Star of India Celebrates 147 Years

The public was invited to share birthday cake and traditional maritime music for the 147th celebration of the launch of the Star of India on November 14th (See Story inside).

On The ‘Tween Deck…
• Gun Battles on the Bay!
• Falls of Clyde Gets to Work.
• Whale-watching Season Begins
• Coming to America: The SS Trent

HMS Surprise Sails!

HMS Surprise under a full set of sails as she coasted off the water of the Pacific.

At 2:47 p.m. on November 22nd, HMS Surprise tacked. The ability to tack has been a head-banging struggle for the ship and crew after being re-rigged to sailing conditions after arriving from the hands of 20th Century Fox. She managed one tack in 2008. But the tack in the mid-afternoon, was unique. Not only did Surprise tack, it was her third for the day.

(Continued on Page 2)
crewman Kevin Carothers, invited by Capt. Welton as the official piper. We also saw the appearance of bayshots, culminating a shroud-infested group shot of the crew as she made her way past Ballast Point.

Off the Point yet again, Surprise's sluggish first attempt at tacking was capped off by a nudge from her Caterpillar diesel engine. The disappointment of the crew was short lived as at 1:32 p.m. her bow came through the wind, tacking for the first time in 2009.

During the day, Surprise also played hosts to a group of passing dolphins and seals. Not long after, Californian appeared out of the harbor once again, this time accompanied by museum director Ray Ashley aboard his own Cassiopeia and Paul Dempster and Jim Davis aboard Blue Moon.

Californian's great guns were silenced by a verbal 12-gun broadside by the crew of the Surprise. Surprise got off her shots first, thus ending any attempt at the Californian boarding any time soon. A second tack, brought Surprise again into an advantage and the museum's workhorse was chased back into the harbor through the dotted horizon of a sail regatta appearing off the Point.

The third day topped off a day of sailing that saw Surprise best 3 plus knots only one time during the day. The previous feeling was that Surprise required a ship speed of 4 knots or better, and even higher wind speeds. The addition of trusses on the course yards of all three masts has allowed for bracing yards much further around. Hesitation on bracing the mizzen around, using it as an additional driver with the spanker has apparently solved the problem.

Arriving back at the museum with the setting sun, Surprise was put back into a ready state as a museum display. Led by Kevin Carothers on the bagpipes, the official colors of HMS Surprise, the yellow ensign of Porcella Nostra or "Our Pig," was carried to the saloon area of the Berkeley by Lori Davis. Celebrating a three tack-day with beer, soda, and an enormous amount of pizzas, first mate and foremost captain, Scott Herndon was heard as saying, "She's no longer a Hollywood prop."

Under sail, the “dog pound” stands watch.

On the weekend before Thanksgiving, HMS Surprise sailed on November 21st and 22nd as part of the Maritime Museum of San Diego’s Annual Sail. Joined by the tops’l schooner Californian, the sail celebrates the birthday of the Star of India, launched on November 14th, 1863. The Star of India normally sets sail herself during the annual celebration but the current economy and several unfinished restoration projects have left her in an unready state for 2009.

With new red crew shirts, the crew assembled for the annual crew photograph aboard Star of India. Any crew that had sailed during the year or had qualified for sail crew, regardless if they were sailing that weekend were included.

Surprise left the dock at 0901 Saturday morning for her first day of sail. Light winds had been forecasted through the weekend, but after a "Man Overboard‖ exercise, as she made past Point Loma, Surprise from glided gracefully along through the Pacific. With sails set, including royals, a pleasant but tack-less day was spent off the Point.

Californian joined in the party later in the afternoon with a deck full of passengers. The sound of gunfire echoed off the cliffs of Point Loma as the Californian’s schooner-rigged advantage sailed circles around Surprise.

On Sunday, Surprise’s decks were graced by the piping of
Surprise’s mains’l fills with air.

Quite possibly, Scott Herndon’s comment may be the most relevant of the weekend. After three years re-rigging and "de-Hollywooding" of Surprise, including the heart-breaking last-minute cancellation of her certification in 2007, the staff and crew of the Maritime Museum of San Diego are responsible for that.

After that time, Surprise has been re-rigged twice, dry-docked and sailed many times in three years, including a successful out-of-area sail to San Pedro during last years sail fest series where Surprise was the talk of the fest over such ships as the Bounty and Eagle.

The end of the annual sail for the year speaks of the next year. The missing man, Star of India, is slowly moving in a forward progress primarily on the restoration of her fo’c’sle. Surprise is scheduled to be be dry-docked again on May 29th, 2010. By November of next year, Star of India, HMS Surprise and Californian should all be seen off the coast all in condition that say, "just like new."

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NOTICE!
The EUTERPE TIMES

Wants Your Personal Mayflower story.
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Know the Story? Please share it.

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Exceedingly Handsome
Star of India Turns 147

The main deck of the Star of India was the scene of birthday cake and music.

November 14th saw the annual celebration of the launch of the Star of India. Birthday cakes were offered on the main deck of the Star to museum visitors. Accompanied by traditional maritime museum, the subtle affair was also acoustically enhanced by the sound of black powdered guns as the Californian and Lynx engaged in gun battles on the bay (See following story).

The Star of India was launched as the Euterpe on November 14th, 1863 at the shipyard of Gibson, McDonald, and Arnold at North Ramsey, Isle of Man. Christened by Mrs. R.H. Brown, the Euterpe glided down the ways at 12:30 p.m. She was built for the firm of Wakefield, Nash, and Co., of Liverpool, for the Calcutta trade which she lasted for only a few years.

