Eight Days Before the Mast

Invoking the spirit of the C.W. Lawrence, Californian keeps station off of San Miguel Island during the June Adventure Sail.

The electronic edition of the Euterpe Times is now linked! See an email or a url? Just click on it and you will be whisked away to that destination!

On The ‘Twee’n Deck…
- Lynx Braves Transpac
- Termites Amongst Us
- What the crew Did This Summer
- Rigging Work on Balclutha

From the jib-boom, the amount of work to be done on Star of India makes for a trying 2009.

Star of India to Stand Down for 2009

It was announced in June that for the second straight year, the Star of India would stand down from her annual sail.

The decision reflects the impact that the nation's negative economy is having on nearly every aspects of daily life in the United States. Even in a perfect year, it’s an expensive endeavor to sail the Star of India.

As reported last month the dry-docking of HMS Surprise was rescheduled to 2010. That allowed a dry-dock spot for the Star of India. As Dr. Ray Ashley notes, "That also is good because the NADL [dry-dock] is going to go away immediately after Star comes out and will be gone for good, leaving us with no equivalent facility in the future – so this was our last chance. That also makes it our last chance to do an application of CeRam-Kote – a revolutionary (in the ship preservation business anyway) coating that will hopefully protect the Star’s hull from corrosion for an indefinite period, but will also make the operation more costly."

(Continued on Page)
Stand Down (cont)

With an expensive, but necessary dry-dock between the end of July and late August, it became clear that sailing Star of India in November would not be feasible. It was added that hopefully the Coast Guard will maintain a 10-year cycle of dry-dock requirements, the next occurring in 2019, in which the Star of India will again stand down. Although it's unfortunate that Star won't sail this year, the chance to dry-dock and apply a corrosion resistant coating is an opportunity not to be missed, which will ultimately contribute to her long-term preservation.

U.S.S. 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 U.S.S. Dolphin (AGSS 555), the deepest diving submarine in the world, will opened to Maritime Museum of San Diego visitors on July 4th, 2009.

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.

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

Finishing Touches

Paul Dempster makes some final adjustments to the re-rigged main upper tops’l yard aboard Star of India.
Bugs in the ‘Boom

Steve Weigelt and Mike McDermott lay out onto Star of India’s jib-boom.

“I need two volunteers to work with Steve Weigelt to sand the jib-boom of the Star of India” said Mr. Davis. My hand shot up in the air so fast that I think it broke the sound barrier! My fast response (and no doubt pleading eyes, mental chants of PICK ME! PICK ME!, and frantic waving) got me one of the spots.

Steve had some preliminary chores to do checking in new volunteers, so Mike and I headed over to the Berkeley to get sandpaper, scrapers, and the like. The object was to hand sand the jib-boom lightly to prep for painting when the Star went into the yard, and to “feather out” any places where the paint had failed so the paint would go on smoothly.

Little did we realize that we were also going to be bug hunters! The climb out was … interesting. It was my first time climbing on the Star’s jib-boom so I just thought that it must be normal to have minimal handholds and scarce (and swaying) footing. Sorta forgot, until Steve got out there and commented about it, how much de-rigging had taken place! But it was really neat to see the view of the world from that end of the Star! Out came our sandpaper and we got to work, sanding, taking down high spots, probing checks to make sure there was nothing in them that shouldn’t be, when about 1/3 of the way down, we found a soft spot. Steve opened it up and found a termite run. He kept opening it up, trying to clean it out to bare wood. It kept getting bigger and bigger and bigger. Long story short, it took two weekends and the end result, which I unfortunately don’t have a photo of, was longer than a mallet, approximately wide enough for a mallet head to fit inside, and about 3” deep. And active; little buggers kept sticking their heads out, taking a look at us, and then ducking down (except for the ones that Steve, He Who Squashes Termites, caught!). After finishing on the second weekend (at which time we went stem to stern on the jib-boom looking for more active termite sites), Steve and I put some of Jim Davis’ secret termite ter-rorizer in the hole, and covered it up with black plastic to try to do a preliminary treatment for the jib-boom. I understand that the jib-boom will be looked at much more closely than we were able to do, once the Star is in the yard.

The distinctive runs of termites.

By the way, during our exploration, Mr. Davis let me know that having Bugs in the ‘Boom wasn’t all that uncommon. They evidently are a “gift” that we get from Pt. Loma on a regular basis, when the swarms there get blown across the bay directly to us. So for those of you, like me, that had horrible pictures of pieces of the Star falling off, fear not! It’s another of those on-going maintenance concerns that we keep a watchful eye on and, a good example of WHY we should be keeping a critical eye out every time we go aboard one of our ships for possible maintenance issues.

