On The ‘Tween Deck…

• Crew Testing
• Movies Before the Mast
• Star of Scotland Continues
• Lane Victory

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 July 4th, 2009, the Maritime Museum of San Diego opened the U.S.S. Dolphin at a special Members’ Night preview for its newest addition to the fleet. Museum members were treated to a unique and insightful view of the museum’s newest addition to its historic fleet.

Included was a discussion by Dr. Ray Ashley, director of the museum, regarding her place as a museum vessel and her place in San Diego and Pacific Maritime History. Among the membership, many former crewmen of the Dolphin added to the unique flavor of the night.

Two days later, July 4th, as the United States celebrated its 233rd birthday, the Dolphin officially opened to the public. Increased crowds were indicative of a new depth of maritime history added to the museum by the Dolphin.

Between the Dolphin, the B-39 submarine and the proximity to the U.S.S. Midway Museum, these ships represent the closing periods of World War II, the Cold War and the near present past. From the aircraft that line the decks of the Midway, to the record attaining depths of the Dolphin, to the ships themselves, the

(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
dimensions of 20th century naval developments are succinctly represented.

San Diego is a "Navy Town." San Diego, for most of her life, was the Dolphin's home port. For the former crew who initiated the struggle for her survival, the city and Museum as a whole have collected together as caretaker for one of the most historical diesel-powered submarines in U.S. Navy history.

With the addition of the Dolphin, the museum now boasts six historic ships that can be toured for the cost of a single entrance fee. For extra costs, the Californian and Pilot are available as daily sea-goers, increasing that fleet to eight.

As the unique relationships with the yacht America and privateer Lynx are strengthened, historic vessels will not only be on display, but the busy activities of a historic seaport will be visible as well.

The U.S.S. Dolphin not only represents its place in maritime history, it represents a historical step for the museum as it continues to pursue a methodical and transitioning future as one of the premier museums on the West coast.

~ Brad Holderman, MMSD volunteer, editor.

Through the month of July, crowds continued to be strong despite a struggling economy. By enlarging its fleet, the museum has widened its appeal to included those with U.S. Naval interests. In the future, the inclusion of the replica San Salvador and a historic tuna fishing boat, the Maritime Museum of San Diego will not only represent San Diego maritime history, it will be the forerunner of maritime museums on the Pacific Coast.
By the time the audience is let in, the heat of the summer day is breaking with a cool breeze wafting across the bay onto the decks. On a cloudless evening, the setting sun can at times be a brutal curtain call to the day, but it also marks the dimming of the lights for each show.

With two remaining shows to be had in the month of August, a continued success is expected. The remaining films are *Deep Blue Sea* on August 14th and *The Sea Gypsies* on August 15th.

*Released in 1999, Deep Blue Sea stars Samuel L. Jackson and Thomas Jane. Set in an underwater research lab, an a search for a genetic cure for Alzheimer’s disease is conducted on Great White sharks. The experiment has the side effect of making the Great Whites far more intelligent and the ensuing carnage, thanks to CGI effects, takes place.*

*The Sea Gypsies (1978) stars Robert Logan in a story similar to the Swiss Family Robinson. A man, a woman and three children begin a circumnavigation, but are shipwrecked on an uninhabited island. In the true genre of family fare, the natural world presents its share of cuteness and danger as the unrelated people become a family unit.*

The Movies Before the Mast program presents a unique way of enjoying a maritime oriented film while enjoying the quiet atmosphere aboard a closed *Star of India*. Heavily dependent on a committed group of volunteers, the program owes its success in due part to this select group.

~ Brad Holderman, MMSD volunteer, editor.
Crew Testing – Over the futtock at last...

On July 12th, 2009 the mandatory annual testing for sail crew was conducted aboard the *Star of India*. The testing is in art, required by the U.S. Coast Guard to ensure the safety of both crew and passengers, aboard the many ships of the fleet of the MMSD.

One hundred years ago on that day, the bark *Star of India* lay in the frigid waters of Alaska. Scattered around Bristol Bay along with the other ships comprising the fleet of the Alaska Packers’ Association, the summer months were the heart of the salmon fishing season.

A century later, the Cape Horn veteran lies moored alongside the Embarcadero, the centerpiece of the Maritime Museum of San Diego. Yet, she does not just lay there, she still sails as she did as a merchantman in the India trade, a New Zealand emigrant ship, a global circumnavigator, Alaska Packer.

Yet, at 146 years of age, it’s not as frequently as in the days of her youth. In celebration of her birth month, November, she still puts to the waters of the Pacific Ocean. A ship that sails does not do it by itself. A ship requires a crew, acting as the cerebral impulses, the flow of blood and oxygen giving it life. With ship and crew, the whole becomes a living organism, an aspect often reiterated by our museum director, Ray Ashley.

In this modern age, her crew consists of both men and women. Jack Tars of various personalities, skills and experiences step onto her deck in order to breathe life into this iron jewel. The 21st century, the museum and each individual requires that the crew, in the elaborate preservation of a 19th century sailing vessel, stay in one piece. Safety is paramount.

To ensure this safety, each volunteer hopeful, regardless of his or her previous standing is required to pass a qualification test. These tests are broken down into three sections: written; knots and belay; and physical.

The written part of the testing comprises general knowledge of seamanship skills, sail theory and common history applying primarily to the *Star of India*.

The knots portion requires the basic knowledge and ability in six basic knots and hitches. One is expected to perform these in a single, fluid motion. Additionally, proper belaying techniques are expected.

The physical is perhaps the most difficult phase of testing as the aspect of safety is greater in this element of working aboard a square-rigged ship. The test is broken down again in several sections. These sections will establish if one is able to work the deck, continue to the jib-boom, or last, lay aloft along the shrouds towards the upper rigging. From the simple hauling of a 70lb sack (deck), to the one-armed hang (jib-boom), the grand finale for aloft topman is the ability to make one pull-up. An additional requirement of two recoveries on the practice yard involves hanging in a safety harness, then climbing back onto the footrope.

For me, it was a day that I had been contemplating for several years. Previously, I had been too heavy, so managing a pull-up was harder than expected.

However, in the last couple of years, I managed to work off quite a bit of weight. Last year, I did the hang quite easily, allowing me to lay out on the jib-boom and the lower course yard on HMS *Surprise*. All of this avoided my greatest worry, the futtock shrouds. The futtock shrouds are a fairly small section leading outward from the mast to the outer edge of the top. This leads to the characteristic of a crewman leaning backwards in order to lay over the futtocks. It was this aspect that captured my fear.

I have in my life had very few opportunities to face my fear. While in the United States Army, the closest I came to combat was during our conflicts with Libya. An air strike led us to being locked down, with the expectation that tomorrow we would be shipping out to the northern African nation. It never happened. But, the spiritual gasp was there, what would it be like, how would I handle it, would I even manage the strength to keep my wits about me? It wasn't too long after that that I came across Lord Moran's psychological assessment from World War I entitled The Anatomy of Fear.

There have been other occasions when the ability to face my own fears were, through the decisions of fate, avoided or unnecessary. But a square-rigged ship limits one's abilities and knowledge if you can't pass over the futtocks. It's a simple...
At first muster, a list of crew names was read. Mine was included. As the list was finished it was announced that the names on the list had routinely over the years, scored high on the written portion of the testing and were therefore excused. That list would proceed directly to the physical testing.

I realized that my greatest fear would be the first course I would be on. Re-mustering on the orlop deck, I waited my turn. I managed the hauls quite easily, straight into the single pull-up. Next, the haul, I could tell how much weight I had lost; it seemed heavier, relatively so. Last year I recall it seemed even heavier. As it had turned out, stones had been sporadically added to the sack. It had been discovered that it had by this year become 90 lbs. That was corrected, even so, I felt my body tempted to be lifted into the air.

Then came the recovery. The practice yard was obscured from the line of awaitees. Most had not done this yet, so we really didn’t even know what to expect. Most stepping back around the corner appeared flustered, all the while speaking that it was easier than expected. My turn.

I turned the corner, briefly instructed in how things would proceed. I stepped onto the footrope, clipped onto the jackstay then stepped back to the deck.

I wasn’t expected to "fall" from the yard. Simply, I sat back into my harness, swung, until my swaying stabilized. The first thing I realized was that my harness was more comfortable and unnoticeable than I had anticipated. Not did my voice raise several octaves. The simple motion of throwing a leg over the footrope, pulling on the harness’ lanyard got one halfway. A second knee onto the foot rope allowed for reaching for the jackstay, standing back onto the footrope was an assured matter from there. The second recovery was even easier.

Walking away, I was given a red circular stamp on the back of my right hand. I had a choice, I could head for the weather deck, forward and lay aloft. Or, I could simply go to the Californian, take the Californian jib-boom walk around, or by pass even that and simply accept deck qualified.

But I hadn't been working for any of that. I simply wanted to know if I could garner the courage to lay over the futtocks. It had become a rather hot day, summer apparently had finally arrived. Waiting in line again, I watched carefully those going before me. George Sutherland was there on the deck, giving some pointers, I listened intently.

Then it happened, it was my turn. I looked aloft, I knew all three topmen up there, Paul Dempster, Steven Weigelt and Pablo Koenig. I lay to the starboard bulwark, grasped a shroud and hauled myself up. The Star’s lower ratlines were wooden battens, something new to me. The Surprise’s ratlines from bulwark on up were spliced and tarred line. "Here it comes..." I continued to remind myself with each step carrying me even

higher into the rigging. Looking straight ahead at the mast, I had passed the fore yard, the futtock bumped my cap as it reached outward towards the edge of the top.

The millions of things I thought I would be thinking about escaped me. The sudden thud of my body striking the deck, my three kids without a father, even the suggestion of the gravitational force pulling on my body, were all thoughts plaguing me prior to leaving the deck. The futtocks now possessed me completely, there was no other thought in my head. The first two steps went fine enough. But by then, it was time to assess how to get over. I realized I was briefly stuck, wondering where best to put my foot, where and when to reach for the topmast shrouds above the top. The topmast shroud seemed to be the safest choice as a handhold. The hesitation was brief, but long enough not for my brain to panic, but my body. Odd sensations began to speak from my limbs, indescribable but in one voice encouraging me to get over now. I reached for the shroud, pulled assuming most of my weight, the rest went easy. I was over.

Then yet another strong sensation crept over me. On Surprise, I had been allowed to lay to the course yards. There you can step from the shroud directly onto the footrope, a near casual affair for me at this point. The Star is different, especially when needing to get to the lower tops’ yard, I still had to climb half of the next shroud. From there I discovered, the yard supported by a gooseneck stood from the mast a good three to four feet. From the top to the fore lower top yard was a craneline. Paul, Steve and Pablo didn’t say a word. The sensation of being a stranger in a strange land was overwhelming, even with people I knew around me.