As the Liverpool Mercury described in 1863, she was "fitted up in the Courtesy most expensive style, no pains have been spared to make her a splendid specimen of naval architecture. Her spacious poop cabin is fitted with panels of polished walnut, with moldings of maple, and is exceedingly handsome."

The Euterpe continued on after her Calcutta trade, transitioning into a famed New Zealand emigrant ship in which she circumnavigated the earth 21 times. Following that, she spent a brief period as a lumber ship finding her routinely in Hawaii, Australia and San Francisco. She concluded her working life as part of one the greatest sailing fleets in the 20th century as part of the Alaska Packers’ Association. It was during this period she was renamed the Star of India.

Retired in 1923, the Zoological Society of San Diego purchased her in 1927. Since then, the Star of India has become a fixture on the San Diego waterfront, the centerpiece of the Maritime Museum of San Diego, remaining one of the last examples of the 19th century iron ship building renaissance.

The Star of India is expected to celebrate her 148th birthday in 2010 under sail, continuing her status as the world’s oldest active sailing vessel.
Saturday, the 14th saw decent winds, busy recreational and commercial traffic on the bay and the smell of black powder. Both schooners carried a deck full of passengers who experienced a small taste of what war during the age of sail may have been like.

The birthday celebration of the *Star of India* continued with the clap of thunder and the aroma of sulfur wafting across the bay as the tops'l schooner *Californian* faced off in gun battles against the 1812 Privateer *Lynx*. Gun battles were run on November 14th and 15th, being the last between the two long-time partners for five years.

Following the gun battles, the *Lynx* set a course south for the Panama Canal and a five-year mission to the east coast for upcoming bicentennial celebrations involving the War of 1812. She will be wintering at the Palm Beach Maritime Museum in Florida alongside the replica *Bounty*.

Frequent tacking, wearing, loading and firing of the guns made for a busy day for the volunteer crew. The next day, Sunday was no different. The *Californian*, fulfilling her role as the revenue cutter, the unlawful privateer was pursued through the afternoon, attempting in vain to avoid paying revenue taxes.

Suffice it to say, the jack tars of the Maritime Museum of San Diego proved themselves successful.

For several years the Maritime Museum of San Diego and the *Lynx* Educational Foundation have developed a long-lasting partnership seeing the two vessels alongside each other on many an occasion. The gun battles were a last hurrah for that partnership for some time.

The *Lynx* has had a busy year. In addition to a very busy schedule involving gun battles, educational and dockside tours throughout California, the *Lynx* participated in the 2009 Transpac race to Hawaii.
Museum Whale Watching Vessel Offers ‘No Seasickness Guarantee'

Without the keel a sailing yacht would tip over. The keel also acts to severely reduce the sideways rolling motion of a yacht, that sideways motion being the main cause of seasickness. A typical motor yacht without a keel is much more prone to that rolling motion. What folks should understand is that the America is no ordinary sailing vessel. It is a huge schooner capable of carrying 90 guests, has 6 restrooms and cabins and plenty of room for guests to walk around throughout the day”...say's Allan.

Treating lightly of a sensitive subject the motto of the schooner America is: "If you lose your lunch, we will replace it". The schooner America management is so confident that very few guests will experience motion sickness while on these ocean whale watching trips, that they will provide a $40 Gift Certificate to the San Diego Fish Market Restaurant to any guest who physically "loses their lunch". When you consider that $40 is over half the cost of the sailing ticket, the America folks must be very confident that they won't have to hand back a big chunk of their whale watching revenue.

During the 2008-2009 whale-watching season, the America proved a successful venue operating out of the Maritime Museum of San Diego.

Maritime Museum & Dennis Conner announce unheard of "No Seasickness Guarantee" for whale watching season on famous schooner America.

San Diego. With the 2009/10 whale watching season commencing mid-December, the famous sailing schooner America has announced what is typically unheard of in this industry, a "No Seasickness Guarantee". Operating from the Maritime Museum of San Diego the America conducts daily whale and dolphin watching sailing trips to as far out as 12 miles on the ocean during the 4 month viewing season from December 19 to April 15. To offer such a guarantee is very comforting for folks interested in seeing the whale migration, but have been reluctant because of the traditional motion sickness issues.

"Ask any boater who has sat in a fishing boat or typical whale watching vessel anywhere in the world and they'll tell you that motion sickness is very common, and very unwelcome."....say's Warren Allan, Director of Sales & Marketing for Dennis Conner's famous yacht. "What we bring to the industry is a very large, low profile sailing vessel upon which the typical seasick motion is reduced considerably by the huge underwater keel. The 11 Ft deep keel is there to counterbalance the wind in the sails.

In the 2008/09 whale season the America carried over 4,300 guests to the ocean on 110 trips. Only 10 guests became ill, less than 0.3% of the passengers. With those odds you can guarantee that whale watching enthusiasts will be taking a closer look at riding this beautiful yacht this season.
Hidden underneath an aging sail, the salmon fishing history of the Star of India waits to be restored.

Hidden underneath an old sail, atop a rusty little boat trailer, lies a treasure. It one of several. Others among the group of aging artifacts, now grace the small craft collection atop Car Float #7.

She was once one of hundreds of such boats, used by the Alaska Packers’ Association, carried north on their annual migration to Alaska during the height of the salmon fishing season. From these double-ended boats, with its unique "crab-clawed" sail rig millions of pounds of salmon were caught and taken to the canneries. They were known as Bristol Bay Gill-netters, a relative of the Columbia River Salmon boat.