~ Aimee Kay, MMSD Volunteer.
Visiting eight islands in twelve days is an ambitious goal for any traveler. The 14 sail crew and 21 guest crew of the first Channel Islands Expedition stepped up to the challenge and had the adventure of a lifetime. Sailing on Californian is not a Princess cruise, and this trip was especially demanding.

Californian is glimpsed from Anacapa Island.

Seven of the twelve nights we sailed all night. We won up the anchors by hand five times—at San Miguel Island, twice in one night! Three of the islands had no dock, so on those we went ashore a la Juan Cabrillo—beach landings with waves breaking over the Avons, passengers scrambling in and out holding their cameras high.

We celebrated two birthdays and a wedding anniversary. We had a honeymoon couple aboard who chose our fellowship over their privacy. We read books by our author, listened to talks by our archaeologist, kept each other awake through long watches, dried our wet clothes on the rigging, shared our meals, our chores and our snores. When one of our group was injured and he and his wife had to leave the ship in Santa Barbara, we made sure their shoes got ashore to each of the remaining islands. This couple were standing on the dock to meet us when we returned to San Diego, and they are already planning their next voyage on Californian.

Holly Sinclair and Tyler Skarvada take advantage of some off-duty time to brush up on marlingspike seamanship skills.

There was hard work, but there were also magic moments: the brilliant Milky Way arching over us on our first night out from San Diego, our ship framed in the mouth of Painted Cave, thousands of peeping gull chicks on Anacapa Island, dolphins zooming like green rockets in the bioluminescence of our bow wave, the cinnamon flash of an island fox, a rolling broadside to salute our Navy hosts at San Nicholas Island, dinner together at Antonio’s our last night in Avalon.

Days at sea make small luxuries seem monumental: a hot shower, a clean shirt, an ice cream cone. This is why we travel—to step willingly out of our ruts and routines, to shake up our senses, to challenge our bodies and our brains with different rhythms and new places. With one hand we grasp the Past and shake hands with those travelers who have ventured out before us. With the other hand we reach into the Future, to touch the new people we are becoming. It is said that you get out of an experience as much as you’re willing to put into it—and for me, this was a great trip.

~ Charli Wessel, MMSD Volunteer.

Californian’s adept crew works the windlass in weighing anchor.

Our archaeologist, kept each other awake through long watches, dried our wet clothes on the rigging, shared our meals, our chores and our snores. When one of our group was injured and he and his wife had to leave the ship in Santa Barbara, we made sure their shoes got ashore to each of the remaining islands. This couple were standing on the dock to meet us when we returned.

Californian’s crew and passengers at Catalina Island.
Since its arrival on April 29th, the U.S.S. Dolphin has been a scurry of activity. With an opening date of July 4th, staff and crew under the direction of John Benya have been quickly readying Dolphin for access by visitors.

The month of June saw intense activity as the opening date approached.

The Dolphin, launched in 1968, celebrated her 41st birthday on June 8th. The diesel-powered submarine will be permanently moored as part of the museum collection.

One entertaining aspect of the Dolphin is its unique distilled water storage tank. Painted sometime between 1985 and 1987, the water tank resembles a Coors beer can. As David Guettler notes, “The guy that painted the ‘50 gallon distilled storage tank’, is 99.9% a Mare Island Naval Ship Yard Worker, a civilian (Minsy). He probably had to do this on his off days in steps, but I'm glad he did.”
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.

Change of Command

Scott Baldwin has assumed command of the museum’s Ship Operations. Scott is a longtime volunteer and veteran of the Californian.

We would like to send the best of wishes and fair winds to Peter Durdaller in his future endeavors. Peter has always had an enthusiasm for the museum and developed a beneficial and cordial relationship with the United States Coast Guard.

As the Museum Underway Initiative begins to develop, we can only imagine the kind of work Scott is about to encounter as the months go by. Good luck, Scott.

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
Summer Sailor’s Days for the Whole Family
Maritime Museum is the Place for fun this summer

EMBARCADERO—The Star of India as well as other ships this summer will be having Sailor’s Days every Wednesday, from July 15-August 26. Adults and children alike can experience first hand various activities such as what it is like to make rope for sailing, move cargo, raise and lower huge sails, tie sailor’s knots, climb through a steam engine and many more fun things to see and do. Each child can participate in a scavenger hunt around the ships learning about history while having fun. Each child wins a prize of their choice from our treasure chest.