I wasn’t sure if I should wait for instruction or lay straight out onto the yard. I asked Steve, he gave me a go ahead. I looked over at Pablo on the yard, exclaimed "Stepping onto Starboard." With replied "Stepping on, aye" I laid out, stepped onto the footrope. An old problem came back, my left leg became a sewing machine. It was surprising, I hadn’t had that issue on
Crew Testing (cont)

Under close supervision, crew inexperienced and experienced lay out to the fore lower top yard after passing over the futtock shroud.

Surprise for more than a year now. The footrope was that much different, lower, placing the yard close to my upper chest. The feeling that one will be spit forward underneath the yard is the scourge of shorter fellows.

I made it out to Pablo, actually chatted a moment about a used computer. I felt Pablo was trying to take my mind off of my current location on this earth.

My leg continued to bounce, regardless of feeling more comfortable. Farther out on the yard, the height had shrank and my arms rested comfortably on the yard.

By the time I got back to the top, it was apparent that between my hesitations on the futtocks and bouncing leg had been noticed. Paul insisted I be belayed to lay back over the futtocks. Mentally I felt ok, I really did, but didn't argue the point either.

Since the moment I left the deck, everything was new and unfamiliar. I wasn't going to resist the advice of experienced topmen.

Clipped in and literally attached to Paul I made my first feel with my foot for the ratline. The Star’s futtock shrouds face slightly forward, by still being unseen, it took me a moment to find it.

Steve was on the shrouds waiting for me. Once my foot found the first ratline, descending went smoothly, even more than I expected. I stopped at Steve who unclipped me from Paul and I continued my journey back down to the deck.

Realizing that it was a shaky climb over, I certainly didn’t expect a high rating. But it was over and I wanted to do it again.

The knots testing lay aft not too far away, on the poop deck. A long line awaited me. A small tagline I kept on my belt enabled me to practice as I waited.

Stepping onto the poop deck I strode to my tester, Capt. Chuck McGohey. Square knot, no problem. Figure eight, two half hitches, clove hitch and bowline. Then the stopper knot on a halyard. The first, second and third belays were easy, one fluid motion. The last thing I had to do, belay to the pin, leading from the deck aft, I grasped the line, crossed on the lower part of the pin, in an instant and without Capt. McGohey telling me, I knew I blew it. I hadn't "corrected the c," avoiding trapping the line. I muffed the very last movement to qualify for sail crew.

I wasn't the only veteran to screw the pooch this day. And I’m sure as I left a remaining line of crewmen behind me, I wouldn’t be the last. There would be make-up opportunities as well. I felt stupid, but not worried.

~ Brad Holderman, MMSD volunteer, editor.

The Great Canned Salmon Experiment

While strolling down a grocery store aisle this past week, I reminded myself that I needed to grab a few cans of tuna. While glancing downwards, something caught my eye, a fish. I looked back up, the fish was a salmon. A few varieties of canned salmon were for sale. Canned salmon, hmmm, that's what Star of India did as an Alaska Packer. The thoughts of the impact of the Alaska Packer’s Association ran through my head, by 1900 they along with the other canning companies had flooded the market. By 1919, the Stars & Stripes even commented to the European Theater that, “Contrary to general opinion, there are other industries in the United States besides the canning and exporting of salmon.”

The thought crossed me, "What was the big deal about canned salmon?" So, I grabbed a can of the most reasonable product which turned out to be pink salmon. Red salmon seems to be nearly twice as expensive as the pink variety.

At home, the salmon dressed a simple salad. I was surprised at how much it tasted like tuna, something that doesn't occur with fresh salmon, nor tuna for that matter. There must be something about the canning process that causes a generic taste to the fish. Still, all in all, it was tasty. I imagine that in 1910, salmon was simply the tuna of the day.

~ Brad Holderman, MMSD volunteer, editor.
Once thru the bag check area, we were amazed to meet Mr. Cornell Iliescu, who was a 6-year old Romanian during WWII. He is also the founder of the Noble Cause Foundation which helps to preserve the memory of The Greatest Generation. You really do need to go click on these links and read Cornell’s story; it’s truly unbelievable. Little did we know that we’d be seeing a LOT more of Cornell during the cruise!

SS Lane Victory

Last year, during the Maritime Heritage conference, Paul and I boarded the Lane Victory the last WWII Victory ship that still goes to sea. We spent a lot of time in the engine room, chatting with Gordon, one of the crew. We kept in touch, exchanged sea-stories back and forth, and then Gordon mentioned that the Summer 2009 Cruise Dates had been set. Were we interested in going out?

Silly question! Pass the chance to cruise on an internationally recognized landmark, a living memorial to Merchant Marine sailors, THE last Victory Ship still in action? Heck no, we bought our tickets and made hotel reservations.

We stayed right across the street from the LA Maritime Museum which meant that we had a very easy ½ mile walk to Berth 94, where Lane Victory is berthed. Boarding was from 0700 to 0830, so we were in line for the security bag check at approximately 0715. The hot coffee that was setup for those waiting in line was GREATLY appreciated! The Lane Victory is operated under MarSec 1 rules, so have a picture ID and, if you bring a backpack (as we did), prepare to have it or any other bags you bring searched. We even saw a few enterprising souls bring folding chairs; obviously they are experienced passengers!

The Harbor Pilot descends the Jacobs ladder.

We checked aboard the Lane Victory, followed the example of some of the more experienced passengers by grabbing two folding chairs and setting them up on the Boat Deck. We put our coats on them and then enjoyed some more coffee and breakfast pastries on the main deck. Just a bit after 0830, the gangway was raised and with the help of a tug or two, we were off. The LA Fire Department gave us a small water salute as we got underway, we cast off our tugboat at the mouth of the harbor, and then watched as the pilot boat came in to pick up our pilot from one of the longest Jacob’s Ladders that we had ever seen! We “set sail” for Catalina.

The band played some great tunes for us as we settled in, and some dancers took to the main deck to dance. Wait! Is one of those dancers Cornell? Why yes, he was energetically “cutting the rug” with a navy nurse! Paul and I enjoyed the overview we had until the announcement went out that the Memorial Service for Merchant Mariners who were killed during WWII was about to commence.
Lane Victory (cont)

rounds checking readings, temperatures, and lord knows what else. The docents had to really shout to be heard and the heat was well over 100 degrees! The shaft room however was a completely different story. Cool, quiet, and peaceful; with just the spinning of the incredibly large shaft making a humming noise. Then, we went back on deck, wandered around for a while, talked to various people, and made our way to the fantail for some wine (free water, 4 free wine/beer/soft drinks per ticket, then $1 for more should you want). Soon it was time for lunch which, from our trips past the galley, was driving us crazy with the good smells.

Cornell Iliescu cuts a rug.

It was a beautiful ceremony. Each cruise, a different ship that was sunk is picked to be honored. An announcer reads some of the vital statistics of the ship and numbers the crew lost. A Chaplain leads us in prayer for the souls of the lost. Then the name of each lost merchant mariner is read, and a flower is given to the sea, in memory of him. At the end, there were four unknown Navy sailors who provided weapons and signals support whose names had not yet been found; they were remembered as well and research is still on-going to put a name to each person lost at sea. Then a wreath is given to the sea in memory of the ship. A gentleman who is a Vietnam Vet from the 101st “Screaming Eagles” Airborne finished the ceremony by playing Amazing Grace on his pipes.

Once the Sea Cadets had retired the colors, the band struck up more tunes, and various tours of the ship commenced. Paul and I immediately headed down to the engine room. It sure is a different place when the ship is alive and running! There seemed to be two-three watch standers positioned at various dials and gauges, with two other people making more-or-less continual

In the engine room, SS Lane Victory

There were four buffet tables setup loaded with chicken, roast beef, rolls, salad, pasta and potatoes. We got our plates, ate, and settled in to watch Catalina Island go by and relax.

WHAT WAS THAT? A SPY had been caught!

The captain made an announcement that a spy had been caught sending signals out over the radio. The spy was paraded around (and he looked suspiciously like Cornell) and then locked into

Remembering fallen sailors.

A German spy is caught aboard the Lane Victory.
Sea Cadets repel incoming aircraft.

the ship’s brig. Scuttlebutt about possible approaching planes started spreading, and the Sea Cadets manned the pom-pom and 5 inch guns on the fantail. There, over the horizon, came four German planes. They looked like Messerschmitts! They promptly started dive bombing and strafing us. Our valiant Sea Cadets were doing a good job of fending them off when two American Mustangs (well, Texans, actually) joined the battle and drove off the enemy to a forced landing at a US air field. All of the airplanes then formed up and made a series of passes by the ship for photo ops.

The day was coming to a close and there was a stream of vessels heading back into the San Pedro Harbor. We could see our pilot boat waiting on-station to us and our Pilot scampered up the ladder. The tug Independence passed a messenger line, then took us in tow, with another tug accompanying.

Los Angeles Fireboat #2 escorts the Lane Victory back into San Pedro.

for a swim, and then to dinner at the Greek place that had been recommended to us.

Did I mention that we’re friendly sorts who like to talk to crew?

We were invited to “hang out” for a bit for “office hours” on the fantail. We sat, chatted, drank beer, and relaxed with various crew members for some time. Then we were invited to dinner by John who, with his mother Pat (affectionately known to all as Mom) are the ships’ galley crew and who make sure that everyone is WELL fed and fed WELL! This was just a wonderful chance to sit down and have good food, with good people, and meet more of the crew. Afterwards, we assisted in running out, stowing, and un-hocking the very large starboard stern and spring lines. Tending and stowing line is *definitely* something that these Tall Ship Sailors can handle!

In case we haven’t made it clear, you owe it to yourself to go on a cruise on the Lane Victory. She’s a beautiful ship, with great memories, and a dedicated crew.
Pablo’s Fo’c’sle

When I Heard The Learn’d Astronomer

When I heard the learn’d astronomer;
When the proofs, the figures, were ranged in columns before me;
When I was shown the charts and the diagrams, to add, divide, and measure them;
When I, sitting, heard the astronomer, where he lectured with much applause in the lecture-room,
How soon, unaccountable, I became tired and sick;
Till rising and gliding out, I wander’d off by myself,
In the mystical moist night-air, and from time to time,
Look’d up in perfect silence at the stars.

