**Surprise Stands Down for Dry-dock**

John Kerley slips the starboard lift off of the mizzen topmast yard during its current down-rigging in preparation for dry-docking in May. (See Story inside).

**Whale Watching Season Opens at the Museum**

From the fore deck of the yacht *America*, a Killer Whale (*Orcinus orca*) cruises alongside.

The whale watching season kicked off with a bang this year, as a pod of orcas appeared amongst the annual migration of the more common gray whale. Dennis Conner’s America's Cup Experience began its second year of a partnership with the Maritime Museum of San Diego, sailing the replica *America*.

Departing daily from the floating barge, the 139-foot *America* presents a unique opportunity to view whales from a historic platform, completely under sail representing the most environmentally-friendly, low carbon footprint excursion on the bay. Additionally, the America guarantees a seasick-free voyage by offering a $40.00 gift certificate to the Fish Market for those who do (See story on Page 3).

Although orcas are infrequent visitors to southern California waters, by late December it was determined that two distinct pods were in the area. Both pods number up to 20 individuals. Al Sorkin of the MMSD and host aboard the *America* related, "I have never had the chance to see Orcas up close and these guys came over to us to play and show off. Two of them went (Continued on Page 2)

**On The ‘Tween Deck…**

- *C. difornian* Stands down.
- Witness to the Philippine Invasion
- Becoming an AB Seaman
- BOR-90 Triumphant

"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
Whale Watching (cont)

Al Sorkin aboard America narrates the excitement and history of whaling off the coast of San Diego.

swimming UPSIDE DOWN under our bow! Amazing!"

The center point of the whale watching season is the migration of the Gray Whale (Eschrichtius robustus) from Alaska to Baja California and their return. The population of Gray Whales in the eastern Pacific is estimated between 20,000 to 22,000 individuals. Gray Whales can reach 52 feet in length, weighing 36 tons and can live to 60 years of age.

The whale watching season runs through April 15th, 2010.

Merry Christmas 2009

HMS Surprise’s figurehead “Athena” was dressed for the holiday occasion as 2009 came to a close.

2010...And Much Light Will Be Shed Upon the History of Pilot

In preparation for an application to the National Register of Historic Places, a thorough search for the history of Pilot has commenced.

2010 promises to be a banner year revealing the epic career of the Maritime Museum’s pilot boat, Pilot. Although a work horse beginning in the early part of the 20th century, Pilot had the unique distinction of encountering a multitude of historic ships unforgettable in maritime history.

The MMSD is taking the opportunity in 2010 to have Pilot listed on the National Register of Historic Places. The addition of Pilot would bring the total number of museum vessels on the NRHP to three. The Star of India and Berkeley have already become national historic landmarks.

The effort is being headed by Marine Operations Director, who is Scott Baldwin, “perusing her logs, which we have in our collections from sometime in 1943 to the mid 1950’s. They are evidently pretty prosaic and workaday things, consisting of dates, times, ships serviced with pilots, and charges apportioned,” states museum director Dr. Ray Ashley.

He adds, “However, even a brief survey has revealed that Pilot took pilots to and from some pretty famous ships and now, having outlived nearly all of them, remains as the last active link to some pretty impressive names in naval history.”

Some of the ships Pilot has supported include USS Langley (CV 1), USS Arizona (BB 39) and USS Constitution.

The museum is currently pursuing earlier logbooks for Pilot. In this history, the interaction with a multitude of famous vessels to enter San Diego Bay will be revealed as a unique and layered history.
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” says 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 who have been reluctant because of 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." says 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 foot deep keel is there to counterbalance the wind in the sails.

Passengers were seldom disappointed during the 2008-2009 season.

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.
The MV Cape James quietly tells the story of one of WWII's pivotal moments.

For a brief time in January, the space between the MMSD and the Hornblower vessels moored to the north of the museum was occupied by a ship that seemed to fit into the visual architecture of the ships of the MMSD and the graceful lines of the Lord Hornblower. Her bow revealed her identity as the MV Cape James. A smaller sign affixed to the ship described her true history, the US Army FP 47. For such a small sign, it shouted the historical relevance of this little ship.

The Cape James was launched in 1944 at Martinolich Shipyards in San Francisco. She was a wooden-hulled ship 125 feet long, originally designed for Alaskan freight and passenger services. But that service was quickly changed as she fell into the service of the US Army and was quickly transported to Sydney, Australia and converted into a Morse code transmitting ship.

Shadowing the much larger radio broadcasting ship Apache, the newly configured FP 47 sailed north to Hollandia, New Guinea, the headquarters for Gen. Douglas MacArthur's Philippine invasion force. In October, 1944, FP 47 with the entire flotilla was in Manila Bay. It was the FP 47 and Apache that transmitted MacArthur's "I have returned" speech back to the United States.

The crew of FP 47 was small, Captain, 1st and 2nd mates and Chief and Assistant Engineers. Ken Liddane, served among the crew of 10, describes briefly her interaction with the Apache:

"There was one other small Navy boat called, Apache, which traveled near us (on the FP 47) which carried the correspondents. When they had their material censored and ready, they would signal us and send a small boat with the stories to us for transmission to our last port of call."

