May 15th saw the historic competition between the 1904 Medea and 1901 Cangarda.

The history of man and water, sail and steam is not always filled with epic sea tales of survival, hardship, romance or a heroic rounding of Cape Horn. Oftentimes, it lies quietly, nearly forgotten as San Diego Bay was once filled with Chinese junks and feluccas of Italian fisherman. Or it can be steaming the waters around the Isle of Man 100 years ago, as steam yachtsman would challenge each other to races for the sheer pleasure of sportsmanship and wagering.

In June, the Maritime Museum of San Diego was proud to remind us of that period of time when pleasure boating represented the height of the Edwardian period, both in Europe and the Americas itself. Fond of white-gilded yachts including Spreckel's Valencia on San Diego Bay were brought to life as the surviving steam yacht Cangarda pulled alongside Medea in a recreation of the days of steam yacht racing.

Launched in 1901 at at the Pusey and Jones Shipyards in Wilmington, Delaware, Cangarda was the guest of the

(Continued on Page 2)
However, there was handicap to the event that made it less of a race and more of an exhibition. The Cangarda contained in her hull a triple-expansion engine as opposed to Medea's lesser compound steam plant. Prior to the event, volunteer and experienced diver Scott Brown, scrapped Medea's hull, which as the event would reveal made for an actual competitive event. 

In addition to the race, Medea had been in the midst in an unprecedented schedule of away events. Beginning in April with the opening of the San Diego Yacht Club's season opening, the 1904 yacht included the Southwest and Coronado Yacht Clubs as additional events. 

Planned over the span of the north-south section of San Diego Bay, the route for the race began at Glorietta Bay, passed under the Coronado Bridge, continuing north past the museum. The spectacle was joined in escort by Pilot and Californian.

Medea kept up with a busy schedule in May and June, including the opening of the season opening of the San Diego Yacht Club, where she joined the schooner America.

An experienced crew and freshly scrapped hull gave Medea a surprised advantage over Cangarda’s triple-expansion steam plant.

At 126 feet in length, the Cangarda has had an illustrious history, even hosting the Prince of Wales, Duke of Kent, and the Prime Ministers of both England and Canada in 1927. As with Medea, Cangarda saw service during the global conflict of World War II serving as a training vessel for the Canadian Royal Navy. She entered a period of decline after the war until an attempt in 1980 to restore her nearly brought her existence to an end. Having been stripped of deckhouses, hardware and remaining mechanical features aboard, the hull wound up sinking in Boston Harbor.

Although recovered, the hull proved beyond repair. Entrepreneur Jeff Rutherford gained control of Cangarda's fate. Reverse-engineering her hull, the original interiors were restored in addition to a new triple expansion automated, forced draft,
oil-fired boiler. Re-launched in 2008, the restoration of Cangarda was completed in 2009 and is currently owned by Bob McNeil.

Thus, on May 15th within the shadow of the Hotel del Coronado, a broadside from the tops'l schooner Californian marked the start of the race between the two 100-year-old vessels.

“It may be that no living person has seen two of these boats together, and maybe no one will again,” Dr. Ray Ashley said at the Port of San Diego's coverage of the event.

Her crew, still becoming familiar to computer touch-screen controls of Cangarda's steam plant and Medea's clean hull, made a planned "photo finish" into the real deal as according to Medea's engineer Jim Davis, "I can't remember getting that much speed out of her."

Averaging between 8 and 9 knots, both vessels made for the finish line in front of the Maritime Museum of San Diego. Salutes from the large Napoleon cannons as Medea crossed the finish line ahead of Cangarda signaled an end to the historic episode.

As Cangarda's visit comes to an end, she leaves behind fond memories anyone associated with it will never forget. On her way south to Ensenada, she will be loaded aboard a freighter bound for her new life on the east coast, initially wintering at Mystic Seaport.

REFERENCES


**Family Sleepovers on board the Star of India**

Join us for an imaginary voyage back to the 19th Century.

The Maritime Museum of San Diego invites you and your family to step back in time and spend a night on board the world’s oldest, active sailing ship. Experience what life was like for immigrants and crew who lived aboard the Star of India. This imaginary voyage will begin on Saturday, July 17th at 2:30 pm and end on Sunday, July 18th at 9:00 am. The cost of admission is $55 for museum members and $70 for non-members. The program includes dinner on Saturday and breakfast on Sunday.

Visiting passengers will have the opportunity to help set sail, move cargo, and stand watch aboard one of the most historically significant ships in the world. This program is very popular and it typically sells out, so we strongly encourage early reservations. Family Sleepovers will also take place on August 22-23rd and September 12-13th.

Please note that the ship does not leave the dock during this program. We recommend little sailors are at least 6 years old to participate. For more information and reservations call 619-234-9153 ext. 124 or visit our website at [www.sdmaritime.org](http://www.sdmaritime.org).

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**What’s That Smell?**

A late sea lion is taken for disposal by San Diego Harbor Police.

