the island of Santa Barbara. Read Chari Wessel's account inside.

Phil Bolger, Surprise, ex-Rose Designer Dies

On The ‘Tween Deck...

- Marine Steam Aboard Berkeley and Medea
- Mechanical Man Saves Euterpe!
- Yesteryear Regatta

1927-2009

Fearing the onset of Alzheimer's disease, renowned boat designer Phil Bolger was found dead on May 24th by a self-inflicted gunshot wound at his home in West Gloucester. According to Richard Gaines of the Gloucester Daily Times, "his decision to take his own life was a long-contemplated, reasoned and principled act."

(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
HMS Surprise Dry-dock Cancelled

Christine Hawes and along with other crew continue restoration work on the yards of HMS Surprise.

It was announced in May that the HMS Surprise's anticipated dry docking has been cancelled. The dry-dock was in preparation for an out of the region transit to the Santa Barbara waters.

With the state of the nation's economy effecting all aspects of life, many consider a lack of funding as the sole source of the museum's decision. While funding is an element in the decision, other factors added to the decision, the primary cause being the preservation of the Star of India. The Star is slated to enter dry-dock this July. As previously reported, the last opportunity to use BAE's "Star-sized" dry-dock is rapidly approaching, as the historic dry-dock is about to be retired. As Dr. Ray Ashley, museum directors notes, "For the same reason we decided to accelerate our application of the Cerakote process to her hull from a test to a complete coating also – we may not get another chance for a long time."

Additionally, HMS Surprise's COI allows for a deferment on dry-docking until 2010 opening the door for a luckily timed project on behalf of the Marine Group. The MMSD prefers that HMS Surprise be hauled out using the Marine Group's big travel lift. As some recall, when this was done in 2007, the yard had to wait nearly a month for a sufficient tide to put her back into the water. Marine Group by 2010 will have dredged their travel lift bay to an adequate depth in order to avoid any delays.

In preparation for the dry-dock, HMS Surprise was nearly de-rigged completely. With the announcement that the dry-dock was cancelled, rolled eyes, muffled groans and some chuckles were passed about. However, the down-rigging has allowed museum staff and volunteers to gain valuable experience as the yards are all being refurbished. As work proceeds on the yards on Car Float No. 7, when Surprise is put back together she will be nearly good as new.

~ Brad Holderman, MMSD Volunteer, editor.
Born in Gloucester on December 3rd, 1927, Bolger designed 680 boats over his lifetime. This included the world's smallest dinghy, "the folding schooner," and the **HMS Surprise**, ex-**HMS Rose**.

**Bolger (cont)**

In his recollections of the design and construction of the *Rose*, Bolger concludes that "it opened the opportunity to design a big square-rigger...and indulge a life-long interest in nautical history. I did not seek or accept any more commissions of this type, being rather more interested in the future than the past."

As Phil Bolger's talents are now part of maritime past, he leaves behind 668 boat designs, 550 magazine articles, and many books. For the maritime museum of San Diego, one of his greater achievements, the *HMS Rose*, lies moored alongside the Berkeley in her new guise as the *HMS Surprise*.

~ Brad Holderman, MMSD Volunteer, editor.

One of Phil Bolger's better known designs, the Gloucester Light Dory.

Bolger was the youngest of two brothers raised by their mother. Their father had died of a stroke. Boating was an early passion of Bolger's, by the time he was 7, he was commonly hand carving models.

As a young adult, he attended Bowdoin College, served out an enlistment in the U.S. Army and returned to Bowdoin to complete his bachelor's degree in history. Around the time of World War II, Bolger apprenticed to John Hacker and Lindshey Lord, two of the pre-eminent naval architects of the time.

Bringing boating to the masses was Phil Bolger's lifelong goal. The multitudes of designs fit this approach. His larger projects were favorites of Stanley Woodward who hired Bolger as designer for the yacht *Majorca* and Boat Construction Association (MYABCA).

In January of 1969, John Fitzhugh Millar approached Bolger with his bicentennial efforts to construct a full-rigged ship of the American Revolutionary period, "because I was impressed by his gracefully and cleverly designed yachts, built in an age when other architects designed ugly boats in the interest of speed."

Using admiralty draft of the original **HMS Rose** as a reference, Bolger designed the vessel with future maintenance and Coast Guard requirements in mind. After nearly 200 years of maritime advancement, Bolger deviated "from eighteenth century practice by changing from the short, blunt bow and long, gently-sloped after body of the period to a matched bow and stern, with a steeper run aft and less-steep bowlines forward...and unquestionably improved her performance."

Bolger's work on the *Rose* included a 28-foot pinnace and 16-foot yawlboat to be carried on board. On the day of her launching, Phil Bolger recalled, "I was prowling the ship, having authorized launching her unballasted, but now worried about a string wind on the right beam. I suggested it might be prudent to keep the gunports closed...but she proved amply stiff in the event."

Today, *HMS Surprise*, ex-*Rose* remains one of Phil Bolger's lasting achievements.
**Star of India: Fo’c’sle Restoration**

David Richards and Dale Osborn finish removal of deck planking from the fo’c’slehead of *Star of India* during May.

By the end of May, restoration of the fo’c’slehead of *Star of India* had reached a milestone. Deck planking has been completely removed including the difficult section underneath the forestay. The ironwork has been completely cleaned and coated in preservative in preparation for the new deck planks.

