Amazing Grace Returns

The tops'l schooner Amazing Grace sailed south for the winter and is now moored at the Maritime Museum of San Diego. Crewman Malcolm Swall acted as 1st mate during her journey (See Story inside).

On The ‘Tween Deck...

- Our Mayflower Descendent
- Digital MMSD Gets a Facelift
- Lynx Heads to the Atlantic
- Medea: Veteran of Two World Wars

"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

Sail Training Begins on HMS Surprise

Crew muster for the first day of sail training aboard HMS Surprise on October 18th.

Sail training for HMS Surprise began on Sunday, the 18th of October. Comprised of members of the maintenance crew, the annual sail for the Star of India's birthday is typically the reward for contributing hard-worked hours to the museum. This year, however, the Star of India will not be sailing as the result of too many large maintenance tasks. Still, celebrating the launch of the Star is nothing to be overlooked. With that in mind, Surprise and Californian will be sailing in her honor.

Similar to one's first day of school, October 18th was more of a day to get familiar. Several mast captains were with Californian at Redondo Beach, and many crew were new to Surprise. In addition, sails were still in the process of being bent on. Surprise can't sail without them, thus bending on sail was the first day's primary goal. With climbers aloft, novice deck crew studied Surprise's pin rails to begin learning the ropes.

The second week saw a lot of progress in sail bending. Although a trial and error period is always to be expected, enough rigging was done to completely set sail dockside, much to the delight of Captain Welton.

(Continued on Page 2)
Sail Training (cont)

Crewman Bob Stevens bends on the main topmast stays’l.

Several minor rigging changes have been made, including replacing the bunt blocks on the fores’l and mains’l with standard lizards, similar to the Star of India. David Clark, MMSD volunteer, led a lizard making party for the very purpose.

Tom MacSavenny and Ken Kalthoff are seen bending on the mizzen tops’l.

Sail training will continue into November. November 1st will see the Surprise moved to a station alongside Car Float #7. From there two additional Sundays of training will lead to her departing the museum for two long days of sailing off of Point Loma.

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.

California Returns

California fires her customary salute to the Star of India as she returns from Redondo Beach.

California returned from Redondo Beach on Sunday, October 25th. She was acting in support of the Lynx and the Lynx Educational Foundation. The Lynx and California will square off for gun battles on November 14th and 15th before the Lynx makes her epic voyage to the Atlantic for an extended 5-year stay on the eastern seaboard.

The Berkeley Buzz

Friday, October 23rd saw a large crowd of an unwelcome kind. The upper deck of the steam ferry Berkeley was closed for several hours as a swarm of bees decided to make themselves at home.

As the upper deck of the Berkeley is the location of the main restrooms for the museum, the presence of the bees hampered public visitors, but for only a short time.
Amazing Grace and the Further Adventures of Malcolm Swall

The tops'l schooner Amazing Grace

Friday, September 25, 2009 Brooking’s Oregon

Got into Portland Monday night, took the hotel shuttle and met the boat. Spent the day on meet & greet, briefing and familiarization. It turns out that I am 1st Mate by default, other than myself and Steve, the Captain and Owner, the other four have almost no sailing experience. We set three watches of two crew, usual 4 hour watches. We departed about sunset for a night run down the Columbia River, and arrived about dawn at Astoria on Wednesday.

Amazing Grace has a great computer navigation system with monitor in cockpit as well as an auto helm. We departed Astoria about 5 p.m. We proceeded out the river, over "the bar" and into the Pacific. We ran downwind with a following sea at about 20 knots on average with 10 foot plus swells. Last night it was quite stormy with winds gusting well over 30, and occasional 15 ft seas, coming from abaft but from a variety of angles. The auto helm ran well, but was often overwhelmed, and we needed to manually steer off and on. We started off with all sails set, and ended with just the stays'ls and jibs. One crew was tossed out of his bunk and sprained his knee - torn ligament. Two others, a mom and her 13 year-old daughter, decided not to stand deck watch, so the rest of us stood the watches. I figure I was up for 28 hours, even when off watch, it was too rough for me to sleep.

We made Brookings this morning about seven, everyone hit the sack until noon. A friend of the Capt. is letting us all take showers, do laundry, and use the internet. We depart for Alameda (San Francisco) tomorrow, probably a day and a half run.

Amazing Grace makes a run for the Golden Gate.

Tuesday, September 29, 2009 Encinal Yacht Club, Alameda CA

We sailed under the Golden Gate at 3 a.m. in the morning Monday. Nice transit, less wind and seas, more motor, though. The new guy, Basil, from Melbourne, Australia was sick as a dog for the first day, but was fine, otherwise. Still hard to get enough sleep, especially since my watch is 12 to 4. We tied up at the yacht club, around 5 a.m. or so, and everyone went to sleep. We got up for a late breakfast, did a few chores and then drove the small boat across to Jack London Square (not much), then back for Monday night football/barbeque at the yacht clubhouse. Most of the crew went across to San Francisco today for the day. I am trying to fix a few problems with the computers the navigation system run on. We leave for Monterey in the morning.
in constant sawing the helm back and forth. As the swell picks up the stern, the boat will round up. Then the swell passes to the bow and the boat bears off. It is a corkscrew action in all three dimensions.

Night watch was long and cold. I had on every thing I could manage, rubber boots, wool socks, pants, a couple of shirts, a fleecie, crew jacket, watch cap, bib and jacket foulies and gloves as well as harness/pfd rig. It is still cold with spray and 25 plus knots of wind. Heaven help you if you needed to use the head or try to put on more layers. Most of the crew wanted a half hour before watch to get ready. It takes a long time for the simplest acts when the boat is moving in all dimensions. We had jack-lines rigged inboard on both port and starboard, and SOP at night was to have PFD on and be harnessed up and clipped in.

Once we got inside the Monterey bay area, things settled down. After we got moored on the fuel dock, we all got off and walked up to find a late snack, finding a nice taco shop a few blocks from the boat in the Cannery Row district. The next day we fueled up, and most walked down to the Aquarium. We departed that afternoon for Morro bay, this being Thursday, October 1st.