~ Walt Whitman

Marinisms

Mr. Weigelt’s Maritime Dictionary

WAISTERS, (matelots assignes au service de la grande rue Fr.) a name given to the men stationed in the waist in working the ship. As they have little to do besides pulling and hoisting, their business requires only strength, without art or judgment, they are therefore commonly selected from the strongest landsmen and ordinary seamen.

The Star of India Auxiliary won a significant amount of money at the San Diego Gold Diggers’ Hats Off luncheon on May 22nd. Gold Diggers (Gift of Loving Donors) is a philanthropic non-profit organization which raises funds for special needs charities such as Meals on Wheels. The Auxiliary, through the efforts of Jeanne Irwin, who designed and constructed our winning hat, and Jan Kugler, who made the matching costume and modeled the hat, won the Gold Diggers’ first prize of $2000 for the best hat, and $500 for the best theme. That's $2500 in total! As in each year, these funds will be turned over to the Maritime Museum.

Sharon Wing, Carol Linke, Bruce Wing, Debbie Boyko, and Donna Herpick check people in for the 4th of July on Berkeley Celebration

Just the day prior, on May 21st at the May luncheon, the Auxiliary gave $35,000 to the Museum as a result of their fund raising efforts.

The "4th of July celebration on the Berkeley" also netted the Auxiliary approximately $13,000 due to the efforts of Sharon Wing, Donna Herpick, and Jackie Bailey. So as you can see, the Auxiliary is off to a great year of fund raising for the Star of India and the other ships in the Museum with a present total of $15,500!

Our next fund raising event will be Game Day on the Berkeley on Wednesday, October 14th, where members and guests will compete in Bridge, Mah Jong, and Mexican Train. A $25 fee will provide a box lunch, refreshments, and camaraderie for a day of FUNd raising.

For more information regarding the Star of India Auxiliary contact the Star of India Auxiliary Membership Chairperson, Melinda Newman, at 619-291-1051 or the President, Carol Linke at 619-233-1789 or CLICK HERE
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, August 22nd at 2:30 pm and end on Sunday, August 23rd 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 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](http://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](http://www.sdmaritime.org).

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**Movies Before The Mast Film Festival**

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

- **July 10th**  The Perfect Storm (rated PG-13)
- **August 14th**  Deep Blue Sea (rated R)

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:

- **July 11th**  Sinbad: Legend of the Seven Seas (rated PG)
- **August 15th**  The Sea Gypsies (rated G)

**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.

*Members must show their membership ID at the box office when they check in.

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Twenty years from now you will be more disappointed by the things you didn't do than by the ones you did do. So throw off the bowlines. Sail away from the safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover.

~ Mark Twain

**Go to [www.sdmaritime.org](http://www.sdmaritime.org) for details.**
Children of the Storm:
Life at Sea in the First Six Frigates
By Charles E. Brodine, Jr.

I read a lot of articles about ships as part of my role as Business Development Manager for Raytheon's Ship Systems team in San Diego. One favorite source is the U.S. Naval Institute (USNI). Back in the 4th grade I began reading USNI's professional magazine Proceedings. My Dad was a Navy Captain and he brought his copy of Proceedings home each month and I went through each one from cover to cover. I am still a Proceedings fan, and I also recommend USNI's Naval History Magazine.

The last edition I read (Naval History Magazine, August 2009 Volume 23, Number 4) has an article by Charles E. Brodine Jr. about life on the Navy's first six frigates. I thought Euterpe Times readers would enjoy reading about life aboard the first ships to carry the "USS" prefix in their name so I wrote to USNI. I received a nice response from Liese Doherty, Editorial Project Coordinator for Proceedings and Naval History giving us permission to reprint the article. I want to thank Liese and USNI for their permission and for the years of great reading I have enjoyed. Check out their website for more information. I hope you enjoy the article – Bert Creighton, MMSD Volunteer.

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Only four days out of New York, "Old Ironsides" was bound on a cruise to the Pacific. It was a beautiful, cloudless Sunday morning. The frigate's sails lay slack against her masts. The ship's company, officers and men, stood or sat in silence, sheltered from the sun's heat by awnings that overspread the quarterdeck. On a given signal the Constitution's chaplain stepped to the capstan over which was draped an American flag. The ship's band opened the service with a hymn "whose sweet notes gave solemnity to the occasion." In steady, well-modulated tones, the chaplain proceeded to deliver an "eloquent and impressive sermon" based on the tenth chapter of Luke, whose message was "no man ever regretted a moment or an hour that he had devoted to his God."

A bystander who would later report on the day's service would ask rhetorically: Who were these worshipers who so anxiously embraced the message of Luke's gospel? They were, he would answer, "some 430 'children of the storm,' whose daily life caused them frequently to be amidst danger on the high and giddy mast, wrestling with the storm."1

For those children of the storm who contemplated the uncertain and transitory nature of life at sea, the fact that they were sheltered in such a stout vessel as Old Ironsides must have proved comforting, for the Constitution was among the largest as well as most powerful and renowned ships in the American Fleet. She was one of the first six frigates authorized for the new U.S. Navy in 1794. Designed to be an overmatch for any vessel in their class and to outsail any ship of greater force, the first six frigates—the Chesapeake, Congress, Constellation, Constitution, President, and United States - were a formidable combination of power, size, and speed under sail. During the years that marked their active operations, 1798-1855, these remarkable ships fought in three wars, combated piracy, performed diplomatic missions, and protected the nation's maritime interests.

Who were the men of the first six American frigates, these children of the storm, and what attracted them to such a hazardous calling? While statistical data on U.S. Sailors of the early Navy is scarce, there is enough evidence to offer several conclusions about the men who served in these elite vessels. First, it can be said that a significant percentage of the six frigates' Sailors were foreign-born. As one contemporary, an officer in the United States, remarked, "The American man-of-war of those days had a crew composed of men of all nations, and it was rarely the case that a majority of them were native-born Americans."

A survey of the number of foreigners in the Constitution conducted in December 1844 revealed that 195 out of 447 crewmen (or 43.6 percent) were foreign-born, a figure that included 23 different nationalities. This polyglot character of the six frigates' crews reflected the Navy's inability to recruit large numbers of American tars to man its vessels, a fact that left administrators and senior officers concerned about the loyalty and orderliness of alien Sailors.

Two other suggestive pieces of evidence help round out this portrait of the frigates' Sailors. The first is the age profile of the Constellation's crew in July 1820. According Charles G. Ridgely, the ship's commander at that time, the average age of the "Yankee Racehorse's" enlisted men was "twenty seven years two months and a day," a figure confirming the youthful character of American man-of-war's men. The second piece of evidence is offered by Charles Morris, the Constitution's first lieutenant during her engagement with the Guerriere. One of the

Gunnery on board the Constitution, one of the U.S. Navy's first six frigates, raise a cheer at the commencement of the ship's 19 August 1812 duel with HMS Guerriere.
A task originally performed while kneeling, holystoning – scrubbing the deck with a porous slab of sandstone – was surely one of the most monotonous duties on board the early frigates. The Navy officially banned the practice in 1931 because it wore down expensive teak decks too quickly.

Reasons Old Ironsides prevailed in that contest, observed Morris, was that many of her Sailors had served as tradesmen (carpenters, smiths, etc.) before joining the Navy. The skills these men brought with them on entering naval service proved invaluable in repairing battle damage to the frigate.6

The men who enlisted in the six frigates did so for a variety of reasons. Edward W. Taylor, a corporal of Marines assigned to the United States in 1842, "joined the Corps . . . to visit the shores of foreign lands and" to behold "some of the human beings who inhabit . . . the boundless universe, other than those of my own happy lands."7 Harry Rivers, another United States crewman, had originally intended to join the merchant marine before he met "a couple of old 'sea dogs,' . . . who portrayed the bustle and liveliness on board a man-of-war in such glowing colors—I relinquished my former idea and determined at all risks to enroll myself under the star-spangled banner and join the navy of 'uncle Sam.'"8 Other Sailors joined the sea service in a fit of patriotic enthusiasm to fight the nation's maritime foes. Still others signed articles to claim enlistment bounties and advanced wages.

Keeping the Crew in Line

"Order is the first great rule on board a man-of-war, and that to which all others must bend. It is in fact the Alpha and the Omega, the beginning and the ending, the centre and the circumference of her whole internal organization."9 This statement by Enoch Wines, a schoolmaster in the Constitution, captures the centrality of order to life within the wooden walls of the first six frigates. Rules, regulations, and discipline were the inescapable feature of service in these vessels. They were essential to the safe and efficient management of any ship. Whatever threat might arise at sea, be it accident, storm, or enemy ships, a frigate's crew needed to respond swiftly, correctly, and with precision, or their lives and their ship's existence might be forfeited.

Frigate Sailors felt the impact of naval order on their lives the moment they first stepped aboard their ship. At that time, the first lieutenant entered each man's name on the ship's watch, station, and quarter bill, gave him his berth and mess assignment, and assigned him his rating. In this way, each man learned what duty he was to perform and when, how, and where he would fight the ship, with whom he would eat, and where he would sleep. The first lieutenant also assigned watch and division stations to the frigate's lieutenants and midshipmen, though it should be noted that custom largely governed the messing and sleeping arrangements of the ship's officers.

Three sets of rules and regulations provided the legal and administrative underpinnings for a well-ordered frigate. These were the Navy Department Regulations, the "Articles of War," and each ship's own set of internal regulations, promulgated by the vessel's captain. Collectively these documents described the duties of officers and enlisted personnel, defined violations and punishments of naval law, articulated the method of administering justice, and established the rules governing shipboard duties and routine.

Feared and despised by enlisted Sailors, the cat-o'-nine tails was one of the chief means for maintaining discipline on board the frigates.

How a frigate captain maintained order and discipline in his ship was a reflection of his own philosophy on this important subject. While all officers recognized that obedience to authority was essential to the running of their vessels, they differed on what methods were best to achieve this end. A small minority of frigate commanders, most notably Thomas Truxtun, believed that flogging was an abhorrent disciplinary practice. Truxtun's philosophy was that Sailors were better led by force of character and example than by the threat of the lash. But the majority of frigate captains believed corporal punishment was an effective and essential tool to the maintenance of order and discipline in their ships. John Rodgers and William Bainbridge were two such officers who took a tough, no-nonsense approach to the application of naval discipline at sea.

Sailors, Marines, and officers committed a number of offenses that undermined the discipline and good order of a ship or that represented a serious challenge to the authority of a vessel's leadership. Drunkenness was the most common of these and the most difficult to combat, as alcohol abuse was widespread in the service. Other acts of wrongdoing included neglect of duty, insubordination, assault, and the most serious of all crimes,
Children of the Storm (cont)

mutiny. Punishments ranged in severity from suspension of rations to confinement, reduction in rank, flogging, dismissal from service, and in rare cases, death. The extremes to which punishments might extend are illustrated by the case of Robert Quinn, a seaman in the President, whom a court-martial found guilty of mutiny on 23 June 1804. The court ordered Quinn "to have his Head & Eye brows shaved," to have "the Word MUTINUS" branded on his forehead, and to be flogged through the fleet with 320 lashes.  

