Elissa Sails

The 1877 bark Elissa put to sea between March 19th thru the 28th on her annual sail (See Story inside).

Surprise Returns From Dry-dock

HMS Surprise is lifted from the water in early April 2010.

Emotions ran high as HMS Surprise returned to the Maritime Museum of San Diego early Friday morning on April 30th, or perhaps low with sullen hearts regarding her future reverberated through those involved and concerned. Nearly a month at dry-dock revealed sever deficiencies that left her sailing future in doubt. With her return, the MMSD is currently re-considering all options regarding her future.

Postponed from last year, HMS Surprise entered the dry-dock at Marine Group in Chula Vista on April 3rd. The dry-dock represented a significant even towards her being established as a sail training vessel, among future film possibilities and the MMSD's Museum Underway Initiative. Working guns purchased for Surprise were to additionally add a more dramatic experience to gun battles on the water.

Built in 1969 as the HMS Rose, the 40-year-old hull has reached the average life span of a wooden vessel. As copper plates were (Continued on Page 2)

On The ‘Tween Deck…

• Raising the Royal
• Tools!
• Medea Challenged
• Operation Frequent Wind Remembered

The electronic edition of the Euterpe Times is now linked! See an email or a url? Just click on it!

“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
removed, bulkheads inspected, and a surprise development in the condition of her fore peak caused the U.S. Coast Guard to rescind her certifications for sail.

Worse for the MMSD, would be the cost to make complete repairs to get those COI's back in place. Economic and budgetary limits make the state of Surprise's hull no overnight fix. With the construction of San Salvador to begin soon and the current state of the National economy, the museum has felt the monetary constraints as much as any organization.

Yet, the Surprise is not simply for sailing. She is also a museum exhibit and educational platform. Additionally, as Jim Davis commented to the crew, she represents the best case for training aloft. The continual process of re-rigging her since her appearance in the film Master and Commander: The Far Side of the World has technically added to the skill of nearly every volunteer, sail qualified or otherwise.

With volunteers on board, HMS Surprise enters the dry-dock at Marine Group.

As the museum began evaluating the future options for the three-masted frigate, an army of volunteers continued through April to remove copper plaiting, locate and replace fasteners and paint the entire hull. During this period, the bulk of the new port side gun deck was also installed. On the weather deck, one small

Lynne Eddy, Lori, Davis and Sal Bompensiero joined in on the massive task of painting the hull.

John McClure and Capt. Chris Welton work on replacing fasters. (Note the removed section of copper plating).

David Burgess caulks the seams of HMS Surprise.
Surprise (cont)

Beginning in May, the re-rigging of Surprise’s mizzen mast will begin in earnest. Spars and ironwork have been refurbished, all this leading up to anticipated sail north to Hollywood for film work involving the previously mention Pirates of the Caribbean IV. It is clear that HMS Surprise’s presence as a public favorite among the museum fleet will not wane in the future, the ship will continue to have a positive impact on the Maritime Museum of San Diego.

Bayshots Wins Award

It was announced in April that Darrall Slater of Bayshots was the recipient of the 2009-2010 World Ship Trust Historic Ships Photography Competition. The photograph illustrates the Star of India returning to San Diego with crew aloft furling sail.

The results of the competition are available at the World Ship Trust's website. In conjunction, the entry forms for the 2010-2011 competition have also been made available here.

In congratulating the museum's unofficial photographer, Dr. Ashley notes, "I'm blown away by this image and the message it seems to be conveying, or at least to me. The afternoon lighting bathes the ship in this kind of Homeric glow – it's as if she's some character summoned from a heroic past, standing alone, and starring down the affectations of the present as represented by the modern buildings “cowering” in the distance. We have lots of photographs of the Star of India as a pretty ship, but very few, perhaps none, that show her as most of us feel she really is. It's a photo of time as the ultimate adversary and her defiance of it, despite the odds. It's a photo of her soul."
**Medea Takes on Cangarda**

The 1901 Cangarda rests alongside the MMSD’s very own 1904 Medea.

May 15th saw the friendly competition across San Diego Bay between two Edwardian steam yachts, the visiting Cangarda against the Medea. The Cangarda was restored with a reverse-engineered hull and re-launched in 2009. She represents the last U.S. built steam yacht and only one of three from the era. Being that Medea is one of the other three, their pairing represents two-thirds of the world's surviving steam yachts from the Edwardian period.

Full coverage of the event will occur in the next issue of the Euterpe Times.

---

**NOTICE!**

The **EUTERPE TIMES**

Wants Your Personal **Mayflower** story.

Need help? Let the Euterpe Times help piece the puzzle together.

Know the Story? Please share it.

Send any information to euterpetimes@yahoo.com.

---

Mark your calendars for FESTIVAL OF SAIL 2010! Thursday September 2 through Monday September 6th. (9:00am - 7:00pm daily). Many visiting tall ships, Cannon Battles, Pilot rides, hundreds of food and souvenir vendors.