All activities are included with regular admission prices; adults $14 and children $8. However, tickets purchased on line, in advance (Discovery Package) will include a one hour Historic Boat Cruise around the bay on the Pilot boat. Tickets may be purchased at the gate as well. Rides on the Pilot can be added to regular admission for only $3 more.

For more information the public can call: 619-234-9153 ext. 101 or check the Maritime Museum’s website at: http://www.sdmaritime.org/.

Lynx and the 2009 TransPac

The 1812 privateer Lynx made history on June 30th as with other high tech sailing yachts she set sail for Hawaii in the 2009 Transpacific Yacht Race or Transpac. Started in 1906, the Transpac has witnessed many technological advances in sailing yachts. Lynx, however, conjures up memories from when those technological advances represented what today would look like a traditional sailing vessel a la America. During the voyage a film crew has established residence aboard the Lynx for a future and much anticipated documentary.

As the yachts reach Honolulu after 2,225 nautical miles, we can only wish the best for the Lynx and her crew.

WARP, a rope or hawser, employed occasionally to remove a ship from one place to another, in a port, road, or river: hence,

To WARP, is to change the situation of a ship, by pulling her from one part of a harbor, &c. to some other, by means of warps, which are attached to buoys; to other ships; to anchors sunk in the bottom; or to certain stations on the shore, as posts, rings, trees, &c. The ship is then drawn forward to those stations, either by pulling on the warps by hand, or by the application of some purchase, as a tackle, windless, or capstan.

When this operation is performed by the ship’s lesser anchors, these machines, together with their warps, are carried out in the boats alternately, towards the place where the ship is endeavouring to arrive; so that when she is drawn up close to one another, the other is carried out to a competent distance before her, and being sunk, serves to fix the other warp, by which she may be farther advanced.

Warping is generally used when the sails are unbent, or when they cannot be successfully employed, which may either arise from the unfavourable state of the wind, the opposition of the tide, or the narrow limits of the channel.

We can easily sail our ship to death, or we can never sail her and she’ll also die. Somewhere in between lies the navigable course.

Ray Ashley
San Diego, 2009
“games” also serve as the venue for competitive bagpiping and drumming, both band and solo, highland dancing and of course Scottish heavy athletics. The local circuit consists of about eleven games throughout the year. Geographically from San Diego to Sacramento and Las Vegas to Tucson. After awhile one realizes that it’s the same big group of delightful people. Not really any different from our big family at the Maritime Museum.

~ Joe Radwanski, MMSD Volunteer

Heavy Athletics

I had several fascinations in the early 1970’s, the Star of India and Scottish Highland Games. My parents took me to see both the Star and the Games, and I captured the Star on a whale's tooth that was a present from my Grandfather. Our family went to the San Diego Scottish Highland Games for a number of years and I enjoyed watching the "heavy athletics" as they are known.

Fast forward to June 2008 - crew mate Joe Radwanski mentioned the games to me while we were aboard the Star. I had not been to the Games in some years and was excited to hear they had a new venue in the North County (Brengle Terrace Park). My family was away, so I headed up solo and spent a day watching the pipers including Kevin Carothers and Kyle Radwanski from our crew. I watched the heavy athletics, tried Haggis (and liked it), and finished my day with some strawberries and cream.

Somewhere in that day I managed to pick out a clan kilt, "kilt hose" and everything else I needed for the traditional dress. Back in the day, one of the Creighton ancestors was Lord High Admiral of Scotland - that must be where ships and salt water first began to run in our blood. This royal position allowed the Creightons/Crichtons to wear the Royal Stewart tartan - you have seen it, the bright red one. Soooo, I bought the Royal Stewart, but it was just a bit to... you know... TOO BRIGHT and this year the same shop owner allowed me to exchange the kilt for a different one - the Douglas tartan.

The Pipes

Crewmen Kyle Radwanski and Kevin Carothers make final preparations prior to competitive bagpiping events.

Most of us at the Maritime Museum have other interests or activities that we enjoy when we are not aboard our ships. In our family we tour the Southwest following competitive bagpiping. Some three and a half years ago Kyle showed an interest in his Scottish heritage (McClellan on my mother’s side). After attending the San Diego Scottish Highland Games he decided to take up the bagpipes. Following the accepted method of starting with the practice chanter he spent about 18 months learning the fingerling techniques and such. With the nod of approval from his instructor it was time to progress. We purchased his bagpipes and there were several new sets of skills to master. Kyle spent another year practicing daily and going to weekly lessons. In the summer of 2008 he was finally ready for competition.