~ Brad Holderman, MMSD Volunteer, editor.

**USS Dolphin Opens to Museum Visitors**

The Maritime Museum of San Diego announces the opening of another ship in our fleet (addition to our museum). The *USS Dolphin* (AGSS 555), the deepest diving submarine in the world, will open to Maritime Museum of San Diego visitors on July 4th, 2009.

**ERRATA**

• In the May 2009 issue, the *Star of Scotland* was through its launch and working life, a four-masted bark. Part 2 of the article will appear in the July issue.

**SAIL WITH US TO CATALINA ISLAND WATERS**

Set sail to the beautiful waters surrounding Catalina Island aboard the schooner *Californian*. Each voyage offers a unique perspective on seamanship, maritime history and the awesome beauty of the Pacific.

Sailing aboard the *Californian* offers an opportunity to step into the past and experience the romance of tall ship sailing. Our friendly and experienced crew will be happy to share their knowledge with you. As an active member of the guest crew you will take your turn standing watch, hauling lines, manning the helm—perhaps even going aloft.

- **July 24th - July 26th**
  - 3 days 2 nights
  - $475.00 per person

- **September 4th - September 7th**
  - Labor Day Weekend
  - 4 days 3 nights
  - $575.00 per person

More information can be found by a [CLICK HERE](#)

For information and reservations call: 619-234-9153 ext. 101

Or [CLICK HERE](#) to send us an email

~ Jerry Strauss
Memorial Day Aboard *Californian*

Santa Barbara Island lies off the bow of *Californian*.

This year the weather was warm and mild. Unfortunately the winds were also mild, although when we had wind, we had good sailing. With little wind and no swell to speak of, the ship made good time the first night and reached Catalina by sunrise.

Saturday morning some sail crew and guest crew went ashore at Two Harbors for showers and hikes. Those who walked over the isthmus to Cat Harbor met a large bull bison on the road. We also saw a memorial cross set up on the site of last year’s fatal helicopter crash, and a handful of visitors there laying flowers.

The biggest excitement at Catalina was having a sheriff’s deputy come out to the ship to order us off the Coast Guard mooring ball. “By what authority are you using this mooring?” he asked. Captain McGohey explained that *Californian* is the official tall ship of the state of California, but the deputy was not impressed. “You mean like the state bird or the state flower?” he said skeptically, and insisted that we move. We sounded the south end of Two Harbors and dropped anchor there for the night; an anchor we winched up again in the morning. As we earned our breakfast at the windlass, the sail crew members reflected that for the Channel Islands trip, we may be raising our anchor eight times instead of just once! By the time we get through that, we should all be ready for crew physical testing in July.

On Sunday, crew and guest crew went ashore to hike around Santa Barbara Island. There were still a few gulls and pelicans nesting, and a few giant coreopsis in bloom, but the island was baking in the sun and well on its way to its sere brown summer dormancy. Most of the shore party came back with sunburns.

We sailed that afternoon down the windward side of Catalina Island, and many of the crew got the rare opportunity to handle the helm of the ship under sail, which is a completely different experience from motoring.

*Californian* marks her return to San Diego under full sail.

We made great time overnight and had our best wind of the whole trip when we were coming up the Channel, past Pt. Loma into San Diego Bay.

The annual Memorial Day sail to Catalina Island traditionally opens the “summer season” for Maritime Museum sailing, and this year marks the fourth Memorial Day Sail for Yours Truly, who began sailing as “guest crew” on Memorial Day of 2005.

~ Chari Wessel, MMSD Volunteer.
On May 9th, for the 35th time San Diego Bay became the backdrop to the Ancient Mariners Sailing Society’s Yesteryear Regatta. Held on the same weekend as the Red Bull Air Races, the bay became the stage for both the air and water. Amongst the competitors and enthusiasts were kin of the MMSD’s Kettenburg PC Wings. Bayshots.com was on hand for the event and submitted the following shots.

~ Brad Holderman, MMSD Volunteer, editor.

California Sea Lions look on as PC 11 First Fiddle and PC 31 Skylark round a buoy.
All photographs courtesy of www.bayshots.com
Family Sleepovers on board the Star of India

Join us for an imaginary voyage back to the 19th Century.

The Maritime Museum of San Diego invites you and your family to step back in time and spend a night on board the world’s oldest, active sailing ship. Experience what life was like for immigrants and crew who lived aboard the Star of India. This imaginary voyage will begin on Saturday, July 18th at 2:30 pm and end on Sunday, July 19th at 9:00 am. The cost of admission is $45 for museum members and $65 for non-members. The program includes dinner on Saturday and breakfast on Sunday.

Visiting passengers will have the opportunity to help set sail, move cargo, and stand watch aboard one of the most historically significant ships in the world. This program is very popular and it typically sells out, so we strongly encourage early reservations. Family Sleepovers will also take place on August 22-23rd and September 12-13th.

Please note that the ship does not leave the dock during this program. We recommend little sailors are at least 6 years old to participate. For more information and reservations call 619-234-9153 ext. 124 or visit our website at www.sdmaritime.org.

About the Maritime Museum of San Diego

The Maritime Museum of San Diego enjoys a worldwide reputation for excellence in restoring, maintaining and operating historic vessels. The museum has one of the world’s finest collections of historic ships, including the world’s oldest active ship the Star of India. The museum is located on the North Embarcadero in downtown San Diego at 1492 North Harbor Drive, San Diego, CA 92101. The telephone number for general inquiries is 619-234-9153. Additional information can be found on the museum’s website at www.sdmaritime.org.