This particular gill-netter according to Dr. Ray Ashley, is the last in line among small craft restorations for the Maritime Museum of San Diego. But she is not the next in line. According to Dr. Ashley, "Next on the list is the star boat North Star, which Lowell North sailed to a gold medal victory in Olympic competition." The Star boats were first developed in 1923 by Joe Jessop and Ed Peterson and began San Diego's entry into the international yachting scene.

Over the next few years, two more legends, one work horse, one thoroughbred, will be added to the small craft collection. The gill-netter, is goes according to plan, "she might live on Star of India’s deckhouse if she’s not too big."

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Beneath the Canvas

Pablo’s Fo’c’sle

O Listen to the Sounding Sea

That beats on the remorseless shore,

O listen! for that sound will be

When our wild hearts shall beat no more

O listen well and listen long!

For sitting folded close to me,

You could not hear a sweeter song

Than that hoarse murmur of the sea.

~ George William Curtis

Marinisms

Mr. Weigelt’s Maritime Dictionary

BECKETS, (billes, Fr.) any thing used to confine loose ropes, tackles, oars, or spars, in a convenient place: hence, beackets are either large hooks, or short pieces of rope, with a knot on one end and an eye in the other, or formed like a circular wreath; or they are wooden brackets; and, probably, from a corruption and misapplication of this last term, arose the word becket, which seems often to be confounded with bracket.

Put the tacks and sheets in the Becketts! The order to hang up the weather main and fore sheet, and the lee main and fore tack, to a small knot and eye-becket on the foremost main and fore-shrouds, when the ship is close hauled, to prevent them from hanging in the water.
Falls of Clyde Reboots

Chris Jannini (second from left) supervises the hoisting of a towing bridle aboard Falls of Clyde.

A crewman of the Friends of Falls of Clyde reported that the "Falls of Clyde was a living ship again as Friends of Falls of Clyde volunteers did work under the direction of Chris Jannini."

Jannini of the San Francisco National Maritime Park traveled to Honolulu, HI along with Micah Allnutt of the Grays Harbor Historic Seaport Authority, to survey the Falls of Clyde's iron hull which has been deteriorating quite rapidly over the last few years.

Under Jannini’s supervision, the volunteers rigged halyards to the towing bridle that was left in place after her scheduled scuttling. The bridle had begun to rust in the short time since the Friends of Falls of Clyde assumed ownership of the four-masted ship last year. The bridle was raised from the water and secured in place above the waterline.

Currently, the volunteer maintenance group reminds one of the early years of the Maritime Museum of San Diego when the Star of India struggled through deterioration and restoration. Currently, the MMSD crew number more than 150 plus personnel, so here is hoping for the same amount of good fortune for the Friends of Falls of Clyde.

Lady Washington: Sailing Green

The brig Lady Washington was last seen at the Oceanside Tallships Festival in 2007.

As reported last month, in October the Seattle Times reported that the brig Lady Washington was no longer welcome in Californian waters due to an aging diesel engine that violated state emission standards.

The Grays Harbor Historical Seaport Authority has recently made rapid progress to obtaining a new engine through their Sailing Green campaign. The Sailing Green campaign is hoping to raise $100,000 for a new engine, anticipated to be installed in January of 2010.

It was announced in November on the Historical Seaport's blog, that a major donation brought the Seaport to within 78% of the goal. According to Capt. Micah Allnutt, "We will be going with a SCANIA 12 liter marine engine as they have offered the best deal, and appear to be one of the better engines."

Capt. Allnutt expects that Lady Washington's re-power will be completed by the end of March, 2010 with an expected return to California by October of next year.
Coming to America:  
David Townsend and the SS Trent

The SS Trent

July 23rd, 1907 was a day not unlike any other day for most people in the world. However, it was to change the lives of five people dramatically, forever.

A solemn day in Kingston, Jamaica. For at this time, those who could afford to leave, were leaving a life behind them. Jamaica had suffered a major earthquake on the Monday, January 14, 1907, at 3:30 p.m. The majority of structures and businesses had been leveled and many thousands of people killed, wounded and homeless.

On board the Trent, the passengers were singing, ‘God Save The Queen’ for what would be for many, their last time. As the ship moved on out of Kingston harbor, the voices of those who remained behind could be heard singing Auld Lang Signe. As the bow of the Trent moved forward, the Jamaican waters slowly parted as a final salute to those going abroad.

The Royal Mail Steam Packet Trent’s steel hull colors matched those of many of her passengers who were and would for a long time remain in mourning black. Her length of 410’0” would ensure her a swift passage of most durations while her breadth of 50’0” would prove more than adequate for her passengers to feel their freedom of walking about. Her depth of 23’3” provided the necessary passenger room of cabins and berths while accommodating her crew as well. Of her three decks and spar deck; the fo’c’sle of 74ft., and poop deck 40ft. would provide ample space for accommodating 480 passengers maximum.

She was a twin stack, single screw steamer built in Glasgow, Scotland and launched on the 19th of September 1899 with her maiden voyage to the West Indies. She boasted triple expansion engines of 3 cylinders each that could exceed 1,050 nhp (nautical horsepower) more than capable of motioning her 5,573 gross tonnage from tranquil waters to stormy seas. As her steam power was 180lbs, her 6 single ended boilers and 18 furnaces and 15 kts. kept her crew endlessly busy.

Her builders of R Naper & Sons Ltd of Glasgow had registered her homeport as London.

But on this voyage, she had originated her start at Southampton, England of approximately 5 days earlier. Few passengers had disembarked in Kingston, but many embarked for their final leave.


Of these people leaving Jamaica on the Trent's manifest, were Mary Ledward, her oldest daughter Linda and her three sons, Ellis, William and Herald along with Mary’s brother, William Lundie.