Another night transit, same conditions. Our arrival at Morro was timed to be able to pick up guests for a tour of the bay at 3 p.m. This being the start of Morro Bay Harbor Festival weekend.

On a southern course, Amazing Grace soars through the waters.

Thursday, October 8, 2009 7:25 AM

We departed Encinal Yacht Club in the morning Wednesday, 9/30. We went out the Alameda channel (right by the yard where the Californian's jib-boom was repaired last year) and crossed the San Francisco Bay, under the bay bridge and out through the Golden Gate on the north side. As we passed under, we exercised the gunnery. Marena got to fire off two rounds as a salute as we passed under. The echoes were grand.

We made our way to Monterey, arriving in around 9 p.m. The transit was similar, brisk, gusting winds and big swells off the stern quarter, not as intense as earlier, but still a handful. We carried mostly the headsails and square top. We kept the main down until Catalina, sometimes flying a small storm tri-sail on the main, but mostly not. With the wind and seas following, the boat wanted to round up into the wind on a good gust at the top of a swell. If the boat got too far off course, the auto-helm would give up. At that point we took more sail in, starting from aft. Once we got the rig dialed in, then the auto-helm could manage. At one point we only had the inner and outer jib flying.

We shut the engine off when we could, but when the wind and sea's were up, we ran it. It helped settle the motion of the boat to be driving through it. Driving any boat with a quartering sea (swells from abaft the beam, but not dead astern) is an exercise

Courtesy of Malcolm Swall

Crewman Basil Kinsey.
Amusing Grace (cont)

At that point we could see Catalina. We ducked in to Isthmus cove, without stopping, on the inside of Bird Rock so we could have cell phone service to call down to Avalon. We ran down the north side towards Avalon pretty close in. Everyone was on deck and many pictures were taken. When we got close to Avalon we managed to find two worthy tall ship adversaries for gunnery - we closed on the Tole Mour and then later the Spirit of Dana Point, giving them "what-for", before cheering them.

We raised Avalon in late afternoon. We were assigned a mooring inside. We made an attempt, but the wind was blowing out of Avalon, making a downwind approach in a somewhat crowded mooring. We got the bow line aboard but the stern line was fouled and we couldn't bring it aboard. We drifted close to our starboard neighbor, so we dropped the line and went back into the offing, with a few scratches from the mooring ball. The harbor guy came back over and gave us a mooring further out.

Brisk wind and big seas made for an exciting trip.

Janey (wife and co-owner) arrived from northwards in the Miata with the boat bunny, Heidi.

We took various VIP's and press for a half hour motor ride around Morro Bay (not very big), and fired the guns liberally - perhaps five rounds at worthy targets - the aquarium, the yacht club, the fishing pier, etc. By this time Marena (age 13), was a quite enthusiastic gunner - handling her "bow chaser" with ease, while the skipper managed the swivels in the cockpit, at the same time as driving the boat, and, holding the bunny, too.

Afterwards, we got the boat ready to show, sampled some of the festival food and later, I went shopping and did some laundry. A local guy by the name of Rider and his wife drove us around. Rider was semi-official local support guy for the Lynx. Steve and Janey (and Heidi) stayed ashore with friends, so with the grown-ups all gone the rest of the crew threw a big kegger party and trashed the boat...not. Actually we went to bed as soon as we could and slept hard, trying to catch up.

Saturday, we had open boat for all the festival attendees, split the watch so the crew could walk around, buy t-shirts and get massage therapy. The festival was expected to draw 40,000, but it didn't seem that big. The Dana Point Festival was at least twice in size and attendance.

Sunday morning, October 3rd, we got under way around 10 a.m. Watching the weather on www.sailflow.com (a great website for predictions on wind conditions), there were quite strong winds predicted, with a small window of lighter winds at Point Conception around 5 p.m. We timed our departure with that in mind. The wind was more than brisk in the harbor and more off shore, 25 knots with gusts on top of that. More of the same, at that point. Overall, the winds were lighter than predicted, though.

We made our transit down the coast, made the turn and headed for the gap between Santa Rosa and Santa Cruz Islands. We made that gap (4 or 5 miles wide) around 2 in the morning. The wind and sea abated a little through the gap, but didn't really settle down until dawn, Monday 10/5.

Rigging the port sheet of the fisherman (main topmast stays'k).
Amazing Grace arrives at the Maritime Museum of San Diego after a three-week voyage.

We made our way down to the channel. It must be early in the season for lobsters, because the kelp fields were surrounded with buoys and boats jealously guarding them like mother hens. We made our entrance to San Diego, cruised down off Shelter Island. We saluted relatives while threading through a few moored and anchored boats off the north end of Shelter Island. We then made our pass by the Maritime Museum of San Diego and fired our salute to the Star of India and returned to tie up at the Harbor Police dock.

It was a wonderful experience, the crew was a joy, and I am glad to be home.

~ Malcolm Swall, MMSD Volunteer

A long absentee from San Diego, the brig Lady Washington hopes to return to southern Californian waters in 2010.

The Seattle Times in October reported that the brig Lady Washington is currently barred from sailing into Californian waters due to the emission ratings on her sixty-year-old engine. The diesel engine has failed to meet Californian air-pollution standards.

Owned by the Grays Harbor Historic Seaport Authority, the lost revenue will have a large impact on the organization in an already struggling economy. Les Bolton, executive director for the Authority, has initiated a campaign to raise $100,000 for a new power plant.

Although exemptions are possible, Bolton was quoted as saying, "We've already decided to upgrade," "Our diesel emissions are like throwing a gum wrapper out the window. But we're not going to ask for a temporary exemption. We represent the state of Washington, and we feel we should do the right thing and upgrade to a cleaner engine."

Her companion, the ketch-rigged Hawaiian Chieftain, however, has continued to sail south into California. She will be in Sacramento from November through December, continuing as far south as Ventura before heading back north to join with the Lady Washington.

NOTICE!