After some additional post-war duties in the Philippines, she was renamed the Mt. Edgumbe and served as a Bureau of Indian Affairs ship in Alaska. After a brief foray into Grand Banks fishing, she was back in the Pacific as a trawler on the coast of British Columbia.

Today, the FP 47 is owned and operated by Michael and Donna Lowry as a floating Bed & Breakfast out of Vancouver, B.C. The visit of the Cape James, ex-FP 47 reminds us of the smaller vessels that served the United States during critical moments of World War II.

Additional sources:

http://www.capejames.com/index.htm
http://patriot.net/~eastlnd2/army-sc.htm
http://www.offshore-radio.de/fleet/first5.htm#FP47
About Californian

MMSD volunteer Mike Garmon completes lacing the turnbuckles tight on Californian’s starboard jib stays.

During January, the tops'l schooner Californian took a respite from its virtual non-stop schedule for much needed maintenance. For several consecutive Sundays, a multitude of maintenance crew members scurried over the deck and rigging taking care of many tasks large and small.

Unlike the other vessels in the museum fleet, Californian does not enjoy the luxury of continual maintenance. By February, Californian will be back under sail into her full hectic life including the upcoming Memorial Day weekend sail to the Channel Islands.

Surprise Preps
For Dry-dock and More

Ann Morrison, Pete Sharp and Capt. Welton discuss a plan of attack to send down the mizzen yards of HMS Surprise.

Under the watchful eye of Capt. Chris Welton, maintenance volunteers began down-rigging HMS Surprise for a scheduled dry-docking in May. The extensive effort includes the standing and running rigging of the mizzen mast in order to send down her mizzen topmast.

The dry-dock will last approximately two weeks. In addition to the mizzen, the main and fore t’gallant and tops'l yards will be struck, with main and fore course yards braced hard. The mizzen topmast will occur be sent down onsite at Marine Group Boat Works in Chula Vista.

Additional work on Surprise’s gun deck was launched in February. The acquisition of working guns to the museum’s collection has prompted the construction of a port side gun deck, replacing the main exhibit case against her port side interior.

MMSD volunteers removed the exhibit case along with the main dining tables, prepping for the construction of a gun deck identical to that on the starboard side. The inboard area will remain “visitor-friendly” as walking heights go.

As Surprise exits dry-dock and rigging proceeds the push towards becoming a Coast Guard certified Sail Training vessel will begin in earnest. With the added gun deck and working guns, HMS Surprise is on a voyage to becoming one of the more dynamic traditional ships on the Pacific Coast.
Connie Allen and I have spent the past year working our way through the requirements for a Coast Guard Able Seaman Certificate. Since the information on this certificate available on the Coast Guard website (www.uscg.mil/stcw/index.htm) is verbose and unclear, I have been asked to give the sail crew the benefit of our “school of hard knocks.” As with anything the government publishes, “this information is subject to change without notice.”

When you show up at the Coast Guard office in Long Beach to apply for your AB certificate, this is the checklist of what you must have with you:

- **Application form** (all forms are available at www.uscg.mil/stcw/index.htm).
- **Physical exam and eye test.** Have this physical performed by an Occupational Medicine practitioner. After a wasted morning and a laughable run-around at Kaiser, I went to Dr. Ned Chambers at Shelter Island Medical Group.
- **Able Seaman Course Certificate.** A 5-day classroom course. A certificate is issued on successful completion of the class. The Coast Guard exam on this material can be taken at the Coast Guard office in Long Beach without taking the classroom course.
- **STCW (Standards of Training, Certification and Watch standing).** A 5-day classroom course. There are 3-day and 5-day STCW courses available. An AB certificate requires the 5-day course. There is no way to “test out” of this class; entire class must be taken at a CG licensed facility. Testing is built into the class and a certificate is issued on successful completion.
- **Lifeboat/Proficiency in Survival Craft Course Certificate.** A 4 or 5 day (depending on the facility) classroom course. Like the STCW course, this is a participatory training class. There is no way to “test out” of this class; entire class must be taken at a CG licensed facility.

*All three of the above certificates must be obtained within one year.*

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**Ferry Service Ends**

The **Cabrillo** sits in waiting at her Convention Center landing area.

Passenger ferry service has been a part of San Diego Bay since before 1885. As the 20th century moved forward, across the globe, ferry service dwindled as bridges, cars and telecommunications reduced the need for the waterborne traffic.

The MMSD’s own Berkeley is a testament to that era, the double-ended screw ferry having been launched in 1898 serving the commuters on San Francisco Bay until the Golden Gate Bridge signaled its demise.

In February, a smaller but equally significant reduction in this "quaint" mode of transportation occurred in San Diego. Ferry service aboard the ferry Cabrillo ended to North Island. Citing security and budgetary reasons, the US Navy North Island decided on ending direct service which averaged 125 passengers daily.

The decision does not mark the end of ferry service for the Cabrillo, operated by San Diego Harbor Excursions. The Cabrillo will continue serving Coronado with two cityside landings at Broadway Pier and the Convention Center.

