It was announced in September the *HMS Surprise* will set sail in honor of the *Star of India’s* birthday. *Californian* and *Lynx* will also be joining in the party with gun battles on the bay. (See story inside).

On September 11th the *Star of India* returned to the Maritime Museum of San Diego.

Coinciding with the solemn memory of the events of Sept 11th, 2001, the *Star of India* returned from dry-dock amidst much fanfare and a crowd of onlookers. After more than three weeks away from the Maritime Museum of San Diego, the awkward void left in her absence became a sore wound of the past.

The *Star of India* had spent the better part of August at the floating dry-dock *Diligence*, located at BAE Systems' facility in South Bay. The *Star* will be the last ship docked in *Diligence* under the ownership of BAE Systems as the aging platform is being retired from use.

Through the course of August and early September, staff and volunteers progressively worked on cleaning the hull, which included an unanticipated sand blasting, patching of holes and (Continued on Page 2)
Dry-dock (cont)

While in dry-dock, seldom seen aspects of the Star of India’s hull.

defects, application of the Ceram-Kote and Splash Zone preservative materials and finally a new coat of paint.

By the morning of September 11th, the Star of India was ready to return home. Aided by the tugboats of Pacific Tugboat Services, the Star began a near 2-hour cruise north back to the museum. On hand, a growing number of onlookers, news cameras, naval band and Abraham Lincoln himself.

“A growing crowd and news cameras gathered on the Embarcadero as a Naval band played awaiting the Star’s return.

At noon, the Star of India cleared the in-port Carnival Elation and the B Street Terminal, arriving in full view of the Maritime Museum. Swivel gun salutes manned by Ship Operations’ Scott Baldwin were fired from the quarterdeck of HMS Surprise. The USS Guadalupe was passing on her port side. A Sousa march beamed from the Embarcadero as endless commentary in a rising tone frequented the Embarcadero.

One would think the Star was under her own power, the tugboats hidden from view on the starboard side, as her port side swung arced towards her berth.

“Pablo” Koenig stands ready to handle mooring lines as the Star returns to Chowder Bay.

Within the hour, the Star of India was securely at home. The return was a welcomed one as comments were heard even from passing trolley intercoms.

For the museum, although the dry-dock was a much needed event in its continued maintenance of the 145-year-old bark, her absence during the waning months of summer is sure to have

George Sutherland and Chris Pack were among the volunteers that worked tirelessly through the month of August and early September.
Dry-dock (cont)

Maintenance volunteers haul on the aft mooring lines, securing the Star to her berth along the Embarcadero.
its impact on the museum. As a once-a-decade mandated by the United States Coast Guard, the Star of India is expected to be dry-docked again in 2019.

With the Star now back at home, restoration efforts on the fo’c’s’le head and jib-boom can now continue as the Museum now sets its sights on sailing the Star again in 2011, continuing her status as the world’s oldest active sailing vessel.

As the following stories will reveal, the Star of India is not the only ship in the museum fleet abuzz with activity.

Carnival Elation to Leave San Diego

The Carnival Elation was moored at the B Street Pier during the Star of India’s return from dry-dock.

It was announced by Carnival Cruise Lines this past month, that their ship Carnival Elation will be redeployed in May 2010 to Mobile, Alabama for service to the Caribbean. The Carnival Elation became the first cruise ship in June of 2007 to be home ported in San Diego, servicing cruises to Cabo San Lucas, Ensenada and various locations along Baja California. Starting in Feb 2009, she began making stops at Avalon on Catalina Island.

The Carnival Elation is a 2,052 passenger cruise ship built at Kvaerner Masa-Yards Helsinki, Finland. She is registered in Panama and began service in 1998. She was the first ship to use Azipod propulsion units. She measures 855 feet in length, consisting of 70,367 gross registered tons and having 10 decks and is capable of 21 knots.

In 2009, Carnival Elation was the setting for an incident worthy of Agatha Christy. In June, during a trip to Cabo San Lucas, a passenger was arrested for the killing of his wife aboard the ship. The case has not yet gone to trial. In early September, the Elation was re-routed from a trip to Cabo San Lucas due to hurricane Jimena, making unexpected stops at Avalon and Ensenada, Mexico.

For several years now, the Carnival Elation has been docked at either the B Street Terminal or Broadway Terminal near the Maritime Museum of San Diego. In view of the Star of India, the Carnival Elation, along with other cruise ships, has allowed for comparison and contrasting of maritime technology, complimenting the historical aspect of San Diego’s working waterfront.

Back in the Water

Volunteer crewmen David Richards and Brian Richardson row the Robert Sharp back to the floating dock after her re-launch.

After a month of restoration, the Robert Sharp was re-launched on September 20th. The Robert Sharp is currently the center point of the museum’s youth rowing and educational programs.
Great Guns, Adventure, Cabrillo and the Return of the Lynx: Californian’s Busy September

As the Dana Point Fest came to a conclusion, the Lynx joined up with the Californian, sailing south and returning to the museum. During Californian’s absence the Star of India had returned from dry-dock, within a single weekend a sparse maritime museum became an active historic seaport. The Lynx added to the cast of two-masted schooners which also includes the visiting America.

Californian and Lynx on the following weekend re-established their roles as opponents the following weekend for gun battles on the bay. The gun battles are a crowd favorite, reliving the tense and romantic atmosphere of tall ships under fire. The museum welcomed correspondents of the San Diego Union-Tribune on Sunday the 18th as a busy maintenance crew volunteers were working about. Volunteer Chari Wessel was featured in the article.

Californian began her month venturing to Catalina Island during her annual Labor Day Weekend adventure sail.

For the tops'l schooner Californian, September is typically a very busy month and 2009 proved to be no different. Four major events, including two out of area sails, occupied the rotating crews of the famed schooner. September also marks the beginning of the school year which means the start up the educational sails and programs typically held aboard Californian.

On the 4th of September, she departed the Maritime Museum of San Diego for Catalina Island for the annual Channel Island sail. Passengers and crew were able to relive 19th century seamanship skills and its culture from a first hand experience. The Californian returned on the evening of the 7th.

Californian's stand down was short-lived. The following Friday, September 11th, the Californian set sail north for the Dana Point Tall Ships Festival. Volunteer crewman Chari Wessel relates her account of the festival in the following story.

While in Dana Point, Californian spoke with several ships including Pilgrim, Spirit of Dana Point and the Lynx. The Lynx had just returned to the West Coast from Hawaii after participating in the 2009 TransPac race.

The summer months typically is the season for the largest tourist crowds and ticket sales. However, for the Maritime Museum of San Diego, the fall is actually the busiest time of the year as it leads to its climax with the celebration of the Star of India's birthday and its annual sail.
As the museum grows and stubbornly resists the effects of a down economy, the Cabrillo re-enactment now entices the imagination and hopes of everyone connected with museum regarding the construction of the replica of the San Salvador. Although Californian may be relieved of this duty sometime in the near future, she continues to act as the museum’s most active ambassador.