Although a slightly smaller dockside footprint, Ash Street to Grape Street, there will be a great need for volunteers in the positions we have become accustomed to; Passport sales assistants, merchandise and drink sales assistants, security, information, check-in, stampers, trash & recycle, watch relief. Daily shifts are likely to be 7:30am-12:30pm / 12:30pm-4:30pm / 4:30pm-8:30pm.

Volunteers receive t-shirts, credential carriers, snacks and drinks, food vendor coupons, a free passport ($15.00 value) and etc.

Training dates are Wednesday 4 August aboard Berkeley from 6:00pm-8:00pm. An alternate training day is Saturday 14 August from 10:00am-noon.

Paper volunteer sign up sheets are available at the museum, online at our website soon. You may also call or e-mail (619) 234-9153 ext 135 jloman@sdmaritime.org.

Please help spread the word, and thanks for all you do!
Ancient Mariners Sailing Society
FAMILY BOATBUILDING EVENT

June 18-20, 2010- Family BoatBuilding was first held at the WoodenBoat Show in 1998, in St. Michaels, Maryland. Carl Cramer, publisher of WoodenBoat magazine and author of the Family BoatBuilding concept, explained the event’s mission: “Building a boat as a team creates remarkably strong family bonds—we’ve seen new-found intimacy develop among family members every year we’ve produced the event. We want to encourage this integral aspect of recreational boating by providing the Family BoatBuilding opportunity to as many families as we can.” Families begin spending valuable time together on the water immediately after their dinghies’ construction. “The culmination of the event is when all the families and groups launch their own boats at once,” continued Cramer. “It’s such an inspiring introduction to boatbuilding and boating.”

San Diego’s FAMILY BOAT BUILDING EVENT, is organized by Ancient Mariners Sailing Society (AMSS) in cooperation with the Maritime Museum of San Diego. The event has been held at prior venues and this year started on Friday at 8AM at the Koehler Kraft Boatyard. An essay contest determines who participates. Sponsored scholarships were awarded based on the best essays that ask for sponsorship or families can pay to participate (partially or in full). Every family has to write an essay to participate and we encourage the minors to do it. As Carl Cramer, publisher of the WoodenBoat Magazine and co-author of the program explains on the WEB Site www.woodenboat.com,

What is perhaps most satisfying, though, is the transformation that occurs to the people who (mostly) arrive at the beginning of the event, full of questions and doubt that they can accomplish this task. To watch them over the course of two and a-half days... to see the wonderment set in as they realize that THEY CAN DO IT! And to experience the communal thrill as they all launch their boats simultaneously on Sunday at noon, row around, and then tie their boats to the tops of their cars and drive home! “They did it!”

The AMSS/Maritime Museum event will build a Bevin’s Skiff, Designed by Joe Youcha, 12’6”, with optional sail rig, 100 pounds from the Alexandria Seaport Foundation www.capaccess.org/asf. Kit cost for this event are $900.00 which includes everything (oars, painters, instruction, etc.), except your personal tools. The preliminary work will be done prior to the event so at 8 a.m. on Friday each family will begin building. Doug Jones will be the Master Shipwright for the event. We have scholarships available and hope for more! Full and partial sponsorships are requested and given. Please call Deb Dominici during the evenings for details (619) 294-2244 or info@amss.us or on the WEB www.amss.us or send inquires to: Ancient Mariners/Maritime Museum Education Fund, P.O. Box 6484, San Diego, CA 92166.

CLICK HERE to Dowloand the Application
The Fall of Saigon echoes through history as one of the more heroic and tragic events of the Vietnam War, if not in American military history. Still today video images of refugees crowding onto helicopters from compounds, walking across flight decks, helicopter being shoved off carriers into the sea make for an indelible memory of what was named Operation Frequent Wind. A lot of these images directly involved the USS Midway, today an aircraft carrier museum, just south of the Maritime Museum of San Diego.

On April 30th, the USS Midway Museum hosted the 35th anniversary ceremony. It would be the largest function held aboard Midway since she was established as a museum in 2004. The turnout of both Asian crowds and Vietnam veterans testified to the impact the airlift, I was taken aback of the percentage of Asian attending as we waited in line. I only assumed that they were all Vietnamese, but I could be wrong, the war certainly spilt over into neighboring countries. Outside of Vietnamese flags for waving, most of them wore shirts and hats declaring their American pride. I think this affected me the most, it bellowed what the United States has been about since its inauguration in 1776, becoming that great melting pot, where all men are created equal, and the right to pursue happiness become that melting pot of cultures.

Public speakers described the airlifts by the perspectives of both Vietnamese and American pilots and seaman. The entire ceremony was translated through an interpreter into Vietnamese, as both the flags of the Republic of Vietnam and the United States were raised along the Midway’s superstructure. Vietnamese cultural bands and choirs permeated the breaks between speeches.

Operation Frequent Wind began on April 28th as the Tan Son Nhut Air Base came under attack. Buildup to the evacuation started weeks prior as Task Force 76 was readied at sea. Part of this Task Force was the USS Midway (CV-41).