Missing Harnesses

The set of safety harnesses that were normally stowed aboard Californian turned up missing during May. The harnesses were reserved for crew not having harnesses or guests training during out of region sails.

Scott Baldwin has been spearheading the search but as of June, the harnesses have failed to materialize.

If you have seen harnesses of any kind, please contact Jim Davis at jdavis@sdmaritime.org.

Sunset Cruise

Daily Departures from May 2nd to September 27th, 2009

Sailing Time: 5:00 p.m. and 8:00 p.m.

Check-in: 9:00 a.m. until 4:30 p.m. at Museum Information booth.

Boarding at: 4:30 p.m.

Location: Maritime Museum of San Diego (1492 Harbor Dr., San Diego, CA 92101)

Board the beautiful yacht America and indulge in a relaxing sail as the sun sinks slowly in the west.

The America will cast off from the Maritime Museum of San Diego and sail off into the sunset each evening until September 27th (weather & mechanical circumstances permitting).

We will provide: soft drinks, water, nice snacks, a sail on America, and entrance to the Maritime Museum. (There will be a no host bar on board so that guests may buy adult beverages if desired.)

You should bring: jacket (it will cool off when the sun sets), a camera (you never know what wildlife you might see and then there's always the sunset), binoculars, etc. If you think you might get seasick, please take medication before boarding the vessel.

Tickets: $85.00 per adult and $40.00 per child (12 and under)

ON LINE BOOKING/TICKETING: CLICK HERE

INFORMATION AND TICKETING: 1-858-922-3522
Significant Steam Advances

Now that you understand how the triple-expansion engine works, you can understand the significant advances that it embodies.

Newcomen’s Early “Atmospheric” Engine

The first useful steam engine, built by Newcomen in 1712, pumped water from coal mines. It used so much coal for its power that it was used only at coal mines. Its boiler was separate, but all other functions occurred inside the single cylinder. This was a vertical, open-topped cylinder whose piston was pushed downward by atmospheric pressure when the steam inside it was condensed by a water jet. The piston pulled down a chain attached to one end of a pivoted beam, whose other end lifted the pump pistons. The system was balanced so that the pump pistons fell of their own weight, pulling the piston to full stroke. The lower end of the cylinder had three cocks: for steam from the boiler, for water from an overhead tank, and to the drain.

Here’s the operating sequence. Open the steam cock to let steam into the cylinder, so that the weight of the pump could pull the piston to full stroke. Open the drain so the steam could blow out the water from the previous stroke. Close the drain and steam cocks. Open the water cock to let water into the cylinder (remember, this steam is at ambient pressure; the water tank was on the engine-house roof). The water spray condensed the steam, making a vacuum, so that the atmospheric pressure above the piston pushed it down, thus lifting the pump pistons and pumping out the water. Then close the water cock and open the steam cock again so the piston could be pulled upward again by the weight of the pump pistons. In the early engines, the valve operation was by hand, but very soon the valves were operated automatically by rods from the main beam.

The Newcomen engine wasted steam for two reasons. 1: For every stroke, the cylinder had to be reheated from water temperature to steam temperature. 2: The steam filled the cylinder at boiler pressure, instead of being expanded inside the cylinder.

James Watt’s Perfected Engine

Fifty years after Newcomen’s invention, James Watt perfected it. Watt was an instrument mechanic associated with Glasgow University, where Joseph Black had discovered latent heat, the additional heat required to be added to water to make steam, or to be taken from steam to condense it into water. Watt was asked to repair a model of a Newcomen engine. In doing so, in 1765, he realized that much steam would be saved if the cylinder was always kept hot and the steam was condensed in a separate condenser that was always kept cold. The separate condenser made the steam engine economical for many other purposes than pumping coal mines. Watt, in partnership with financier Matthew Boulton, established the firm of Boulton and Watt to build the steam engines that started the steam revolution. In 1782, Watt put a head on the open cylinder, so that steam pressure could push the piston down as well as push it up, in what is called the double-acting cylinder. Watt’s engines allowed the use of higher pressure steam whose valve was closed before the piston reached the end of the stroke, thus using the steam expansively for the remainder of the stroke, but Watt was very conservative, fearing explosions, and never progressed to high-pressure steam, relying on low-pressure steam and the vacuum produced by the condenser.

Multiple Expansion Engines

Oliver Evans, Richard Trevithick, George Stephenson, and others, developed the high-pressure steam engine that did not use a condenser, but discharged the steam at, or above, atmospheric pressure. If the boiler pressure was more than several times that
Marine Steam (cont)

was used in the American cruiser *Olympia*, built six years before the *Berkeley*, also at the Union Iron Works in San Francisco. Compared to the *Berkeley*’s single engine of 1163 horsepower, the *Olympia* had two engines of almost 9,000 horsepower each (6,750 designed). The triple-expansion engine worked best at pressures of 155-185 psia, so that the *Berkeley* was at the upper range of desirable steam pressures for the triple-expansion design.

The next logical step was to divide the steam cycle among four cylinders, the quadruple-expansion engine. This design used steam pressures of 240 psia or higher, and was the final development of marine reciprocating steam engines.