Send any information to euterpetimes@yahoo.com.
Lynx to Sail for 5-year Mission to East Coast

Over several years, the Lynx (left) was a common shadow and partner of the Californian (right).

It was announced in October on the internet blog for the 1812 Privateer Lynx, that she will be setting sail for the east coast in November. The Lynx is currently being hosted by the Maritime Museum of San Diego, participating jointly in education programs, gun battles and out of area sails.

Expecting to stay on the East Coast for a five-year mission both in continental waters and Canada. "She will first participate in the 2010 Great Lakes United Tall Ships Challenge Series, beginning in June of that year. She will then be a part of the celebration of the 200th anniversary of the War of 1812 and the Star-Spangled Banner. She will represent her homeport of Portsmouth, New Hampshire during the Bicentennial, and will also celebrate the culmination of bicentennial events at Fort McHenry in Baltimore Harbor on September 16, 2014." She will be wintering at the Palm Beach Maritime Museum in West Palm Beach, Florida.

“The opportunity to bring Lynx to the residents of the East Coast is important in continuing her mission and in celebrating her heritage,” said Jeffrey Woods, Director of Operations of the Lynx Educational Foundation. “We accepted the gracious invitation of the Palm Beach Maritime Museum to winter there. We will spend our next few summers sailing into welcoming ports from there to Maine, especially to her homeport of Portsmouth, New Hampshire, to be an integral part of the festivities and events marking the 200th anniversary of the War of 1812,” continued Woods, “and it will be a great honor to participate in the re-creation of the bombardment of Fort McHenry, which inspired our national anthem.”

The Lynx will depart the Maritime Museum of San Diego following her final gun battles on November 14th and 15th. The Lynx has been a frequent visitor over the years to the Maritime Museum of San Diego, so much that some would wonder if she were part of our very own fleet. The relationship of the Lynx Educational Foundation and the Maritime Museum of San Diego

Lynx (cont)

has been one of continual growth and strength, establish an unprecedented relationship between two "tall ship" organizations.

It was announced On October 30th that the replica HMAV Bounty will be joining the Lynx at the Palm Beach Maritime Museum during the wintering period.

The spring of 2015 is expected to see the return of the Lynx to the Pacific Coast, anticipating that the Maritime Museum of San Diego will be her first stop along the way.

Correspondence

The Star of India, July 1962.

I thought you might be interested in this for Euterpe Times. I was trolling around eBay when I came across this original 2x2 slide of Star of India dated July 1962. The restoration has begun but there's a vast amount of work to do. Yards are sent down, topmasts housed and all upper rigging struck. She still sports the Alaska Packers’ extended saloon. Cowl vents sprout from the saloon and fo'c'sle. Note the television antenna at the mizzen.

Cheers,
Richard Jacobs
Coming to America: The Carothers and the *Mayflower* connection to that historic voyage.

When you visit the *Mayflower II*, the first thing that strikes you is how SMALL it is. The thought of making that voyage with all those people, especially with a small child in tow, as Resolved’s parents, William and Susanna did, is daunting. To add to the burden, Mrs. White was pregnant with another son, Peregrine, who was born on board the ship while they were at anchor a few weeks after arriving. Our ancestors were made of some stern stuff!

The desire to find one’s roots is a powerful one, and there is something visceral that inspires a parent to reach back in time and try to link one’s children to their past in order to arm them for their future. In 2000, ours were bearing down on the teen years, and we knew that it was not long till they’d be off on their own adventures of self-discovery and new horizons. My own wistful longing to look back into my family’s history took on a new sense of urgency as gas prices flirted with $2.00 a gallon (horrors!) and our eldest started exhibiting that charming pre-teen trait of rolling her eyes whenever she was required to tolerate the presence of her parents or siblings. The time had come to make our own pilgrimage - to Plymouth, Massachusetts.

Those of you who have been getting your hands dirty on the maintenance and sailing crews at the SDMM for the past few years are probably not surprised to hear that your fellow crewman, Kevin Carothers, has the sea in his blood from waaaaay back. Kevin is descended (14th generation) from Resolved White, who was a child of approximately 5 years old aboard the *Mayflower* when it sailed from Plymouth, England on September 6, 1620, and anchored off the tip of Cape Cod on November 11th. On October 28, 2000, we brought Kevin, his brother, Joe, and sisters, Angela and Catya, to the replica ship *Mayflower II* to explore their own personal connection to that historic voyage.

Kevin’s sister, Catya, and The *Mayflower II*

While strolling the deck and wandering inside the ship, the visitor is met with the sight of docents in period dress and in character as actual passengers and crew of the original Mayflower. As home schooled students, Kevin and his siblings had been reading up on the pilgrims and on the White family. Their faces lit up with a thrill of recognition when various docents introduced themselves: The Ship’s Master, Christopher Jones, William Bradford, Miles Standish, and, best of all, Mrs. Susanna White! Because they have each researched their part so thoroughly we could ask them anything we wanted about the voyage and life in the first colony. “Mrs. White” did a magnificent job of conveying the experiences of our ancestors, and, without dropping out of character she nodded and smiled when I announced that we were “distant kin of Resolved and wondered if he had been a good boy during the voyage.”
Coming to America (cont)

America’s First Document: The *Mayflower* Compact

The voyage of the *Mayflower* is well known to the citizens of the United States, either through historical fact-gathering or the mythological retellings passed down over the last 400 years. Many mark that voyage as the beginning of the United States. It established a European colonial foothold in the New World, founded on the basis of one of our core values, the freedom of religion. The tale, as time warps it, led to the holiday celebration of Thanksgiving.

In hindsight, the establishment of the Plymouth colony also gave us our first legal document, the *Mayflower Compact*. The earlier Jamestown settlement's governing policy in 1607 was established through a charter from the Virginia Company of London. Originally, the *Mayflower* and its passengers were bound for the mouth of the Hudson River, but landed farther north. Dissenters among the passengers contended that since the *Mayflower* had not landed at nor was a colony established in the land granted by the crown, using "their own liberty; for none had power to command them..."