Californian will continue to be busy as she becomes the main platform for the museum’s many educational programs and an additional out-of-area sail to Redondo Beach in October.

The 25th Dana Point Tall Ship Festival

There is nothing quite like getting up at midnight to cast off mooring lines and raise sail in the dark; nothing quite like having the whole ship to yourself with “just crew”—it’s like a sailing adventure with your best friends. For crew camaraderie, the Dana Point Toshiba Tall Ship Festival is the high point of Californian’s sailing season.

Once the ship reaches Dana Point, the real fun begins. Ocean Institute is a gracious host to the tall ship crews, providing free lunches during the festival, free entry into their excellent museum and a key to the shower house—much appreciated at the end of a long hot day. This year eight tall ships participated: American Pride, Californian, Curlew, Ewy Johnson, Irving Johnson, Lynx, Spirit of Dana Point and Pilgrim. Masts and yards filled the harbor, ships rafting up to provide side-by-side “open ship” for hundreds of eager visitors, who waited in long lines in the broiling sun for the opportunity to come aboard and walk the decks of each ship. There was a park full of vendors, a music stage, a food court, and performing pirates.

Chari Wessel was featured in an article for the San Diego Union-Tribune. Here she is seen introducing the U-T staff to the Californian and her guns.

Part of this, another milestone and celebration, the annual re-enactment of the landing of Juan Rodriguez Cabrillo at Point Loma in 1542. Over the years, Californian has played the role of Cabrillo’s flagship San Salvador, as living actors row the shallop Chalupa to the shores at Point Loma. This year, the Lynx was alongside carrying spectators.

In mid-September, the privateer Lynx sailed into San Diego waters and is expected to stay thru November.
Friday afternoon we boarded 40 passengers and took our place in a “tall ship parade” led by Ocean Institute’s flagship Pilgrim. Californian fired a 4-gun rolling broadside as we passed under the cliffs made famous by Richard Henry Dana in “Two Years Before the Mast.” Saturday and Sunday mornings began with a deck wash-down, flag-raising and setting up for “open ship”. For five hours we handed visitors and their giant bags of kettle corn over the rail and answered questions large and small. Our docents manned the ship’s store on deck. At four the tourists left and we rigged the ship for sailing, heading out with a boat-load of passengers into a melee of a gun battle with seven opponents and dozens of local small craft who try to participate in their own creative ways (often to the consternation of the Coast Guard Auxiliary boat tasked with keeping order.)

At sunset the final rounds were fired and all the ships headed back to the harbor. Sails were furled, passengers disembarked, and somewhere around 8 p.m. the tired crew tucked into a tasty dinner prepared by acting cook Aimee Kay. On Saturday night, Pilgrim hosted the traditional festival pot-luck dinner and shanty fest for all the ship’s crews.

The Dana Point Tall Ship Festival featured a multitude of traditional vessels familiar to southern California.

Off the coast of Dana Point, tall ships squared off in parades and gun battles.

Sunday night, some of the ships dropped off their passengers and sailed away for their home ports. Captain Ray Stewart took pity on Californian crew this year and let us get a good night’s sleep before casting off early Monday morning for a speedy trip back to San Diego.

The Dana Point Festival is scheduled the weekend after Labor Day. Mark your calendar for next year!

~ Chari Wessel, MMSD Volunteer

The Gunroom Encounters

A member of the Patrick O’Brian fan site and listserver, the Gunroom, Jim Klein toured the HMS Surprise and Maritime Museum of San Diego in mid-September. Here, Jim (on the right) poses with this publication’s editor.
HMS Surprise to Sail in Honor of the Star of India’s Birthday

Originally scheduled to have been dry-docked in early summer, HMS Surprise was down-rigged, yards and all, after learned mistakes from her previous dry-dock. The down-rigging allowed the opportunity to refurbish the plethora of gear that goes with a square-rigged ship. Through the summer, maintenance volunteers were busy restoring the yards, blocks, foot-ropes, etc. Additionally, the Rose’s original yokes were re-painted and including in the anticipated re-rigging. The yokes, although not historically correct, will improve the Surprise’s sailing qualities by bracing farther around. The difficulty with tacking the ship has been a frustration for the entire crew of Surprise.

HMS Surprise was the scene of continual work aloft during August and September.

It was announced in September that HMS Surprise, Californian and along with the Lynx will be sailing in honor of the Star of India’s 145th birthday on November 21st and 22nd. Initially, HMS Surprise’s sail status was tentative, but progress led by staff and dedicated volunteers made the chance come to fruition.

The main mast yoke, originally part of HMS Rose’s rigging, has now been re-shipped. The mizzen crow-jack and fore course yard have also had yokes added to improve bracing, and hence, tacking performance.

By August, yards were ready to be re-shipped. The capstan aboard HMS Surprise was used for the crow jack yard on the mizzen and was discovered to be in a great need of repair. Another task added to a host of items. De-construction of the capstan also allowed for some refinements, moving the capstan aft about a foot enables more clearance of capstan bars from the aft dog rail on the main mast (See Aimee’s recollection, inset).

With the announcement of her sailing, efforts were doubled and by the end of summer, sails were being bent on, the capstan restored and aesthetic work on the helm and pinrails was reflecting in a pretty ship. Crew (especially the editor) are having to adjust to the addition of the yokes on the course yards. The yokes have increased the distance from the shrouds to the footropes to a distance that makes one think twice.

As of the end of September, most sails have been bent on as a period of trial and error will begin to discern if all the rigging has been completed correctly. As the rigging of ship is completed, the month of October will prove to be a small window for sail training.

Tom McSaveney works on a flat seizing for on the main mast’s two tops'l sheet turning blocks.
HMS Surprise (cont)

Crewmen, including the returning veteran sailor Connie Allen, bend on head's ls on September 27th.

A glimpse from the deck

Located aft of the main mast, the aging capstan was removed, refurbished and moved aft an additional foot.

Worked all day today on the capstan. The deck under it has been repaired, the new base has been fitted on it, spiked into the deck, and painted. The capstan has been relocated about 1’ aft of where the old one went. The hope is that this will allow us to use the capstan without having to tie back the lines leading to the main fife rail. This led to some interesting drilling for the new hole for the capstan fitting as the new hole ended up directly over the door leading down to the engine compartment. Some creative jiggery-pokery enabled us to get the last bit of “new” decking out to get the circular saw blade on it to finish the hole. Right now, the “spindle” of the capstan is in place. Tomorrow’s work will be to put the metal edging down on the base, drilled and bolted thru the deck, then some repairs to the capstan and its pawls, placing the capstan back onto the spindle, and then repairs to the cap for it. This is a critical fix for us to go sailing however, so we’re charging right ahead on it!