The next step was the turbine engine, which could use much higher steam pressures and temperatures. The standard USN steam plant of WW II used steam at 600 psia and 850 °F.

Further Reading

Diagram of the Watt Steam Engine in its most basic form showing the improvement of the separate condenser, which was not found on the Newcomen steam engine.

of the atmosphere, the engine was smaller and lighter than a condensing engine, and not much less economical. This is the engine that powers steam locomotives.

High-pressure steam required better materials and construction. Once these became available, it was possible to supply high-pressure steam to condensing engines, thus saving steam by closing the steam valve with the piston near the start of its stroke and using the expansive power of the steam for the rest of the stroke. The higher the initial pressure and temperature, the earlier in the stroke the steam valve could be closed. A large, single-cylinder marine engine is shown in the first picture.

With steam of higher pressure and temperature at the beginning John Elder, in 1854, divided the steam expansion into two cylinders, so that each cycled through a smaller range of temperatures and pressures. This was called the compound engine, as used in the Medea, and was suitable for steam pressures of about 100 psia. The compound engine was sufficiently economical to enable steamships to sail almost anywhere in the world.

Improvements in materials and designs, even in lubrication, allowed still higher pressures and temperatures, and this allowed a further division of the steam cycle into three cylinders, the triple-expansion engine. The British Navy used the first triple-expansion engine, in a cruiser in 1887, and that type of engine

Pacific Time Machines: Recent Replicas & New Traditional Vessels

Modern versions of old wooden ships, boats, and canoes have blossomed around the world in the past half-century. Pacific Time Machines is a wide-ranging survey of articles about many of those in the Pacific, from 1913 to 2005—each written by the designer or another involved in the project. Subjects range from HMS Rose and its re-creation as HMS *Surprise* for the movie “Master and Commander,” to the schooners Californian and Lynx, to Hawaiian voyaging canoes, feluccas, Chinese junks, and Chumash Indian board canoes. Authors include renowned naval architects Melbourne Smith and Phil Bolger, and Hawaiian canoe navigator Nainoa Thompson.
The four-masted ship *Falls of Clyde* remains at Pier 7 waiting for her July dry-dock.

The four-masted ship *Falls of Clyde* has been bolstered with good news as of late as her anticipated date with a dry-dock rapidly approaches.

Previous worries regarding removal of asbestos from the *Falls of Clyde* have been settled, as both the FoFoC and the Bishop Museum have reached an agreement for contracting out on its removal.

On April 17th 2009, the Hawaiian State Legislature adopted State Resolution 91 SD1 establishing the *Falls of Clyde* as "as a historic symbol of Hawaii; and...BE IT FURTHER RESOLVED that the *Falls of Clyde* should always be treasured and protected by the State of Hawaii and its residents..."

The dry-dock received further encouragement through a $45,000 grant by the Atherton Foundation.

The Friends of *Falls of Clyde* have now established regular volunteer work days, using the MMSD's volunteer program as a model. A fundraiser is being held on June 30th to raise money towards the dry-dock costs.

Crewman Chris Lopatosky was recently in Hawaii and was astonished at her condition.

There is the outside hope with future success that the *Falls of Clyde* will be restored to sailing status as was accomplished with the *Star of India*. The history of the Maritime Museum of San Diego does illustrate, however, the long journey to reach that point and wishes the Friends of *Falls of Clyde* the best of all luck.

~ Brad Holderman, MMSD Volunteer, editor.
Pablo’s Fo’c’sle

The Walloping Window-blind

A capital ship for an ocean trip
Was "The Walloping Window-blind;"
No gale that blew dismayed her crew
Or troubled the captain’s mind.
The man at the wheel was taught to feel
Contempt for the wildest blow,
And it often appeared, when the weather had cleared,
That he’d been in his bunk below.

The boatswain’s mate was very sedate,
Yet fond of amusement, too;
And he played hop-scotch with the starboard watch
While the captain tickled the crew.
And the gunner we had was apparently mad,
For he sat on the after-rail,
And fired salutes with the captain’s boots,
In the teeth of the booming gale.

The captain sat in a commodore’s hat,
And dined, in a royal way,
On toasted pigs and pickles and figs
And gummery bread, each day.
But the cook was Dutch, and behaved as such;
For the food that he gave the crew
Was a number of tons of hot-cross buns,
Chopped up with sugar and glue.

And we all felt ill as mariners will,
On a diet that’s cheap and rude;
And we shivered and shook as we dipped the cook
In a tub of his gruesome food.
Then nautical pride we laid aside,
And we cast the vessel ashore
On the Gulliby Isles, where the Poohpoo smiles,
And the Anagazanders roar.

Composed of sand was that favored land,
And trimmed with cinnamon straws;
And pink and blue was the pleasing hue
Of the Tickletotebuster’s claws.
And we sat on the edge of the sandy ledge
And shot at the whistling bee;
And the Binnacle-bats wore water-proof hats
As they danced in the sounding sea.

On rubagub bark, from dawn to dark,
We fed, till we all had grown
Uncommonly shrunk, - when a Chinese junk
Came by from the torriby zone.
She was stubby and square, but we didn’t much care,
And we cheerily put to sea;
And we left the crew of the junk to chew
The bark of the rubagub tree.

~ Charles E. Carryl
Boilerplate, *Euterpe* and the Race to the South Pole!

Trapped in Antarctic pack ice, the *Euterpe* is seen behind the mechanical man, Boilerplate, in this 1894 photograph.