The Cabrillo was launched in 1964, at 85 feet in length and 22 feet abeam, she has a passenger capacity of 303. She has operated on San Diego Bay continuously since her launch.
• **Proof of enrollment in a federally licensed drug testing program.** Museum Ship’s Operations can provide you with documentation.

• **Proof of sailing hours.** 180 days of “deck service” must be documented to qualify for an AB Sail (or AB-OSV or AB Fishing.) For an AB with a “sail endorsement,” these days must be on a “sailing school or equivalent” sailing vessel. (There are other AB ratings with longer deck service requirements.) The Museum Ship’s Operations can provide you with a letter of documentation. Ship’s Ops keeps records of volunteer sailing hours, but keeping a log of your own sailing days and at-sea time is a wise practice. If you sail on other non-Museum ships, get signed documentation of your service and sea-time from the captain or owner of that vessel. The Coast Guard form to document sea-time can be found at [http://www.usecg.mil/stcw/index.htm](http://www.usecg.mil/stcw/index.htm)

• **Proof of identity and citizenship.** A government issued photo ID, a birth certificate, passport, or resident alien card, and an original Social Security card—you need to present all three.

• **Two passport-sized photos.**

• **The AB certificate costs $140 (renewed annually.)**

To receive an AB (paid or unpaid) you must also hold a TWIC (Transport Worker’s Identification Certification) card. This card costs $132.50 (renewed annually) and is required for all workers in all maritime industries. The cards are available from the TWIC office. Making an appointment is strongly recommended (appointments can be made online at [http://www.tsa.gov/what_we_do/layers/twic/index.shtm](http://www.tsa.gov/what_we_do/layers/twic/index.shtm)).

All in all, an Able Seaman certificate requires 15 weekdays dedicated to classes and the investment of about $2500 in tuition and fees. Beyond the investment in education for the sake of making us smarter sailors, what’s the incentive?

If she passes her stability and load testing, “HMS Surprise” is working her way towards recertification as a licensed sail training vessel. In order to go to sea, such a vessel must carry a captain, a mate, an engineer and five ABs. The Museum’s actual need for ABs is a future one based on long-range hopes, but as you can see it’s a big investment of time and money to acquire the certificate.

Pertinent addresses in San Diego:

Maritime Institute
1310 Rosecrans Street Suite G
San Diego CA 92106
(619) 225-1783
(Able Seaman Class, STCW 5-day class)

Military Sealift Command
3975 Norman Scott RD Ste 1
San Diego, CA 92136
(619) 556-9465
(Able Seaman, STCW, Proficiency in Survival Craft)

Training Resources, LTD, Inc.
2556 McCain Rd
San Diego CA 92101
(619) 223-5442
(Able Seaman, STCW, Proficiency in Survival Craft)

U.S.C.G. Regional Examination Center Long Beach
501 W. Ocean Blvd. Suite 6200
Long Beach, CA 90802
(562) 495-1480
(HOURS: Mon-Thurs 8-11 a.m. & 12-3 p.m.)

Shelter Island Medical Group
1370 Rosecrans Street
San Diego, CA 92106
Dr. Ned Chambers M.D.
(619) 223-2668

TWIC Enrollment Center
1025 W. Laurel
San Diego, CA 92101
http://www.tsa.gov/twic
1-866-347-8942

~ MMSD Volunteer Chari Wessel

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**The Royal Takes Shape**

Out past the collection of small craft, the *Star of India’s* fore royal yard has been taking on its familiar shape. Paul Dempster has been scarfing in new wood to replace the removed dry-rotted section.
“Your Majesty, There is no Second.”
America’s Cup Returns to San Diego

USA-17, formerly known as the BOR-90 soundly defeated the Swiss champion Alinghi off the coast of Spain in February.

In 1851, an American-made schooner, representing the New York Yacht Club, crossed the Atlantic Ocean to the British Isles in hopes of making money in regional regattas and the subsequent betting involved. Built by George Steers and launched on May 3rd, 1851, the 101 foot two-masted schooner quickly made her mark in the history of sail.

On August 22nd of the year, the yacht, christened America, won the 53 mile Royal Yacht Squadron's £100 Cup regatta. America won the race 8 minutes ahead of the closest yacht. In a small moment of confusion, the £100 Cup became known as the 100 Guinea Cup, albeit for a very short time.

159 years later, now known as the America's Cup, it has become the single-most coveted trophy in sailing and is the oldest active trophy in international competition. The city of San Diego has become synonymous with the defense of the cup.

It was no different on February 21st, 2010 when, aboard the replica of the 1851 schooner America, the America's Cup was paraded through San Diego Bay.

For 16 months, the BOR-90 had undergone development and training sails on San Diego Bay. Commonly she would encounter the replica of the first America's Cup winner, America.

After an awards ceremony aboard the USS Midway Museum, the Cup was taken via America to a reception at the San Diego Yacht Club.

Through the months of 2009, the BMW Oracle and their massive trimaran, the BOR-90, were seen putting the vessel through its paces. Their mission to win back the America's Cup from the defending Swiss champion of Société Nautique de Genève and its boat Alinghi.