During the morning muster of the maintenance crew on May 16th, an overwhelming stench wafted across the weather deck much to the dismay of many a crewman. Peering over the bulwark, Paul Dempster spotted the culprit, a very ripe and deceased sea lion. Settling against the camel in between the Star of India and the Embarcadero, the decomposing mammal was readily smelled in the surrounding area. Fished out from its delicate location, the late sea lion was passed onto San Diego Harbor Police for disposal.

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**LOOK! UP IN THE SKY...!**

On May 24th, Ian Beeson spotted the airship Eureka as she arrived in San Diego, passing directly overhead of the Star of India. The Eureka, owned by Airship Ventures, set the record for modern airships after departing Moffet Field in San Francisco. She broke the modern record by 70 miles when she arrived at Brown Field in Otay Mesa after a flight of 10 hours.

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**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.
In early May, the Maritime Museum of San Diego played host to a unique vessel on an epic voyage. The SV *Ocean Watch* is on a 13 month voyage, studying the health of the oceans. The voyage has been nicknamed "Around the Americas," an indication itself regarding the state of the global climate as they were able to sail through the northwest passage.

In addition to the MMSD, the stopover was jointly hosted by Birch Aquarium at Scripps and the Scripps Institution of Oceanography. The Maritime Museum marked Ocean Voyage's first stop at a maritime museum on her journey.

*Ocean Watch* and crew departed Seattle, WA in May of 2009, heading north then east via the northwest passage. First navigated by Roald Amundsen between 1903–1906, climate change has recently made the passageway more navigable. Since departing, the *Ocean Watch* continued south down the east coast, rounded the Horn, and is now on its way north back home in Seattle where they are expected to arrive in June.

The *Ocean Watch* and its voyage is supported by its parent group Sailors For The Sea. Ocean conservationist, co-founder and President of the Board for Sailors For The Sea David J. Rockefeller was quoted on the Port of San Diego's website as, "I became aware there were big problems in this place that I loved. 'Around the Americas' is putting the spotlight on these beautiful places that are in trouble."

The vessel is a 64 foot steel cutter designed by Bruce Roberts. Constructed of 1/4 inch steel plating, the yacht displaces 44 tons with a draft of 8 feet and a beam of 16 feet, "the center-cockpit sailboat’s underbody configuration is a deep fin with a skeg-hung rudder." She was built in Havre de Grace, Maryland, in 1988. According to their website, the *Ocean Watch* "consists of a high-clewed yankee jib, a staysail, a powerful mainsail with three deep reefs, and an asymmetric spinnaker for off-wind sailing. For the last decade, Ocean Watch (ex-Danzante III) has been utilized as a marine-science research platform and live-aboard cruising boat off the coast of Baja California."

Although brief, her time spent in San Diego, as elsewhere, reminds us of the obligations mariners have not only to their craft, but to the very environment in which we tread upon. In conjunction with the Pacific Science Center of Seattle, the voyages' mission statement was of "inspiring, educating, and engaging citizens of the Americas to protect our fragile oceans."

**FURTHER READING**

http://www.sailorsforthesea.org/
http://www.aroundtheamericas.org/
The NRP Sagres.

She was launched on October 30 1937 at Blohm & Voss in Hamburg under the Nazi emblem of the Third Reich of Germany. Christened the Albert Leo Schlageter, she was a sister ship to the Gorch Fock, the Horst Wessel, and the Romanian training vessel Mircea. If any of this sounds remotely familiar, it was one of these sisters that recently visited San Diego. The Horst Wessel became a war prize for the United States who in short time assigned her to the United States Coast Guard under her new name USCGC Eagle.

Along with the Horst Wessel, the Albert Leo Schlageter was confiscated by the United States at the end of World War II. By 1948, she was sold to the Brazilian Navy as a training vessel as the Guanabara. The Portuguese Navy purchased her in 1961 in order to replace their training ship, Sagres II. The Guanabara was re-christened the Sagres.

Today, the Sagres' fundamental mission is to "allow to the successive generations of Navy Officers, a profound contact with life at sea, by the yearly training cruises effectuated."

Additionally, the Sagres acts as a non official representation of the Portuguese government, "the Portuguese Navy and Portugal, visiting with some frequency many foreign countries, not only in sequence of the yearly training cruises; but also in sequence of great foreign commemorations; and in direct support to the diplomatic actions of Portuguese authorities..."

The Sagres entered San Diego Bay on June 7, staying for approximately a week. She will be docked north of the Maritime Museum of San Diego. In a press release, the MMSD considers the "timing of the ship’s visit will help bring awareness to the museum’s plans to build a replica of the San Salvador, flagship of the Portuguese navigator, Juan Rodriguez Cabrillo."

The Sagres was open to the public as part of the general admission package.

CLICK HERE to view the NRP Sagres' website

Complete Coverage Follow Next Month

Specifications

•The Sagres is a steel-hulled three-masted bark, with square sails on the fore and main masts and gaff rigging on the mizzen mast.

•Her main mast rises 42 m above the deck. She carries 22 sails totaling about 21,000 ft² and can reach a top speed of 17 knots under sail.

•She has a sparred length of 295 ft., a width of 40 ft., a draft of 17 ft., and a displacement at full load of 1,755 tons.