On May 23, 1893, crowds at the World's Columbian Exposition in Chicago, Illinois were astounded at what they saw at the Machinery Hall. In a time when the Industrial Revolution was changing the face of the globe, technological advancement would reach its pinnacle in the development of a mechanical man.

Developed by Professor Archibald Campion through the 1880's, Boilerplate, as he would be known, had been designed as a prototype soldier "to resolve the conflicts of nations without the deaths of men." Although never picked up for mass production, Boilerplate went on a global tour that included several armed conflicts, historical events and exploration.

Following the 1893 Exposition, Professor Campion set about field demonstrating Boilerplate. Among these demonstrations, the emigrant ship *Euterpe* was charted from Shaw, Savill and Albion Line and diverted from her usual New Zealand route. Her destination, Antarctica.

*As Euterpe* approached the Ross ice shelf, she became trapped in ice. Abandoning the *Euterpe*, Campion, using Boilerplate as a sled puller, embarked set out for the South Pole. Reappearing two weeks later, a quiet Campion would later claim that any evidence of reaching the Pole had been lost.

Five months later, the pack ice shifted enough to enable Boilerplate to carve a water route out of the icy trap. Campion's endeavor caused Great Britain to renewed international interest in reaching the South Pole. On December 14, 1911, Norwegian Roald Amundsen would be recognized as the first person to do so.

Whether or not Campion and Boilerplate reached the Pole, the route over the Ross Ice shelf blazed by Campion became the standard by which other explorers as Shackleton, Scott, and finally Amundsen would make their attempts.

After five months, pack ice finally shifted enough to enable Boilerplate to carve a channel, freeing the *Euterpe*.

As for Campion, the mechanical soldier never leapt beyond the single prototype in Boilerplate. Still, Boilerplate was exhibited around the world over the next twenty years, often participating in the combat engagements for which he was designed.

In 1918, in an effort to locate and supply the legendary "Lost Battalion," Boilerplate was ordered into the Argonne Forest. After returning after a successful resupply mission, on October 7th, Boilerplate participated as a soldier in the assault to relieve the Lost Battalion. During the course of action, Boilerplate vanished.

Over the years, many sightings of Boilerplate have surfaced along with rumors of his true fate. What is know is that the mechanical creation of Archibald Campion played a significant part in the alternate history of the *Star of India*, ex- *Euterpe*.

For a complete biography of Boilerplate, please visit: [Boilerplate: Mechanical Marvel of the 19th Century](#)
Logbook of the C.W. Lawrence

Wednesday June 11th

Throughout these 24 hours moderate breezes from N W. and clear.

The following letter was received from Capt Ottinger -

San Francisco

Sir,

I am directed by the Collector of this port to have a boat and commissioned office in charge to row guard around the harbor during the night to prevent smuggling. I have also to inform you, that the Collector is desirous to aid the State authorities in enforcing the law prohibiting passengers from New South Wales landing within the limits of California. I therefore request that you will board every British ship or vessel arriving at this port and detain all passengers on board, until the Collector has been informed of the arrival of such vessel.

You will please give your prompt and vigilant attention to the matters of duty above recited.

I am very respt. Your Obet
(Signed) O. Ottinger
Capt. U.S.R. Marine

de C W Bennett E
1st Lt U.S.B. Lawrence

In obedience to the above order Lieutenant Richmond left the vessel. at 8 P.M. to row guard during the night, at daylight Lieut Richmond.

Returned on board.

Served 29 Rations  Wm B Richmond 3d Lieut.

Logbook of the United States Revenue Cutter Lawrence

June 11th, 1851

Official Log Book No. 3
Euterpe 1864

June 4th – Calcutta – Henrick George refused to do duty on board and also assaulted the Boatswain at about 10 A.M. this day. Hugh McNeil died in the General Hospital

W J Story Master
Chas Sinclair Mate

June 6th/64 – Calcutta – Henrick George returned to his duty being off duty 2 days for which I charged him 2 days for One

Amount of any Fine or Forfeiture inflicted 6s. 8 d.

"Not Enforced – Supp Office 18/11/64 PR DMA

BROWN, EWING, AND CO.
Have opened up their Second Shipments for the Season, ex Euterpe, Letterworth, Wild Dove, William Davis, and Unioner, just arrived, and would respectfully inform the residents of Onge that they are now showing the largest and most select variety of New and Seasonable Goods in the Province.

Having been purchased by one of the Firm in the best markets for net cash, they can with every confidence invite inspection and comparison.

Patterns sent FREE on REQUEST.

Patterns sent FREE on REQUEST.

GENTLEMEN'S DEPARTMENT

JEWELRY, BOYS, AND YOUTHS.

Crinoline Skirts...

Crinoline Shirts...

Heavy Twill Shirts...

Lawned Lawn Shirts...

Satin Shirts...

Lawned Undershirts...

Lawned Fanci...

Frocking Drawers...

Mongrel Drawers...

Alba Half-tunic...

Twisty Half-tunic...

Travelling Portmanteaus...

Carpet Bags...

A magnificent variety of Umbrellas, Shirt Stays and Sleeve Jinks, Satin Hats, Cylinder Hats, Strawberdiers, Toilet Gloves, Cotton Brooches, Coats, Nightcaps, Togs, Collars, Shirt Fronts, Brace, Belts, Collars, Military Trimmings of every description, &c., &c.