The 33rd America's Cup was held off of Valencia, Spain from February 8th to the 14th. The BMW Oracle team was representing the challenger, the Golden Gate Yacht Club of San Francisco.

In the end, BWM Oracle in the newly christened USA-17 won the event 2 races to none.

With its historical pre-eminence in America's Cup history, San Diego was the first stop on a celebratory tour. An award ceremony was held aboard the USS Midway Museum, notables included former winners of the cup, including Dennis Conner.

The team and the cup then boarded the replica America, passing the MMSD where former cup winning vessels, Stars & Stripes and Abracadabra were docked. The artillery pieces nicknamed the Napoleons fired a celebratory round in the cup's passing.
America’s Cup (cont)

As the America passed the MMSD, the Napoleons fired a celebratory salute.

Escorted by the tops’l schooner Californian, America and notables then arrived at the San Diego Yacht Club for a reception. The Californian promptly fired two rounds in salute. The Cup has since been moved to San Francisco where it is on display at the Golden Gate Yacht Club.

The Cup arrives at the San Diego Yacht Club for a day-ending reception.

Already, Club Nautico di Roma has been named the official challenger for the next America’s Cup, whereas the BMW Oracle team have declared a return to mutli-challenger regattas. Both San Francisco and San Diego are currently vying to host the next America’s Cup to occur most likely in 2013. 2013 as it happens marks the 150th anniversary of the launching of the Star of India.

Marinisms

Mr. Weigelt’s Maritime Dictionary

CRINGLE, (herseau de boulines, et autres herseaux, Fr.) is a small hole formed in the bolt-rope of a sail, by intertwisting the strand of a rope alternately round itself, and through the strands of the bolt-rope, till it becomes three-fold, and assumes the shape of a ring.

The use of cringles is generally to receive the ends of ropes, which are fastened to them for the purpose of drawing up the sail to its yard, or of extending the leech by the bowline briddles, &c.

Iron Cringles, or Hanks, (anneaux de voiles d’etai, dans certains batimens, Fr.) are open at the lower part, to go over the stays; they are made broader in the middle than at the ends, which causes them to spring to their shape; the ends are drawn out fine, and turned into a small ring, for securing the head of the sail by the seizing. These hanks are mostly used on the foresails of vessels with one mast.

Spring Break Sailor’s Days for the Whole Family

Maritime Museum is the place for fun this Spring

EMBARCADERO — The Star of India as well as other ships this Spring will be having Sailor’s Days everyday from Saturday March 20 through Sunday April 11. Adults and children alike can experience first hand various activities such as what it is like to make rope for sailing, move cargo, raise and lower huge sails, tie sailor’s knots, climb through a steam engine and many more fun things to see and do. Each child can participate in a scavenger hunt around the ships learning about history while having fun. Each child wins a prize of their choice from our treasure chest.
Porcella Nostra – Our Pig
Mark Aldrich captured these unique portraits of HMS *Surprise* from the vantage point of a helicopter during the 2009 annual sail

Courtesy of Mark Aldrich
A Wet sheet and a flowing sea,
A wind that follows fast

And fills the white and rustling sail
And bends the gallant mast;

And bends the gallant mast, my boys,
While like the eagle free

Away the good ship flies, and leaves
Old England on the lee.

O for a soft and gentle wind!
I heard a fair one cry;

But give to me the snoring breeze
And white waves heaving high;

And white waves heaving high, my lads,
The good ship tight and free -

The world of waters is our home,
And merry men are we.

There's tempest in yon horne'd moon,
And lightning in yon cloud;

But hark the music, mariners!
The wind is piping loud;

The wind is piping loud, my boys,
The lightning flashes free -

While the hollow oak our palace is,
Our heritage the sea.

~ Allan Cunningham
FROM THE LONDON GAZETTE

TUESDAY, JAN. 21.

ADMIRALTY-OFFICE, JAN. 21.

Copy of a Letter from Admiral Sir Hyde Parker, Knt. Commander in Chief of His Majesty's Ships and Vessels at Jamaica, to Evan Nepean, Esp. dated in Port Royal Harbour, the 4th November, 1799.

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ADMIRALTY-OFFICE, JAN. 21.

Copy of a Letter from Admiral Sir Hyde Parker, Knt. Commander in Chief of His Majesty's Ships and Vessels at Jamaica, to Evan Nepean, Esp. dated in Port Royal Harbour, the 4th November, 1799.

SIR,

I have the peculiar satisfaction in communicating to you, for information of my Lords Commissioners of the Admiralty, that his Majesty's late ship Hermione is again restored to his Navy, by as daring and gallant an enterprize as is to be found in our Naval Annals, under the command of Captain Hamilton himself, with the boats of the Surprize only.

Captain Hamilton's own Letter, with the reports accompanying it (copies of which are enclosed) will sufficiently explain to their Lordships the detail of this service, and the bravery with which the attack was supported; and leaves me only one observation to make on the very gallant action, which adds infinite honour to Captain Hamilton as an Officer, for his conception of the service he was about to undertake. This was, Sir, his disposition for the attack; which was, that a number of chosen men, to the amount of 50, with himself, should board, and the remainder in the boats to cut the cables and take the ship in tow. From this manoeuver he had formed the idea, that while he was disputing for the possession of the ship, she was approaching the Surprize, who was laying close into the harbour, and in case of being beat out of the Hermione, he would have an opportunity of taking up the contest upon more favorable terms.