~Aimee Kay, MMSD Volunteer

The Mother of All Typos

It was brought to this editor’s awareness that a typo of extraordinary ramifications was made by this publication. Capt. Welton mentioned that the floating barge, referred to as Car Float No. 37 was actually Car Float #7. If one notices on their computer keyboard, the simple action of not hitting the shift key results in a 3, not the # symbol. This mistake was repeated in a recent issue of Full & By.

Car Float No. 7 has recently opened to the public, in addition to public access to the Californian when she is dockside. Visitors can now enjoy close-up views of the Californian, the small craft collection and our long-term visitors, the America, Stars & Stripes and Abracadabra.
2009 San Diego

PARADE OF LIGHTS PARTY

VIEWING from the FERRYBOAT BERKELEY

1492 North Harbor Drive
Benefit for the Maritime Museum of San Diego
Sponsored by THE STAR OF INDIA AUXILIARY

Enjoy admission to the Maritime Museum’s fleet of ships while you’re here for the party.

HOLIDAY BUFFET 5:00 - 9:00 pm

No host bar ~ warm casual attire
Seasonal Music by the EARTHWALKERS
Sunday, December 13, 2009 OR
Sunday, December 20, 2009
All seating is reserved.
Reservations will be held at the door.

No REFUNDS or CANCELLATIONS after November 30, for December 13 parade or after December 4, for the December 20 parade
COST: adults $50; children 5-12 are $25 and children under 5 are free
PLEASE bring a toy for the Toys For Tots barrel located on the Berkeley

RESERVATION PROCESS

- ALL ticket purchases and table reservation selections must be made by CREDIT CARD on line at www.sdmaritime.org
- Each guest will receive an e-mail confirmation which will be REQUIRED at check-in
- Guests will be able to select a table on the website so groups may be accommodated (Groups of 10 or less should plan to share their table with another group.)
- Those without online access may reserve by calling 619-234-9153 ext. 101 (early birds get best choice)
JOE’S (NOT OPRAH’S)
BOOK OF THE MONTH CLUB:
The Life and Adventures of John Nicol, Mariner

John Nicol Mariner, Age 67

I’m sure you’ve all been anxiously waiting for this month’s Book of the Month Club selection. Remember, all you long time members of Joe’s Book of the Month Club, that for one small price you get your choice of all the Book of the Month Club Selections at our Special Members Discount Rate; resulting in ever so fabulous savings for you!

For one, small shipping, handling, wrapping, binding, printing and stamping charge of only $14.95 you too can have the wonderful world of reading at your very fingertips! (Pictures too!) … just remember to keep paid up and current on your monthly dues to avoid any penalties and don’t ever even think about trying to get out of this book club once you’ve joined!

Now, on to this month’s selection: The Life and Adventures of John Nicol, Mariner Edited and with an Introduction by Tim Flannery. Grove Press: New York, 1997. Many readers of this newsletter are old enough to hearken back to a time when we had heroes in our lives. (Junior Crew - you can skip this boring part) We knew all their names, what they did (and where), and even who they did it with, whether it was on the baseball diamond, in the movies or in the comic books. The span of characters ranged from Davey Crockett to Superman to Joe DiMaggio. In more recent years this type of hero worship has all but disappeared, for whatever reasons, and a once important and driving force in our lives has sadly gone missing. Perhaps this is partly due to the ability of modern historians to reveal more of the human failings, the “feet of clay” of many of our former heroes.

In nautical history we have a great many heroes such as Admiral Nelson, maybe Cook, Magellan, probably not Columbus (see what I mean? He’s not so much the hero now as he once was). Of course in more of the nautical fiction line there’s Horatio Hornblower, or Jack Aubrey: although I firmly believe many of my shipmates resonate more with Aubrey’s cantankerous steward, Killick than they do with Jack himself - Killick being a sort of anti-hero.

Everyone who’s at all interested in the sailing of ancient ships, whether truly old or replicas, and who sail from the deck, aloft, or from an armchair should be aware of one of the truly great and mostly unknown heroes of the sea, John Nicol. This quiet, gentle, unassuming and modest Englishman sailed back and forth and around and across the world over a period of 25 years from 1776 to 1801 and served in a dozen different ships. He first went aboard as a teenager purely for the joy and excitement of the adventure, and undoubtedly he saw more of the world in his day than almost everyone else in it.

What makes him truly interesting and unique, though, is that he was not from the upper classes, but a common seaman, a cooper, from the lower decks. About the only other writing from the lower decks that we have comes from our very own (West Coast USA) Richard Henry Dana. But, of course we all know Dana was slumming; i.e. he was more of an upper class guy who wanted to see what life “before the mast” was really like. And so, from all the tales and stories of the sea, the one person whose voice has rarely been heard is the lowly jack tar who does all the hard and dangerous work. That’s why John Nicol’s story is such a rare and important one.

The form this little book takes is somewhat unusual in itself in that it is first introduced by the contemporary writer Tim Flannery who tells the fascinating story of John Howel’s discovery of John Nicol; then comes the original 1822 introduction by John Howel, and, finally we hear from John Nicol, himself, in the following preface:

TO THE PUBLIC it must appear strange that an unlettered individual at the advanced age of sixty-seven years, should sit down to give a narrative of his life. Imperious circumstances must plead my excuse. Necessity, even more than the importunity of well-wishers, at length compels me. I shall use my humble endeavor to make it as interesting as is in my power, consistent with the truth.

My life, for a period of twenty years, was a continued succession of change. Twice I circumnavigated the globe; three times I was
Where in the Star is the...

Some months back, work was done in the Lazaret. Some of us had no idea where that was located and if you didn’t join into that work gang, you might still not. This editor was one them and took it upon himself to at least discover its location and share that knowledge.

The lazaret is located in the hold, or more generically on the orlop deck. Its access, however, is by way of the’ tween deck. It is accessed through a hatch cover located aft near the timber ports on the port side.

The term lazaret or lazaretto is defined by The Oxford Companion to Ships and the Sea as:

“(1) a compartment set aside in smaller ships for the stowage of provisions and stores. It was frequently in the stern of a ship, under the direct eye and control of the master to make pilfering more difficult…(2) An isolation hospital for men who may have infectious or contagious diseases from ships which have been placed into quarantine.”

So, the next time ou are directed to the Lazaret, you have a general idea of where to lay and what it may have been used for in the past.