Competitive bagpiping is divided up by band or solo. Within these two groups there are four “grades.” Grade 1 being the best. If there are enough solo entries each grade will be split by age, eighteen and over, and the juveniles. If the grade is not split the kids have to compete against the adults. Too bad for the adults as the little ones have quick, nimble fingers. Within each grade there are separately judged events, usually three tunes, a march, slow aire and piobaireachd (pronounced pee-brock). The latter being the “classical” bagpipe music.

The Scottish Highland Games have increased in popularity in the past couple decades. These events commonly serve to promote Scottish heritage and may include various vendors, Celtic musicians and most Scottish clans are well represented. The
My kids gave me a bad time this past weekend about my new Douglas kilt. They know the old family story about the Creightons inviting the Douglas clan over and serving the "treacherous feast of the black bull’s head" - the sign of death which was placed upon the dining table in the Great Hall. Aye, the Creightons were hellers back then. So you're getting a picture here, me in the kilt tent Saturday, picking out the Douglas tartan, Sam and Alex (both on our Junior Crew) saying they were going to run over to the Douglas Clan tent and turn me in... But the Royal Stewart is just TOO BRIGHT!

Sunday morning I got dressed in the kilt, hose, Keene boots (the ones I climb on our ships in), and the rest of my outfit. The kids and I headed up to the Games (now Mr. Davis knows why I missed 0830 muster). I competed in all the Heavy Athletics, starting with the Braemar Stone, which feels like a small boulder that you tuck into your neck then toss for distance. I was competing in my first games, in the Master's Class and having a blast. We moved to the Open Stone, basically another small boulder, but this time you get to take a couple steps before trying to wreck your arm and shoulder.

The "Heavy Weight For Distance" was next, though it does not sound like a very Scottish name. You pick up a 42 pound steel weight linked to a steel handle with - you guessed it - steel chain. You swing the weight in front of you a couple times, then behind you and transition to a full spinning motion with a release at the end. Sounds easy, right! I didn't expect to place in any of these events, but I took a Third Place Medal here. We moved on to the Light Weight for Distance (we Scots enjoy our oxymorons), a mere 28 pounds, and I added another 3rd Place!

At the Light Scottish Hammer I picked up another 3rd Place, and a 2nd Place followed in another event. The caber, a 17' spar, weighing 69 pounds was the event requiring the most technique. Having never competed I was picking up technique minutes before each event - and being mentored by Vern Alexander, four time world record holder. The caber wasn't pretty. No footropes, no jackstay, not even a wife or roband... what ARE you supposed to do with this spar. Vern coached me through three tries and I finally got a hold of the caber on the last attempt, then quickly let it fly. That's some video that won't be on YouTube any time soon...

It was great seeing Tom MacSaveny at the Games this past Saturday, along with Kyle, Joe and Kevin. Let one of us know if you're interested in the Games, piping, or just learning more about men throwing heavy things. See you onboard next Sunday... minus the kilt.

Lang may yer lum reek, wi' ither folks coal - Long may your chimney smoke, with other people's coal!

~ Bert Creighton, MMSD Volunteer
Escorted by two Navy tugboats, a Los Angeles class submarine arrives back in San Diego.

2004, the Hampton along with the HMS Tireless surfaced at the North Pole, so there was this gentle nod at the back of my head, hoping I had seen a historical explorer like the Hampton.

My oldest daughter, Rebecca had recently had field trips, of which I chaperoned, to both Mission San Luis Rey and Rancho Buena Vista, giving her a decent look at the early history of San Diego. As we passed Point Loma for the Pacific, the Pt. Loma lighthouse stood out rather clear and I was able to expand on her awareness of the county. The small tidbit that whales nearly clogged the mouth of the bay helped along the way.

As Kiwi began to cruise up and over the sails, a traveling guitar emerged and tunes from the 60s and 70s wafted across the cockpit. The girls, on seeing all the objects like buoys, their different color schemes, the breakwater, the lights in a dimming night sky were all answered concisely and with a smile by Malcolm and Capt. Mike. Suffice it to say, there were aspects for me as well. I certainly stepped off Kiwi knowing more than when I had stepped on.

~ Brad Holderman, MMSD Volunteer, editor.

Like the family home, a museum ship requires care and maintenance or it will fall into ruin.

Bob Krauss.
Honolulu, 2003
**Balclutha: Sending aloft the mizzen topgallant**  
Rigger Extraordinaire, Jamie White shares his work aboard the 1887 former Alaska Packer.

On June 30, 2009 the crew of the ship *Balclutha* and staff members from San Francisco Maritime National Historical Park swayed aloft the mizzen topgallant mast.