As they stood at the taff rail waving good bye to their many friends and family who remained behind, mainly cold and distraught thoughts would cloud their minds. Mary’s husband, Ellis A. Ledward had died in Port Royal on the 7th of January 1907. One week prior to the great earthquake. Mary’s 2nd born daughter, Katie Ledward had also died just prior to her father. And what was left of their lives, the great earthquake of January 1907 had all but destroyed what was left.

Their West Indies shipping business and their dry goods store, their home all now remained in ruins.

But ahead lay their beacon of hopes, America. A new opportunity to start their lives over. As the ship reached open seas, William Lundie went on up to the Wireless operators office to send off a message to Mary’s cousin Mrs. G. Mold in New York City. On duty was Radio man and wireless operator, Mr. Ginsburg.

Three days of sailing and the S.S. Trent finally arrived at Ellis Island, New York. The Master of the Trent, T. Constantine had been very helpful and most kind to Mary Ledward and her brother, William Lundie during their voyage from Kingston as he helped arrange for their going through Immigration procedures at Ellis Island.
Coming to America (cont)

Wireless Operator Ginsburg of the S.S. Trent.

Mary Ledward through the help of her cousin Mary Mold soon lost no time in reestablishing herself by purchasing an apartment complex in New York in which she provided for her family and soon got her children enrolled in school.

My grandmother, Linda Ledward-Townsend who was 15 years old when she arrived in New York from Jamaica all to soon as the few years past, went on to college on Stoneham, Massachusetts where she took up nurses training in 1910 and completed her training by 1915.

It was at this time she met Erlon Melton Townsend, my grandfather who was then living in Stanford, York, Maine. Their engagement short, both married and within two years had their 1st child, Raymond Townsend (my uncle) and two years later, a daughter, Madeline (my aunt) was born and by 1921 my father, Warren Townsend at last made his appearance in this world. The rest is family history as they say.

As to what became of the the Royal Mail Steam Packet Trent? She went on to establish a famous nautical history of her own.

Two years after she disembarked her passengers from Kingston, Jamaica to Ellis Island, New York, she went ashore on Semedine Bank near Cartagena on the 6th of January 1909.

She was salved after 4 months aground and on the 18th of October the following year rescued the crew of the airship America. The airship crashed 410 miles southeast of Sandy Hook during its first attempt to cross the Atlantic by air.

The vessel saw active service during the First World War, acting as monitor depot ship in the famous campaign against the Konigsberg in 1915. She was mother ship to HM Monitors Severn, Mersey and Humber. On the 6th of September 1916 the Admiral of the Fleet sent a message to the ship’s captain, stating: “Commander-in-Chief is very pleased at the way ‘Trent’ has accommodated herself to her many mixed duties.”

She acted as troop carrier; patrol ship, accommodation ship and supply ship, helping the convoy to achieve its mission of disabling the Konigsberg.

On the 7th of February 1917, Trent came to the rescue again. She had been at anchor in Simons Bay when she received news that troopship Tyndareus was in trouble. She left port and joined company with Eaumerus and Oxfordshire at the mined vessel. Trent assisted in towing her to safety and rescuing the troops aboard.

Trent returned to service with the Royal Mail Steam Packet Co after the war and so remained until she was broken up in April, 1922.

NOTICE!
World Ship Trust Announces Photographic Competition

2009 to 2010 Historic Ship Photography Competition

The closing date of the competition is 31st January 2010

Entries should be addressed to:
World Ship Trust, No. 3 The Green, Ketton, Stamford, Lincolnshire, PE9 3RA, Great Britain

The Entry Form is Available at: http://www.worldshiptrust.org/PhotoEntryForm09.htm
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)
The history of the America’s Cup is illustrated in this meeting off of Point Loma. The replica America, illustrates the current technology in 1851 when the original America rested the cup from English hands. To the left, BMW Oracle’s BOR-90, the current challenger for the America’s Cup in 2010. By early December, the BOR-90 will be transported to the Atlantic Ocean.

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.
What’s Happening
at the
Maritime Museum of San Diego
December 2009 – January 2010

**Upcoming events:**

Available Most Days
Historic Walking Tour
11am & 1:00pm
Join us for a narrated walking tour along the embarcadero. Tours are approximately 75 minutes and are free with admission to the museum.

Dec 13th or 20th
Parade of Lights Party
Enjoy the Parade of Lights from the deck of one of our historic ships. Buffet dinner. Reservations required.

Dec 19th to Apr 21st
Whale Watching
Daily Approx 4 hours
Whale watching on America: raise the sails, take the helm and feel the power that made her famous. Fun for the whole family.

Dec 30th
Family Days
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.

Dec 31st
New Year's Eve Festivities
8:00pm to 1:00am
Come join the fun, celebrate with us on board the Berkeley. Hosted bar, dessert & coffee, casino night, DJ and dancing (21 and older) Reservations required.

Jan 8th
Bob Zentz in Concert
7:30pm
On board ferryboat Berkeley: come and enjoy this master of maritime music. Bob is an award-winning singer, songwriter who will take you on an unmatched musical journey.

Jan 23rd
Whale Days Festival
9am–5pm
Free admission to museum with purchase of a whale watching cruise on board America.

*Information on all events listed can be found at www.sdmaritime.org

**Ongoing**

Weekends
12:00-4:00pm
California (this state's official tall ship) takes guests out on a four-hour sail most Saturdays & Sundays. (See website for sailing schedule*)

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

Volunteer crew
Every Sunday
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 on board the Berkeley.