Targeting American citizens and "at-risk" Vietnamese, as the DAO (Defense Attaché Office) Compound and American embassy were evacuated, a bottleneck situation began on the flight decks of multiple naval vessels.
Eventually, the situation began turned into desperation and panic. Vietnamese helicopters and various stolen aircraft attempting to land, added to the chaos. Pushing helicopters overboard to make room for additional aircraft landing became a common occurrence. Eventually, pilots were informed after dropping off passengers to ditch their helicopters into the sea.

Among these, a lone VNAF Cessna O-1 Bird Dog that circled the USS Midway, making numerous attempts at dropping a note. With one successful note, “Can you move these helicopter to the other side, I can land on your runway, I can fly 1 hour more, we have enough time to move. Please rescue me. Major Buang, Wife and 5 child,” the flight deck was cleared for the Buang family. Major Buang became the first VNAF fixed-wing pilot to ever land on a carrier.

As April 30th came to an end, a total of 1,373 Americans and 5,595 Vietnamese and third country nationals were evacuated by helicopter from the DAO Compound and embassy. Combined with fixed-wing and Air America evacuations, 50,493 people were evacuated from Tan Son Nhat. Operation Frequent Wind was and still remains the largest helicopter evacuation in history.

Desperate attempts to clear deck space in April 1975, a UH-1H is sacrificed too the sea aboard the USS Midway.

Aboard the USS Midway Museum, thousands of Vietnam veterans and Vietnamese immigrants attended the event. Emotions, memories and patriotism swam across the deck. The ceremony marks another entry into the history of the USS Midway. Like with any historical ship, her history does not end as the museum doors open.

A Cessna O-1 Bird Dog recreates Major Buag's desperate attempt to save his family.

The Cessna O-1 Bird Dog of Major Buang lands aboard the USS Midway in April 1975.

A large crowd was on hand to view and honor the 35th celebration of Operation Frequent Wind.
Under the canopy of the Texas Seaport Museum, the three-masted bark is located in Galveston, Texas. Built in Aberdeen, Scotland in 1877, the iron-hulled ship's rescue from history was much different than the *Star of India*.

After a lifetime as a typical merchant trader, she underwent the gradual decline seen in most square-rigged ships of the day, sometime broken up, sunk, or in the case of *Elissa*, decaying slowly in a shipyard nearly forgotten.

Her home port in Galveston, Texas at the Texas Seaport Museum, the three-masted bark *Elissa* approaches the pier.

*The tall ship, and unofficial sister to the Star of India, Elissa sailed through her annual sea trials between March 19 to the 28. TSM volunteer Adrian Recinos, provided the accompanying photographs.*

Topmen take in sail on the main royal (Adrian Recinos is outboard).

Wearing full-body harnesses, an *Elissa* crewman lays aloft.

Having dwindled to a virtual hulk, she was discovered in a salvage yard in Piraeus, Greece, purchased in 1975 by the Galveston Historical Foundation. By 1979, she arrived in Galveston after repairs in Greece. Continual restoration saw her first voyage under sail in a forgotten number of years in 1985.

Opposed to the *Star of India* which sails annually on her birthday, the *Elissa* makes a series of day sails as well as an overnight sail, out into the Gulf of Mexico, during a 10-day period in March. When possible, she also sails on other occasions, when support for a proper event is realized. *Elissa* and TSM manage this with a dedicated group of volunteers.
With this Esprit de Corps, *Elissa* remains one of the true remaining survivors of the age of sail and a unique artifact to the short history of 19th century iron ship building.

The 131 year-old, four-masted ship was down-rigged for scuttling in 2008, when the Friends of *Falls of Clyde* was formed and assumed ownership of the iron-hulled vessel. A court hearing in April determined that the funds, originally donated by Robert Pfeiffer for maintenance of the ship and held on to by the previous owner, should be turned over to the Friends of *Falls of Clyde*. Pfeiffer was the chairman of Alexander & Baldwin, which owns Matson Navigation Company, the *Falls of Clyde's* most notable historical owner. The *Falls of Clyde* was personally purchased by William Matson in 1898.

Further progress has been made by a growing group of volunteers in the effort to stabilize the condition of the *Falls of Clyde* and to conduct a review of documents related to the ship and her history. In addition to a small grant from the National Trust for Historic Preservation, noted marine archaeologist Hans Van Tilburg is preparing additional grant requests.

The Friends of *Falls of Clyde* is seeking the return of artifacts and material taken from the ship during preparations for her scuttling. Bruce McEwan, president of the Friends of *Falls of Clyde*, writes via their website, "we need to know what we have to work with and what will need replacing. We encourage everyone who has or knows people who have artifacts from the ship to contact FoFOC and arrange for us to inventory and store them."

Looking much like the early years of the Maritime Museum of San Diego and the restoration of the *Star of India* throughout the 1950s and 60s, the *Falls of Clyde* glides further and further from her near scuttling in 2008. As McEwan concludes, "Our message to all interested parties is that we are very confident that 2010 will be a year for positive steps forward in our efforts to preserve and restore our maritime treasure - *Falls of Clyde*."

---

**Fate Takes A Holiday: **

**Falls of Clyde**

The crowded deck of the 132-year-old vessel celebrates the continual preservation of the ship and seamanship tradition.