To the steady execution of these orders was owing the success of this bold and daring undertaking, which must ever have rank among the foremost of the many gallant actions executed by our Navy this War.

I find the Hermione has had a thorough repair, and is in complete order; I have therefore, ordered her to be surveyed and valued, and shall commission her as soon as the reports are made to me from the Officers of the Yard, by the name of Retaliation.

I have the honour to be, &c. &c. &c.
H. PARKER.
have the vessel repaired; and also that as she was a new vessel, with her running gear difficult to be worked, she was not sufficiently manned. Captain Robert R. Jones, who was for many years in command of large emigrant vessels, said that in his opinion the damage done to the Euterpe could easily have been repaired at sea, and that her crew of 30 was amply sufficient for her. All the prisoners were committed to prison for 14 days with hard labour.

Courtesy of the Liverpool Mercury
Wednesday, January 20th 1864

Ramsey, Isle of Man

Log of the Euterpe, 1864
OFFICIAL Log of the Ship Euterpe
from Liverpool to Calcutta

Jany 14th 1864  South Stack
At 9 A M    bearing ESE
dist 7 or 8 miles

Mustered all the Crew aft & again asked them if they would proceed to Sea with the Ship, when they each & all answered that they would not do so, but would Stand by what they had first Said – namely, that the Ship must go back, else they would not work -

W J Storry Master
William Sinclair first Mate
John Joseph Dowd Secnd Mate
William Morrison thrid Mate

DISOBEDIENCE
OF A LIVERPOOL CREW

On the 15th instant, the new iron ship Euterpe, Captain Storry, put into Holyhead harbour in consequence of the refusal of a part of her crew to proceed to sea. Seventeen of the sailors were charged with the offense before the Holyhead magistrates. From the evidence of Captain Storry and other officers of the ship it appeared that the Euterpe sailed from Liverpool for the East Indies on the 10th instant, and that on the 13th, when the vessel was off St. David's Head, a brig, name unknown, ran into her and carried away her jibboom and some of her head gear. The damage was such as could have been repaired at sea, but the sailors now charged told the captain that they would not work the ship any further, so that he had to put back. The prisoners endeavored to show that they only wanted to put into port to

A Life on the Ocean Waves
(continued)

But enough of the grub and let me recount
How Mary Ann's absence we had to surmount
We have pots to wash up and pudding to make
Knives and forks to keep bright & damper to bake
The floor of the cabin to scrape & and keep clean
Its this recreation that makes me so lean.
Those plum-duffs we're made, by Jove, they are fine
A sweet reminiscence wherever I dine
We make them with biscuits - crushed up into crumbs
We make them with treacle, we make them with plums
We make them with sugar, raw, sandy and hard
A spoonful of lime juice a little chopped lard.
With some fat off the pork, cut up very small
With a handful of flour - I think that was all
Except some potatoes to make it boil light
Then washed out a dishcloth & rolled it up tight
Yet land lubbers think they know how to cook
Just wait for a nautical cookery book.

Walter Peck - Euterpe Times Volume 1, No.13
December 6th 1879, Lat. 47.32S Long. 159.50E
The usual monthly meeting of the above was held in the reading room on Monday evening last, when there were present Messrs Goldsmith (Chairman), Clement, Major, and Connell. The minutes of last meeting were read and confirmed. A letter was read from one of the Committee appointed to wait on the Borough Council re library site, stating that the Borough Council would grant a suitable central site for the library in the event of the Government refusing to set aside the post-office site for that purpose. A letter was also read from Mr. E.O. Thompson, presenting Green's "History of the English People" as a donation to the library, and asking the Committee to buy an atlas for £1. Moved by Mr Major and seconded by Mr Clement — "That Mr Thompson's offer be accepted, and that the Committee thank him for his donation." Carried. Moved by Mr. Clement and seconded by Mr Connell - "That the Secretary forward balance of money for books to Mr Moody on their arrival by the Euterpe." Carried. Resolved - "That the 'Magazine of Art' be ordered from the London news agents, and that the South Canterbury Times be asked for." The Secretary reported receipt of subscriptions during the month of £3 0s 11d, making a total at the Bank of £106 6s 1d. Accounts amounting to £5 were passed for payment and the meeting adjourned.

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OAMARU, NEW ZEALAND

THE SHIP EUTERPE, FROM LONDON

This vessel was towed in last evening by the steamer Grafton. The Euterpe is a fine-looking ship of 1097 tons register, commanded by Capt. Phillips. She left London on the 25th October, but did not land the pilot, off Start Point, until the 2nd November; crossed the Equator on the 28th November, and the meridian of the Cape of Good Hope on Christmas Day; Tasmania was passed on the 25th January, and Farewell Spit

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EUTERPE (cont)

righted at 11 p.m. on the 5th February. Wellington Heads were made at 8 am. on Monday, when Pilot Holmes boarded and remained ill the vessel was towed in as above-mentioned. There are only eight passengers, who have arrived in good health, and whose names we published on Monday. Nothing particularly worthy of note occurred during the passage, which may be termed a fine-weather one. The Euterpe will be berthed at the wharf as soon as the wind moderates. Messrs. Levin & Co are agents.