More info about the museum and future events is at: www.sdmaritime.org
SIR: This department deeming it expedient, to send a special messenger to Oregon with official despatches relating to the revenue service, you are hereby directed to proceed without delay to the port of San Francisco, California, there you will obtain such information as may be necessary to enable you to report yourself at the earliest practicable date to Captain Fraser, of the revenue cutter Cornelius W. Lawrence.

It is important that you should immediately communicate to Captain Fraser all the information which you may be able to obtain at San Francisco in relation to the desertion of seamen, and the best means of preventing desertion; also, such information of a general nature connected with our commercial interest as you may obtain in your incidental inquiries. In view of the expected adoption by Congress, during its present session, of laws for the protection of our revenue on the coast of California, it is desirable that you should avail yourself of the opportunity which your visit to San Francisco may offer to acquire such useful knowledge on the subject as will facilitate the future operations of the revenue cutter stationed on the coast of Oregon. You will remain no longer at San Francisco, or any other point in California which it may be found necessary to touch at, than will be requisite for the prompt discharge of your duty; when you will proceed to Astoria, and await further orders from Captain Fraser, to whom you will report yourself.

In consideration of the probable delay and expense arising from the great number of passengers now assembled at the isthmus of Panama and pressing towards that point, and the uncertainty of obtaining any speedy conveyance on the Pacific side, you are at liberty to choose such other route as you may ascertain to be most advantageous and reliable. Your actual expenses to Oregon, not exceeding the usual cost of passage and incidental charges, will be paid, but no compensation in addition to your salary can be allowed you by this department.

Respectfully, R. J. WALKER,
Secretary of the Treasury.

Lieut. John Ross Brown,
United States Revenue Marine.

Custom-house, at the corner of Monterey and California Streets.

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

27 December 1865  Trincomalie
At about 10 A.M.

In commencing to break out the Cargo, from the fore compartment it was found by the chief-officer (Mr. Whiteside) that one of the Bales had been cut open and about me third of the Cotton taken away, completely destroying it and rendering it unsalable as a Bale of Cotton. On this being reported to me I, (the Master) went forward and saw it myself. I instantly summoned all hands into the Forecastle & commenced to search for the same, and found Cotton, comprising the "ads of George Walker, Gervano Grandanarino and Henry Breaun the (sic) all and individually owned these Beds as theirs. I took possession of them & placed them in the Cabin in order to consider what would be the best mode of proceeding. The aforesaid George Walker having on two or three occasions committed himself by getting drunk, making a disturbance in the ship I had sanctioned his discharge providing he could ship in the "Anne Langer," on informing him (now that the Cotton was found in his bed) that he could not leave until the affair of the Cotton was settled he at once consented to pay his proportion of the damage done to the Bale namely L 3. 6. 8

W J Storry Master
A. J. Whiteside 1st Mate
Joseph Byrne Secnd Mate

What is here written, has been read over to the aforesaid three men, and they replied as follows.

Henry Breaun = “It is true enough.”
Gervano Grandanarino = “All the same as the other two hands.”
George Walker = “I have nothing to say”

Trincomalie 30 December 1865.

W J Storry Master
A. J. Whiteside 1st Mate
Joseph Byrne 2nd Mate
Euterpian No. 12

At night soft strains of music
Woo sommus with their tones.
Tonic distilled and sincerely culled
From hook-pots and pork-bones.

The music smells it, rolls it, peals
The harmony is grand
From platters and preserved meat tins
Used by the hook pot band.

There dancing, singing to the time
Is its skilled conductor
Famous chief of the "hook pot band"
Its founder and instructor.

Unlike a petted child of art
With nobles for protectors
He's made himself the hook pot chief
By playing tin reflections.

Note: Euterpian No. 12 W. Beercroft of Balty.
He is the conductor of the tin pot band in the fore cabin.

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

Christmas Day
Dreadful hot...

Wednesday, 24th

Fine day and warm. About ship a few times this morning, off Banks Peninsula, and some fine scenery observed along the coast. Signalling at 1030 for pilot. 3.0 o'clock p.m. we could see plainly in the harbour and a ship being towed in by a steamer for anchorage which we learnt afterwards to be the Waitara. The pilot then made out signals out and immediately came to us in the same steamer (Lyttleton) and towed us in to an anchorage and cast anchor about 6 o'clock. Government inspectors then came on board to warmme (?) us on the poop and me passed safely without a word from them with the exception of a girl which was out of her mind. Small boats were speedily brought us with fresh provisions including meat, potatoes (fresh), vegetables, mil etc for our sea stores were just about being finished and in some instances were finished. You may judge that living for 20 weeks on sea fare (biscuits, salt-junk - preserved potatoes, pea soup, burgoo, rice & molasses) we heartily enjoyed the above addition of New Zealand beef & mutton for the first time very much. Friends of passengers etc come also on board and altogether there was a lot of happy greeting going on. I learnt immediately that the Hurunui had arrived 3 weeks ago & the Lady Jocelyn as well, both ships now are about 80 days, and we think that 134 days may be accounted for as long as any other ship sailing in these days, but the length of time may be attributed to the bowsprit having shrunk, and we were obliged to carry less sail on account of its going altogether. The average run of vessels is from 80 to 90 days and since we landed ships have come from 80 to 84 days a few at 90 to 94 so that the people of New Zealand there getting anxious about the Euterpe and by some it was feared she had gone down, however the Knowsley Hall, has not turned up & she has been about 200 days out, and she is given up entirely. By many people it is feared she has been wrecked on the Crozets Islands in the South Pacific Ocean where the Strathmore was wrecked some few years ago and the passengers had to live on the rocks on the sea birds etc and wild food for several months. Her Majesty's Ship Leonus is ordered to inspect the island for news (if any) of the missing steam ship for a similar purpose to the rocks (snares), it being feared she has wrecked there, but no news of the Knowsley Hall has been heard of since she left London but we Euterpians most certainly believe the boat which we saw on November 16th (Sunday) and the spar & rigging etc on Saturday the 22nd. The boat was floating by some distance of, keel upwards (or upside down as you would call it), but we were going at a good speed and a heavy sea at the time to catch it) was part of the Knowsley Hall. The Captain did not see it and therefore it could not be entered in the log-book. However, I rejoice to have the benefit of treading on Terra Firma once more.