FoFOC volunteers install an electrical power box on board the *Falls of Clyde*.

The Friends of *Falls of Clyde* has made dramatic steps forward in the past few months as the organization preps for a possible 2011 dry-dock. The 131 year-old, four-masted ship was down-rigged for scuttling in 2008, when the Friends of *Falls of Clyde* was formed and assumed ownership of the iron-hulled vessel. A court hearing in April determined that the funds, originally donated by Robert Pfeiffer for maintenance of the ship and held on to by the previous owner, should be turned over to the Friends of *Falls of Clyde*. Pfeiffer was the chairman of Alexander & Baldwin, which owns Matson Navigation Company, the *Falls of Clyde's* most notable historical owner. The *Falls of Clyde* was personally purchased by William Matson in 1898.

Further progress has been made by a growing group of volunteers in the effort to stabilize the condition of the *Falls of Clyde* and to conduct a review of documents related to the ship and her history. In addition to a small grant from the National Trust for Historic Preservation, noted marine archaeologist Hans Van Tilburg is preparing additional grant requests.

The Friends of *Falls of Clyde* is seeking the return of artifacts and material taken from the ship during preparations for her scuttling. Bruce McEwan, president of the Friends of *Falls of Clyde*, writes via their website, "we need to know what we have to work with and what will need replacing. We encourage everyone who has or knows people who have artifacts from the ship to contact FoFOC and arrange for us to inventory and store them."

Looking much like the early years of the Maritime Museum of San Diego and the restoration of the *Star of India* throughout the 1950s and 60s, the *Falls of Clyde* glides further and further from her near scuttling in 2008. As McEwan concludes, "Our message to all interested parties is that we are very confident that 2010 will be a year for positive steps forward in our efforts to preserve and restore our maritime treasure - *Falls of Clyde*."
Marinisms

Mr. Weigelt’s Maritime Dictionary

To SCRUB the Decks, (laver les ponts, Fr.) is to clean them by means of a holy-stone and sand, or with sea-water and long-handled scrubbing-brushes: some captains prefer the former method, and others the latter.

Washing the decks is now very generally exclaimed against by the medical officers in the navy, as being prejudicial to the health of the seamen: yet an intelligent medical officer, who appears to have spent the best part of his life on the ocean, speaks, in his Naval Hygiene, just published, decidedly in favour of the old practice, and adds, that he has witnessed it in different ships, not only on the home stations, but beyond the arctic circle; on the coast of Jutland; in the Southern Ocean off the Cape of Good Hope; in the Chinese Seas; on the Banks of Newfoundland: in short, in every sea from Iceland to Borneo, without the crew’s experiencing any bad effects from the humidity; he farther observes, that dry holy-stoning the decks in northern climates, between the autumnal and vernal equinoxes may be very proper, but between the tropics, washing the decks is not only harmless, but highly salutary, and procures more attention to ventilation than the opposite system. See Johnson’s Essay on the Influence of Tropical Climates on European Constitutions.

Annual Sail Countdown: Mast Captains Announced

Mr. Davis has announced the following Sail Crew Mast Captains and Assistant Mast Captains for the November 13 & 14 Star of India sail:

Foremast Captain: Mary Oswell
Assistant: Paul Dempster

Mainmast Captain: Paul Koenig
Assistant: David Burgess

Mizzenmast Captain: Michael Keane
Assistant: Bob Ross

Captain Charles McGohey will command Californian on both sail days.

Another Gray Whales Enters the Bay

In early April as the annual whale watching season was coming to an end, a juvenile gray whale visited San Diego Bay for the second straight year. After last year’s extensive visit by Diego, the excitement resurrected fond feelings of last year’s event. A poll in the San Diego Union-Tribune named the current visitor Waylon.

After hanging about for some time, sightings ended, but new ones of another gray whale were reported in Oceanside Harbor several days later. Whether this was the same whale was never determined.

The 2009-2010 whale watching season was certainly another notable year for the local region. As the season set in in the waning months of 2009, a pod of Killer Whales was very apparent in the waters. A successful season of whale-watching aboard the schooner America testified to this, and whale sightings were a frequent event from the deck of HMS Surprise.

Annual Sail Countdown: Mast Captains Announced

Mr. Davis has announced the following Sail Crew Mast Captains and Assistant Mast Captains for the November 13 & 14 Star of India sail:

Foremast Captain: Mary Oswell
Assistant: Paul Dempster

Mainmast Captain: Paul Koenig
Assistant: David Burgess

Mizzenmast Captain: Michael Keane
Assistant: Bob Ross

Captain Charles McGohey will command Californian on both sail days.

Another Gray Whales Enters the Bay

In early April as the annual whale watching season was coming to an end, a juvenile gray whale visited San Diego Bay for the second straight year. After last year’s extensive visit by Diego, the excitement resurrected fond feelings of last year’s event. A poll in the San Diego Union-Tribune named the current visitor Waylon.

After hanging about for some time, sightings ended, but new ones of another gray whale were reported in Oceanside Harbor several days later. Whether this was the same whale was never determined.