The day dawned cold, damp and dreary until the sun made a brief appearance before retreating under a cloudy sky. Rigging in San Francisco in the summer is all about sweaters and sun tan lotion.  *All Photographs Courtesy of Jamie White.*

---

The day began with damp foggy weather. Golden Gate bridge is just visible in the background. Notice that the mizzen looks to be mizz'n a mast...a little rigger humor

The top rope and safety (preventer) line rigged. The yellow slings and shackles are the top rope lizards to prevent the spar from capsizing as it is hoisted into the vertical position

The various blocks at the topmast head for reeving the top rope and preventer

View from aloft to deck and the topgallant mast waiting to be swayed aloft. Notice the leads of the top rope abaft the yards but forward of the yard lifts. **VERY IMPORTANT!**
Balclutha (cont)

When did the Sun come out, the topgallant mast sways aloft. Use of a heave a head helps to prevent unnecessary banging on the way aloft...and the strong back of a shipmate.

Mast belayed in position to cast off the first set of lizards from the top rope. If this task is overlooked, a busy and frustrating day lies ahead. If the lizards are not cleared away before they enter the gate, they can get permanently jammed in the gate - requiring them to be cut away...not fun.

The first rigging eye is passed. The order of the gang is:

Back to work...how many more feet??? The mast now weighs well over 2500 lbs. with the combined weight of the spar and all the wire.
The fid is passed through the fid hole at the heel to rest upon the trestle trees. Only thing left now is to settle the spar upon the fid by slacking the top rope. Note - the purple sling that is acting as a preventer in case of the top rope & safety line parting. A prudent sailor is a testament to the art of seamanship.

A very happy and satisfied rigging boss - very proud of the yeoman's job performed by the crew and the level of seamanship displayed by all. **Bravo Zulu.**

Almost home, just a few more feet. This is the most critical and dangerous part of the evolution. The FULL weight is upon the top rope. The spaces within the gate and the cross trees is fast diminishing and can pinch and part a top rope. Rig a heel preventer sling to act as a fail safe as shown in the next photo.

The mizzen topgallant mast back where she belongs, now if only the Sun was....
First Lesson

Lie back, daughter, let your head be tipped back in the cup of my hand. Gently, and I will hold you. Spread your arms wide, lie out on the stream and look high at the gulls. A deadman’s-float is face down. You will dive and swim soon enough where this tidewater ebbs to the sea. Daughter, believe me, when you tire on the long thrash to your island, lie up, and survive. As you float now, where I held you and let go, remember when fear cramps your heart what I told you: lie gently and wide to the light-year stars, lie back, and the sea will hold you.

~ Philip Booth

Click Here
To hear Garrison Keillor read First Lesson

Board the Star of India and experience a fun, unique movie venue.

Pick a date, grab a jacket, take a blanket to snuggle up in, and get ready to be entertained by this grand old lady (the Star of India) in a way unlike any other. Her projection sail raised, her decks set up for your comfort, her staff and volunteers ready to help her put on the show; the Star of India invites you to her 15th Movies Before The Mast Film Festival.

Friday nights are Date Nights. Bring a date, win prizes and snuggle under the stars as you watch:

<table>
<thead>
<tr>
<th>Date</th>
<th>Movie</th>
<th>Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 10th</td>
<td>The Perfect Storm</td>
<td>PG-13</td>
</tr>
<tr>
<td>August 14th</td>
<td>Deep Blue Sea</td>
<td>R</td>
</tr>
</tbody>
</table>

Saturday nights are Family Nights. It’s a fun night for the whole family. Come a little early, explore the ship, join in the pre-movie activities and win prizes, and then watch:

<table>
<thead>
<tr>
<th>Date</th>
<th>Movie</th>
<th>Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 11th</td>
<td>Sinbad: Legend of the Seven Seas</td>
<td>PG</td>
</tr>
<tr>
<td>August 15th</td>
<td>The Sea Gypsies</td>
<td>G</td>
</tr>
</tbody>
</table>

Ticket Prices
Adults: $13, Children (12 and under): $8
Adult Members*: $11, Member's Children* (12 and under): $6

Show Times
Box office opens at 6:30 p.m., Gates open at 7:00 p.m.
Movies begin at 8:00 p.m.

There are NO REFUNDS or EXCHANGES so please select carefully
*Member's must show their membership ID at the box office when they check in.

We would like to thank Anthony’s for their continued participation and support.

Go to www.sdmaritime.org for details.
**The Great Potatoe Tragedy**

(Comedy)

*In Five Acts & Epilogue*

**Act IV**

*The Editor's Guilt*

The galley’s beset by pit-falls & spring guns
The steward has cautioned the cook
To examine the pies, to look in each hash
And all the potatoes to hook.