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Shaw, Savill & Albion Co., LIMITED.

THE PASSENGER LINE OF ROYAL MAIL STEAMSHIPS TO AND FROM London, Plymouth, and New Zealand.

<table>
<thead>
<tr>
<th>Steamer</th>
<th>Tons Register</th>
<th>Commander</th>
</tr>
</thead>
<tbody>
<tr>
<td>TAINUI</td>
<td>5031</td>
<td>B. J. BARLOW, R.N.R.</td>
</tr>
<tr>
<td>DORIC</td>
<td>4744</td>
<td>J. W. JENNINGS.</td>
</tr>
<tr>
<td>ARAWA</td>
<td>5028</td>
<td>JOHN STUART.</td>
</tr>
<tr>
<td>IONIC</td>
<td>4753</td>
<td>W. H. KIDLEY.</td>
</tr>
<tr>
<td>COPTIC</td>
<td>4448</td>
<td>GEO. BURTON, R.N.R.</td>
</tr>
</tbody>
</table>

The above Steamers are despatched from London every four weeks for New Zealand, calling at Teneriffe, Cape Town and Hobart (with passengers for Australia); and they leave New Zealand also every four weeks for London, calling at Rio de Janeiro and Teneriffe. By this favourable route the intense heat and discomfort of the Red Sea are avoided.

These magnificent steamers are noted for the excellence of the passages they make; they have unequalled accommodation for all classes of passengers, and their commanders are men of great skill and experience. Every inducement to the travelling public is therefore offered by this line.

The First Class Saloon in each steamer is situated amidships, where the motion of the ship and vibration from the engines are least felt. Passengers who have travelled by these steamers have testified strongly to the many advantages derived from the Saloon accommodation being placed amidships. The State cabins are of extra large size, and fitted with every convenience.

The Second Class Saloon is very superior (it is situated under the poop deck in the "Arawa" and "Tainui," and near the middle of the ship in the "Doric," "Ionique," and "Coptic"), and is warmed by steam pipes and lighted by electricity in each vessel.

Steerage passengers have most excellent and roomy accommodation in the between decks.

THE RATES OF PASSAGE-MONEY TO THE PRINCIPAL PORTS ARE:

Saloon, - - - Sixty Guineas and upwards.
Second Saloon, - Thirty-five Guineas and upwards.
Third Class, Closed cabins with 2 berths. Twenty Guineas each.
" " " " " " " " " " " " " " " Fourteen " " " " " " Open berths, - - - Sixteen " " " " " " For further information, apply at the Head Offices of the Company,
34 LEADENHALL STREET, E. C., LONDON,
OR TO THE COMPANY'S AGENTS.
ACCIDENT TO
THE EUTEREPE

AUCKLAND, Jan. 11.

The ship Euterpe, which left for Napier yesterday, put back to Rangitoto reef this morning, on account of an accident which happened last night. The maintopsail yard fell while being hoisted, and was broken in two. A boy belonging to the ship, who was seated on the yard had a miraculous escape from injury.

Courtesy of the Star
Tuesday, January 11th, 1887

RATES ON OVERDUES –
THE EUTEREPE

The United Insurance Company, in reference to shipping quoted on Saturday as subject to an increased the S. W. monsoon, rate of premium at London, writes to say: - "This vessel arrived at Dunedin on the 23rd ultimo." Her report is to hand as under:

- Left Glasgow on the 13th August, but meeting a heavy gale anchored off the Tail of the Bank until the 16th, when the gale moderated, and she again got under weigh; the breeze again freshened, compelling her to anchor in Lambesh Bay until the following day, when another start was made; experienced variable winds, moderate to fresh, down Channel, and landed her pilot off Tuskar at noon on the 20th; carried light S. and S.W. winds with fine weather until 3rd September, in lat. 31 N., long. 19 W., when the first of the N.E. trades set in, which proved only moderate, and gave out in lat. 12 N., long. 25 W., on 12th September she crossed the equator, meeting the S.E. trades same day, which proved only light and fickle, and gave out in lat. 17 S., long. 29 W., on 3rd October; then she had variable winds from S. round to E., and crossed the meridian of Greenwich on 1st November, in lat. 37 S., still keeping variable winds, she rounded the Cape of Good Hope on the 6th, in lat. 40 S., when she met very unsettled weather with low barometer, meeting no steady winds, the wind blowing all round the compass nearly every 24 hours, at times blowing with hurricane force. This weather held right across the Southern Ocean; sighted four large icebergs on 25th November; passed the meridian of Cape Leuwin on 4th December, in lat. 49 S., the weather still keeping unsettled, the barometer going down to 28.50; saw another large iceberg on 7th December in lat. 50 S., long. 128 E., and on 13th December crossed Tasmanian meridian in lat. 50 S., when the weather moderated, and had light winds up to the Snares, passed on the 18th ultimo, when a fresh S.W. breeze set in, and passed the Nuggets at 8 a.m. on the 19th, when the wind freshened, and hove-to off Cape Saunders came afternoon, when the wind increased to a heavy gale, which drove her past the heads, and only moderated on the evening of the 21st; took a light easterly breeze on the morning of the 22nd, which brought her up to the heads at Port Chalmers.