A Sailor's Work

It took between 350 and 450 men to sail, handle, and fight each of the early frigates. To manage the work of such a large body of men effectively required they be well-organized and well-directed. To this end, crew members responsible for working the ship were divided equally into two watches, denominated the larboard and starboard watches. Each watch took turns alternately performing the duties requisite to sailing the ship. Watch-standers thus worked one watch on, followed by one watch off, and so on. Watches were of four hours' duration, except for the period between 1600 and 2000, which was divided into two two-hour "dogwatches. "The mechanism of the dogwatch prevented crewmen from having to stand the same watch, day in and day out.

Working in the tops, which frequently meant standing on a footrope during a gale and furling a sail, required a great amount of seamanship and dexterity. Besides combat, falls were among the leading causes of death on board the Navy's earliest men-o'-war.

Members of a Sailors' "mess" socialize while eating a meal. Except when in port or after ship stores had been replenished, the men's diet mainly consisted of salt beef or pork and hard bread.

Work was further organized in a frigate by stationing crewmen to one of the six divisions responsible for conducting the ship's evolutions: waist, afterguard, foretop, maintop, mizzen top, and forecastle. Assignment to each division was based on a crewman's nautical skill and experience. Work in the forecastle and in the tops required the greatest amount of seamanship, knowledge, and dexterity, while service in the waist and afterguard relied more on brute strength than sailor-like skill.

A frigate's crew had other duties beyond those relating to ship sailing. One task that occupied much of the men's time on a daily basis was keeping the ship clean and smart looking. The captains of Navy warships were quite fastidious in this regard. Typical cleaning chores included sweeping, holystoning, wetting down, and drying the decks. Other duties that improved the cosmetic appearance of the ship included polishing the ship's "bright-work," blackening her guns, whitewashing her interior, and painting her exterior.

One of the most important routines performed by frigates at sea was exercising the men at their battle stations. The prudent frigate commander regularly practiced his men at the great guns, at damage control, in the use of small arms, and in boarding techniques. Though exercising the ship's guns was often done without ammunition, a number of captains practiced with live fire and even employed targets. On the eve of his first wartime cruise in the Constitution, Isaac Hull drilled his gun divisions at target practice daily for three weeks. In 1842, both Commodore Thomas ap Catesby Jones of the United States and Captain "Mad Jack" Percival of the Constitution practiced their men at live-fire drill, target shooting, the use of small arms, and hand-to-hand fighting.

Conditions on Board Ship

For frigates that had been on extended cruises, making port offered the opportunity to carry out needed repairs and replenish depleted food and water supplies. After arrival, officers organized the men into gangs and working parties to help prepare the ship for sea. The most arduous duty to be performed was watering the ship, a job that was sometimes fraught with great peril. On 2 December 1812, several boats from the Constitution tried to land on the island of Fernando de Noronha, Brazil, to procure water. The heavy surf stove in one boat, damaged a second, injured one man on the rocks, and nearly drowned several others. Not all watering places were hazardous, though. The Hawaiian waterfall from which the
Children of the Storm (cont)

*United States* drew her water in the summer of 1843 was frequented by naked native women who enjoyed swimming near the falls. An amused 'States midshipman confided to his journal, "Bathing has become quite a fashionable . . . pastime with us especially when watering."\(^{14}\)

One feature of frigate life that proved quite taxing to the men who lived and served in those vessels was the constant exposure to the elements. Extremes of temperature, hot or cold, made life miserable for those above and below decks. "Any person who wishes for hotter weather than this can not be satisfied short of . . . ." lamented a United States midshipman describing a particularly scorching summer afternoon in the Mediterranean.\(^{15}\)

Harsh weather conditions did not necessarily earn Sailors a respite from performing their regular duties. To scrub and wash "clothes in the open air in a snow storm," observed Nathaniel Ames of the United States, "is a thing far easier talked of than done, for shoes and stockings, and jacket must all come off upon the occasion."\(^{16}\) Water taken on during storms or due to the leakiness of the ship also contributed to uncomfortable living conditions below decks. The acting chaplain of the Constitution reckoned that the frigate shipped several tons of water when heavy seas stove in the ship's hawse plugs, thereby flooding the gun deck.\(^{17}\)

**Midshipmen on board a Navy warship relax during off hours. In addition to sleeping, free-time activities in the early frigates included reading, music-making, playing games, and staging plays.**

United States Midshipman Samuel R. Franklin wrote that being able to eat delicious fruit, beefsteak, onion, and soft bread after a steady diet of salt pork and hardtack "produced a sensation never to be forgotten."\(^{20}\)

With as many as 500 men to accommodate, living conditions in a frigate were crowded. Joining the mass of humanity below decks was an animal population that included not only the critters destined for the cook's soup pot but also entire menageries the crew claimed as pets. During one of the United States' South American cruises, the pets on board that vessel included a number of terrapins, two parrots, a monkey, a mountain rat, and a cat.\(^{21}\) In 1826, birds, dogs, a goat, and a donkey comprised the roll of pets in the Constitution.\(^{22}\) At different times Old Ironsides also numbered jaguars and Arabian horses among its denizens.\(^{23}\)

The presence of large numbers of animals below decks not only posed a health hazard to the crew but degraded the living conditions for all those who had to share space with them.

On occasion, squadron commanders brought their wives and families to live with them on board one of the frigates, which usually served as the squadron flagship. These additions to the ship's people were sometimes the subject of gossip and resentment. Peter Stuyvesant Fish, a captain's clerk in the United States during Daniel T. Patterson's command of the Mediterranean Squadron complained that Mrs. Patterson and her two daughters were running the ship: "The females have been already wished home a thousand times by every officer, as they have already given difficulty and will cause, eventually, the cruise to be disagreeable. They rule when the ship is to sail already."\(^{24}\)

Women caused commotions of a different sort on board ship when they gave birth to children. There are two documented examples of this rare event occurring in the six frigates, one in the *United States* in November 1800 and the other in the *Chesapeake* in April 1803.\(^{25}\) It is also worth noting that the first documented record of women serving in a U.S. Navy warship occurred in one of the six frigates, when in 1813 Mary Marshall and Mary Allen were entered on the rolls of the *United States* as supernumeraries. According to the ship's log, the women served the frigate as nurses.\(^{26}\)

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**Hard baked bread or hard tack.**

While Navy-issued rations of salted beef and pork and hard-baked bread formed the daily staple of meals on board a frigate, the ship's company did have occasion to enjoy tastier fare. Port calls offered all the opportunity to purchase fresh provisions for their messes. Midshipman Schenck of the *United States* boasted that "when in port we have as good as the market affords." According to Schenck, the steerage larder contained an "Abundance of hams, tongues, and other etceteras. Besides flour, lard, butter, vegetables, [and] dryd fruit."\(^{18}\) Some of the food the crew purchased came aboard in the form of livestock, to be slaughtered and consumed at a later time. After one such laying in of "fresh grub," a *Constitution* officer described the ship's gun deck as being "covered with geeze, turkies, chickens, sheep, pigs, and rabbits, each in their proper apartment."\(^{19}\) The pleasure Sailors experienced in eating fresh food instead of their regular rations can easily be imagined.
Children of the Storm (cont)

Franklin visited the volcano Mauna Loa on the island of Hawaii in 1843. "It was a grand and rare sight to see this lake of liquid fire," recalled Franklin, "its waves rushing from side to side with no regular motion, but meeting each other and producing a jet of lava which would rush many feet into the air with an indescribable bank and roar."\(^{31}\) Visits to European port cities also presented chances to take in memorable sights. During a tour of the royal palace in Lisbon, Captain's Clerk Peter Fish contrived to lag behind in the throne room "in order that we might say we had sat on the royal chair of the House of Braganza."\(^{32}\)

The early American frigate officers serving in the Mediterranean and Pacific squadrons enjoyed a rather robust social life whenever their ships were in port. In one particularly busy week at Port Mahon in February 1833, Midshipman Schenck did duty only one day out of seven, attending parties, masquerades, and the opera the remaining six. The hectic schedule prompted the young officer to complain, "I am getting tired of the Opera and Masquerades, but we have no other amusements here."\(^{33}\)

**Conduct Under Fire**

The first six frigates engaged in many types of operations over the course of their active service in peace and war. But they are best remembered for their record as combat vessels, especially in their ship-to-ship engagements in the Quasi-War with France and in the War of 1812. It was these actions that validated the concept of Joshua Humphreys' design and secured an enduring reputation for these ships and their commanders.

The battle performances of these vessels offer several lasting impressions. The first is the degree to which the American frigates proved an overmatch for their more lightly built, lightly armed opponents. Isaac Hull's official letter reporting the capture of the Guerriere describes the physical devastation the American frigates were capable of inflicting in battle. "So well directed was the fire of the Constitution," wrote Hull, "and so closely kept up, that in less than thirty minutes, from the time we got alongside of the Enemy (One of their finest Frigates) she was left without a Spar Standing, and the Hull cut to pieces, in such a manner as to make it difficult to keep her above water."\(^{34}\) Old Ironsides' gunfire wreaked similar havoc among the Guerriere's personnel, killing or wounding approximately a third of her crew.