The 2009-2010 whale watching season was certainly another notable year for the local region. As the season set in in the waning months of 2009, a pod of Killer Whales was very apparent in the waters. A successful season of whale-watching aboard the schooner America testified to this, and whale sightings were a frequent event from the deck of HMS Surprise.
With the normal announcements and new crew introductions, jobs were then handed out for the day. As muster broke up, I climbed atop the sail maker’s cabin to make the final lashing on the royal and let Paul know things were done.

Scott Brown was assuming command of raising the royal. I have not worked with him much, but am very aware of his experience and presence on the foredeck. Taglines were affixed to the yardarms. Rex and Pablo would be handling most of the actual rigging of the royal once it was aloft. Brian Richardson and I would be aloft on the yards, acting as human fenders, guiding the royal as it went aloft.

Brian asked if I was ok on the t’gallant, I said, no problem and we lay aloft on the starboard side. Brian stepped out on to the upper tops’l yard as I passed upwards to the t’gallant. Halfway up the shroud, I realized that Pablo and Rex were on the t’gallant already. I stepped back down to the doubling, stepped around to port and realized that Paul was on that side. I decided to simply wait.

After months of scarfing and shaping, the royal was moved from the barge to the Star of India via a trip thru the Berkeley.

Prior to morning muster on May 2nd, I found Paul Dempster, “Pablo” Koenig and Rex B at the waist, rigging the temporary halyard that would be the backbone of the entire evolution. Intercepting Paul, I asked him directly to be on the gang. “You’ll have to ask Jim, it his call.” Ok.

Still walking forward to where the royal lay stretched between the fo’c’sle head and the sail maker’s cabin, Paul asked me to secure the footropes to the yard, restricting their movements as the royal was hoisted aloft. I pulled a long length of seine twine from his tool bag, making a mental note to collect up all the short lengths that I have invariably collected over time.

I laid to the fo’c’sle head, lashing the port side footrope as best I could to the jackstay. I did a rough version of how you would lash a roband onto a stay, was reasonably happy with it as I heard muster being called.

I glanced over at the mast, something very familiar caught my eye. It was a round seizing I had done a few weeks back, improperly on review, one I had been itching to lay aloft re-do. It wouldn’t happen at the moment either, but based on some communication with the deck, Paul was coming back down. I took the moment to ask him about the vertical stay that the seizing was on.

He revealed it to be the Main Royal Stay, pointed aft and with his finger began tracing an imaginary path from the top of the mainmast, forward along the stay, where it then passed underneath the hounds, turned upward, emerging from the hounds then lashed to a ring on the cap at the top of the topmast.

AHA! Everything involving the stay was clear to me now, save the device, i.e. a block or ring, in which the stay turned upwards. In fact, it was so clear, I felt a bit stupid that it was apparent to begin with.
Raising the Royal (cont)

As Paul lay back down to the deck, I stepped onto the shroud, continued upward and stepped onto the port footrope. Nearly immediately, Paul already on the foredeck called me down to the fore.

Passing back down over the futtock, I realized that I had never stepped onto the fore or main. Access, the best route anyway, seemed to step around inboard of the futtock. As I proceeded to do so, I got tangled up in the running rigging passing along the mast. The overwhelming feeling of stupidity swept over me, but eventually I got turned back around and clear of the rigging. Stepping onto the yoke, I passed to the starboard side and onto the footrope.

With some final touches, the temp halyard leading aft, thru a turning block and onto the capstan was hauled on. The royal slowly lifted off the deck. Under the commands of Mr. Brown, the port tagline was hauled on while the midship tagline was eased, the royal gained a vertical orientation.

The fore royal finally leaves the deck.

It wasn’t too long, before we hit out first snag. The collar on the royal snagged against a sheet block. Steve Weigelt, below the yard, yanked continually on the sheet to try and free it. As I watched, I realized that my foot might be close enough to kick it from above and free it. Just as I was about to make the suggestion and sing out, one last good jerk from Steve freed the yard.

As the yard passed above me, Brian Richardson on the upper tops’l yard encouraged me to get to the t’gallant as quickly as I could. Over the futtock, up the shroud and onto the t’gallant, Rex was just cutting the port side lashing free on the footropes. A few more turns on the capstan and Pablo was ready to shackle on the port outer lift on the yard.

Rex departed, laying aloft to help Pablo, Brian followed behind taking his place on the t’gallant. The royal was now slowly tilted, passing between the fore royal and for t’gallant stays. As it went horizontal, the lifts were passed and the collar secured. The royal was now roughly in place.

With that, I lay back down to the deck. Exit the ship to the Embarcadero to take a breather and do some random picture taking. Returning, crew were still standing by at the capstan and royal halyards, there were still portions of the evolution to take place, once Pablo and Rex had finished rigging the royal’s footropes, etc. I went to the foredeck to watch the process from there.

Suddenly, from the west, the blaring scream of a steam whistle interrupted the entire city. We all glanced over in the direction of the train station, a long plume of billowing smoke was rising from the area a few blocks away. Several more whistles and the movement of a steam locomotive could be seen from behind the row of obscuring buildings.