TAILORING DEPARTMENT.

We have just opened our season's shipments of Tweeds and Black Cloths, Beavers, Wintoms, Plasts (for Ovonents), Fancy Coatings, Treasure, and Vestings; also an splendid variety of Knit Sheet Linens and Tweeds, specially adapted for Boys' Clothing.

A Plate of Fashion, illustrating 21 styles of Suits, with the latest improved Chart for Self-assessment, and Patterns of Cloth supplied free on application.

BROWN, EWING, AND CO.
Wholesale and Retail Drapers and Clothiers.

FRANCES STREET AND MANOE STREET, DURBRO.
On August 30th, 1874, the full-rigged ship *Euterpe* arrived at Wellington, New Zealand after a lengthy voyage of 124 days. The long voyage was in part, due to a stopover at Simon's Bay, Cape of Good Hope, to repair her water condenser and a series of unfavorable winds enroute to New Zealand. Among the passengers was Nathaniel Payton, his wife and two of their children.

Thomas Nathaniel Payton was born on July 27th 1840 in Highgate, Parish of Aston, Warwickshire, England. He married Anne Martin, daughter of John Martin and Charity Parkhouse on June 10th 1861 at St Andrews Anglican Church at Bordesley, Warwickshire. Thirteen years later they would join the massive emigration to New Zealand.

On April 25th 1874 Thomas Nathaniel Payton, his wife Anne with two of their children, Eliza and Samuel, departed from London, England on April 28th aboard the *Euterpe*. Their oldest daughter, Mary Jane would emigrate the following year aboard the *Howrah*.

The voyage of 1874 was succinctly covered in Margaret Diggleman's article in issue 35 of the *Euterpe Times*. Additionally, however, the 1874 arrival of the *Euterpe* highlighted a growing dilemma along the docks of New Zealand. Covered in local newspapers, the crisis of ships waiting for dock space added to the drowning of the *Euterpe's* quartermaster seven days after her arrival. Although expected to be drunk, partial blame was directed to poorly lit docks at night.

On her third of twenty-one voyages to New Zealand, the *Euterpe*, along with the Paytons sailed into one of the great emigration stories of the 19th century.
Civil cases

R. Bauchop v. Captain Phillips, of the ship Euterpe.— This was an action brought to recover the sum of £62 3s, alleged value of damage sustained by a consignment of cement — 249 casks, and one cask short delivered. Judgment was given for the defendant, with costs.

The Otago Witness, June 2nd, 1877

BETWEEN DECKS ON AN EMIGRANT SHIP
FEEDING TIME – A SKETCH FROM LIFE

The Great Potatoe Tragedy
(Comedy)
In Five Acts & Epilogue

Act III
The Trial and Verdict

The Captain discussed it & said, “It looks bad.”
They’re either hungry or greedy.
I’m sure they’d not trouble to collar the stuff
Unless their affairs were needy.

Then the Steward spoke up and pull’d out a bill
On which the ship owners proclaim
That a first rate table’s provided on board
In fact that is their chief aim.

The Captain glanced at it & happening to see
That potatoes were down in the bill
Said, “this time I’ll allow the seconds their spuds”
And so they’d a jolly good fill.

Walter Peck – Euterpe Times Volume 1, No.10 November 15th 1879, Lat. 43.15 S, Long. 66.67 East long.

MOUVEMENTS OF THE
SHAW, SAVILL, AND
ALBION COMPANY’S
FLEET.

The Akaru left London on 14th May to load coal for Wellington.
The ship Auckland arrived at London on April 20, and was expected to sail for Otago and Bluff Harbour about June 10.
The ship Crusader is on the loading berth at London for this port.
The ship Euterpe left Liverpool on April 9 for Wellington and Dunedin.
The barque Helen Denny arrived in the English Channel on May 14 from Auckland.
The ship Invercargill is loading in London for Algoa Bay, Cape of Good Hope.
The ship Oamaru was loading in London for Wellington, and expected to sail on May 25.
The ship Soukar arrived in London from Lyttelton on May 3.
The ship Wellington is loading at Friedrichstadt for Capetown.
The ship Westland it loading at Liverpool for Lyttelton, and was expected to sail about the end of May.

The Otago Witness, June 27th, 1895

ALEX. STEPHEN & SONS, LTD.
LINTHOUSE, GLASGOW
SHIPBUILDERS, BOILERSMAKERS AND ENGINEERS
GOVAN GRAVING DOCK REPAIR WORKS

VESSELS DOCKED, PAINTED AND REPAIRED
Three Graving Docks up to 700 Feet in Length alongside Repair Works
Head Office: Linthouse, GLASGOW (Scotland)
SHIPS OF NORTHERN SALMON FLEET ARRIVE SAFELY AT DESTINATIONS

The Twenty-Four Steam and Sailing Vessels Sent From Here to Bring Down the Season's Harvest of Red-Fleshed Fish Are All Anchored in Alaska Harbors and Passengers Are Ashore

Advices received from the north yesterday tell of the safe arrival at their various destinations of the steam and sailing vessels sent to Alaska to bring home the season's catch of salmon. The size of the fleet gives some idea of the magnitude of the salmon catch, and the news of the safety of the two dozen vessels will be hailed with satisfaction in many local homes. Each vessel carried a full crew and all of them took as passengers a share of the army of fishermen, laborers, mechanics, clerks and managers who will, gather the harvest of red-fleshed fish and place it on shipboard for distribution all over the civilized world. Most of these cannery employees have homes and relatives in and about San Francisco. News from the far north travels slowly and comes seldom. Most of the vessels whose safe arrival is reported made their way north through heavy storms, and the news that they weathered the gales and reached their destinations will bring relief to many anxious hearts.