The size, power, and speed of the American frigates continued to impress British and American observers more than a decade after their 1812 victories. Following a tour of the United States in 1825, Royal Navy Surgeon John Cunningham declared, "I had not been five minutes on board before I ceased to wonder that my friend Capt. Carden in the Macedonian, was forced to succombe to her."\(^{35}\) Nathaniel Ames came to the same conclusion as Surgeon Cunningham after comparing his own ship, the United States, with the British frigate Tartar anchored nearby. The wonder, remarked Ames, was "not that we had taken any English frigate during the last war, but that any British officers could be found who had the temerity to engage such disproportionate force, or the hardihood to fight as long as they

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**Passing Free Time**

Spinning yarns, smoking, singing, dancing, enjoying music, and playing games (cards, checkers, and backgammon) were just some of the ways Sailors diverted themselves during their off hours.\(^{27}\) Crewmen also relaxed by staging plays on board ship. During one cruise, the people of the Constitution contributed $250 toward the purchase of costumes and scenery for staging their own "aquatic theatricals."\(^{28}\)

Another favorite pastime on board ship was reading. Before departing for the Pacific in the spring of 1839, the Constitution's crew purchased a library of 300 to 400 books by subscription. Titles in the new library included works by Sir Walter Scott, James Fenimore Cooper, and Frederick Marryat. The arrival of the ship's mail (an irregular event) offered a frigate's company additional kinds of reading material to pore over. Henry Mercier, a foretopman in the Constitution, described the eagerness with which newly arrived journals were read and shared throughout Old Ironsides: "In a little time, in every part of the ship you could perceive our frigate's newsmongers on the alert, reading aloud Heralds, Suns, Expresses, and Brother Jonathan, to attentive crowds, who were swallowing with true relish their precious contents."\(^{29}\)

Liberty days were eagerly anticipated by both officers and ratings once their frigate arrived in port. With wages in hand, Sailors made straight for local grog shops where they usually drank until their money ran out. At Minorca's Port Mahon, some of the more colorful Sailors' haunts bore names such as Codfish Bills, Jackknife Hotel, and The Sailor's Last Push.\(^{30}\) And if local bar owners failed to separate "Jack" from the last few coins in his purse, a host of disreputable "tradesmen" cruised nearby to snap them up.

In ports of call with renowned hinterlands, frigate officers made excursions to explore the local backcountry. Midshipman
Despite their power and speed under sail, Humphreys' frigates could not have achieved such decisive victories over their opponents had they not been commanded by skilled Sailors or manned by disciplined and spirited crews. American seamanship at its best was on display in the Truxtun-commanded *Constellation's* duels with *L'Insurgente* and the *Vengeance* and in Charles Stewart's brilliant tactical handling of Old Ironsides against the *Cyane* and *Levant*. Stephen Decatur's *United States* was superbly fought by a crew that had sailed and trained together for more than two years. The courage and determination with which frigate crews served their guns in battle also contributed to American victories. On surrendering his sword to Isaac Hull, *Guerrriere* Captain James R. Dacres praised the fighting spirit of the Yankee tars, declaring that the *Constitution's* Sailors fought "more like tigers than men. I never saw men fight so. They fairly drove us from our quarters."37

Absent these components—leadership, discipline, high morale—the American frigates did not fare so well in ship-to-ship duels. On 1 June 1813, James Lawrence rashly decided to leave the safety of Boston Harbor, sailing the *Chesapeake* into action against *HMS Shannon*. Captain Sir Philip B. V. Broke's well-disciplined, highly motivated crew made short work of the poorly led, poorly trained *Chesapeake* crew, resulting in the first capture of an American frigate during the War of 1812. John Rodgers' inept handling of the *President* during an 17-hour chase of *HMS Belvidera* on 23 June 1812 allowed the latter vessel to slip through his fingers, when a more aggressive handling of the American 44 would have enabled Rodgers to have claimed the first frigate victory of the war.

**A Precarious Existence**

Following the near-drowning of one of the *Constitution's* Sailors, Surgeon Amos Evans made the following entry in his journal: "The tenure of a sailor's existence is certainly more precarious than any other man's, a soldier's not excepted. Who would not be a sailor? I, for one."38 Evans' comment highlights one of the central features of life in the first six frigates: its precariousness. Aside from combat, Sailors were subject to death or injury from a number of causes, one of the most prevalent of which was accident. Not surprisingly, falls constituted the most frequent type of accident to befall frigate crews. Falls from the rigging onto the deck almost always proved lethal, while falls overboard at least afforded the possibility of rescue, assuming the victim could swim and the sea's conditions permitted it.

When James Johnson pitched into the ocean while working aloft in the *Constitution* in the midst of a gale, high seas prevented his shipmates from rendering him any assistance.39 In what must surely count as one of the most ironic deaths to occur in one of the first six frigates, David Black of the *United States* drowned when the life buoys he had made failed and sank. Weeks earlier, Black's shipmates had criticized the poor quality of his handiwork, to which the cooper had replied, "If a man cannot save himself with these, he ought to drown."40

Like the men who served in them, the six frigates themselves were also subject to accident, putting crew and ship at risk. On two separate occasions, the frigate *Congress* came within a hairsbreadth of foundering in storms. The first came on 12 January 1800, when an Atlantic gale stripped the ship entirely of its top-hamper, leaving the frigate "wrecked . . . as completely as ever a vessel was."41 The second occurred in the fall of 1823, when a hurricane drove the frigate within a biscuit's pitch of being dashed on the rocks of La Guaira Harbor, Venezuela.42 Collisions, groundings, and fires were other kinds of accidents that damaged and jeopardized these vessels.

Disease posed the greatest hazard to the operations of a frigate and the well-being of her crew. Due to the cramped living conditions on board ship, communicable diseases such as smallpox, measles, and influenza spread quickly, sometimes with devastating results. Insect- and food- or water-borne diseases, such as yellow fever, dysentery, and cholera, were also capable of incapacitating or killing large numbers of Sailors. It was common for sick lists to contain anywhere from a half-dozen to three dozen names at any point in a ship's cruise. Once illness took hold of a ship's company, these numbers could rise stratospherically. In September 1801, the *President* had to give up her cruising station off Tripoli temporarily and sail for Gibraltar because upward of 160 of her Sailors were sick with "a Kind of enfluena."43 In September 1834 an outbreak of cholera swelled the sick lists in the *Constellation* to 70, killing 18 crewmen and forcing an early departure for home from the Mediterranean.44

**A Deep Sense of Pride**

Life at sea in America's first six frigates was little different from that experienced by U.S. Sailors serving throughout the Fleet. In this regard, service in these vessels reflected a Navy-wide experience. Yet in another sense, service in the six ships was anything but common. From 1797 until 1815, these frigates were the largest, swiftest, and most powerful ships in the Navy and a berth in any one of them was considered a choice assignment. Even after larger ship-of-the-line and newer classes of frigates entered the Fleet, the older frigates designed by Joshua Humphreys continued to elicit admiration. As one officer opined when describing the *Constitution*, "She is to our navy, what the first efforts of artists sometimes are; efforts which they look back to, with surprise, but cannot reach again: her model cannot be surpassed."45

Like all Sailors, the men who sailed in these majestic vessels felt a deep pride in their ships. In part this was due to the unique appearance and qualities these frigates possessed.46 But more important, it was because they recognized the historical significance these ships held for both the Navy and the American public. Crewmen were regularly reminded of this fact when their ships entertained civilian visitors. "Is this the same Old *Constitution* that won so much fame in the war?" visitors to Old Ironsides asked during a port call to New York in the spring of 1844, an experience that was repeated on many other occasions.47
Children of the Storm (cont)

The Constitution's crew, however, did not need civilian visitors to remind them of the frigate's significance, for among their ranks were men whose careers formed a living connection with the vessel's historic past. These were the veterans of 1812, or as Herman Melville described them, "hearty old members of the Old Guard" who spurn "interminable yarns about Decatur, Hull, and Bainbridge; and [carried] about their persons bits of 'Old Ironsides,' as Catholics do the wood of the true cross."48 It was these kinds of connections with the Navy's and the nation's historic past that gave the first frigates that continued to sail after 1815 a special standing within the American Fleet.

By the time of the Civil War, the active service of the first frigates was over, with only one of these extra-royal ships, the Constitution, having avoided the ship breaker's yard. Today, more than 200 years after she was first launched, Old Ironsides remains in commission, a visible and proud reminder of the Navy's earliest days, when the children of the storm braided the elements and many enemies to protect the republic's maritime interests whenever and wherever they were threatened.

3. Benjamin F. Stevens, A Cruise on the Constitution: Around the World in Old Ironsides, 1844-1847, Reprinted from The United Service Magazine (New York: n.p., 1848), pp. 41-42; For a statistical analysis that yields a similar percentage of foreign U.S. sailors, see Christopher McKee, "Foreign Seamen in the
5. 21. Ames, Mariner's Sketches, p. 257; and Stevens, Cruise on Old Constitution, p. 41.
10. 16. Thomas, Old Ironsides, p. 10.
16. 10. Schenck, 1 August 1832, "Mediterranean Cruise."
A short month after the attack on Pearl Harbor, Hawaii, Ed Ries was serving aboard a minesweeper moored in San Pedro, California. While the American government was in the early stages of entering the war, American commercial shipping had been in full swing for some time. Global shortages of shipping had led to increased rates and demand for ships. Peacetime America has stepped forward in the matter and was benefiting from the crisis.

On an early morning in January, 1942, Ed Ries spied across the way a six-masted schooner that had put into port for repairs. He was familiar with her, but not as a schooner. Boyhood memories floated back as Ries recognized the old windjammer Star of Scotland. During the thirties, Ries had known her a sport fishing barge off of Santa Monica. As a youth, "I remember the pleasure I had in roaming about the decks and compartments, absorbing the feel and atmosphere of the old romantic sailor."

Unbeknownst to everyone but the fates, the Star of Scotland was on its last leg of its life when it put into the port of San Pedro that day. But, an illustrious life it had been.

Launched as the four-masted bark Kenilworth, the steel-hulled giant had been built by J. Reid & Co. of Pt. Glasgow, Scotland in 1887. As an epic voyager, she had seen most of the Pacific ports of call, rounded the Horn and had a past plagued by fire. In 1908, she arrived in San Francisco and was sold by her current owners to the Alaska Packer's Association.

By 1908, the world we know was coming into being. Glimpses of what we are now were beginning to surface. Automobiles were beginning to emerge as the preeminent choice of personal transportation as Henry Ford produced his first car and General Motors was founded by William C. Durant. In the middle east, the first major oil discovery was made at Masjid-al-Salaman. In the air, the first air casualty occurred with Orville Wright at the helm while Frenchman Henri Farman piloted the first passenger flight.

In 1908, the ball dropped for the first time in Times Square in New York City, the Converse Rubber Show Company and the FBI were founded. In Russia, a massive explosion in the Tunguska region of Siberia occurred, remaining largely unexplained to this day. Butch Cassidy and the Sundance Kid were killed during a firefight with local authorities in Bolivia, while Japanese immigration to the United States was brought to a halt.

By 1908, the Alaska Packers' Association had continued their near stranglehold on the Alaskan salmon fishing industry. Incorporated in 1893, the APA had begun purchasing their own vessels for the annual trip north to Bristol Bay. Originally comprising a fleet of wooden ships, by 1900, the APA adopted the policy of obtaining only iron or steeled hulled ships.

The Alaskan Packers' Association were one of the last companies employing large scale sailing fleets, primarily large square-rigged ships, aging veterans of global commerce. Even for their age, their immense carrying capacity suited the trade. As Huycke notes, "Since all the labor and supplies of the Western Canneries have to be brought from San Francisco, Portland or Seattle in the brief interval between the breaking-up of the ice...and the commencement of the salmon run, no regularly scheduled freight service can handle such a peak load. From the first, therefore, the canneries have had to operate their own vessels."