Now like ev’ry one else our Editor likes
To have a good feed when he can
He “murphies” had bagged, but the feasting postpone
When he saw the risk that he ran.

But he planned a deep scheme by which to ensure
The dish that was now all the rage
T’was boldly conceived & if well carried out
Great success was sure to engage.

---

**North American and United States Gazette**

*July 17th, 1851*

---

**Official Log Book No. 4**

**Euterpe 1869-1870**

*Friday July 22nd 1870*

*2 PM*

*Lat 34'30 'South  
Long 24'4s 'East*

Observing that Alfred Street (sic), Steward, and James O Hill, cook, were intoxicated, at the same time pumping the key of the Rum Cask, charged the Steward with having taken it from my pocket, he informed me that the key was in my cabin and that he had not been near the Rum cask. Searched in the pantry, and in the bean locker found a bottle about half full of Rum, which has by him been embezzled, the other portion of the contents of the bottle, being the cause of intoxication in both (sic) Cook and Steward, in the Previous (sic) the cook became became (sic) very quarrelsome and abusive to several of the crew.

Read the above to Alfred Street, who acknowledges to having found the key of the Rum Cask in the pocket of a pair of Mate trousers and that he thereupon drew off a bottle full.

---

*Dr. James, Health Officer, writes to us in reference to the complaints as to delay in his inspection of the ship Euterpe. He says on taking office he sent a circular to the chief shipping offices asking that he be informed at the earliest possible moment of the arrival of their ships, as he was desirous of studying their convenience. The first notification of the arrival of the Euterpe reached his house at 10 a.m. yesterday, and was reported to him at 1 o’clock, though the vessel had dropped anchor at 4 p.m. the previous day, and had previously been signaled from Cape Campbell and from the local signal station. Thus the agents were, or ought to have been, aware of the ship's approach for 18 or 20 hours, yet they did not acquaint him with the fact.*

---

*The Evening Post, July 31st, 1895*

Born in Killarney, "the home of beauty" as he called it, William found himself among the steerage passengers for their westward voyage.

Under the command of Capt. Phillips, the journey out of the channel was a difficult one. On December 20th while still in the channel, a first class passenger, 39 year-old army Captain Cockburn McBarnett, committed suicide. After a passenger inquiry, the body was committed to sea. Due to a lack of wind, Capt. Phillips put Euterpe into Plymouth Harbor. While still managing 5 knots, John Griffiths recalls, "there was some fishermen came with their boats wanting to tak [sic] the passengers ashore when we where [sic] putting the anchor down one of their boats got fast with its mast into our main staysail roops [sic] and we where [sic] going about 5 knots at the time. so

By January 2nd, Euterpe had again set sail, the voyage turning into a decent run, arriving at Lyttleton on April 11th, 1876 after 120 days. Halfway through the voyage, William Hilliard learned that, having paid for his own passage, he had been entitled to a grant of land in New Zealand. By then, however, it was too late to take advantage of this opportunity. The application was required to have been made while still in London.

William quickly married Jane O'Keefe who also arrived in New Zealand in 1876. They produced nine children that led to twenty-seven great grandchildren by 1946.

As he recalled in 1946, "I was one of the many passengers who
Hilliard (cont)

William Hilliard, at age 99 years had become a successful gardener doing most of his own work until the age of 97.

could not get a job, and joined the Police Force." Being too short to be a mounted policeman, Hilliard was made a trooper, retiring in 1913.

William Hilliard passed away at the age of 99 years 11 months, shortly after an article of his longevity appeared in the Christchurch Sun in 1946.

Loading Lumber

Timber is loaded into lumber ports on the stern of square-rigged ships reminiscent of Euterpe's brief history in the trade.

A RETURN COMPLIMENT

Berkeley People to Buy Flags for the New Ferry-Boat.

BERKELEY, July 12th. - J.W. Richards, president of the Board of Trustees, thinks that the action of the Southern Pacific Railway Company in calling its new ferry steamer the "Berkeley" should not be allowed to go unappreciated by the residents of the town. At the meeting of the Board of Trustees held last night he took occasion to suggest a way in which the compliment might be returned. President Richards said he thought that the citizens of Berkeley should purchase a set of flags for the new steamer. A public subscription ought to be raised sufficient to make the present a handsome one. The trustees agreed that although no official move could be taken in the matter, they would further the movement as much as possible. Several of the leading citizens are known to have expressed themselves as thoroughly in favor with the plan and there seems little doubt that it will soon be carried out.