~ MMSD Volunteer Joe Keoughan

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SERVICE OF JOHN NICOL

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<th>Ship</th>
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<tr>
<td>Proteus</td>
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<td>Surprise</td>
<td>West Indies</td>
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<td>Leviathan</td>
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<td>Cotton Planter</td>
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<td>Lady Juliana</td>
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~ MMSD Volunteer Joe Keoughan

Nicol (cont)

in China, twice in Egypt, and more than once sailed along the whole landboard of America from Nootka Sound to Cape Horn. Twice I doubled it—but I will not anticipate the events I am about to narrate.

Old as I am, my heart is still unaltered; and were I young and stout as I have been, again would I sail upon discovery—but, weak and stiff, I can only send my prayers with the tight ship and her merry hearts.

John Nicol

For the rest of book we hear his amazing story as dictated to John Howel after his discovery of the old tar on an Edinburgh, Scotland street. He found him with an old apron tied around his waist feebly scrounging and tottering along picking up little bits of coal to stave off the spring chill.

I’ll leave it too you, dear readers, to discover old “bungs’” tales and adventures on your own, but I feel I should mention just a few historical references you may be familiar with: Nicols was aboard for the famous voyage of the convict ship Lady Juliana loaded with 226 female convicts bound for Australia; also Nelson’s battle of the Nile and the spectacular explosion of L’Orient. But in the early days of his career he served 7 years aboard another ship you may very well have heard of.

This particular British vessel was on the East Coast during the American Revolution in the year 1776 and is the model for a somewhat fictional vessel made famous much, much later by Patrick O’Brien in his Aubrey/Maturin series and then transformed in reality from the Rose into the star of a great motion picture; a ship known by most of us as the HMS Surprise. Yes, John Nicols served, and traveled the world in the original, the namesake, of our own dear Surprise.

Give this little book a read and introduce yourself to a real nautical hero, John Nicol, Mariner extraordinaire.
THE DEAD SHIP OF HARP SWELL

By John Greenleaf Whittier

What flecks the outer gray beyond
The sundown's golden trail
The white flash of a sea-bird's wing,
Or gleam of slanting sail
Let young eye watch from Neck and Point,
And sea-worn elders pray,-
The ghost of what was once a ship
Is sailing up the bay!

From gray sea-fog, from icy drift,
From peril and from pain,
The home-bound fisher greets thy lights,
0 hundred-harbored Maine!
But many a keel shall seaward turn,
And many a sail outstand,
When, tall and white, the Dead Ship looms
Against the dusk of land.

She rounds the headlands bristling pines
She threads the isle-set bay
No spur of breeze can speed her on,
Nor ebb of tide delay.
Old men still walk the Isle of Orr
Who tell her date and name,
Old shipwrights sit in Freeport yards
Who hewed her oaken frame.

What weary doom of baffled quest,
Thou sad sea-ghost, is thine
What makes thee In the haunts of home
A wonder and a sign
No foot is on thy silent deck,
Upon thy helm no hand
No ripple hath the soundless wind
That smites thee from the land!

For never comes the ship to port,
How'er the breeze may be
Just when she nears the waiting shore
She drifts again to sea.
No tack of sail, nor turn of helm,
Nor sheer of veering tide
Stern-fore she drives to sea and night,
Against the wind and tide.

In vain o'er Harpswell Neck the star
Of evening guides her in
In vain for her the lamps are lit
Within th tower, Seguin!
In vain the harbor-boat shall hail,
In vain the pilot call
No hand shall reef her spectral sail,
Or let her anchor fall.

Shake, brown old wives, with dreary joy,
Your gray-head hints of ill
And, over sick-beds whispering low,
Your prophecies fulfil.
Same home amid yon birchen trees
Shall drape its door with woe,
And slowly where the Dead Ship sails,
The burial boat shall row!

From Wolf Neck and from Flying Point.
From island and from main.
From sheltered cove and tided creek.
Shall glide the funeral train.
The dead-boat with the bearers four,
The mourners at her stern,-
And one shall go the silent way
Who shall no more return!
And men shall sigh, and women weep,  
Whose dear ones pale and pine,  
And sadly over sunset seas  
Await the ghostly sign.  
They know not that its sails are filled  
By pity's tender breath,  
Nor see the Angel at the helm  
Who steers the Ship of Death!  

`Chill as a down-east breeze should be,  
The Book-man said. `A ghostly touch  
The legend has. Im glad to see  
Your Flying Yankee beat the Dutch.  
`Well here is something of the sort  
Which one midsummer day I caught  
In Narragansett Bay, for lack of fish.  
`We wait, the Traveler said  
serve hot or cold your dish.

EMBARCADERO—It’s time again for all aspiring ghosts, goblins, pirates and princesses to gather on the Star of India for some ghostly tales of enormous proportions. Enjoy lantern led tours around the ship and hear eerie legends from the Star of India’s past. Hear the tales of how young John Campbell fell to his death from the rigging, how an Army Captain on the ship slit his throat and more creepy events. Carnival, games, prizes, food, costume contests and more for parents and kids of all ages.

Lantern led tours will be held from 5pm-8pm on Friday, October 30 and Saturday October 31. Carnival will be held on Saturday, October 31 from 11am-4pm. All activities will take place at the Maritime Museum of San Diego on the Embarcadero. Tickets are $8-$14 for admission to the museum; includes lantern led tours. An additional $5 will get your hand stamped for carnival activities, with unlimited play for kids of all ages. Advance tickets are available on the museum’s website at www.sdmaritime.org after Labor Day. The public can call: 619-234-9153 ext. 101 for more information. Tickets include same-day admission to the Maritime Museum.

NOTICE!  
The EUTERPE TIMES  
Wants Your Personal Mayflower story.  
Need help? Let the Euterpe Times help piece the puzzle together.  
Know the Story? Please share it.  

Send any information to euterpetimes@yahoo.com.
A VOICE FROM THE DEEP:
A Galley Story.1

"I said it was a story of a ghost -
What then!"

"All nations have believed that from the dead
A visitant at interval appears."

~ LORD BYRON

"What say you, boys, a caulik or a yarn?" says one of the 'quarter-gunners,' addressing indiscriminately the watch one night, as soon as they were mustered. "Oh, let's have a yarn, as we've eight hours in," replied one of the topmen. Bob Bowers will spin us a'twist; and away to the galley a group of eight or ten instantly repaired.

"Well, boys!" says Bowers, "let's see, what'll you have? - one of the Lee Virginney's, or the saucy Gee's?2 - Come, I'll give you a saucy Gee.

Well, you see, when I served in the Go-along Gee - Captain D***, he was killed at Trafylgar, aboard the Mars, seventy-four, - aye, and as fine a fellow as ever shipped a swab,3 or fell on a deck. - Them warn't a better man aboard from stem to stern. He knew a seamen's duty, and more he never ax'd; and not like half your capering skippers, what expect un-possibilities. It went against his grain to seize a grating-up, and he never flogged a man he didn't wince as if he felt the lash himself! - and as for starting, - blow me if he didn't break the boatswain by a court-martial for rope's ending Tom Cox, the captain o' the fore-top in Plymouth-Sound. - And yet he wasn't a man what courted cocularity;4 for once deserve it, you were sure to buy it; but do your duty like a man, and, d-n it, he'd sink or swim with you!