The eventual solution to the complex situation involving Hawaiian annexation and ship registry, more than a dozen iron and steel-hulled ships available under new American registry. Among these, the APA purchased nine: the Star of Bengal, Star of France, Star of Italy, Star of Russia, followed in suite by the Abbey Palmer, Balclutha, Coalanga, Euterpe and Himalaya.

The first four Stars were originally sister ships for J.P. Corry & Co.'s Irish Star Line. In taking a cue from Corry's original
theme of Star ships, the APA set about renaming their ships with the prefix of "Star of..." By 1906, government legislation renamed the *Abbey Palmer as Star of England*, *Balclutha* the *Star of Alaska*, *Coalinga* the *Star of Chile* as the *Euterpe* and *Himalaya* became the *Star of India* and *Star of Peru*.

In September of 1908, the *Star of Bengal* was wrecked on Coronation Island, killing 110 people. The disaster still ranks as the third worst shipwreck in Alaskan history.

The APA found a vessel to replace the *Star of Bengal*. The *Kenilworth* had been gutted by fire in 1889 in San Francisco. Purchased by Arthur Sewell of Bath, Maine, she acquired American registry by the following year. On November 25th, 1908, through the brokers Bates and Chesebourough of San Francisco, the *Kenilworth* became an Alaska Packer.

Over the winter, her cabin, galley and deck houses were modified to accommodate over 200 fishermen, cannery workers and their supplies as she was slated to service the area of the Loring cannery. To accommodate the Chinese cannery workers, 150 bunks were built. In the starboard section of the fo'c'sle head, a specialized galley with four forty gallon pots was installed in addition to the 34 bunks. Additional storerooms and toilets were also built into the fo'c'sle. A Murray Brothers double ship's donkey engine boiler and condenser were also installed. The condenser was capable of producing 35 gallons of fresh water per hour, while the Star's windlass was directly connected to the engine. Two new steel tanks of 5400 gallon capacity each were installed. By January of 1909, she was capable of housing 70,000 case of salmon in her hold, while an additional 33,000 could be accommodated in between decks.

After being refitted for the new trade, she made her first journey as the *Star of Scotland* on January 23rd, 1909. Under the command of P.C. Rasmussen, she sailed not for the salmon fishing territories but for Ladysmith, Vancouver Island for coal. Returning, the coal was distributed among the fleet in preparation for the 1909 season. By the time she had returned, the APA had added the *Homeward Bound*, now named the *Star of Holland*.

Aboard the fishermen also served as ship's crew. As Huycke notes, the fishermen were primarily from “Anglo-Saxon and Scandinavian seamen of the coast, and the Italian and Greek fishermen of the San Francisco and Monterey market fleets,” they were carried as ship's articles, thus sharing the risk of the cruise, being paid by the quantity and quality of their catch. The fishermen were provided with a double-ended sail and rowboat typically known as a Columbia River Salmon boat or Bristol Bay Gillnetter. By 1900, the fishermen had organized under the leadership of Andrew Fusureth.

In contrast, the cannery workers were a distinct story unto themselves. Each ship of the APA fleet carried 150 workers north. They were comprised almost entirely of Chinese in the early years, but eventually included Japanese, Filipino and Mexican workers as well. As with the fishermen, they too were included in ship's articles, being paid by the number of cases packed. Unlike the fishermen, the cannery workers never organized under any kind of union structure. The workers also brought along with them livestock, rice, gardening seeds and implements and rice wine.

With a large ethnic diversity on board, specific galleys and living quarters were commonly built for each group. This separation and isolation as sea only added to ethnic tension of the day, fights and contractual debates often erupting sometimes even before leaving the docks. Captain Carl J. Carlson in discussing the *Star of India* recalls:

“There was a lot of drunkenness and fighting until things settled down. After getting up to Alaska it was hard work and long hours - but then, a good fisherman could make on the average about $500 for about four months, which was very good in those days. The fishermen who stood watches and sailed the ship were all good sailors and had it easy; three watches and twenty or more men per watch and a wheel turn about twice a week - good old days!”

The APA fleet of sailing ships and small steamers would depart San Francisco between the months of March and April, typically an interval of one to two days between each ship. On arrival, the supplies and cannery workers would be discharged at her station and the ship put into idleness as the salmon fishing began. Between late May and late August, the fishing season and cannery operations would be in full swing.

Located on Naha Bay, 25 miles north of Ketchikan, Loring today is a ghost town accessible by only boat or float-plane. The cannery at Loring was built in 1886. The Alaska Packers' purchased the Loring cannery in the 1890s. Known as a China House, cannery workers were housed in a building with bunks and a stove. As June Allen describes, “The Chinese penned their animals and cleared garden patches both for soil and sun and
planted their seeds. From these vegetables, their pigs and chickens, all the fish they could eat, and the rice, they fed themselves for the season, not being paid until the end of the season.”

With the fishing and canning season concluding, the crates were stowed on board and the race home would begin, the entire fleet trying to pass through Unimak Pass before the end of August. The Star of Scotland proved herself in the races home; as late as 1920, she managed the run south in 7 days and 23 hours.

From there, the Star of Scotland would remain idle over the winter with the other ships of the fleet at the APA’s yard at Fortman Basin. During this period, modifications and repairs would be made in preparation for the next season.

Over the off-season of 1910-1911 the most radical of changes came to her. Her poop deck was extended an additional 103.2 feet. The fo’c’stle was extended aft an additional 16 feet, this section being raised to a height of 7 feet. In addition to some berth arrangements, a large part of the poop extension involved both the Italian and Scandinavian messes, and berths. To accommodate the added weight of the extensions, 100 tons was added to her standing ballast.

After only two seasons under Capt. Rasmussen, she given over to Capt. B.J. Larsen. He would remain master until 1919. By 1913, the APA now had ownership of Arthur Sewell's steel-hulled A ships, the Acme, Astral and Atlas. The ships had been built for Standard Oil and the kerosene trade, but now were the Alaska Packers' vessels Star of Poland, Star of Zealand, and Star of Lapland respectively. At her immense size, the Star of Lapland would quickly emerge as the APA's flagship. In 1918, in a voyage supporting the war effort the Star of Poland would be stranded on the east coast of Katsura.

As the First World War was coming to an end, in 1919, Star of Scotland would receive Capt. T.A. Thomsen as her new master. With a new master and new decade blooming, the 1920s would see a radical change for the Star of Scotland and her fleetmates. In 1922, the APA would purchase the last sailing ships, the Edward Sewell (Star of Shetland) and Arapahoe (Star of Falkland).

By 1923, the Star of India was laid up for the final time. Others would follow through the decade. In 1925, the APA purchased their first large-scale steamship, the Arctic followed by the Bering in 1926. In 1927, the Star of Scotland was laid up for the final time. Fourteen others had been laid for good by this time and the Star of India was on its way to becoming a museum ship. On May 22nd, 1928, the Star of Falkland would become another disastrous casualty as she wrecked off of Akun Head at Unimak Pass. 1929 would see the last voyage under sail by any ships of the Alaska Packers' Association.

One of the greatest sailing fleets ever assembled, certainly the greatest in the 20th century, had come to an end in 1929. Most would have a short time left to their lives, either as barges, hulks or scrap. Both the Star of India and Star of Alaska (Balclutha) still remain today as center pieces of renowned maritime museums.

But the Star of Scotland was not yet finished. Her existence was somewhere in between the two extremes of that longevity. Nor had she felt her final breath of wind. A new life was about to dawn for her, one of fish, money and war.

~ Brad Holderman, MMSD volunteer, editor.

(Continued Next Month)

SAIL WITH US TO CATALINA ISLAND WATERS

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The name Mathias Holdermann had always echoed through my family history. He was the one that bought my family name to America. No, he wasn't the only Holdermann to come to America. But he was the one that led to me.

The torch of family history was passed from my grandfather to my Dad. And now, slowly it is absorbing me. Being involved with the museum, I have always felt great gratitude to it. Dr. Ashley's primary focus that these ships sail has been part of that. But an ongoing and continual effort to include the Star of India on UNESCO's list of World Heritage Sites has always intrigued and excited me. I'd love to be a part of that, even it was the simple act of belaying a line to a pin correctly.

With the Euterpe Times, I have joined a number of genealogical mailing lists, from San Francisco to New Zealand. A majority of inquiries on these lists support Dr. Ashley's argument of the importance of ships in human history. Passenger lists, departure and arrival dates and locations are milestones in family history.

Through my father's mother, my family can be traced back to the Susan B. Constant. My maternal grandmother belonged to the First Families of Virginia. But, I suffer from a paternal bias, my name and its connection to Germany always intrigued me and has always been my central focus in our family history.

These all came together, the Star of India, an iron-hulled emigrant ship, my personal interests in 19th century history and my family pedigree. And I wanted to see the Star of India on that list. So, I set about finding my own argument for the cause, my personal Mayflower.

My Dad had a copy of the original passenger contract of Mathias Holdermann. Written in German, I deciphered the "Schiffs-Contract" enough to realize that the written word Canada was not a location, but a ship. The Canada was scheduled to depart Havre, France on the 28th of July 1883. I quickly headed over to Mystic Seaports online archive of American Lloyd's Register of American and Foreign Shipping, I searched through the year 1883, and was surprised by the number of Canadas. But, Havre pointed the way, there was only one registered there.

There was enough information there to conduct a more intensive web search. I wanted to see what she looked like. With each additional baited clue, there she was.

Ellis Island had not yet been realized in 1883. Nine years prior to her opening, European immigrants arrived at Castle Garden in Battery Park, New York City. In the history of Ellis Island, it was noted that a lot of the immigration documents from Castel Garden had been burned in a fire. I figured I may not find much. My own genealogical mailing list inquiry proved that assumption wrong. The website for the records of immigration through Castle Garden proved fruitful.

I had always been told that Mathias was fleeing Germany due to yet another conflict with France. This turns out not to be the case, albeit at the time, tensions between the two nations were a growing concern. Still, after a few hours of research, I had the basic story of Mathias Holdermann's voyage to America.


Basel, today is located in northwest Switzerland on the Rhine River. The region as a whole, extends into German Baden-Württemberg and French Alsace. In 1871, the Alsace-Lorraine region of France had been ceded to the new German Empire and remained a source of conflict for decades to come. The policies of Otto Von Bismarck were rapidly changing the cultural and political face of Germany. His greatest challenges were limiting the influence of the Roman Catholic Church, the rise of the Socialist Worker's Party and a system of containment and isolationism of France. In 1879, Germany formed an alliance with Austria-Hungary in a Dual Alliance to protect Germany from an invasion from Russia. By 1882, Italy had joined to form a Triple Alliance. The triple alliance focused on colonial competition against France in North Africa.