Courtesy of The Sydney Morning Herald
Monday, January 30th, 1893

ATTEMPT TO COMMIT SUICIDE BY JUMPING FROM FERRYBOAT

MRS. JOHN McCONAHY OF THIS CITY SEeks TO END HER LIFE IN OAKLAND FERRY SLIP WHILE TEMPORARILY DERANGED, BUT IS RESCUED

Oakland, Jan 13. - Mrs. John McConahy, a middle-aged woman, of San Francisco, leaped from the after deck of the ferryboat Berkeley as the steamer was entering the slip at 9:30 o'clock this morning' at Oakland pier, with the evident intention of committing suicide. Just before the despondent woman sank from sight she screamed, attracting the attention of deckhands on the ferryboat Piedmont, lying in the inside slip. A boat was quickly lowered and the rescuers reached the drowning woman just in time to save her from the death she courted.

The woman was unconscious when the deckhands carried her into the depot. She was wrapped in blankets and put aboard the Alameda local train and taken to First Street and Broadway. From there Policeman Andrews and Detective Shorey hastened with her to the Receiving Hospital.

Dr. Stratton and Assistant James Page after an hour's effort succeeded in restoring the woman to consciousness, though the doctors thought she had suffered a severe congestion of the lungs and that her condition was serious.

As soon as the woman had revived, efforts were made by the hospital staff to learn her identity and the cause for the deed. To all inquiries the patient was evasive. At the outset she said her name was Mary Dixon. that she was the wife of a carpenter residing on Grove street, San Francisco. Subsequently she declared that Dixon was an assumed name used to throw any inquirers off the track.
"It would kill my husband and child if they knew what I have done," she burst out suddenly, and then as suddenly relapsed into sphinxlike silence.

The only evidence that would lead to the solution of the mystery was in a postal card, found in her clothing. The dimmed and blurred superscription read so far as could be deciphered, "Mr. John McConahy, 522 ½ Grove street, San Francisco." On the reverse side was the following:

Dear Sir: Please call at 914 Pine street tomorrow. Friday, afternoon or Saturday morning to lay carpet.

December. 6.

The address, "428 ½ Fulton street," was also written on the card.

Not a word would the patient utter concerning her plunge into the bay. The doctors surmise that she has been sickly and is possibly under some severe mental strain, which has caused a temporary derangement. Mrs. McConahy is about 45 years of age, plain of features, bearing marks of illness upon her drawn and pinched countenance. She was decently but plainly clad.

John McConahy, of 622 ½ Grove street, San Francisco, called at the Receiving Hospital this evening and identified the woman as his wife. He said that she had had a suicidal tendency for some time. She left her home this morning and had evidently come right to Oakland and attempted to drown herself.

"Will Take Euterpe's Cargo"

The American bark *Carondelet* will take north the cannery supplies and laborers, that started aboard the *Euterpe*, which was compelled to put back for repairs. The *Euterpe* is at present at Mission Rock, discharging her cargo. When she sprung her foremast several plates were started and the vessel is leaking. She will be placed on the dry dock as soon as the cargo is out of her. It will take three or four weeks before she is ready for sea.

*Courtesy of the San Francisco Call*

Monday, March 24th 1902

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**Veteran Mariner Marries.**

Captain George A. Swanson, the commodore captain of the Alaska Packers' Association and commander of the ship *Euterpe*, was married yesterday at 834 O'Farrell street to Mrs. Ermina B. Montgomery. Captain and Mrs. Swanson after the ceremony crossed the bay in the Peterson launch *Amy*, which was specially decorated for the trip. From Oakland they took the train for Monterey, where the honeymoon will be passed.

*Courtesy of the San Francisco Call*

Wednesday, January 27th, 1904

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**Water Front Notes**

Captain Swanson, the popular master of the ship *George Skolfield* has been promoted to the command of the steel ship *Euterpe* by the Alaska Packers' Association. The *Euterpe* loads a cargo of lumber here for Australia.

*Courtesy of the San Francisco Call*

Friday, January 18th 1901

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**Lumber for Australia**

The American ship *Euterpe* cleared yesterday for Melbourne with 936,010 feet lumber, valued at $29,174.

*Courtesy of the San Francisco Call*

Sunday, February 10th, 1901
Youth Drowns After Falling
Alfred O'Brian Drops From Bowsprit, Hits an Anchor and is Rendered Helpless

ALAMEDA, March 5. - While attempting to climb up to the bowsprit of the ship Euterpe, in the estuary near the United Engineering Works this afternoon, Alfred O'Brien, 19 years old, fell fifteen feet, struck upon the fluke of an anchor, dropped into the channel and was drowned. Arthur Horn of 891 Oak street, William Lane of 912 Park street and Herbert E. Evans of 2201 Clinton avenue were with O'Brien when he lost his life. Horn dived from a small boat and succeeded in dragging the limp form of his companion to the surface, but was unable to swim with him to a place of safety and was forced to relinquish his hold on the drowning youth for fear of being pulled down himself. O'Brien was an expert swimmer, but it is thought that he was rendered helpless when he hit the anchor fluke. The body was recovered this evening.