"He never could abide to hear a man abused: let's see, was't to the first or second leeftenant he says - no, 'twas the second - and blow me, too, if I doesn't think 'twas the second - it was the third, kase I remember, now, he'd never a civil word for no one. Wel blow me, too, if I doesn't think 'twas the third - it was the third, the first or second leeftenant he says - no, 'twas the second - and as for starting, - blow me if he didn't break the boatswain by a court-martial for rope's ending Tom Cox, the captain o' the fore-top in Plymouth-Sound. - And yet he wasn't a man what courted cocularity; for once deserve it, you were sure to buy it; but do your duty like a man, and, d-n it, he'd sink or swim with you!

"Well, the leeftenant shams deafness, you know; but I'm blowed but he hard every word on' - for never a dolphin a-dying tarned more colours nor he did at the time! But avast there a bit - I'm yawing about in my course. Howsoever you know, 'tis but due to the dead, and no more nor his memory desarves: so here's his try again - small helm bo - steady - ey-a. - Well, you know, the Go-along-Gee was one o' your flash Irish cruisers - the first o' your fir-built frigates - and a hell of a clipper she was! Give her a foot o' the sheet, and she'd go like a witch - but somehow o' nother, she'd bag on a bowline to leeward.5 Well, there was a crack set o' ships at the time on the station. Let's see, there was the Lee Revolutioneer (the flyer, you know) - then there was the fighting Feeby - the dashing Dry'd, and one or two more o' your flash-uns; but the Gee took the shine on 'em all in reefing and furling.

"Well, there was always a cruiser or two from the station, as went with the West-Ingee convoy, as far as Madery or so - to protect 'em, you know, from the French privateers, and to bring back a pipe of the stuff for the admiral:- aye, and I take it the old boy must have housed up his jib stay pretty often, for many's the pipe we shipped in the Gee for him.

"Howsoever, you see, we were ordered to sail with one of these thund'ring convoys, the largest as ever was gathered together in cove - nigh-hand a hundred and eighty or ninety sail. Let's see, there was the Pollyinfamous,6 sixty-four, was our commodore you know; and 'sides we in the Gee, there was a ship Cravatte,7 and an 'eighteen-gun-brig.' Well, we sailed with the convoy from cove on St. Patrick's day, with a stagg'ren breeze at east-north-east. We was stationed astarn, to jog-up the dull-uns, and to 'touch 'em up in the bunt' with the buntin.

Well, after we runs out of one o' your reg'lar easterly gales, what has more lives nor a cat, and going for ever like a blacksmith's bellows, till it blows itself out, we meets with the tail of a westerly hurricane (one o'your sneezers, you know.) Four or five of our headmost and lee-wardmost ships, what tasted the thick on it first, win taken aback; two was dimasted clean by the board: but the Go-along-Gee was as snug as a duck in a ditch, never straining as much as a rope-yarn aloft, and as tight as a bottle below.

"Well, howsoever, we weathers out like a Mudian. We lost nothing nor the Corporal, of marines, as was washed overboard out o' the lee-mizen chains. Well, after the wind and sea gets down. the Commodore closes the convoy, and sends shipwrights aboard such ship as needed 'em most. Well, at last we gets into your regular trades, with wind just enough for a gentleman's yatch, or to ruffle the frill of a lady's flounce: and on one o' those nights as the convoy, you know, was cracking-on every thing low-and-aloft, looking just like a forest afloat - we keeping our station astarn on 'em all - top-sails low'rd on the.cap - the sea as smooth as Poll Patterson's tongue, and the moon as bright as her eye - shoals of beneties playing under the bows; what should I hear but a voice as was hailing the ship! Well, I never says nothing till I looks well around (for you see I'd the starboard cat head8 at the time;) so I waits till I hears it again - when sky-larking Dick, who'd the larboard lo9 a bit, for we warn't bet then in old Badgerbag's9 track. Well, we hailing again, we sees something as white as a sheet on the water! Well, I looks at Dick, and Dick looks at me - neither of us never saying nothing, you know, at the time - when looking again, by the light of the moon, 'I'm d-d,' says I 'if it is'nt the corporal's ghost!' - I'm d-d if it is'nt,' says Dick, and aft he flies to make the report. Well, I felt summit or so queerish a bit (though
The Friendship Sloop Genevieve speeds past the Californian evoking a period when classic sail and tall ships were an abundant and regular aspect of San Diego Bay.

A VOICE FROM THE DEEP (cont)

I says nothing to no one, you know,) for 'twas only a fortnight afore the Corporal and I had a bit of a breeze 'bout taking my pot off the fire. Well, says the voice, 'Will you heave us a rope? I don't want a boat!' was the cry. 'D-n it, ghost or no ghost,' says I, 'I'll give you a rope, if it's even to hang you;' so flying, you see, to the chains, I takes up a coil in my fist, and heaves it handsomely into his hands. There, I was, as mum as monk, till he fixes himself in the bight of a bowling-knot; when, looking down on his phiz, says I, just quietly over my breath, 'Is that Corporal Crag?' says I. - 'Corporal Hell!' says he, 'why don't you haul up?' 'Well, I sings out for some-un to lend us a fist (for Dick was afeard to come forward again - and I'm blow'd but the Leeftenant himself was as shy as the rest o' the watch.) So I sings out again for assistance: for there was the unfortunate fellow towing alongside like a hide what was softning in soak. - 'Will no one lend us a hand?' says I, 'or shall I reg'larly turn the jolly adrift? Well, this puts two o' the topmen, you see, on their pluck, for both on 'em claps on the rope, and rouses clean into the chains - Now what do you think?'" Why the' Corporal's ghost to be sure," says one of the group. - "No, nor the sign of a ghost - nor a ghost's mate's minister's mate - nor nothing that looked like a lubberly lobster, dead or alive; but as fine a young fellow as ever I seed in my days. For, you see, the whole on it is this:-'twas no more nor a chap of an apprentice, whose master had started him that morn; and rather nor stand it again, he takes to his fins and swims like a fish to the Gee - mind! the starnmost ship of the convoy! though his own was one of the headmost; aye, and running the risk not to fetch us, you know, nor another chance to look to for his life. And why? - why? bekase the ship had a name - to be sure! she was the Gee!!!!“

4. This is no far-fetched Malapropism; the man who made use of this expression was subsequently killed, a boatswain of a line-of-battle ship.
5. A judicious remark, though couched in a homely phrase for it is now proved that fir-built ships, from the difference of their specific gravity, by no means "hold so good a wind" as our oak, "men-of-war."
6. Polyphemus.
**Marinisms**

Mr. Weigelt’s Maritime Dictionary

**SHEAVE,** or Shiver (*rouct de poulie*, Fr.) the wheel on which the rope works in a block; it is generally formed of lignum-vitae, sometimes of brass, and frequently of both: the interior part, or that which sustains the friction against the pin, being of brass, is let into the exterior, which is made of lignum vitae, and is then termed a sheave with a brass coak or bush.