These conditions, may or may have not had an affect on Mathias. Family lore suggests, he left Germany to avoid the press gangs into the German army. Living in the region of Alsace, the German Empire was revolutionizing not only its country, but its people as well. Unbeknownst to Mathias, the treaties and alliances forming under the monarchy of Wilhelm the first were establishing the roadwork that would lead to World War I.

Like millions of others, the prospects of America may have seemed incredibly enticing.
On July 28th, she departed Havre, France with Mathias Holdermann aboard, a typical European steerage immigrant. On August 8th, 1883 she arrived off Castle Garden. The Statue of Liberty, although funded, was still three years away from completion. Castle Garden had been completed as the West Battery in 1811 as a coastal defense battery as tensions with England increased leading to the War of 1812. In 1815, it was renamed Castle Clinton (of which as a National Monument it is still known today).

In 1865, the hybrid steamship/bark *Panama* was constructed by Chantier de Penhoet, St Nazaire for the Compagnie Générale. She was a 3,400 gross ton ship, 355.4 feet long, 43.8 feet abeam, straight stem, two funnels, two masts, iron-hulled, side paddle wheel propulsion with a speed of 12 knots. Until 1875, she serviced the route between St. Nazaire and Vera Cruz, Argentina.

In 1875, she was re-engined with a single screw propulsion system, given a third mast and re-christened the *Canada*. On the 22nd of April, 1876, she began servicing the Havre-Plymouth-New York route which she would continue on through May 15th, 1886. After additional routes and another re-engineering, she would eventually be scrapped in 1908.

It is unknown, the course taken by Mathias Holdermann. A year later, his wife and children would follow aboard the *Normandie*.
Coming to America
(cont)

in July of 1884. On Sept 17th, 1884, while working as a carpenter for the Erie Railway in Hornellsville, New York, he renounced his "allegiance and fidelity...to the Emperor of Germany." The name on this declaration was Mathias Holderman, the second "n" was now removed from the surname. Citizenship would follow several years later on September 27th, 1888.

From the rise of the German Empire to an 11-day voyage across the Atlantic, a new person, and family, had been born. The tale of a typical immigrant from Germany aboard a ship made of iron connects me to the argument of the value of ships in the great global migration of the 19th century. It even causes me to view the Star of India in a bit of a different light, a bit skewed but in an enlightening sort of way.

I am the descendent of a married man with children, who made a great passage aboard a ship of iron in order to relieve his family of increasing tensions of Europe while embracing the opportunities that America offered the world. Mathias Holderman was one of millions who did such a thing.

~ Brad Holderman, MMSD volunteer, editor.

‘Ye Old Sea Captain

A 65 year old man went to the doctor for his annual exam and the doctor was amazed at what good shape the guy was in.

The doctor asked, "To what do you attribute your good health?"

The old timer said, "I'm a sea captain and that's why I'm in such good shape. I'm up well before daylight, climb all over the ship, checking the rigging, sailing all day, etc."

The doctor said, "Well, I'm sure that helps, but there's got to be more to it. How old was your dad when he died?"

The old timer said, "Who said my dad's dead?"

The doctor said, "You mean you're 65 years old and your dad's still alive? How old is he?"

The old timer said, "He's 84 yrs old and, in fact, he built and sails his own boat!

He went sailing with me this morning. That's why he's still alive... he's a sailor too!"

The doctor said, "Well, that's great, but I'm sure there's more to it. How about your dad's dad? How old was he when he died?"

The old timer said, "Who said my grandpa's dead?"

The doctor said, "You mean your dad is 84 years old and his father is still living?! How old is he?"

The old timer said, "Grandpa is 102 years old and he was a captain too."

The doctor was getting frustrated at this point and said, "I guess he went sailing with you this morning too?"

The old timer said, "No...Grandpa couldn't go this morning because he just got married and he's on his honeymoon."

The doctor said in amazement, "Got married?! Why would a 102-year-old guy want to get married?"

The old timer said, "Who said he wanted to?"

Thanks to John Slate, MMSD Volunteer

NOTICE!

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All the Girls Love a Sailor!
By 1855, store ships were a frequent site in San Francisco. In a lithograph by J. Branard, the ship Niantic has been converted into a hotel.

lie have to bring every gun in port to bear upon the offenders. For these threats the Captain was arrested and brought before his Honor. In the course of the examination, it came out that Capt, Webster had conveyed one fourth of the property to Horace Hawes, Esq., in consideration that he (Hawes) should defend the same in any litigation which might ensue. Col. Collier, who acted as counsel for Capt. Fraser, gave to the Court the history of the whole proceedings, and stated that it was only upon the repeated assurances of Capt. Webster to remove his vessel whenever the collector should desire it, that he gave him permission to place the Elizabeth upon the government property. Webster had said he would sooner lose his right arm than do anything contrary to the wishes of the collector or the rights of the government.

Capt. Webster was represented by Mr. Hawes, who denies the rights of the collector to the custody of the property, and calls upon him to show his title. After hearing testimony, and the arguments of counsel, the Recorder took the matter under advisement. Capt. Webster certainly sets up a very pretty claim, and if he is sustained, will find himself very suddenly a rich man. Even the pier, for which the collector paid him $6000, is included in his "pre-emption" claim. The Collector, as well as Capt. Fraser, are, in the affidavit of Capt. Webster, sought to be restrained from committing any lawless acts against his property.

By 1855, store ships were a frequent site in San Francisco. In a lithograph by J. Branard, the ship Niantic has been converted into a hotel.

Sunday, August 18th, 1776

AM at weigh'd and came to Sail as did the Phenix Tryal Schooner and Shuldham Tender steering down the River at ¾ past past the Chiverd'friezes, within a Musquet Shot of the Rebel Battery on the Eastern Shore they began firing upon us from High Hills on the Eastern and Western Shores, and a heavy fire of Musquetry from a Breastwork under the Battery, Returned the fire when we came Abrest of New York we Recv'd a heavy fire from Battery's, Do return'd a Constant fire, had 2 Men Wounded, at came too off Staten Island in fin the Watering place WBS and Wt point of the Narrows So Do Anchor'd the Phenix Tryal and Shulldham Tender found Riding here Lord Howe Vice of the White in the Eagle, Adml Shuldham, Vice of the Blue in the Chatham, Commodore Sir Peter Parker in the Bristol and Commo Hotham in the Preston with several Men of War and a large Fleet of Transports.


SQUATTERISM IN SAN FRANCISCO

A suit rather novel in its character, was brought before the Recorder yesterday. It was an action to restrain Capt. Fraser of the revenue service, from committing certain acts which he had threatened to perform. It appears that sometime in November last, Capt. William Webster applied to the collector for permission to haul the ship Elizabeth upon a water lot which had been reserved for government purposes, promising to remove said vessel whenever the collector should request it. The collector assented, and entered into an agreement with Capt. Webster to use the Elizabeth as a store-ship for bonded goods, and subsequently employed him to erect a pier, upon which to store lumber subject to duty. For this latter operation Col. Collier paid Webster $6000. Until recently, Webster has all along asserted the property to be in the possession of the United States, and that he was acting under the instructions of the collector.

More lately, however, a new light seems to have broken in upon Capt. Webster, and he has boldly set forth his claims to the government reserve before alluded to. His has driven piles upon the land, and titled up apartments on board the Elizabeth for the accommodation of his family. Seeing how matters were going, Col. Collier gave orders to Capt. Fraser to have the intruders removed from the government property, and the Captain declared his intentions to carry out his instructions, even should
(date believed obliterated)

Lat. 45 45N
Long. 86 3.E

Captain Storry had for the last few days complained of feeling (sic) unwell, also of having a very offensive breath, which he partly blamed an exposure to the weather, as he has for some time been keeping his watch owing to the Chief Officer being laid up. this (sic) evening at 4 P.M. he got saturated with rain in a squall and remained in his wet clothes for a considerable time. On coming below he was stripped, rubbed all over with a rough towel and Dry Clothes put on complaining of being very cold and Chilly he then took a shake accompanied with fever Immediately (illeg. sent?) him to bed and covered him well up. After the fever left him his hands, Legs, and Feet became very cold and clammy. Head very hot, complained of Great thirst - gave him. One Tea Spoonful of "Sweet Spirit of Nitre" in water to Quench thirst, which was at once followed by Violent Vomiting. At this time his eyes were much Bloodshot, "Tongue," Thickly Furred of a Dark Color. "Pulse" Quick and Strong.

4 P.M. Patients Bowels rather Bound with inclinations to go to Stool. Gave him 1 Purge. - 4 Grs . Calomel 14 " Jalap which purged him very well.

7 P.M. Patients. Pulse So low could Scarcely perceive it. Hands and Feet Cold and Clamy (sic) - Patient very restless, constantly moving about from Place to place, lying about in every possible position not more than five minutes at a time, Got him to Bed. Gave him one "Sudorific Powder," complaining of Cramps in Hands Feet and Calves of Legs. Patient completely prostrated, applied Bottles of 'not Water to Soles of Feet Palms of Hands & calves of Legs. Put on Warm Wollen Stockings and covered him Well up. with Blankets and he began to Sweat Nicely --

August 7th 12 M Night Lat 10 *45'N Lon. 90 .6.E

Still Complaining of Cramps. Rubbed the Affected Parts until releived (sic) with Mixture of "Hartstroms" "Laudanum" And "Sweet Oil" finding him very weak gave to him 20 drops Spirits "Sal Volatile." Patient, Restless, Sleepless, And mind wandering on Buiness (sic) Matters, Skin Cool, "Pulse" very Low. Gave 2 Table Spoonsful Brandy in a Little Water. Diet Arrow Root & Chicken Broth of which he Partook rather Greedily.

1 A.M. About this time complained of difficulty of Breathing and throwing himself as usual in every Possible Position having Dozed of (sic) about ten to fifteen minutes each, having Painful Dreams, his Mind Continually wandering on business matters, was Constantly talking of signing Bills and adding up 3i.S.D.

5 A.M. Breathing Easier, Body Moist and Co. . (text missing) Hands ' nd Feet very cold Opened his Bowels with a Small Dose "Gregory's Powder.