Time travel happens on occasion, I’ve felt it many times. Standing on the deck of a square-rigged ship, steam trains coursing through the city, it was 1910. I looked aloft as Pablo and Rex continued to work.

The fore royal is past between the Fore Royal Stay and the Fore T’gallant Stay.
Raising the Royal (cont)

The fore royal is brought to level, the collar closed, footropes rigged and the finishing touches begin.

I went back down to the weather deck, saw Bert Creighton on the sail maker’s cabin, and went to join him to talk. Bert had spent a lot of time on *Surprise* at Marine Group, so I hadn’t seen him in some time. As we talked, I noticed a small chicken bone. I laughed, it reminded me of mystery bones appearing aboard the 4-masted ship *Falls of Clyde*, where sporadic bones have appeared on deck. With this, I figured it must be the result of opportunistic birds.

Without warning, Paul D- called over asking if I was comfortable aloft on the royal. A hearty “Aye” and I was off the sail maker’s cabin, onto the starboard bulwark, aloft on the shroud, over the futtock, stepping over at the doubling I continued on port, struggling through the crosstrees, the big first step onto the t’gallant shroud. About five feet from the royal, Brian R- opposite on starboard held me from going any farther, previewing the remainder of the evolution to me.

The braces were to be removed from their temporary lashings. The braces swinging away was to be expected. After a few moments, Pablo was ready to receive the port brace, I unlash the line, easing it out and passing it to Pablo. Stepping back out to the yardarm, the brace was secured to the yard. With that, and some warning, I untied the second lashing, eased it until I couldn’t go any farther and let go.

I went back down to the weather deck, saw Bert Creighton on the sail maker’s cabin, and went to join him to talk. Bert had spent a lot of time on *Surprise* at Marine Group, so I hadn’t seen him in some time. As we talked, I noticed a small chicken bone. I laughed, it reminded me of mystery bones appearing aboard the 4-masted ship *Falls of Clyde*, where sporadic bones have appeared on deck. With this, I figured it must be the result of opportunistic birds.

But then it was his and Brian’s turn. As they shipped the brace, I found myself gasket coiling the longer tagline, my arms reaching around and hooked through the shrouds as tightly as I could. It was windy and chilly, the shroud bouncy, but I managed the coil nonetheless. The taglines were passed back to Pablo and Rex who were fixing all the leftover taglines to the temp halyard to be lowered back to the deck. I was a bit relieved, I was wondering how I was going to manage getting that coil back to the deck.

With that, Brian excused the two of us. By the time I got back on deck, Pablo had rigged himself back onto the gantline to be hauled back to the truck to retrieve the remaining lifting gear. Over the following Sundays, there was some fine tuning involved in the process, primarily with adjusting the lifts. But, this editor had finally been somewhere other than the deck while shipping a yard. The education I received will be with me for some time.
Amidst the raising of the royal on May 2nd, the process was interrupted by the distinguished sound of a steam whistle from Union Station. Looking across from the fo’c’slehead of the Star of India, the large plume of steam and smoke could also be easily seen as a train slowly departed the station, obscured by a line of low level buildings.

Originally built in 1927, and named Santa Fe 4-8-4 3751, the train was visiting Union Station, arriving on May 1st. Pulling several vintage train cars from Los Angeles, the trip was organized by the Central Coast Railway Club and the Pacific Locomotive Association. Engine 3751 is housed at the San Bernardino Railroad Historical Society, which restored it. She was the last steam powered locomotive to leave San Diego in 1953 when it pulled the passenger train dubbed The San Diegan.

Engine 3751 departs San Diego on May 2nd, reminding the city of San Diego of her long history.

In April, while helping Steve Weigelt on the fo’c’slehead installation, I ventured over to the Berkeley to retrieve a hand drill, anticipating needing it for driving screws. With no small thought, I grabbed one, checked its charge and was on my way.

As work finished up for the day, Steve checked with me regarding if it was my screwdriver or not. He was making a trip to the Berkeley to return tools. Replying that I got it from the shop, he asked, "Did you sign it out?"

"Huh?" I responded.

"Yeah, you're supposed to sign tools out now with Mr. Tilton."

So, that's why Roger is always sitting or puttering around in the Berkeley shop these past few months. I thought to myself. I said, no, that I wasn't aware that that was the process.

I do now. Beyond the backs of the volunteer crew, tools represent the single most most important resource at the MMSD. A job certainly cannot be accomplished without them. But, and even this editor is guilty of it, tools commonly leave the shop, used and then not returned, casually left at the location where they were used. For the next task that comes along, the now missing tool is suddenly worth its weight in gold.

So, remember, when requiring an item from the Berkeley shop on Maintenance Sundays, check in with Mr. Tilton and most importantly, check back in...or he will find you.
Sir,

I Have the Honor to inform you, that on the 19th, cruizing near Tunis, I received an Account that a French Frigate had been seen off Cape Mabera, near Bon; I therefore made sail for that Place, and, on the Evening of the 20th, perceived a Ship under French Colours at Anchor on the Coast, which I came to, by, and directed to Strike; this was prudently complied with: She is called L’Unité, a Corvette of 34 Guns and 218 Men. The Crew had made an Attempt to set her on Fire, but by the Exertions of Lieutenant Hutchinson it was soon extinguished: Had the Ship been of equal Force with the Inconstant, I have every Reason to believe it would have afforded me a further Proof of the Spirit and Steadiness of every Officer and Person on Board the Ship I command.