**Sheave-Hole,** (*clan*, Fr.) the channel cut in a mast, yard, or timber, in which to fix a sheave, answering instead of a block.

**A VOICE FROM THE DEEP (cont)**

7. Corvette.
8. Look-out, forward.
9. A name given by Jack to Neptune, when playing tricks on travellers upon first crossing the Line.
10. An external projection affixed to the side of a ship to give spread to the lower or standing rigging (the shrouds) to which the latter are set up or secured.
11. That part of a ship’s rigging most liable to be chafed or rubbed is usually preserved by pieces of hide being securely sewn around it. Men-of-war have continually, at sea, hides towing overboard in soak.
13. Jack’s slang for a marine, or soldier in any shape.
15. The author served on board this ship at the period above alluded to.

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**Pablo’s Fo’c’sle**

**The Wind Blew Shrill And Smart**

The wind blew shrill and smart,
And the wind awoke my heart
Again to go a-sailing o’er the sea,
To hear the cordage moan
And the straining timbers groan,
And to see the flying pennon lie a-lee.

O sailor of the fleet,
It is time to stir the feet!
It’s time to man the dingy and to row!
It’s lay your hand in mine
And it’s empty down the wine,
And it’s drain a health to death before we go!

To death, my lads, we sail;
And it’s death that blows the gale
And death that holds the tiller as we ride.
For he’s the king of all
In the tempest and the squall,
And the ruler of the Ocean wild and wide!

~ Robert Louis Stevenson
solicitude. Jack, in his usual roundabout way, thus broached the business:—

"Please, sir, as I've always done my duty like a man, I hope there's never no offence in axing a bit of a favour. I've been a good while in the service, sir, worked hard for it, and I think its no more nor now and then a good man may look 'to.' - 'Well, my man,' says Sir Edward, 'what is it you require?' - 'Liberty, sir, to go ashore.' - 'Oh, if that's all,' rejoined Sir Edward, 'you'd better apply to the first lieutenant.' - 'Yes, sir,' says Jack; 'but I want a fortnight, sir, you please, sir.' - 'A fortnight!' exclaimed Sir Edward; 'why, my man, before that time elapses, the ship will be at sea. You want to go see your friends, I suppose?' - 'No, sir, I've no friends, thank God! but you know, sir, when a man gets a bit of money, he ought to have a little time to spend it.' - 'Oh, come, if that's all,' says Sir Edward, 'you shall have plenty of time for that purpose; will a week do?' Jack paused, and loo oon brightened up.

'Well sir, I'll try what I can do - must only work double tides - get an extry watch or so - take three or four more fiddlers in tow nor I intended - a couple of extry coaches for my she-messmates, 'sides one for Poll and one for myself; and if it comes to the worst I must only get another for my hat!'"

Capt. Sir Edward Hamilton

'Tis said that shrewd royal wag, Charles II., who excelled even his own merry men in epigrammatic point, or turning a bon-mot, good-humouredly observed, that Sailors got their money like horses, and spent it like asses!" Jack, certainly, on all occasions is ready with his "rhino," and though ingeniously contriving wings to aid it in its flight, he appears to labour under constant apprehension that his money will never fly fast enough. He buys everything he comes athwart in his cruise, or whatever first brings him up. - Whether gew-gaws, or flying gear for Poll, ginger-bread, a "turnip," (alias a watch,) a black barcelona, a monkey, or a bladder of gin. Forgetful of the past, as heedless of the future, he "sways away on all top-ropes," while his cry, like the "running accompaniment," when veering out a warp is "pay-and-go," till brought up by the bare end, or he runs his reckoning clean out to the clinch.

The following anecdote is peculiarly characteristic of a tar of this stamp:—

When the gallant Sir Edward Hamilton commanded the Surprise, one of her seamen, after receiving, at Plymouth, pay and prize-money for that and other ships to the amount of nearly L80, obtained a personal interview on the quarterdeck with his captain, in the hope of prevailing on him to grant him a fortnight's liberty on shore. Sir Edward, who had always been in the habit of indulging his crew with at least twenty-four hours' leave whenever the duty of the ship would permit, became, naturally, curious to ascertain the reason of the man's pressing
Then the people contributed between two and three hundred dollars for the benefit of the fine fellow who "shinned" up the flag-staff. Soon two splendid pieces of ordnance were on the ground beneath the flag, and a grand salute of — we do not know how many guns — fired in honor of the great occasion. These cannon were from the revenue cutter, and under the direction of Capt. Frazer, were skillfully managed.

Universal joy seems to prevail among all classes. The young, republicans are glorious, and so are the old. Several thousand dollars were subscribed within two hours for a Grand Ball in honor of the occasion. The El Dorado and other buildings were illuminated, and crackers and fire-arms and happy voices all told unmistakably of the love of the Union, which is one of the strongest feelings in the hearts of our citizens.

We only wish that those who have so long prevented this act of justice to the wishes of California could have witnessed the scene. Where are all the speculations of those who have said that the people desired a territorial government? Vanished, like the smoke of the crackers which the boys have burnt on the occasion, and with just as much regret. We are in the Union, thank God! We are in the United States of America once more, and our hearts are too full of joy and rejoicing to say much just yet. The Union — God bless and prosper it! — is not a rope of sand. The justice of the country, though it may be delayed, is sure at last. We are admitted! And will show the noble men who have struggled so long for us that we are not unworthy of their toils and anxieties. We will show those who have opposed our rights, that they were wrong, by what we will prove to the world that our State shall yet be.

William Cosens
Commander

Euterpien No. 11

He says he will ride at least so I'm told
Out to the wild bush
And build a log-fut to keep out the cold
If put to the push.

He's practiced his hand contriving a stool
But made it cross-grained
Some-one sat on it a venturesome fool
And nearly was brained

He altered his bunk for draughts strong & wild
Blew gales thro the door
But when he got in himself, wife & child
Came through on the floor.

I candidly own this man has betrayed
Unparalleled skill
But if he keeps on in the name displayed
He'll somebody kill.

Note: A gentleman in our cabin who is very fond of bragging off etc. at every thing he does. He made a stool on board & it broke first time it was sat upon - he also altered his bunk which fell through.