In response to this, the majority decided to establish a legal government over the colony for the sake of group cohesion and survival. The compact acted as a social contract. The original was lost, but corresponding copies by George Morton (Edward Winslow is presumed to be the actual writer) and William Bradford, recorded it for posterity. Bradford was Plymouth colony's 2nd governor and primary architect of the compact. Signed by 41 men on November 11th, 1620, the compact acted as the first formal self-governing contract in the American colonies. Among these signers was William White, Resolved White's father and direct ancestor of crewman Kevin Carothers. The epic migration to the American continent, and subsequently, a worldwide phenomena reaching its height in the 19th century aboard ships like the *Euterpe*, is represented not just in the *Star of India*, but in the lineages of those who serve aboard her back nearly to the very beginning.

~ Mary Pat Carothers , MMSD Member
When You Launch the Maritime Museum Web Site, Do You Smash a Bottle of Champagne Across the Bow?
Museum Website Gets a Facelift

The MMSD's website has recently been revamped by Red Door Interactive.

One of the best things about working at Red Door is that we get to serve extraordinary clients. The Maritime Museum of San Diego is a perfect example. Red Door Interactive was recently chosen to create their new Web site. The museum is great local organization and has been an asset to the community for decades.

The Maritime Museum’s research credentials and educational programs are second to none. Nautical books, seafaring music, and fine maritime art can be found in the Museum Store. Local residents and international tourists alike find visiting the museum to be an engaging day of discovery and learning. But the old Web site wasn’t communicating the experience well. This is a place where history and technology still live – not some manufactured presentation asking us to imagine how things once were. We wanted the new site to let visitors feel wind and salt spray. It needed to give a sense of the motion and power inherent in these ships that helped build California and the West.

Our discovery interviews revealed a diverse and growing organization with a broad range of needs. The old site was at least flexible, and was updated frequently by museum staff. There was a huge array of valuable content, but the museum was not being shown to its fullest potential. It was difficult for potential visitors to easily discover the variety of unique experiences available, from classes in celestial navigation to multi-day sailing adventures aboard tall ships. The new site retains the flexibility, while showing the excitement of directly experiencing a variety of historic vessels.

The site has more audiences than just museum visitors. Hundreds of dedicated volunteers and supporters keep the museum afloat. Literally. There are no buildings. The entire museum, even the offices, is aboard its collection of ships. The new Web site had to enable museum staff to communicate with their crews, the media, donors, other maritime museums, and historians. Now it can vividly convey the sense of pride and belonging these volunteers and supporters feel for their museum.

We’re very proud and happy to have been entrusted with this opportunity to help the Maritime Museum of San Diego communicate its world-class status, and we look forward to watching the museum’s continued development and success, supported by the new www.sdmaritime.org site.

~ Linda Eskin, Red Door Interactive, MMSD Member

On October 3rd, volunteer Gene Gay is seen working on the Oakland side stairs of the steam ferry Berkeley.
<table>
<thead>
<tr>
<th>Upcoming events:</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Available Most Days</td>
<td>Historic Walking Tour</td>
<td>Join us for a narrated walking tour along the embarcadero. Tours are approximately 75 minutes and are free with admission to the museum.</td>
</tr>
<tr>
<td>Oct 30th &amp; 31st</td>
<td>Lantern Led Tours</td>
<td>Lantern led tours on the Star of India with eerie legends from her past.</td>
</tr>
<tr>
<td>Oct 31st</td>
<td>Halloween Carnival</td>
<td>Join the fun: games, prizes, costume contest and all sorts of fun. Admission to the museum plus $5.00 lets you in on all the fun.</td>
</tr>
<tr>
<td>Nov 14th</td>
<td>Star Birthday Party</td>
<td>Star birthday weekend: cannon battles and a birthday celebration for the Star of India. Cake, family activities; kids 12 and under are free.</td>
</tr>
<tr>
<td>Nov 14th, 15th, 21st &amp; 22nd</td>
<td>Cannon Battles</td>
<td>Sail aboard the revenue cutter Californian or the privateer Lynx as they battle for supremacy of San Diego Bay.</td>
</tr>
<tr>
<td>Nov 14th &amp; 15th</td>
<td>Family Days</td>
<td>All kids 12 and under are free today. The kids activity will be available from 11:00am to 3:00pm. For an additional $3.00 per person, enjoy a Historic Bay Cruise on board the museum’s 1914 pilot boat.</td>
</tr>
</tbody>
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*Information on all events listed can be found at www.sdmaritime.org*

**Ongoing**

**Weekends** 12:30-4:30pm  
**Pilot** (our 1914 pilot boat) takes guests on tours of the bay (weather and situation permitting). Meet on the Star of India from 8:50am sharp-2pm and help keep these historic ships alive.

**Daily**

**Volunteer crew** Every Sunday  
Meet on the Star of India from 8:50am sharp-2pm and help keep these historic ships alive.

**Volunteers** Anytime  
Join the family. Volunteers are always appreciated.

**During the school year**

Our education department offers living history, science and underwater field trips to school children.

**Special Events**

Our events department offers weddings, themed events (like Pirate Birthday Parties), team building events, corporate events, and a variety of other events on our historic ships.

**Current Special Exhibits**

*New Treasures of the Lost Galleon* exhibit on board the Star of India.

*Masterpieces in Miniature* an amazing collection of miniature ship models built by some of the world’s master model builders is being shown on board the Berkeley.

**New Years Eve Celebration and Casino Night on board Berkeley**

More info about the museum and future events is at: www.sdmaritime.org
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)
Steam Yacht Medea,
One of Six War Veterans (or is that Five and a Half?)
By
Richard Spehn

The M33 was launched by Harland and Wolff of Belfast in May, 1915. During WWI she provided fire support for the Gallipoli invasion, and the battle of Salamis Bay. In WWII the M33 (now given a proper name as HMS Minerva) provided various utility services as a fueling barge, floating office, and as a Boom Defense vessel (for submarine defense nets).

The M33 was decommissioned in 1984, and restored for her present role as a Museum ship.