I am, &c. &c.
THO. FRA. FREMANTLE.

Sir John Jervis, K. B. Admiral of the Blue, and Commander in Chief, &c. &c. &c.

On Monday, the 2d day of the month of April, they departed from Isla de Cedros on their return to New Spain, because they did not have a supply of provisions to renew their attempt to discover the coast. They arrived in El Puerto de Navidad Saturday, the 14th day of the said month of April.

Came as captain of the ships, Bartolome Ferrel, chief pilot of the said ships, in default of Juan Rodriguez Cabrillo, who died in Isla de la Posesion [San Miguel]. The men came in the said ships.

Înconstant, at Sea,
April 23, 1796

The Bark Colooney
and H.M. Steamer Driver.

An occurrence in our harbor a day or two since, and the representations thereof affecting correctness appearing in print, have caused much feeling among a highly respectable portion of our community, and given rise to some complaint. We deferred giving the particulars as they were generally accredited, and we have been subsequently made sensible of the misconception which We first formed. We now present them below, in the letter of Capt. Fraser.

From an article which appeared in the columns of the Pacific News yesterday morning, it might be inferred that Messrs. Starkey, Janion & Co, merchants of this city, were the agents and consignees of the bark "Colooney." We are enabled however to state, upon the best authority, that the Firm in question has never
been in the slightest degree connected or interested in that vessel nor were they even informed of her movements upon the occasion which has given rise to our contemporarie's remarks.

U. S. REVENUE BRIG LAWRENCE, San Francisco May 2, 1850

Messrs. Editors: Having noticed in one of the, newspapers of yesterday an article which reflected with great severity upon Capt. Johnson, of H. B. M. Steamer "Driver" and his officers, in connexion with the removal of the British bark Colooney from this anchorage, I felt it a duty to present the facts connected with the case, in order to relieve a gallant officer and most estimable gentleman from unjust censure, particularly, as he sailed from this port before the article was published. The Editor of the paper was most assuredly misinformed upon the subject. The facts are these, the bark "Colooney" had been under seizure for violating the navigation laws of the United States and the case had been submitted to the decision of the proper authorities at Washington City.

In order that the vessel might be employed the Collector consented to take bonds in the full amount of the vessels value, as security, in case the legality of the seizure should be confirmed.

The bonds were to have been executed on the day the vessel was removed.

Capt. Johnson was in town and the steamer at Soucilito. He was waited on by the agent of the vessel and informed that the British bark Colooney was ready for sea, that it was impossible to procure men, and was requested to furnish an officer and crew, for the purpose of navigating the vessel to Valparaiso, whither the steamer was also bound.

Capt. Johnson, as was his duty promised to furnish the necessary assistance provided the vessel could be removed to Soucilito, as he was fearful of the desertion of his own crew should ho send them to town.

The vessel was so removed and made ready for sea. I reached Soucilito just in time to prevent her departure, and on representing the case to the commanding officer of the Steamer, he expressed the greatest indignation at the deception which had been practiced upon them, and surrendered the vessel to me immediately.

Capt. Johnson bad not the slightest idea of the circumstances and had they been made known to him, would have rather taken measures to prevent her departure, than to have given aid in violating our laws. You will be pleased to give publicity to this, and very much oblige,

Your obed't servant,
ALEX V. FRASER, Captain.
**The Euterpian Saloon**

As of all the victims slaughtered  
For Euterpian's ends  
There's been no first passenger  
He'll try to make amends.

![Euterpe. 1193 Tons. Built at Ramsey. 1863.](image)

**Cabins Nos 1, 2 & 4**

I'll tread lightly o'er these numbers  
Misfortunes sought them out  
Euterpe's harmed their owner more  
Than a New Zealand drought.

For first he lost his children's pet  
Poor pussy cat got drowned  
It lies beneath Wild Biscay's waves  
In death's strong fetters bound.

And next he lost a valued fowl  
For croup and pips conspired  
To take its life - the cock fought well  
To Hades then retired.

And last not least, he's got a horse  
For last month's Exhibition  
Now wouldn't Job if in his place  
Wish Terpy in perdition.