Walter Peck - Euterpe Times Volume 1, No.11
November 22nd 1879, Lat. 43.20 S, Long. 98.14 East long.
**SUPPOSED CASE OF CRIMPING**

At the Port Melbourne Police Court yesterday morning, two seamen named Wm. McEvoy and James Riley were brought up charged with deserting from the British ship *Euterpe*, on the 28th inst. Captain Dowling, master of the *Euterpe*, said that on Thursday he went on board the *Broderick Castle*, which was to sail the same day. He found the two men on board. Both men were drunk, one of them being asleep. He found that the men had been shipped under fictitious names. He then gave information to the police. Constable Donovan stated that he went on board the *Broderick Castle* on Tuesday evening and there found the men quite drunk. Riley had been shipped under the name of Phillips, and McEvoy under that of Fitzwilliam. The captain told him that he did not know where they came from. The constable believed that it was a clear case of crimping. Mr. Hammond, tide Surveyor, said that in consequence of hearing that there were two men on board the *Broderick Castle* who had been shipped under fictitious names, he had stopped her clearance. He asked the Bench for a remand. The chairman of the Bench, Mr. H.N. Edwards, J.P., said that in face of the evidence the case would be remanded till the next morning.

_Courtesy of The Argus (Melbourne, Vic.)_  
_Thursday, Oct 30th 1890_

**ARRIVAL OF THE SHIP, EUTERPE, FROM LONDON.**

The S.S. & A. Co.'s ship *Euterpe*, Captain Streater, from London, arrived last evening. She left on the 18th July, and had moderate variable winds to the Equator, crossed on the 18th August, and continued to the Cape of Good Hope on the 16th of September. Cape Leuwin was passed on the 9th October, Tasmania on the 17th, and our harbour was made as above, after an uneventful passage, fair average weather having been experienced throughout. Having a quantity of powder on board she anchored in the powder ground. Messrs Turnbull & Co. are agents for her.

_Courtesy of the Evening Post_  
_October 26th, 1891_

**ADDS A NEW STEAMER TO ITS FLEET**

The Southern Pacific has at last added a new steamer to its fleet of ferry-boats. It took the corporation a long time to find out that a new boat was required, but when it did come to the knowledge it spared no expense on the new vessel. In consequence the steel ferry-boat *Berkeley* that was launched from the Union Iron Works yesterday was a credit alike to builders and owners.

To show how long the Southern Pacific has been making up its mind it is only necessary to state that the Piedmont, the youngest of the fleet, went into commission fifteen years ago, and nearly all the others are old enough to vote. The *Alameda* was built in 1866, the *El Capitan* in 1868, *Oakland* in 1875, *Newark* in 1877, *Bay City* in 1878, *Garden City* in 1879 and *Piedmont* in 1883.
NEW STEAMER (cont)

The launch of the Berkeley took place at noon yesterday. There were a large number of invited guests at the Union Iron Works, and the seawall as far as the Arctic Oil Works was crowded with people. The tugboats Rescue, Sea Queen and Governor Markham were present with parties of excursionists, and rowboats and yachts were there in numbers.

The Town Trustees of Berkeley were present in a body and the new vessel was christened by Miss Ruby Richards, daughter of the president of the board. The set of flags presented by the town of Berkeley were flown from the steamer’s flagpoles. Other decorations were flown and the Berkeley presented a very pretty appearance as she glided gracefully into the water. Steam was up in her boilers and she could have gone into commission right away had the contractors so desired. She will have her trial trip on the bay in a few days.

The Berkeley has seating capacity for over 1700 people. On the hurricane deck 1135 people can be accommodated, while the lower deck will seat 600 more. This is as against 1100 or 1200, the seating capacity of the old boats. The entire space on the main deck is taken up with seats for passengers, except that portion occupied by the engine hatches, the stairway to the lower hold and the two gangways for vehicles and trucks. The hold of the vessel contains the machinery, boilers, quarters for the crew, coal bunkers, barroom and restaurant. The Berkeley is expected to be the fastest boat on the bay, but Captain Mackenzie says she will have to travel to beat the San Rafael.

Butcher Boy Takes Cup.

SAN DIEGO, Oct. 15.- To-day the Butcher Boy won the second of the series of yacht races for the J. H. Williams cup with such apparent ease that the other four boats did not seem to be in the race. The course was over the outside triangle, starting and finishing at the bell buoy and sailing around a stake boat off Coronado Hotel and also around the whistling buoy, the entire distance being eight and a third miles. The Butcher Boy made the trip in two hours and seven seconds, beating the Jerry on corrected time by seventeen minutes and the Junior by eighteen minutes. The Ironda and West Wind were also in the race.

Courtesy of The San Francisco Call
Thursday, October 16th, 1905

Shortening Sail

The Euterpe Saved by the Fearless: A Small Price to Pay

Ten thousand dollars is the sum paid to the tug Fearless by the American ship Euterpe as the price of being saved from shipwreck at Kuau, near Kahului. The Fearless pulled the Euterpe off the reef when she was in great danger.

The Star of India is seen here shortening sail as an Alaska Packers’ bark ca. 1910-1923 (P-00067).
FAMINE (cont)

inhuman treatment they suffered. The men say that it was a means of enriching the agent or the contractor at the price of their health.

There are 35 ships in the fleet and the men say that on every ship practically the same conditions prevailed. They shipped last April. The contract to feed the men is let out to Dick Wellcome, and it guarantees 40 cents' worth of food daily to each man.

Hands for the canning factories located on the Alaskan coast are carried on the ships, but are not provided for in the contract. These men, composed largely of Chinese, Japanese and negroes, make shrift to feed themselves. Serio stated that the agent in charge of the ship's provisions started to sell foodstuffs belonging to the fishermen to the passengers after the second day out from San Francisco.

So remunerative did this prove that the supply to the fishermen was cut down to a dwindling ration, while sales from the men's food brought an average return of $40 daily.

Regarding this the statement reads:

"During the whole voyage north the fare was very scant and hardly sufficient to keep the men from starving. On the return trip we fared even worse. For a month before reaching San Francisco the mess consisted of three cakes of hard tack daily, some boiled rice, occasionally macaroni not fit to eat, and some very thin coffee."

The report goes on to say that they went in a body and complained, and were told that if they did not like their fare they need not eat it. Many of the men became sick, and to these better victuals were given. The rest of the crew, however, could not buy food.

The matter has been referred to the fishermen's union and will be taken up with the Alaska packers' association.

FISHERMEN TELL OF FLEET FAMINE

Cruise in Northern Seas - Was Featured by Hunger, They Declare

Harrowing tales of hardships border on starvation on ships of the "salmon fleet" endured in the icy waters of the northern seas, when agents of the provisioning contractor seized upon and sold the food supplies, are being told by fishermen just returned from the six months' cruise.