Moving to Belfast, we find the HMS Caroline, a light cruiser carrying four 6” guns as her main battery. HMS Caroline was built and launched by Cammel Laird of Birkenhead in 1914. During WWI she participated in North Sea patrols, and took part in the Battle of Jutland.

The USS Texas as she is viewed today at the San Jacinto Battleground State Historic Site, Laporte, Texas.

In 1924 HMS Caroline’s boilers were removed, and she became the Headquarters for the Royal Navy Reserve Training Command. She served as such during WWII, and remains in commission in that role, and is the second oldest commissioned vessel in the Royal Navy, second only to HMS Victory. She is due to retire in 2011.

The Greek armored cruiser Georgios Averof lies at permanent anchor in Faliron Bay, near Piraeus in Greece. The Georgios Averof was launched at Orlando Shipyards, Livorno, Italy on March 12, 1912. She was purchased for the Greek government by her namesake Georgios Averof, a wealthy Greek benefactor, when the Italian Navy cancelled its order. She carries four 9” and eight 7.5” guns as her main battery.

The ship saw its first action in the First Balkan War at the Battle of Elli against the Ottoman Turkish fleet. During WWII the Averof saw little action, since Greece remained neutral until June 1917. From that point to the end of the war she was on local patrols.
In WWII the Georgios Averof narrowly escaped capture by the invading German forces, fleeing first to Crete and then to Alexandria. She served there as the flagship of the Royal Hellenic Navy in exile. She provided convoy escort and patrol services in the Indian Ocean with Allied forces. In October of 1944 she returned the Greek Government to Athens.

The Georgios Averof is currently afloat and in commission with the Greek Navy. She is not active, but is occasionally open to visitors as a museum ship. All RHN vessels give honors to the Averof on entering or leaving port. At the command “Still to...(port/starboard)” all hands on deck come to attention facing the ordered direction until the command “Continue” is given.

Then we have the Drazki...

The Drazki was one of six torpedo boats built for the Bulgarian Navy between 1907 and 1908 by the French shipyard of Schneider & Cie of Chalon-sur-Saone. Drazki was launched on August 23 1907.

Drazki carried three 47 mm guns and three 450 mm torpedo tubes as her main battery. The six boats were assigned to coastal protection, at the port of Varna, Bulgaria.

On November 20, 1912, during the first Balkan War, The Ottoman Armored Cruiser Hamidiye threatened to shell the Port of Varna unless the garrison surrendered. Drazki and three of her sisters were sent out to engage the Hamidiye and two destroyers.

All of the Bulgarian vessel fired their torpedoes, but all missed, except one from Drazki which had fired from a range of only 100 meters. The resulting hole in the bow of the Hamidiye took her out of combat for the rest of the Balkan Campaign.

This engagement represented the greatest success for the small Bulgarian Navy, and became the local equivalent of the Battle of Trafalgar in the National History of Bulgaria.

During WWI, Drazki conducted patrols with Allied forces. In WWII Drazki fought on the Axis side, still doing local patrols.

In 1942 Drazki sank in Varna Harbor after a magazine explosion. She was raised and repaired, and from 1944 to 1950
The Bulgarian torpedo boat *Drazki* the in Naval Museum in Varna, Bulgaria.

served as a gunnery target. In 1957, the Bulgarian government decided to commemorate the 50-year-old vessel as a national treasure and the most famous vessel in Bulgarian naval history. Unfortunately, after six years as a gunnery target the “Most Famous Vessel” was already partially broken up in the scrap yard (you’ve just gotta love Socialist coordination).

One gun, the funnel and some deck and hull fittings were rescued from the scrap yard, and installed of *Drazki’s* sister ship, the *Strogi*. The resulting hybrid was christened “*Drazki*” and as such sits in dry storage at the Varna Maritime Museum.

Talk about an identity crisis!!

After I started this project I was asked about the Russian protected cruiser *Aurora*, which was a key player in the October Russian revolution. While *Aurora* did see combat in WWI, she was not directly active in WWII, having already achieved “National Treasure” status in the Soviet Union. Thus *Aurora* was excluded just as HMS *Victory* and the USS *Constitution*, both still commissioned in their respective Navies, were excluded.
**Marinisms**

Mr. Weigelt’s Maritime Dictionary

**STEM** (*etrave, Fr.*) a circular piece of timber, into which the two sides of a ship are united at the fore end; the lower end of it is scarfed to the keel, and the bowsprit rests upon its upper end.

The stem is formed of one or two pieces, according to the size of the vessel; and as it terminates the ship forward, the ends of the wales and plank of the sides and bottom are let into a groove or channel, in the middle of its surface, from the top to the bottom: which operation is called rabbeting.

The outside of the stem is usually marked with a scale of feet, according to its perpendicular height from the keel. Its use is to ascertain the draught of water at the fore part, when the ship is in preparation for a sea-voyage, &c.

The stem at its lower end is of equal breadth and thickness, with the keel, but it grows proportionally broader and thicker towards its upper extremity.

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**Pablo’s Fo’c’sle**

**Maritime Poem**

*In the blue harbor of your eyes*
*Blow rains of melodious lights,*
*Dizzy suns and sails*
*Painting their voyage to endlessness.*

*In the blue harbor of your eyes*
*Is an open sea window,*
*And birds appear in the distance*
*Searching for islands still unborn.*

*In the blue harbor of your eyes*
*Snow falls in July.*
*Ships laden with turquoise*
*Spill over the sea and are not drowned.*

*In the blue harbor of your eyes*
*I run on the scattered rocks like a child*
*Breathing the fragrance of the sea*
*And return an exhausted bird.*

*In the blue harbor of your eyes*
*Stones sing in the night.*
*Who has hidden a thousand poems*
*In the closed book of your eyes?*

*If only, if only I were a sailor,*
*If only somebody’d give me a boat,*
*I would furl my sails each evening*
*In the blue harbor of your eyes.*

~ Nizar Qabbani
CAPTAIN HAMILTON
OF THE SURPRISE

Spanish Town, 7th November, 1799

Sir,

In obedience to an Order of the Honourable House of Assembly, I beg leave to inclose you a Copy of a Resolution of the House, which passed Unanimously on Wednesday, the 6th instant; and permit me to assure you that I transmit it with great satisfaction.