O'Brien was a native of this city and the son of Mrs. Annie O'Brien of 1105 Court street. He was a brother of Charles O'Brien, who was the fireman on the narrow-gauge train that ran through the Webster street draw into the estuary fifteen years ago, when many lives were lost. Since that time the fireman has never been seen and hit relatives do not know what has become of him. The boy was also a brother of Miss Ella O'Brien, formerly one of the brightest teachers in the local school department, who later became a priestess under Prophet Alexander Dowie in Zion City.

Bar-Bound Schooners Get Away From Grays Harbor

SCHOONERS THAT LEFT GRAYS HARBOR YESTERDAY, AFTER BEING TIED UP BY A NORTHERNER

Half a dozen schooners that have been for some weeks bar-bound at Grays Harbor managed yesterday to get away from the northern port. Among them were the Santa Monica, Charles R. Wilson, Forester, Fred J. Wood, Alexander T. Brown and Kona.

Ferry Steamers Laid Up

The Southern Pacific ferry steamer Berkeley is undergoing an extensive overhauling at the company's shipbuilding yard, where car float No. 2 with a broken shaft and the steamer Encinal with a great hole in her upper works are also laid up. Before she goes into commission again the Encinal's passenger quarters will be rebuilt on up-to-date lines. She will be thoroughly overhauled and will return to service practically a new boat.

BRIDE ASKS COURT TO RELEASE STEPFATHER

Young Woman Withdraws Charge of Battery

OAKLAND, Feb. 11. — Mrs Nick Ballas, a bride of two days, appeared before Police Judge Smith this morning and asked him to dismiss the charge of battery which she had preferred against her stepfather, Peter Rodovanovich of 1613 Ninth street, whom she had accused of beating her on the eve of her wedding in an effort to prevent the solemnization of the ceremony.

The court, released Rodovanovich. Mrs. Hallas, whose maiden name was Annie Jakulish, said that her father had opposed her nuptials because her husband was merely a watchman on the ferry steamer Berkeley and not a man of means.
On New Years Day, the tops'l schooner *Californian* emerges from San Diego Bay.

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

- Photographs on display, aft on the ‘tween deck aboard Star of India.
- Photographs of your favorite ship available in the gift shop.

Visit [www.bayshots.com](http://www.bayshots.com) for new photos.
March

1942, March - The 1904 steam yacht Medea ends her service with the Norwegian Navy during World War II.
1902, March 1st - During a heavy storm, the steam ferry Berkeley is blown into Long Wharf in Oakland.
1930, March 4th - George Kettenburg Jr. launches the first of his PC class sailboats named Scamp after one of his sisters.
1866, March 5th - After encountering a cyclone off of Madras in November of 1865, the full-rigged ship Euterpe departs Trincomalee with jury-rigged sails bound for Calcutta for more extensive repairs.
1905, March 5th - While attempting to climb up to the bowsprit of the ship Euterpe, Alfred O’Brien slips and falls, striking an anchor fluke. O’Brien subsequently drowns.
1849, March 7th - After making repairs, the United States Revenue cutter C.W. Lawrence departs Rio de Janeiro on her maiden voyage to San Francisco.
1866, March 15th - The full-rigged ship Euterpe arrives in Calcutta, requiring extensive repairs.
1905, March 16th - Capt. C.H. Blaker of the steam ferry Berkeley has his license suspended as a result of the collision with the Point Arena.
1902, March 18th - The bark Euterpe begins her first voyage in the salmon industry for the Alaskan Packers Association.
1902, March 21st - The bark Euterpe returns to San Francisco after three days at sea in distress. She had encountered a northwestern gale, carrying away her fore rigging.
1898, March 27th - Euterpe arrives in Port Chalmers on her last voyage as a New Zealand emigrant ship.
1906, March 30th - Representative Julius Kahn of California introduces bill HR-17600 allowing the Alaska Packers Association to rename their fleet of ships, this included renaming the bark Euterpe to Star of India.

The Bitter End

As the holidays quickly fell behind us, the new year required the moment where events are no longer ending, but moving forward. As work continues on the major tasks involving the Star of India, HMS Surprise is being down-rigged for a March date with a dry-dock.

Laying aloft on the mizzen for the first time, introduced me to yet another variation of laying over the futtock, one I have to openly admit that I did not care for. Within the museum, three tall ships present eight opportunities to lay over the futtock. I have found that all eight seem to be very different.

And that has what has struck me in the New Year. One task on the Californian will present a different challenge or learning experience on either Surprise or the Star of India. Different configurations in tandem with different temporal technological aspects require a degree of flexibility.

Before longer (fingers-crossed), a fourth opportunity of laying aloft on San Salvador with bring something new, not to mention figuring out the subtle nuances of a lateen rig. The New Year brings new things and when it comes to re-rigging Surprise post-dry-dock, it will be learning everything once again for the first time.

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