In a sworn, written statement drawn up by S. Floris. Saverio Serlo, and Vito d'Acquisto, men who were on the sailing vessel L. G. Morse belonging to the Alaska packers' association, the suffering from lack of food endured by 60 companions on that ship is gone into at length.

The Alaska packers' association is not held to blame for the
The Working Waterfront

In San Diego, the Pacific Coast Lumber Schooners San Diego, Willupa and Hartwood unload lumber on October 9th 1924 (P-00812).

Surviving...

In October 1953, the three-masted ship Pacific Queen, ex-Star of Alaska, ex-Balclutha was photographed at the Sausalito Yacht Harbor. The Pacific Queen would become the centerpiece of the San Francisco Maritime National Historic Park and renamed Balclutha (P-00443).

Homecoming

On October 27th 1945, the U.S.S. San Diego (CL-53) returns to San Diego from Japan (P-16304).

The Tide Turns...

In October 1957, the legendary author and sailor, Capt. Alan Villiers visits the Star of India. Villiers scathing remarks on her condition reverses a 30-year cycle of deterioration to restoration (P-05793).
Restoring *Star*

In October, 1962, sailors from the USS Columbia work on the fife rail of the *Star of India* (P-00248).

As *Medea* headed north for restoration in October 1971, *Butcher Boy* lays quietly at the San Diego Yacht Club (P-04798).

**Medea to the North**

In October 1971, *Medea*’s current owner Paul Whittier pauses on the trip north in Santa Barbara with a friend. The Medea was heading to British Columbia for a full restoration prior to being donated to the Maritime Museum of San Diego (P-10390).

**Ship’s Historical Narrative October 1983**

*U.S.S. DOLPHIN (AGSS 555)*

On 1 October the ship commenced the transit to SAN DIEGO under tow by the *USNS SIOUX* arriving on 7 October. A leave and upkeep was scheduled after the completion of the successful deployment.

During this month *DOLPHIN* was announced as the winner of the annual Battle Efficiency "E" competition for diesel submarines for the Submarine Force, Pacific Fleet, and thus, all crewmembers became eligible to wear the Battle Efficiency "E" ribbon. Other TYCOM awards received included the Communications "C" and the Deck Seamanship Awards.
Mercury to Medea

On October 11th, 1986 the Medea cruises with some of America’s first astronauts of the Mercury program including Alan Shepard, Deke Slayton, Gordon Cooper and Wally Schirra (P-05956).

A Landmark is Born

On October 16th 1991, the steam ferry Berkeley is dedicated as a National Historic Landmark (P-09117).

Montereys at Work

Quite possibly the Mary Ann and La Diana sit off the Embarcadero in October of 1987 during their days as working fishing boats (P-06950).

Ship Spoken

In October 1994, the MMSD hosted one of the more celebrated schooners in the U.S., the Pride of Baltimore II. The POB II moored at the museum between Sept 29th and October 4th.

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 for new photos.
**October**

1871, October 3rd - The full-rigged ship, *Euterpe* is sold to Shaw, Savill for the emigrant trade to New Zealand.

1900, October 3rd - The steam ferry *Berkeley* collides with the steamer *Columbia* (*Euterpe* Times V. 3 No. 34, pp. 19).

1848, October 11th - The United States Revenue Marine Service formally takes possession of the cutter *C.W. Lawrence*.

1850, October 18th - The steamer *Oregon* arrives in San Francisco with the news that California was admitted to the United States on September 9th 1850 as part of the Compromise of 1850. Guns and crew of the revenue cutter *C.W. Lawrence* participated in the celebrations.

1898, October 18th - The steamer *Berkeley* is launched at Union Iron Works in San Francisco, CA.

1799, October 11th - The United States Revenue Marine Service formally takes possession of the cutter *C.W. Lawrence*.

1850, October 18th - The steamer *Oregon* arrives in San Francisco with the news that California was admitted to the United States on September 9th 1850 as part of the Compromise of 1850. Guns and crew of the revenue cutter *C.W. Lawrence* participated in the celebrations.

1850, October 30th - The full rigged ship, *Euterpe* becomes an American registered vessel.

1849, October 31st - The Campbell class revenue cutter, *C.W. Lawrence*, under the command of Alexander V. Fraser arrives in San Francisco, CA.

1898, October 21st - The British 28-gun frigate *HMS Surprise* arrived off the harbor of Puerto-Cabello, and discovered the Spanish frigate *Hermione* moored head and stern between two strong batteries situated at the entrance of the harbor.

1799, October 24th - The crew of the *HMS Surprise* under the command of Captain Edward Hamilton, cut out the Spanish frigate *Hermione*. Captain Hamilton eventually is knighted for the action.

2007, October 28th - The full-rigged ship *HMS Surprise*, ex-*Rose* sets sail on her first sea trial after becoming part of the MMSD fleet.

1900, October 30th - The full rigged ship, *Euterpe* becomes an American registered vessel.

1849, October 31st - The Campbell class revenue cutter, *C.W. Lawrence*, under the command of Alexander V. Fraser arrives in San Francisco, CA.

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**The Bitter End**

In putting this issue together, I had started refining what I typically call the historical section. My primary goal is for the reader to not only re-read the history of the ships comprising the Maritime Museum of San Diego, but in some way, relive them. This month, as the October issue came together, I came a across two photographs. The first was of *Medea* in October 1971, just after she arrived on the West Coast of the United States and was voyaging north for restoration. The second was of *Butcher Boy*, nestled quietly at the San Diego Yacht Club. The *Star of India* was 5 years from being fully restored and sailing. The *Berkeley* was two years from becoming part of the MMSD. But these two photographs caused me to pause and realize that there was a museum in waiting in the early 1970s. Only one, the *Californian* was not in existence. The *Dolphin* was a recently launched research submarine as was the B-39, *Wings*, *La Diana*, *Mary Ann* and *Pilot* were already making their marks and plying their trades. *HMS Surprise* even had just been launched as the *HMS Rose*, *Car Float #7* was into her thirtieth year of life.

Slowly, one by one, from various parts of the globe they found their way here. Dr. Ashley described the maritime history of San Diego as an eclectic one, and that in some way, the MMSD reflects that as well.

So, now I encourage the reader to take a different perspective on the historical section, even moving beyond the living history perspective. Rather, pursue it as a family being raised, no different from a genealogical tree as marriages are formed, children are born, deaths and marriages accumulating to become a single family history. A family history that with any branch even connects to the broader greater world.

And that does not include the second layer of that life. The number of people that have come, gone and remained through the museum since 1927, scraped paint, hauled a line or even moved a box have become part of this extended family, that comprises the life or the way of the living thing called a ship.

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

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

Financial support is provided for this publication in part by the City of San Diego Commission for Arts and Culture.