Christmas Day. Dreadful hot the very opposite to what you would have at home.
THE COMPLAINT OF
THE SHIPMASTERS.

THE MINISTER CONVINCED OF ITS JUSTICE.

There has been much grumbling here of late regarding the enforcement of the regulations under the Act of 1895 for the adjustment of compasses on sea-going vessels. This culminated to-day in a deputation to the Minister of Marine (the Hon. W. Hall-Jones) on the subject. The deputation consisted of Captains Babot (Marine Superintendent of the Shaw-Savill Company), Rose (N.Z. Shipping Company) East (Superintendent of the Tyser Line) Simpson (s.s. Star of New Zealand), Kennedy (of the Shipmasters’ Association), Croker (barque Weathersfield), Bowling (ship Invercargill), and Bate (ship Zealandia), the Hon. E. Richardson (Patent Slip Company), and the Hon. C. J. Johnston.

Captain Babot pointed out that his company had four vessels in this port at the present time, and proceeded to show the uselessness of the adjustment of the compasses on these vessels, as ordered by the new regulations. One of these vessels, the Zealandia, he said, had been lying in the harbour, out in the stream, for over 10 months. During that time she was of course sweeping round to all points of the compass, thereby giving the captain unusual facilities for correcting his compasses. The Euterpe and Invercargill had also been in the stream for some time, and would probably be there for another month or two, thus giving every opportunity for adjustment of their compasses. These captains had been in charge of their respective ships for many years, and were perfectly satisfied with their own adjustments, and they protested against allowing any interference, or alteration with the compasses. The Board of Trade regulations, Captain Babot pointed out, do not insist upon the swinging of any vessel provided the captain or chief officer had made the previous voyage in it. On behalf of his company, he desired to protest against the interference of this Act. He considered it practically useless, dangerous, and expensive. It was expensive on account of the delays it caused and the expense in swinging, and was dangerous because any interference with the compass after its adjustment by the ship’s officers was dangerous. The Act cast reflection upon the competency of every captain trading to Wellington, for it was not enforced in any other part of the colony.

Captains East, Rose, and Simpson also urged objections to the enforcement of the regulations, all agreeing that they were useless and dangerous.

The Minister, in reply, said the deputation had convinced him that there was some little objection to adjustment of compasses as provided by the Act. He denied that any slight had been cast upon traders to Wellington by the adjustment only being made here. This was due to the fact that the regulations had only been in force a short time, and there had been no time for appointing adjusters at the different ports. He could quite understand the feelings of the members of the deputation. They had been traveling in their, ships for years, and knew every variation of their compasses, and he could understand their feelings when a stranger came aboard and interfered. There was nothing in the Act that was intended to harass masters of vessels at all. Its intention was to assist them and see that every care was taken for the safety of their vessels and those on board of them. The deputation, however, had brought under his notice several matters that required looking into, and he would look into them very carefully. If he found there was anything to harass trading vessels he would see that it was altered. Some alterations could perhaps be made by which foreign-trade vessels might be exempt from the regulations. He, however, would look very carefully into the matter, and let them know the result as soon as possible.

The deputation, having thanked the Minister, withdrew.

Courtesy of the Evening Post December 15th 1896

DRUMMOND & CO.

WE take this opportunity of thanking our numerous customers throughout the district for their patronage to us during the time we have been in business, and beg to intimate that during the erection of our New Premises we are carrying on the business in

MR W. P. CURRIE'S WAREHOUSE, TAupo Quay.

Where we have a Large and well-assorted Stock of

TO ARRIVE—EX OOPTIO & ETERPE
2 Cases Spear and Jacobson's Saws, in Cross-cut, One-man, Hand, Ripping, Tenon, and Compass
1 Case Guamblin's Fittings (complete assortment for Muscle and Breech-loading Guns)
2 Hocks Clark's Tinued and Enamelled Holloware
3 Cases Small Tools for Engineers, Carpenters, and Amateurs
1 Case Nettledford's Screws, Screw Eyes, and H and O Hooks
1 Case Foot Rules, Measuring Tapes, Plumb Bobs
1 Case Brass Foundry
5 Cases Elsey's Cartridges, Caps, and Wads
3 Cases Amelie Gunpowder
2 Cases Guns (Single and Double Muzzle-loading and Breech-loading)
2 Cases Gun and Enamelled Ware
6 Drums Special Oil for Gun Engines

NOVELTIES.

New Patent Safety Razors in leather case, 2s 6d each
Aurora Lamp Stoves with 4-inch wicks, 7s 6d each
Clipper Lamp Stoves with 41-inch wicks, 8s 6d each
Blue Rock Pigeon Trap, £4 10s

DRUMMOND & CO., IRONMONGERS, Wanganui.
Another Southeaster

Shipping Men Are All Preparing for More Stormy Weather

The Italian ship *Cavalier Ciampa* made port yesterday. She was forty-nine days from Iquique and the captain says that off port he had a very rough time of it. For nearly a week nothing but short canvas could be carried and for twenty-four hours the ship was under bare poles. The decks were full of water, half the time and all hands had to live on bread and water for two days.