Courtesy of Philip Hilliard

FOR LONDON DIRECT,
From Lyttelton.

The splendid iron clipper ship EUTERPE,
Aa1, 1197 tons register,
Captain PHILLIPS,
Will sail as above on or about
TUESDAY, 20th JUNE.

Cargo from Wellington will be delivered free to ship at Lyttelton.
For freight or passage, apply to LEVIN & CO., Agents.
Sails for San Diego

The ferry boat Ramona, built by the Risdon Iron Works for service between San Diego and Coronado, sailed yesterday for the former port in tow of the tug Relief. Although it is expected that the Ramona will proceed most of the way under her own steam, the Relief will escort her to her destination.

*Courtesy of the San Francisco Call July 2nd 1903*

The San Diego ferry boat Ramona is seen here in this undated postcard circa 1910-1915.

ANACORTES (CONT)

The Anacortes company packs one hundred thousand cases of salmon yearly. Even should the Morgan syndicate bond everything else on Puget Sound, it would now control only 70 per cent of the output. Experts even say the Alaska Packers' Company, with its superior plants, will pack 50 per cent of the output, and they predict that the Morgan syndicate will now go to pieces.

*Courtesy of the New York Daily Tribune Thursday, July 4th 1903*

SAN DIEGO DISASTER

San Francisco. July 3 (Special!):— The Alaska Packers' Association has just stolen a march on the J. P. Morgan salmon packing syndicate by buying up the Anacortes Packing Company, the second largest plant of the Puget Sound region. The Morgan syndicate recently bonded all the salmon canning plants on the coast, except those of the Alaska packers. These options were to run till July 1. The Alaska Packers' Association officials saw the syndicate had only a short time to perfect the deal, so they proposed to the Anacortes company to take over the whole concern for nearly $500,000 in cash, in case the syndicate did not redeem its bond by July 1.

When the syndicate wrote to the Anacortes company last week asking an extension of time on the option they were met by a refusal. Then on Monday the transfer was made to the Alaska packers.

*Courtesy of the San Francisco Call July 16th 1907*

NEW MOVE IN SALMON PACKING INDUSTRY

ALASKA PACKERS GET THE ANACORTES COMPANY AWAY FROM MORGAN SYNDICATE.

COAST SHIPPING NEWS

Items of Interest to Mariners of the Pacific

SAN PEDRO, July 15.- Shipping men here are deeply interested in the outcome of a sailing race begun yesterday between the schooners Forester and John Campbell. Captain Wilson of the Campbell has wagered $500 with Captain Dorowitz of the Forester on the outcome of the race, which will end at Cape Flattery, although both vessels are bound for Winslow. Other wagers aggregating $600 or $700 have been laid by other captains in port. This is a race of representatives of the old and the new schools of navigators, Captain Dorowitz having achieved a world wide reputation for seamanship while Captain Wilson is among the junior masters on the coast.

*Courtesy of the San Francisco Call July 16th 1907*
San Diego Yachts Start in the Long Race to San Pedro

Contest Is for Vice Commodore's Cup and Speedy Boats are Entered

SAN DIEGO, July 7.- In the first long distance race ever held under the auspices of the San Diego yacht club, six vessels sailed this afternoon at 2 o'clock for the finish line at the San Pedro breakwater. The Contest is for the vice commodore's cup, and is a handicap affair.

The Aeolus, the only scratch yacht is in command of Captain Frank Wyatt; the Gretchen, with a handicap of 51 minutes, 20 seconds, Captain Alonzo Jessop; the Nackey, 60 minutes, 54 seconds, Captain Lew B. Harris; the Butcher Boy, 57 minutes, 42 seconds, Captain Kent Hamilton; the Daisy II, 69 minutes, Captain Clarke Morgan; and the Trilby, 29 minutes, 18 seconds, Captain E. W. Gahen, being the other contestants.

All six yachts will enter the Times cup race to take place off San Pedro Saturday.

Diary 1908: Aymee Macalister

29 July Wed. Lovely morning. Then the wind got up. Elena and I walked down to the shore. Medea came round and the gig came to the burn but it was too rough to go to Torrisdale. So Medea went to Loch Ranza & we came back.