I have the honour to be,

Sir,
Your most humble servant,
JAMES LEWIS

{A True Copy.}

Captain EDWARD HAMILTON,
His Majesty’s Ship Surprise

House Assembly, Wednesday, 6th Nov 1799.
RESOLVED NEM. CON.

That, as a testimony of the high sense this House entertain, of the extraordinary Gallantry and Ability displayed by Capt. Edward Hamilton, in attacking and cutting out of Porto Cavallo His Majesty's late Ship Hermione, and enterprise surpassed by none in this glorious War, the Receiver-General be directed to remit to the Agent, the sum of Three Hundred Guineas, for the purchase of a Sword to be presented to Captain Hamilton.

ORDERED,

That the Clerk of the House do transmit to Capt. Hamilton a Copy of the said Resolution.

By the House,
JAMES LEWIS,
Clerk of the Assembly.

(A True Copy.)

Independent of this very honourable testimony, the Merchants at Jamaica are so deeply impressed with the importance of the Enterprise, that a Subscription is on foot for the purpose of presenting to Capt. Hamilton some mark of the estimation in which they hold his Merit and his Services - and, indeed, in contemplating this event, the mind is at a loss to determine, whether boldness in the conception, judgement, or intrepidity in the execution, are most pre-eminent and most entitled to admiration.

Courtesy of the British Evening Post
Tuesday, February 4th, 1800

GOLDEN GATE AND PORT POINT, ENTRANCE TO SAN FRANCISCO

U.S. REVENUE
BRIG LAWRENCE

November 6, 1849

Sir: I had the honor on the 1st instant, per steamer of that date, to report to you merely the arrival of this vessel under my command from the Sandwich islands, where I landed the despatches for the United States commissioner. I regret to inform you that I was compelled to leave Third Lieutenant R.A. Bowlin at Honolulu, who had been suffering during a great portion of the voyage from rheumatism, contracted while serving upon our southern Atlantic coast, and which was greatly aggravated by exposure on board a small vessel during such a passage we have experienced. He was desirous of keeping the deck, notwithstanding the severity of his disease; and I judged it prudent to submit his case to Dr. Addison, of the United States ship St. Mary’s, at Valparaiso, who gave, his opinion, that the winter months in Chili [sic] or California would jeopard his recovery. Under these circumstances, and actuated by a desire that he should recover his health, and be ready at the earliest possible time to resume his duties, I left him, at his own solicitation, at the before-mentioned place. His case, as with all others in the same service, is peculiarly hard and unjust. The law makes no provision for the employment of a medical officer on board of the revenue vessels, although the officers and men contribute to the hospital fund. Consuls refuse to receive them, because their perquisites are not increased by their presence; and, as in the case of three seamen left at Valparaiso, and three at the Sandwich islands, they have been obliged to supply themselves with medical advice and maintenance from their own scanty earnings; while in the merchant service, as well as in the navy, seamen are provided for. I have directed Lieutenant Bowlin, as well as the men who were left, to present to me, on the coast, triplicate bills for their reasonable expenses, which I shall have the honor of presenting to the honorable Secretary, not doubting the liberality and justice of his decision.

Subsequent to the date of my last communication, I have the honor to acknowledge the receipt of the letters from the department of April 14, 1849, relative to clothing procured from
the navy agent at Norfolk for the use of the crew; and on the 25th July, 1849, relative to the contract for ship chandlery for the New York station in the years 1847-'48. To the first of these communications I have only to state, that I reported the fact, with the amount, to the department prior to leaving Norfolk; and that the amount, one hundred and forty-six dollars and seventy two cents, ($146 72) was at that time credited in my accounts, as subsequently has been that received from Mr. Parks, consul at Rio de Janeiro, and that from the navy agent at the same place.

In reply to the latter inquiry, I have to state that every communication received at the revenue bureau, from my connection with it in April, 1843, until July 1, prior to my departure, was left upon file, bound, indexed, and registered; and that, what was not known prior to my arrival at the department, a full index and register of, all papers issued and received was constructed by me, from the burning of the Treasury buildings, in 1833, until the above named period.

The inquiry appears to convey a suspicion of neglect, or of intentional error. I do recollect distinctly, that on one occasion there was but one bid received, and that through the custom house at New York, from C. A. Secor St Co.; that it was referred to the honorable Secretary of the Treasury; and that he, at my suggestion, took the responsibility of delaying the opening of it for two days, in consequence of the uncertainty of the mails during the winter season; that none other was received; and that this one was accepted, because, on comparison with those received from other stations, from New Orleans to Maine, the prices were found to be fair and reasonable. Lieutenant Pierce, fortunately on hard of this vessel, was at the department at the time. All bids were first received by the Secretary, endorsed and opened in the presence of the chief clerk and the officer who was my assistant. If there be any person at the department who can place his hand upon the records as I could have done, the facts of this case will require no time to develop themselves, as all cases of doubt were referred by me to the Secretary in writing. I recollect, likewise, that in numerous cases bidders had offered so low as to defy all competition. I am likewise in receipt of the new regulations for the government of the service, the provisions of which, from my own interpretation, must go into effect at the end of the present month. On this subject, however, I shall confer with the new collector, who has not yet arrived, but who is expected daily.

If it is the expectation of the department to maintain a supervision over be intersts of the revenue, under the restrictions thereby conveyed, it will be disappointed. It will only be necessary to state that the services of a steward are worth $160, and seaman $100 per month; and that the present pay of an officer will not furnish him with the absolute necessities of life. No medical officer is allowed; and at this place a physician would charge from $50. to $100 for a single visit afloat. I have taken the responsibil to the officers, as well as to my own mess, the proper ration, charging the same. It is the only means in our reach for support.

Congress having refused to extend th, naval laws over the service, I have neither the power to arrest nor punish deserters. The officers have intimated to me their intention to resign; to which course they will be impelled by the most urgent necessity, in order to support themselves.  Pork is $50, beef $30, flour $35 per barrel; sugar 26 cents, potatoes 40 cents, butter $1.60 per pound; and we are compelled to do our own washing on board.