The American ship *Euterpe* came in from Lahaina. H.I. She was twenty-seven days on the run and was six days off port before a charge of wind gave her a chance to come in. There was little or no damage done to the vessel, as the captain hove to and trisd to hold his own under short canvas.

The bark *Albert* was twenty-five days coming from Honolulu and her experience was similar to that of the *Euterpe*.

Courtesy of the San Francisco Call
Friday, December 21st, 1900

ALASKA PACKERS' FLEET

The Alaska Packers' Association has purchased from Pope & Talbot the iron *Star of France* and *Star of Italy*, and from D. Sudden the steel bark *Abby Palmer*, all high-class vessels. The Alaska Packers' Association now owns two steel, six iron and eight wooden square riggers, two schooners, two steel and fifty-six wooden steamers and six launches. The 1906 fleet of ships and barks of the association will consist of:

<table>
<thead>
<tr>
<th>Vessel</th>
<th>Tonnage</th>
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<tbody>
<tr>
<td>Ship <em>Star of Russia</em></td>
<td>1981</td>
</tr>
<tr>
<td>Bark <em>Abby Palmer</em></td>
<td>1943</td>
</tr>
<tr>
<td>Ship <em>Star of France</em></td>
<td>1644</td>
</tr>
<tr>
<td>Ship <em>Star of Italy</em></td>
<td>1613</td>
</tr>
<tr>
<td>Ship <em>Balclutha</em></td>
<td>1716</td>
</tr>
<tr>
<td>Bark <em>Euterpe</em></td>
<td>1318</td>
</tr>
<tr>
<td>Bark <em>Himalaya</em></td>
<td>1027</td>
</tr>
<tr>
<td>Bark <em>Coalinga</em></td>
<td>1001</td>
</tr>
<tr>
<td>Ship <em>Tacoma</em></td>
<td>1739</td>
</tr>
<tr>
<td>Ship <em>Bohemia</em></td>
<td>1633</td>
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<tr>
<td>Ship <em>Indiana</em></td>
<td>1627</td>
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<tr>
<td>Ship <em>Santa Clara</em></td>
<td>1535</td>
</tr>
<tr>
<td>Ship <em>Llewellyn J. Morse</em></td>
<td>1393</td>
</tr>
<tr>
<td>Ship <em>Centennial</em></td>
<td>1287</td>
</tr>
<tr>
<td>Bark <em>Electra</em></td>
<td>985</td>
</tr>
<tr>
<td>Bark <em>Will. W. Case</em></td>
<td>583</td>
</tr>
<tr>
<td>Ship <em>Chas. E. Moody</em></td>
<td>2004</td>
</tr>
<tr>
<td>Bark <em>Servia</em></td>
<td>1867</td>
</tr>
<tr>
<td>Bark <em>Levi G. Burgess</em></td>
<td>1617</td>
</tr>
<tr>
<td>Bark <em>Isaac Reed</em></td>
<td>1542</td>
</tr>
<tr>
<td>Ship <em>Columbia</em></td>
<td>1472</td>
</tr>
</tbody>
</table>

The last five are chartered vessels.

Courtesy of the San Francisco Call
Saturday, December 16th, 1905

**ALMOST A PANIC ON FERRY STEAMER OAKLAND**

Owing to an Accident to the Berkeley She Had to Carry Both the 5 and 5:30 Passengers.

There was nearly a panic on the 5:30 p.m. trip of the ferry steamer *Oakland* Wednesday night. It took Captain McKechnie and Mate Higginson all their time to keep the people quiet, and had they not succeeded there would have been a serious disaster.

The ferry steamer *Berkeley* was the cause of all the trouble. During her many encounters with the fender piles on this side of the bay she knocked the grating off her suction pipe and in crossing the bay the pipe sucked in a piece of sacking. This stopped the circulating pump and the engines had to come to a standstill. The *Berkeley* was due to leave this side at 5 p.m. but was unable to make her slip, so the people who generally take the boat at that hour for home were told they would have to wait for the 5:30 p.m. boat. The usual rush for that boat was on time, and when all were crowded aboard the *Oakland* the passengers were packed like sardines. A movement to starboard or port by the people made the vessel careen as though she was going to capsize, and some of the women screamed and others fainted. A rush to either one side or the other of the *Oakland* would have been fatal, so it was to prevent such an occurrence that the captain and mate left the pilot house and spent the time occupied in making the trip in calming the passengers and assuring them that there was no danger.

The sack was got out of the *Berkeley's* suction pump later on and she was running as usual at 6:30 p.m.

*Courtesy of The San Francisco Call*
Friday, December 23rd, 1898
ONE KILLED, FOUR HURT IN CRASH

S. P. Steamer Strikes North End of Mole Slip in Dense Fog

Lifeboat, Jarred From Fastenings, Falls on Crowd and Injures Several

Aged Domestic Has Her Chest Crashed and Dies After Removal to Hospital

Expressman Has Arm Broken and May Lose It, While Boy's Feet Are Crushed

Dead and Hurt in Ferry Accident

Dead

Kate Crowley, 70 years old, domestic, employed by Frank S. Glass, 2817 Bancroft way, Berkeley; chest crushed.

Injured

Michael Cerelli, 23 years old, expressman. 764 1/2 Sixth street, right arm crushed and broken, from elbow to shoulder; will have to be amputated.