The fleet left here in straggling order, singly and in twos and threes, with intervals of a day or so between. They left here for the ports of Ugashik, Nushagak, Naknek and Bristol Bay.

Following is a list of those reported safe at the ports for which they sailed:

SALMON FLEET (cont)

Ship Lucille, barks Himalaya and Coalinga, steamers President, Thistle, Kotchak, ships Indiana, Star of Italy, Euterpe, Isaac Reed, Sintram, Electra, schooners Premier, Will W. Case, Bohemia, Santa Clara, Alex Gibson, schooner Prosper, ships Tacoma, Eclipse, bark Reaper, steamers Naknek, Nicholas Thayer, Big Bonanza.

Courtesy of the San Francisco Call June 30th 1903

Medea Takes Shape

Captain W. Macalister Hall
Torrisdale Castle,
CARRADALE

Dear Sir,

Thanks for your favor of the 6th inst., from London.

We have now the pleasure of sending you, under separate cover, plans of the Yacht, for consideration. We have made these on a scale 1/4 inch to the foot - enabling us to show the arrangements in more detail. You will see they are somewhat changed from those of the plans previously sent you. We hope you will like them; but of course if you have any suggestions to make, we will be very glad to hear from you, and give effect to them if practicable.

You might kindly give us your views as to the way in which you would like the public rooms finished - and also as to the staterooms. Our idea of the staterooms is that they should either be all painted enamel white; or else the walls covered with cretonne, or paneled with that material. You might also say that whether you would like the saloon below deck forward fitted up as a stateroom for yourself, or fitted as shown as a public room. You may consider that the deck saloon forward is large enough as a dining room, and this is becoming a pretty general arrangement.

You will be pleased to know that we have a considerable quantity of the material for the vessel in the works, and under manipulation.

Yours faithfully,
ALEX. STEPHEN & SONS, LIMITED,
Alex. Scott,
SECRETARY

SAN DIEGO TARS TO RACE ON THE FOURTH

Special to the Herald.

SAN DIEGO, June 25.— The yacht races which will be sailed on the Fourth of July are creating more interest than any of the other local events planned for the national holiday. The course will be on the bay opposite Tent City and will be triangular in form, one mile to each leg. The course will be twice around the triangle, so that the start, the finish and the middle turn of the race will be near the Tent City shore of the bay. Up to the present time the entries have been as follows, the owner’s name following the name of the yacht:

*Butcher Boy*, Kent Hamilton; *Nackey*, John Scripps; *Phantom*, Henry Remerts; *Satanic*, Woolman & O’Farrell; *Meteor*, Jessop & Ledger; *Junior*, J. S. Hawley; *Idle Hour*, J. H. Williams; *Volunteer*, Will Woolman; *Success*, Kinder & Nichols; *Coon*, Kinder & Nichols; *Amy*, Jack Henton; *Jeny*, Nate Nichols; *Saville*, M. Turner; *Apia*, E. Schaffer; *Gomanche*, Bob Bowles; *Lark*, P. Berger; *Josephine*, -----; *Frolic*, Charles Gould; *Louise*, Merrlam; *Teaser*, J. Dunn; *Ada B.*, H. Howe; *Anona*, Frank Benham; *May*, Edmund Schwartz.

Courtesy of the Los Angeles Herald June 26th 1905

Holyhead, June 1st 1906

It is not much that the Major and Captain have brought into this port and there seems to be no immediate prospect of taking what little they have out again, as the gale, though shifted somewhat to the West, shows no sign of moderating. Grave doubts are now entertained regarding Major Donald’s sanity and a first-class torpedo boat and two submarines are standing by to render help should Capt. Podley show a red flare during the night. A bad sign is that the Major suffered himself to be badly beaten at two games of billiards during the day by Capt. Podley.

The condition of the Skipper of *Medea* is also exciting suspicion as his face has now assumed the appearance of a refrigerated roast leg of pork and, with a wild look in his clear Scotch eye, he describes the gale as a “puff.”

To-morrow is the great Capt. Podley’s birthday which, if the gale continues, we understand he will celebrate by giving a garden party in his bunk and will afterwards hold a levee in the engine room. (N.B. The silly season has now set in with great severity.)


Cannery Vessels Reach Alaska

PORT TOWNSEND, Wash., June 5.— American schooner *Forester*, on arrival today, 16 days from Chignik, Alaska, brought news of the arrival of sailing vessel in the salmon cannery trade. Arrivals from Seattle, Columbia river and San Francisco were ship *Benjamin F. Packard*, April 24; ship *Star of Alaska*, April 22, and ship *Jabez Howes*, May 10. Severe weather ruined the season of cod fishermen among the Westward islands. Difficulties of preparing for the salmon season were met with on account of the cold and deep snow, a depth of five feet being registered on the beach May 10.

Courtesy of the San Francisco Call June 6th 1910
Deckhand Is Fatally Injured

Simon Johnson, a deckhand on the ferry, steamer Berkeley, was fatally injured, on the arrival of the boat at 7:15 o’clock yesterday morning, the accident being: witnessed by the commuters and other passengers, the women among them screaming with horror.