There is no question that a great amount of illicit trade is prosecuted in this bay, and that the most vigilant measures are necessary to prevent it.  I shall remain at my post until fairly starved out, trusting that the department may make some provision for our maintenance, and to secure to us, in this climate, medical treatment.  At present, I rely entirely upon the kindness of Commodore Jones, who has done all in his power to assist us.

November 25.- Since writing the above, the new collector has arrived, to whom, as the proper officer, I have made known my views upon the prevention of smuggling on this coast, which will be communicated to you. In addition, I would merely state that the revenue boatmen, at this port receive one hundred dollars per month, and can scarcely live.

Lieutenant Chaddock, upon whom all my reliance was placed, has been compelled, in self-defense, to resign his commission; and I am left with three officers, and not a seaman among them. Awaiting some action of the department, I have the honor to be,

ALEX V. FRASER, Captain.

Hos. Secretary of the Treasury,
Washington.
Photographed in 1874, the ship Euterpe is anchored at a buoy off Gravesend on the Thames River, England (P-00187).

On board the Euterpe
November 1879

Friday 14th

In Lat 43.10 Long 61.17 1230 mile. Terrific weather to day. Heavy gale of wind. Shipping tons of water, running under reefed tops'ls. Fight between Romer 3rd mate & Lowe (sailor) - when the 3rd mate got a proper hiding (?) the 3rd mate 6 ft 2 ins to a sailor about 5 ft 6 in. The 3rd mate was very fond of bullying & fighting & for once in his life he'd got a good thrashing.

4.30. Main hatchway and part of the bulwarks carried away by a heavy sea coming right on the ship - it came over the starboard beam and broke the main hatchway away, & the ship regaining its position shipped another big sea breaking down the ventilators- So the mate then rushed down the open hatchway & ventilators in streams and flooded the 'tween decks coming through the store room into our cabins aft and going into the young mens cabin for'ard. The Captain with a body of sailors were quickly on the spot & covered the hatch way over with canvas, to prevent any more water from coming down and we all set to work in baling out the water for it was touching the bottom bunks in our cabin and the ship rolling caused the water to flow from one side to the other and washed away every thing that was loose into one cabin & another opposite to each other. The main bunk was quickly turned out but it came into our cabin all night through, & we had to retire to bed with the cabin floor flooded, the ship rolling & everything miserable. You may judge the excitement which prevailed especially in the married people's quarters, even the galley was flooded, & the pans & dishes were swimming about the deck & put the fire out so that for a long time we were deprived of our necessary eating on grub. Rough night ~

John C. Hartshorne

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Log of the Euterpe, 1865
OFFICIAL Log of the Ship Euterpe from Liverpool towards Calcutta

Nov 25th Madras

This day slipped from Madras to avoid an approaching Cyclone which unfortunately overtook us on 26, & to save the Ship from foundering we was obliged to cut away the Masts after which the Sea broke over the Ship in terrible fury Severely injuring a great portion of the crew. With the remainder of the Crew we erected Jury Masts & Made the best of our way towards the land.

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Off Gravesend
Lines on a Shipmate

We have a fellow passenger
Who's fond of killing time
By writing on the traits of men
And putting it in rhyme.

When first he came on board this ship
He had an open berth
But being with a noisy crew
He did not like their mirth.

He and all his mates did all agree
To change their place of living
And thro some gold and juggelry
Have now an enclosed cabin.

And from this cabin week by week
Some sketches for "The Times"
With queer events and passengers
As subjects for his rhymes.

Note: Lines on a Shipmate refers to W Peck a young man in the fore cabin from Lancashire he composes all the poetry & calls himself "Euterpian."

Walter Peck - Euterpe Times Volume 1, No.12
November 29th 1879,

Ship Skolfied Ashore

Advices received here from Nagasaki, Japan, say that a ship supposed to be the George Skolfield is ashore near Toi-Saki near the southern extremity of the western end of Japan. There were no fatalities. The ship George Skolfield of and from San Francisco October. 5 for Port Arthur, was built at Brunswick, Me. In 1870. She is of 1276 tons net, is 187 feet 2 inches long, 38 feet 2 Inches beam and 23 foot ft inches deep. She is owned by the Alaska Packers’ Association.

Courtesy of the San Francisco Call
Wednesday, November 28th 1900

ALASKA PACKERS
IMPROVING YARDS
Prepare to Dredge Estuary Channel and Enlarge the Shops and Ways

ALAMEDA, Nov. 9.— The Alaska packers’ association today commenced the work of dredging the estuary in front of its large ship yards and warehouses to a uniform depth of 25 feet. This will permit any of the vessels of the association’s fleet to dock at the wharves in the yards. The packers are also to enlarge the repair shops and marine railway.

It is the plan of the association hereafter to fit out its salmon carrying vessels at the local yards instead of sending them to San Francisco. The unloading of the salmon carriers will also take place in the future in Alameda when the Southern Pacific company runs a proposed freight line into the packers’ yards.

All of the vessels of the association that have returned from the canneries of the north are now laid up in the estuary opposite the yards. Here they will be put in condition for next year's voyage to Alaska.

The Berkeley Runs Amuck

CRASHES INTO HER SLIP AND SMASHES SEVEN PILES AND DOES OTHER DAMAGE.

The Southern Pacific's new ferry steamer Berkeley ran amuck last night and nearly scared the life out of the passengers who were aboard. Something went wrong with the machinery and the fast ferry-boat went crashing into the slip. Seven of the big fender piles grave way under the impact, the planking of the wharf was torn up and some of the underpinning of the structure was carried away.

The Berkeley was only damaged to the extent of some paint, and the passengers escaped with a scare.

Courtesy of The San Francisco Call
Saturday, November 12th, 1898

Courtesy of the San Francisco Call
Wednesday, November 10th, 1909
The Star of India is seen under tow out of the Alaska Packers’ Association’s yard in Alameda in this undated photograph (P-00563).