C. G. Navarro, 52 years old, salesman Singer sewing machine company, 725 Eleventh street, ribs fractured; internal injuries.

Frank F. Mills, Junk dealer, aged 60, 822 Chestnut street; shoulder bruised and contusions of the body.

Unidentified boy, 13 years old; feet crushed.

Oakland. Dec. 6.- Swept from its course by a heavy tide eddy as it groped its way at a snail's pace through the dense fog toward the south of the ferry slip at Oakland mole the Southern Pacific steamer Berkeley, crowded with passengers, crashed into the north end of the mole slip at 6:23 o'clock this evening.

A lifeboat which was suspended above the left side of the boat was jarred loose from its fastenings was hurled into the crowd on the deck below, injuring several persons, whom died at the receiving hospital three and a half hours later.

Despite the fact that it was moving very slowly when the collision occurred the steamer knocked down nearly 50 feet of piling on the side of the slip, and the end of the wharf to the north of the entrance sank down almost to the level of the water.


**Berkeley (cont)**

**Panic on Ferryboat**

When the crash came the forward end of the steamer was packed with people awaiting the expected landing. A panic ensued, and in the wild scramble that followed many persons were bashed and crushed, but none save those mentioned was seriously injured. A heavy stringer which bound the piles together on the side of the slip was shot into the stairway leading down from the upper deck and tore away, several steps, leaving a wide gap in the stairs.

Captain N. A. Johnson backed the boat away from the slip and made a landing. The injured were removed on local trains to the receiving hospital in Oakland in charge of employees of the Southern Pacific company.

**Domestic Dies in Hospital**

Miss Kate Crowley, an aged domestic employed in the home of Frank S. Glass of 2517 Bancroft way, Berkeley, was the fatally injured. Her chest was crushed in, it is believed by the falling lifeboat, and she died at the hospital at 10 o’clock.

Miss Crowley was a sister of Mrs. Hoyle of 82 Bartlett street, San Francisco, and was returning from a visit to her when the accident happened.

Frank F. Mills, a junk dealer, aged 60, living at 822 Chestnut street, Oakland, suffered severe bruises of the right shoulder, and arm, besides contusions about the body. He was able to go to his home after being treated at the hospital.

**Arm and Feet Broken**

Michael Cerelli, aged 53, as expressman, living at 784 ½ Sixth Street, Oakland, suffered a compound fracture of the right arm, and the doctors who attended him said that it would be necessary to amputate the arm at the shoulder. He was caught near the stairway by a flying timber.

A young boy whose name was not learned, was carried from the pier by two companions. It was reported that his feet were crushed.

C G. Navarro was struck by timbers on the lower deck. He went to his home at 725 Eleventh street unaided.

*Courtesy of The San Francisco Call
Monday, December 7th 1908*
Desperate Flight on a Date of Infamy

On December 7th, 1941, at Pearl Harbor, Hawaii, a radar signal is dismissed as a flight of B-17s from San Diego. Within hours, repeated waves of Japanese bombers and fighters attack naval forces ported at Pearl Harbor. After being struck by 2 250 pound bombs, the USS Nevada makes a desperate attempt of clearing the channel to safety. Minutes afterwards, she is given orders to beach herself.

Reminiscent of this year’s dry-dock, the Star of India prepares to leave dry-dock during her restorative years in December of 1959 (P-12597).

Ex-Officio Election

On November 29th, during a shipboard muster, Lynne Eddy was nominated and elected as the Maintenance-Sail Crew Ex-Officio to the Maritime Museum’s Board of Trustees.

Lynne replaces Mary Oswell as the Ex-Officio.

Christmas Eve 1956 saw the steam ferry Berkeley still working the routes of San Francisco Bay. (P-11931).
**December**

1897, December 3rd - The full-rigged ship *Euterpe* leaves England for the last time.
1941, December 7th - Naval and land forces at Pearl Harbor, Hawaii are attacked by Japanese air units culminating in the entry of the United States into World War II.
1775, December 10th - A group of British marines, sailors, and women under the command of Captain James Wallace of the *HMS Rose* raid the town of Jamestown, Rhode Island.
1871, December 23rd - The full-rigged ship *Euterpe* begins her first voyage on the New Zealand emigration routes under the ownership of Shaw, Savill.
1850, December 26th - The Campbell class revenue cutter, *C.W. Lawrence*, under the command of Alexander V. Fraser departs San Francisco, CA with orders to the Californian coast south to San Diego.

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**The Bitter End**

Personally, it had been a long time since I had been on any MMSD vessel under sail. The last time was arriving at the museum last year aboard *HMS Surprise* after leaving San Pedro and the tall ship festival there. Sometimes, its not easy putting time in at the museum, especially when the rewards of experience can be so life changing. Often times, its not just personally situations, but simple timing, some of us even drive great distances to get her, the price of gas isn't easy on the wallet.

This year, the annual sail meant a lot to me. For a number of reasons, being personal I won't mention them here. The week prior to the annual sail, I got aboard Californian to crew during one day of gun battles. It became a spirit filled sigh of relief.

The annual sail, was an entirely different creature. Throughout the year, the maintenance crew breaks up into small versions of itself, set to particular tasks around the museum. For the annual sail, we all come together as one crew, three ships, for a single concerted effort. With Star of India remaining dockside, a number of crew stepped down along with her, but still acting as shore side support for departing and arriving.

E Pluribus Unum, one of the numerous mottos of the United States, most commonly seen on U.S. currency fits the annual sail. Out of Many, One. The satisfaction of being one of the many making the one is hard to describe. So, I won't. That said, it is unforgettable and indescribable.

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**

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