The Voyage to San Diego

Wednesday, July 7, 1927

REMARKS

In tow of Wapama as before.
9:30 A.M. Ana Capa abeam distant 2 ½ miles.
4:10 P.M. Pt. Firmin abeam distant 1 mile.
5:30 P.M. Entering San Pedro Breakwater.
Anchored in San Pedro Harbor.
Ship's Historical Narrative June 1971

U.S.S. DOLPHIN (AGSS 555)

From mid-May through 15 July DOLPHIN, BAYA and S.P. LEE operated from Kodiak in the Gulf of Alaska conducting research and development operations. During this period the theoretical concept of the oceanic reliable acoustic path was tested under real world conditions and proved to actually exist as predicted in advance by U.S. Navy scientists. It was DOLPHIN’S deep diving capability and sonar system which made this achievement possible.

SAIL ABOARD KIWI

Capt. Mike F. Swall 619.987.3013
License 100 ton sail, power
1st Mate Malcolm T. Swall 619.518.8567
sailkiwi@letsgosailingsandiego.com

KIWI is a 39’ Cavalier Aux. Sloop, strongly built, with a roomy comfortable cabin.

We are docked at the south end of Shelter Island in the Kona Marina at the Kona Kai Hotel.

Our basic sailing accommodates up to 6 guests.

Our guests are encouraged to sail the boat, learn to sail, or just relax. Snacks and soft drinks are provided.

Joe Jessop, courtesy of Mains’l Haul Vol. 40: 3 &4 2004
by Joe Kessop and Robert Sharp, page 64.
Bayshots

**Pic O'the Month**

*Californian* in Black and White

---

**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.
**THIS MONTH...**

### July

**1542, July 2nd** - Under the command of Juan Rodriguez Cabrillo, the Spanish ships *San Salvador* and *Capitana* sight the coast of Alta California.

**1844, July 2nd** - The full-rigged ship, *Euterpe* logs 286 miles with an average of 12 knots.

**1897, July 2nd** - The full-rigged ship, *Euterpe* is reportedly sold to Lincoln Spencer, acquiring a temporary Hawaiian registry.

**1976, July 4th** - The restored *Star of India* sails for the first time in fifty years.

**1849, July 7th** - On her initial voyage, the United States Revenue Cutter *C.W. Lawrence* departs Valparaiso, Chile for the Hawaiian Islands.

**1898, July 7th** - President McKinley signs the Treaty of Annexation (of Hawaii) ending Hawaii’s right to register vessels.

**1996, July 8th** - The restored *Star of India* is underway to search and locate ex-U.S.S. AGHERHOLM (DD-845) (sunk on July 18, 1982 as part of a SINKEX). Ship located and photographed with underwater camera system.

**1927, July 9th** - The bark *Star of India* arrives in San Diego, CA.

**1776, July 12th** - The frigate *HMS Rose* continues her engagements against land based batteries on the Hudson River.

**1798, July 13th** - His Majesty’s Ship *Surprise* is ordered to the West Indies to protect the shipping trade.

**1973, July 14th** - The newly restored 1904 steam yacht *Medea* is re-introduced at the San Diego Yacht Club. She would be officially donated to the Maritime Museum of San Diego the following month.

**1849, July 18th** - On her maiden voyage, the United States Revenue Cutter *C.W. Lawrence* departs Valparaiso, Chile for the Hawaiian Islands.

**1905, July 29th** - The steam ferry *Berkeley* suffers damage after striking log piles from a runaway log raft.

**1958, July 29th** - Service for the steam ferry *Berkeley* ends.

---

**From the Editor**

With the final relocation of *U.S.S. Dolphin* to the Embarcadero on the north side of the *Berkeley*, I finally felt it. Dr. Ashley has on more than one occasion intimated that the future of the maritime museum would represent two sides of a maritime coin.

Walking south along the Embarcadero, as a lot of us do each Sunday morning, with the ferry *Berkeley* acting as a suitable backdrop, I glanced at the *Dolphin*, abaft her, now lay *Medea*. Moored alongside *Medea* was *Pilot*, accustomed now to being her longtime companion. The *Californian* was out on the extended Adventure Sail so as to not to muddle the effect.

In the 15 to 20 steps it took to cross in front of *Berkeley*, an interesting sensation overcame me. Tall masts with epic spars and sail now filled my view. The Soviet *B-39* submarine was conveniently obscured by *HMS Surprise*.

No longer was it the modern age of diesel fuel and steam. Even the *Berkeley* still filled her role, suggesting the early part of the century when both she and *Star of India* were busy in the waters of San Francisco Bay. Disregarding the historical context of *Surprise*, it was now Fortman Basin 1909.

Dr. Ashley’s effect was more dramatic than I ever had anticipated.

In a few minutes time and roughly a hundred yards, I walked through time. I was transported from the age of powered ships to the age of sail, with the *Berkeley* acting as a fitting boundary. To my surprise, effectively so.

Heads, powered. Tails, sail.

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

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