The commissioned veteran of the War of 1812, USS Constitution is photographed at the Navy Pier, November 1933 (P-02973).

Hands of the Berkeley


November 7th 1928, Dorothy C. Darrow is seen in pirate garb on the Star of India at the B Street Pier (P-12693).
Setting Sun

The steam ferry Berkeley is photographed from Yerba Buena Island on November 12th, 1957. (P-11985).

Aloha

The four-masted ship Falls of Clyde arrives in Honolulu in November 1963 after being rescued from a life as a fuel barge. She would become the centerpiece of the Hawaii Maritime Center.

As we sail across the sea,
The Falls of Clyde keeps company.
Mocobi’s engines grit and grind
To keep old Clyde close behind.

~ Anonymous sailor, U.S.S. Mocobi towing the Falls of Clyde enroute from Seattle to Honolulu

Start of a Second Century at Sea

Author and sailor, Capt. Alan Villiers presents the Maritime Museum of San Diego with the flag of Shaw and Savill during the centennial celebration of the Star of India in 1963 (P-00194).

She had a fore lower tops'l set when I saw her, lying in a corner at the Embarcadero in San Diego. The bright Californian sunshine floodlit the high rigging and the spacious old decks. The long jib-boom reached incongruously towards a tuna clipper. Training jets roared overhead, and a big boat was taking off noisily from the harbour. The Star of India, I read on her bows and counter. The Stars and Stripes fluttered from her gaff, and the house-flag of the Alaskan Packers Company was flying at the main.

To me she was the old Manxman Euterpe, built at Ramsey, Isle of Man, and launched on November 14, 1863. Now it was November 14, 1963, and, restored and rerigged (as a barque, not as the ship she originally was), she was being "rededicated" for her second 100 years. After a century afloat she could scarcely be relaunched. She had not set a sail for 40 years, until this day that fore lower tops'l was spanking new. It set well and pulled bravely, in the light offshore wind; the old ship tugged at her bow ropes, trying to point her figurehead towards the sea as if she were anxious to sail again.

~ Alan Villiers

Courtesy of The Times
Thursday, February 24th, 1964
In 1972, the Medea arrives at Paul Whittier’s dock on Goudge Island, British Columbia in preparations for restoration. Note the post 1904 pilot house which was subsequently removed to restore the yacht to her original appearance. (P-08236).

After returning to port on 30 October 1975, the DOLPHIN was struck by the University of Hawaii Research Ship ‘MOANA WAVE’ while that ship was attempting to make a landing at an adjacent pier at the Naval Undersea Center, San Diego. DOLPHIN dry-docked at National Steel & Shipbuilding Company, San Diego from 10 to 21 November 1975 to determine the extent of damages from the collision. It was determined that damage was sustained to the port stern plane and its operating shafts. The remainder of the year was spent moored at the Naval Undersea Center while awaiting materials for repairs.

In November, 1972, the Berkeley is seen in Sausalito during her final year as the Trade Fair (P-02044).

November 11th, 1984, the Star of India sails in what is to become an annual tradition at the Maritime Museum of San Diego (P-04725).

The luxury liner Queen Elizabeth II is seen berthed at the B Street Terminal as the Star of India enters a festive period (P-08364).
The other *Stars & Stripes* on San Diego Bay, USA-11 is seen barreling across the harbor on her Halloween Cruise.
November

1898, November 6th - The steam ferry Berkeley enters service and “became the first propeller-driven ferryboat on a bay full of sidewheelers.”

1848, November 11th - The Campbell class revenue cutter, C.W. Lawrence, under the command of Alexander V. Fraser departs Washington D.C. with orders to report to the newly created custom district house in San Francisco, CA.

1863, November 14th - The full-rigged ship, Euterpe is launched, assigned British Registration No.47617, and signal VPJK.

1851, November 18th - The Campbell class revenue cutter, C.W. Lawrence wrecks off of Pt. Lobos, San Francisco.

1898, November 20th - The full-rigged ship, Euterpe begins her first voyage as a timber ship for the Pacific Colonial Shipping Company.

1542, November 23rd - The fleet led by the flagship San Salvador and her captain, Juan Rodriguez Cabrillo, arrive back at Santa Catalina Island to winter and make repairs.

1865, November 26th - The Euterpe is overtaken by a cyclone, nearly foundering before her topmasts were cut away. After jury-rigging sails, she would make her way to Trincomalie, arriving on December 4th for repairs.

The Bitter End

In proofreading his own material, Malcolm Swall commented that he didn't think his writing wasn't professional enough for the Euterpe Times. However, not only did I enjoy it, it reminded me of the underlying theme of the Euterpe Times.

Originally, the Euterpe Times was handwritten and published by the passengers aboard the Euterpe during her 1879 voyage from Liverpool, England to Wellington, New Zealand. It was not professional, however, historically, it offered an insight into the culture of not just the passengers, but the crew of a 19th century square-rigged ship on a long journey.

The Euterpe Times is not trying to be a research journal such as the Mains'l Haul. Its primary purpose is to reflect in some way the unique culture that has developed amongst the maintenance crew of the Maritime Museum of San Diego, just as the original reflected the solitary culture aboard a windjammer.

For me, the most enjoyable articles are ones that not only are informative, but relate the personality of the writer as well. I recall Ann Morris' article of Star's Foster crew, frequented by the Canadian “Eh?” It added a unique spark, that individualistic voice from the deck.

This crew isn't filled with scholars teeming with history degrees. It contains people who simply enjoy the historical exercise of working aboard an historic ship. Some enjoy and excel at laying aloft, others are proficient at carpentry, diving and other aspects. Others, like me, are more at home in the library that the footrope of a course yard.

From this conglomerate of varied backgrounds, comes just as varied self-expression of what this experience does for them. Some offer prose, original writing, a critical eye to create a beautiful photograph. Some have created unique training tools not seen in these pages, others have simply been more than willing to share and teach, from the simple enjoyment of it.

Everyone is here because they want to be, for that simple fact alone.

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

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