Johnson was dragging a truck loaded with trunks from the boat, assisted by other men pushing behind. When crossing the apron, one of the wheels of the truck broke and Johnson’s head was crushed between the truck and the stanchion supporting the apron. He was hurried to the harbor emergency hospital, but died on the operating table and the body was removed to the morgue.

Johnson was about 50 years of age and lived in Bay avenue, Melrose.

Courtesy of the San Francisco Call June 25th 1910

Ship’s Historical Narrative June 1981

USS DOLPHIN (AGSS 555)

Another highly successful, one week Laser Communication Project test was conducted off of San Clemente Island in SOCAL. On 13 June, DOLPHIN departed San Diego for Eureka, Ca. in support of still another phase of the Strategic Laser Communications Project. The object of this phase was to do a study of the effects of bioluminescence on the blue/green laser signals. Eureka was specifically chosen because of the nutrient-laden water coming down from the Gulf of Alaska and the upwellings created by the Mendocino Mountain Ridge off the Coast of Eureka.

Pilot At Work and Play

Show here circa 1916, Skipper Edwin B. Dunnels takes family members on an excursion on San Diego Bay. Back Row (From left to right): Edwin B. Dunnels, James Squire, unidentified. Front Row (From left to right): Hortense Hubble (Edwin’s daughter), Elizabeth Dunnell, Samuel S. Dunnell, Thomas B. Squire, and Harry Hubble.

U.S.S. Dolphin crewman David Guettler dials home to assure family just after their arrival off of the U.S.S. McGraw. The crew had just abandoned the Dolphin due to a fire and flooding in May of 2002.
Bayshots

Pic O'the Month

Dauntless

Bayshots

- Photographs on display, aft on the 'tween deck aboard Star of India.

- Photographs of your favorite ship available in the gift shop.

Visit [www.bayshots.com](http://www.bayshots.com) for new photos.
**June**

1794, June 1st – The French corvette *L’Unite* participates in the naval battle, the Glorious First of June. In 1796, she is captured by Great Britain and re-christened *HMS Surprise*.

1973, June 3rd - The steam ferry *Berkeley* arrives in San Diego, CA for restoration and subsequent use as the main exhibit space for the Maritime Museum of San Diego.

1851, June 7th – Captain Alexander Fraser of the United States Revenue Cutter *C.W. Lawrence* is relieved of command by Captain Douglass Ottinger.

1968, June 8th – The diesel powered research submarine, *U.S.S. Dolphin* is launched at Portsmouth Naval Shipyard, Portsmouth, N. H.

1775, June 15th - The first naval engagement of the American Revolution occurs. A colonial sloop, *Providence*, commanded by Capt. Abraham Whipple and tenders of the British frigate *HMS Rose*, under the command of Sir James Wallace. While under fire of the *HMS Rose*, the *Providence* disabled one tender and captured another.

1917, June 15th - After being renamed the *Corneille* and fitted out as a patrol boat for the French navy, the steam yacht *Medea* is posted to the 2eme Escadrille at Cherbourg, France.

1849, June 20th – On her initial voyage, the United States Revenue Cutter *C.W. Lawrence* arrives at Valparaiso, Chile after a five week effort to round the horn.

1971, June 24th – The steam yacht *Medea* arrives at Rotterdam, Netherlands to be lifted onto a German container ship and transported to the Pacific Coast to be restored and donated to the Maritime Museum of San Diego.


1542, June 27th – Under the command of Juan Rodriguez Cabrillo, the Spanish ships *San Salvador* and *Capitana* depart Navidad, Mexico on an expedition to explore the northern Pacific Coast.

1906, June 29th – The bark *Euterpe* is officially renamed *Star of India* by Public Law 365, 59th Congress, signed by U.S. President, Theodore Roosevelt.

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**From the Editor**

As this June issue neared completion, I sat down one morning to boot my computer up and nothing happened. Its one of those dreaded horrors that nearly every computer user has tucked away in the back of their head. Eventually, the computer did boot, but it was apparent that something was dreadfully wrong.

The computer was an old laptop given to me by "Pablo" Koenig. Being free, I couldn't complain and have definitely gotten my share of use out of it. But on the drive was the Euterpe Times and this issue. Being unemployed, taking it into a repair service just to get the data off the drive was out of the question. Thus, it took weeks to manage the retrieval. And the computer is still stubbornly transferring other data.

But, my personal experience mirrored the nation as a whole, and the months of May as it turned into June was reflected in the museum itself. Budgets and finances are affecting us all as individuals, for staff, crew and visitors alike. This all effects the whole, the Maritime Museum of San Diego.

The MMSD is an established organization, with a foothold that will allow it to survive this economic tempest. But its effect on smaller organizations, recent start-up projects and festivals is another story. There will be victims and it will include ships, boats and the collective maritime history.

But, that is where the Museum will emerge as a survivor, the *Star of India* will remain the World's oldest active sailing vessel. Through the perseverance of volunteers and staff, I remind myself that I am part of the good times and bad.

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
They Don’t Build Them Like They Used To…

Launched in 1879 in Sunderland, the barque Lady Elizabeth was wrecked in the Falkland Islands in 1936. Still supporting her lower masts after 73 years, a large percentage of her standing rigging continues to endure.