7 A.M. He called for &Partook of a plate of Chicken Soup and seemed to be a little better.

12 Noon He made several attempts to work out the Observations which had been taken by Mr. Whiteside

1 P.M. He called for &Partook of a plate of Chicken Soup and seemed to be a little better.

4 P.M. Gave. One "Sudorific Powder: in Hot Tea immediately afterwards gave him a plate of Hot Arrowroot, with a little Port Wine, it, it, (?) He asked for a Spoonful of Brandy which was given to him and as he again became thirsty gave him "Imperial Drink" and "Soda Water" did continue throughout the whole of this day to administer 5 Gra. Doses of "Quinine" in weak "Port Wine."

12 Noon He made several attempts to work out the Observations which had been taken by Mr. Whiteside

2 P.M. Became Exhausted and very weak. Tongue - White Furred, Pulse - So low that it could not be felt Body - covered with a cold, Clammy Sweat. This day his Stools had the appearance of "Curdled Milk"
4 P.M. Gave him a plate of Chicken Broth which he partook heartily, was very restless and talkative and walked as far as the Fore Cabin Door, wishing to go up onto the Poop but he was persuaded to return to his Cabin, on looking at him, he had a wild appearance but spoke calmy, & sensibly, and on being asked if he felt any pain, replied "That he felt no pain" and hoped to get "a little sleep" which he thought would completely restore him.

Aug 7th 7 PM He fell off to sleep, it was a nervous sleep, his fingers was (sic) constantly twitching and Muttering incoherent sentences.

8 PM The Steward put his ear close to his chest, he appeared to be breathing easily his body seemed nicely warm. Hands and feet cold.

9 P.M. Heard a noise as if he was ejecting wind from his stomach, the steward held the light towards his face, & perceived a quantity of white Froth oozing out of his mouth felt his pulse also placed his hand over his heart and found that there was no pulsation whatever - He was Dead - The Steward called Mr. Whiteside C. Off. Mr. McGraw, 2nd Off. who also pronounced him dead. The Greater Portion of the Crew came and looke upon him, sponged his body and dressed the Corpse in clean Linen.

Aug. 8th 8.15 AM. Lat. 8.30 N. Long. 90. 39E.

Commited his body to the deep with all due ceremony and respect. The Church of England Burial Service read by the Steward. The Chief Officer being to (sic) ill to perform the last sad duty.

Disease - Remittant Fever
A. J. Whiteside Commanding
Richard Lowery 3rd Off.
H. A. Smith AB
Under the Hawaiian Flag

Since August 12, 1898, Absorption Day, Hawaiian registry has been granted to the following vessels: gasoline schooner Malolo; steamers Kilohana, City of Columbia and Niihau, and the ship Star of Italy. The following applications for register have also been filed but are still ungranted for various causes: Schooners Blanche and Ella (formerly the Labrador), Alton, La Ninfa and Concord; ships Star of Russia, Star of France, Star of Bengal, and Falls of Clyde and the bark Euterpe.

Courtesy of the Independent (Honolulu)
August 8th, 1899

ATTEMPTS TWICE TO END HER LIFE

Miss Nettie Wilson Tries to Jump From Ferry-boat Berkeley.

Passengers Grasp Her Just as She Is About to Leap Into the Bay.

Miss Wilson was detained at the City Prison until evening, when she returned to San Francisco with Frank A. Martin.

Courtesy of the San Francisco Call
Tuesday, August 5th 1902

Medea Prepares for Launch

19th August, 1904

Comely Miss Nettle Wilson, who gives her age as 20, and who says she never had a sweetheart, tried twice to jump from the ferry-boat Berkeley this morning and end her life. Both times she was prevented from carrying out her rash intention by gentlemen passengers, who grasped the young lady as she was just about to leap overboard and compelled her to complete the trip like other passengers. When the local train arrived at Center-street station Miss Wilson was given into the keeping of a police officer and escorted to the City Prison.

For some hours the would-be suicide maintained a determined silence and refused to divulge anything concerning herself or why she wanted to die. She finally stated that her name was Nettie Wilson and that she made her home with Mr. and Mrs. Frank A. Martin of 770 Howard street, San Francisco.

"There is no man in my case," said Miss Wilson in reply to a question as to whether love or a false lover had driven her to seek a grave beneath the waves. "I have no sweetheart and I never had one. Neither was it the want of money that prompted me to do away with myself. I have always had all the money I needed and everything else. I just wanted to die. That's all, and it was nobody's business but my own."

It was on the 9 o'clock trip of the Berkeley from San Francisco that Miss Wilson made her two attempts at self destruction. When the vessel was off Goat Island, the young woman descended from the top deck, walked aft and passed under the guard chain at the stern of the boat. Her action attracted the attention of a passenger, who, anticipating that she was going to jump overboard, hurried after her and grasped her around the waist as she was ready to spring into the bay. The young woman was carried to a seat on the lower deck, where she remained quiet for a few minutes. She then rushed toward the side of the boat and was in the act of climbing over the railing, when D. M. Morris and D. M. Todd, traveling salesmen, caught her and pulled her back. They watched her closely until the Berkeley docked and when the train reached Center street turned the young woman over to a policeman.

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

[Postscript] Perhaps instead of travelling from Glasgow to the tail of the Bank on the morning of the trial, it may be more convenient for you if we pick you up at some place on the Firth.

Courtesy of the Medea: The Classic Steam Yacht
by Craig Arnold, page 38.
DETROIT FAVORITE FOR LIPTON CUP

FORMER DEFENDER NOW IS CHALLENGED

BUTCHER BOY WILL DEFEND

Five Los Angeles Yachts Will Race for Silver Trophy, With Chances of Detroit Winning - All Are Speedy

LIPTON CUP (cont)

The local yachts will start from San Pedro August 26 and race to San Diego, where they will get in trim for the big event.

Most of the boats which will take part in the cup race have been entered in other events previously and all are known to be speedy craft. Reports for entry show that none of the contestants has been changed in construction since it was last raced, and those who can figure the "dope" believe that they know just about how the yachts will finish.

There have been some changes in crews, however, and this fact may have a decided bearing on the results. With the crew which will man Butcher Boy trimming sails, the local tars reluctantly admit that the race will not be a walkaway for any one of the defenders.

Courtesy of the Los Angeles Herald
Wednesday August 23rd, 1905

Alaska Packer Arrives

The bark Isaac Reed, Captain Anderson, of the Alaska salmon fleet, arrived yesterday, 20 days from Nushagak with only 584 barrels of salmon. The run this season has been light and Captain Anderson reports everything unusually quiet at Nushagak. A fishermen, whose name he does not know, was drowned and another one injured during the season. Captain Anderson reports that the Big Bonanza was to have left Nushagak August 6, the Star of India August 9 and the Indiana August 10. They are all bound for this port and with the rest of the fleet should be here soon.

Courtesy of the San Francisco Call
Thursday, August 27th 1907

Speculation is rife as to the outcome of the yacht races for the Lipton cup which will be held at San Diego during the last three days of this month. The time for listing entries expired at midnight Monday, and seven fast craft are entered for the contest.

There are five challengers, and the crew of each fully expects to win the trophy. The chances seem to favor the Detroit, however, for though she is a long craft, 42 feet beam, she successfully defended the cup last year when she belonged to the San Diego Yacht club, and there does not appear to be anything faster in this race than she was pitted against last season. Other challengers are Venus, Mischief, Marie and Typhoon, all belonging to local yachtsmen and all fast boats.

Butcher Boy Will Defend

The Butcher Boy will defend the cup and the Nackey, owned by E. W. Scripps, will be the only other entry from San Diego.
"Dear Papa, this is a picture of us in San Diego." May 8th, 1914.

"Dear Mother, this is at target practice in San Diego. Cleared for action." May 8th, 1914.

Four months after Clarence Hart sent these postcards to home, the U.S.S. California (ACR-6) would be renamed the U.S.S. San Diego.

C. 1916 - Pilot standing off coaling station with Point Loma in the background with skipper’s family on board and lady fishing.

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.
August

1879, August 1st - Passenger Stead Ellis and his family begin their trek to the London docks to board the emigrant ship Euterpe. The voyage would be the best documented of her existence.

1776, August 2nd - The British naval frigate HMS Rose continues her bombardment against rebel batteries as a response to the American colonies Declaration of Independence.

1850, August 3rd - The Revenue Cutter C.W. Lawrence is struck by the George Pollock.

1790, August 4th - The United States Revenue Marine Service is created under the Tariff Act of 1790.

1866, August 7th - Suffering from an unknown tropical disease, the Euterpe's first master, Capt. William J. Storry dies at sea. (See Article, Page 29).

1849, August 9th - Off the coast of Peru and in need of coal, the San Francisco-bound bark Lagrange hails the revenue cutter, C.W. Lawrence. (See Euterpe Times Volume 2, Number 21.)

1945, August 9th - Five days before the end of World War II, the steam yacht Medea is transferred from her use with the Norwegian navy to the British Director of Sea Transport.

1961, August 14th - General public fundraising for the restoration of the Star of India begins with a luncheon at the El Cortez Hotel.

1889, August 17th - The attorney general of the Republic of Hawaii gives "an opinion that the provisional registers were not recognized."

1914, August 17th - The pilot boat Pilot is launched in San Diego, CA.

1920, August 17th - As they clear Unimak Pass, Alaska, Captain Marzan of the Star of France challenges the Star of India to a race in their return to San Francisco. The Star of India would enter San Francisco on September 9th, 3 days ahead of the Star of France.

1848, August 20th - The Campbell class revenue cutter, C.W. Lawrence is launched at Easby shipyard in Washington D.C.

1904, August 29th - The steam yacht Medea is completed and launched in a record time of 51 days.

I've discovered that my time at the museum over the years has had a profound affect on my life. Five years ago, I didn't have a mariner's bone in my body.

I did, however, have an interest in 19th century history. I always felt like I was one of those people who should have been born in 1867 rather than 1967.

Because of the museum, the skills I have learned and people I have met, I have become a different person, a better one I should think. Due to these effects, passing over the futtock shrouds became important to me. It wasn't just facing the fear, I was interested in the person that I may become once I put my foot back down onto the deck. And it did happen, a new confidence was seeded, but nearly unsown 45 minutes later with a failed belay.

I still would not qualify myself as a skilled seaman, far from it. But, it has had its effect on the man, the parent. I have become a small source of pride to my kids, and their opportunities to sail either with friends or aboard Pilot exist now, where they had not before. In those instances, they have even walked away knowing a new thing or two. Before the museum, I couldn't roll a garden hose or extension cord. I haven't had that problem in several years. The basic application of seamanship skills to the domestic side of life has had its effect. I can't think of any of them bad, thus far. Is it any wonder my soul drives me forward to the waters...

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