Walter Peck - Euterpe Times Volume 1, No.13  
December 6th 1879, Lat. 47.32S Long. 159.50E

---

**A SAILOR'S ROW**

**PORT CHALMERS.**  
Monday, 30th April.  
(Before Mr. T. A. Mansford, R.M.)

**A Sailor's Row.**— E. Lamer, a seaman belonging to the ship Euterpe, was brought up on the three-fold charge of having been drunk and disorderly, for assaulting and obstructing the police in the execution of their "duty, and for carrying an unlawful weapon, to wit, a sheath knife. Constable Livingston deposed to hearing a disturbance in George street late on Saturday night, and, hastening to the scene found the defendant trying to release the man Maitland from the custody of Constable Coffey. The latter told witness to arrest him, and he did so, and upon that the defendant struck him in the face, and kicked him. He, witness, then asked for help and a Mr. Sutton assisted him to arrest defendant and take him to the Station. The defendant used frightful language, 'and was eventually placed in the lockup. He was under the influence of liquor.— Defendant said that all he did was to request Constable Coffey to let him take his mate (Maitland) on board the ship. He had been drinking, and, with regard to the charge of carrying an unlawful weapon, he was not aware how the law stood. — The Bench fined him 5s, with the usual alternative, for the first charge, and for assaulting the Police, 40s, or seven days' imprisonment. The charge of carrying an unlawful weapon was dismissed upon the assumption of ignorance of the law on the defendant's part.

**The Same Row.**— Frank Ross, John Briggan, and A. Cameron were each charged with obstructing the police, and inciting the defendants in the above cases to resist them. The charges were proved against Ross and Briggan, the former being fined 10s, or in default, to be imprisoned 48 hours, and the latter, who was more demonstrative at the row was fined 20s or to undergo three days' imprisonment.

_Courtesy of the Otago Witness_  
May 12th 1877
THE SAN FRANCISCO
COAL TRADE.

NEWCASTLE, Sunday.

Since the commencement of hostilities between America and Spain the export of coal from this port to San Francisco has been very largely increased. The quantity dispatched during the month of April totaled 20,756 tons, and additional cargoes, aggregating 9000 tons, went forward last week. The latest advices from San Francisco state that 14 cargoes, totaling 31,100 tons, were expected within six weeks from the date of writing, many of which have since arrived. The engaged list of vessels to load for San Francisco numbers 58, with a total capacity of 150,000 tons, but some of these vessels will not arrive for four or five months. The following vessels are now in part loading coal for San Francisco: - Ship British Isles, barque Martha Fisher, French barque Canrobert, ship Harland, four-masted ship Mayfield, four-masted barque Earl of Dalhousie, ship Sierra Miranda, ship Euterpe, four-masted ship Duchalburn, barque Inversaid, ship Vincent.

Courtesсть of the Sydney Morning Herald
Monday May 16th 1898

SHAW, SAVILL AND ALBION COMPANY

The Shaw, Savill, and Albion Shipping Company, Limited, has declared a dividend at the rate of 5 per cent per annum. The company has disposed of four ships, viz., Crusader, Euterpe, Glenlora, and Hudson.

Courtesсть of the Sydney Morning Herald
Saturday April 29th 1899

J. J. MENZIES DIES SUDDENLY ON BOAT

Editor of Commercial Paper a Victim of Heart Failure

OAKLAND, April 4.— While crossing the bay on his way home from his office in San Francisco, J. J. Menzies, editor and publisher of the Grocer and Country Merchant of San Francisco, who lives at 2436 Haste street in Berkeley, was stricken with heart failure and died almost instantly.

Menzies was seated in the cabin of the steamer Berkeley, reading a paper, when without a word, he suddenly toppled from his seat to the floor. He was removed from the cabin to the deck, where efforts were made to revive him, but without success.

The deceased was a native of Scotland and at the time of his death was 64 years of age. For more than twenty years he has been one of the best-known editors of commercial journals on the Pacific Coast.

Courtesсть of the San Francisco Call
Friday, April 5th, 1907

Salmon Fleet Moving

One by one the ships of the salmon fleet are getting away. The ship Oriental and the schooner Mizpah sailed yesterday for Bristol bay and the Columbia and Star of India cleared for the same port. No liquor is allowed now to be taken on board by the fishermen and cannery hands who are given passage on the salmon ships, and the departure of one of these vessels from the wharf is a quieter affair than it used to be. It is still one of the sights of the season, however, and not so peaceful that Captain Michael Joseph Convoy does not send a few officers to the wharf to back up the special policeman hired by the cannery companies to intercept liquor and preserve the peace.

Courtesсть of the San Francisco Call
Friday April 10th 1908
The View From the Deck

The wooden keel of HMS Surprise.
Shine On was captured here during the 2010 Schooner Cup regatta in April.

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

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.
Days after speaking with Warren Potts regarding other subjects and the Euterpe Times, an event occurred. I had mentioned to Warren in that conversation that I had so much content for the Times, I was having problems finishing it. He suggested omitting moot material, etc. I didn't heed his advice, and some of you are painfully aware (or at least your printers are), that I have put together some rather large issues in the past.

Regardless, on a Friday night I went to bed knowing that just a few short hours were between me and finishing the issue. Early that Saturday, my eyes opened and directly glanced at my laptop which next to my bed. It’s called the "blue screen of death." Hoping it was a simple memory overload, I rebooted the computer. The hard drive was gone, completely and with that a month's worth of writing, photographs, etc.

After a day of being in a bit of shock I sat down and began recollecting material I knew was locked up, secured away on the internet either in websites, my personal blog or email. Then I sat and began from scratch. The result is this issue, accomplished in three short days. Some good material is missing, some new material included. Still I hope you find the "Computer Crash Edition" of the Euterpe Times to your approval.

Backup everything.

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