Launched on October 30 1937, the German Naval Training vessel Albert Leo Schlageter was renamed the Sagres in 1961.
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 or 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!

Summer Sailor’s Days for the Whole Family

Maritime Museum is the Place for fun this summer

The Star of India as well as other ships this summer will be having Sailor’s Days every Monday and Wednesday, starting June 21 thru August 25 from 9am-2pm. 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.

All activities are included with regular admission prices; adults $14 and children $8. However, tickets purchased on line, in advance (Discovery Package) will include a one hour Historic Boat Cruise around the bay on the Pilot boat. Tickets may be purchased at the gate as well. Rides on the Pilot can be added to regular admission for only $3 more. For more information the public can call: 619-234-9153 ext. 101 or check the Maritime Museum’s website at www.sdmaritime.org.

Summer Sailor’s Days for the Whole Family

Maritime Museum is the Place for fun this summer

7

Courtesy of Bert Creighton
Swaying a Topmast: HMS *Surprise*

On May 30th, the mizzen topmast was swayed back into place after having been lowered for dry-dock. Since her return, crew had been busy re-rigging the mizzen in preparations for the biggest task, swaying the top yard back in place. Crewman Bert Creighton documented the event (to the best of his ability, it’s difficult to take photos, climb and haul a line at the same time). The following narrative includes selections from Darcy Lever’s The Young Sea Officer’s Sheet Anchor, the primary source for rigging HMS *Surprise*.

1. Teach crew how to tighten shroud lanyards (important before crew goes aloft!).

2. Locate Mizzen Topm’st

The Lower Cap [i]s a thick Block of Elm, with a round hole in the fore part, for the topmast to enter, and a square one abaft, to fit the lower Mast-head: the round hole is generally leathered within. Underneath this Cap are Eye-bolts (b), on each side: one is for the top Block, and the foremost one for the Fore Lift Block to hook to. The use of this cap is to keep the Topmast steady on the Trestle-trees, and secure it to the lower Mast-head.

3. Layout the task, plan the order all rigging must be bent onto the Mizzen.
4. Continue tightening shroud lanyards

The TOPMAST is then hoisted on board, Fig. 187. The last mentioned block (l) [Block of the Topmast], is lashed round the Head of the lower Mast: and a Hawser being reeved through it, it leads down between the Tressle-trees before the...Mast. It is taken through the Fid-hole in the Heel (k) brought up, and hitched round the Head of the Mast, and its standing part (l), and is stopped with Spun-yarn in several places, (m). The Hawser is then taken through a large snatch Block to the Capstern, (or Windlass) and the Mast is hove on board. When the Head of the Topmast is above the lower Tressle-trees: the end of the Hawser is cast off, (the Mast hanging by the Stops) (m), and made fast round the lower Mast-head, with a timber hitch...The men in the Top then place the Cap, with the round hole over the Topmast-head, and stop it with Spun-yarn. The Hawser is hove upon, until the Cap is high enough: and the square hole is placed over the lower Mast-head. It is then beaten down, with a Top-Mall.

5. Navigate the Lubber Hole, join the Skipper on the Mizzen Top while Deck Crew prepare to send rigging aloft.

6. Locate the fid (shown in black) and all rigging, and assemble all tools.
7. Rig a line to haul the Mizzen Topm’st with, be sure it runs fair to the Capstan.

The Top-block (n), Fig. 188, is hooked to an iron bolt, under the larboard side of the Cap. The Top-rope (m), is reeved through it, let down between the Tressle-trees, through the Sheave-hole in the larboard aft-side of the Mast (l), and up again between the Tressle-trees: the end is made fast, with two Half-Hitches, to the Eye-bolt under the starboard side of the Cap. An Eye being spliced in the other end of the Top-rope, it is thrust through the strap of the Top-tackle Block (p), and a piece of wood called a Toggle (o), is put in. The lower Block of the Top-tackle (k), is hooked to an iron Bolt in the Deck: and the Fall (q), being reeved through a leading Block, is taken to the Capstern.

8. Just prior to the lift, Paul Fiedler was stationed atop the Lower Mast, ready to place rigging over the Top as it came up

9. Crew bring Capstan Bars on deck and prepare to haul the mast aloft

The Mizzen Topm’st is supported by the fid (see the pic of the Topm’st lashed to the lower, the fid slides into that hole)
7. insert fid

The Topmast Cap is shaped like the lower one, and placed over the Mast-head by hand; after which, the Topmast is swayed up. When the square hole in the heel is clear above the Tressle-trees, a large piece of iron (a), called a Fid, Fig. 192, is put through it, resting upon them. The Top-rope is then eased off: and the Mast rests upon the Fid.

Dead-Eye, (cap de mouton, Fr.) a sort of round flattish wooden block, see fig. 3, plate III. It is usually encircled with a rope, or with an iron band, plate IX. Fig. 8, g, and pierced with three holes through the flat part, in order to receive a rope called the lanyard h, which corresponding with three holes in another dead-eye i, creates a purchase employed for various uses, but chiefly to extend the shrouds and stays, otherwise called the standing-rigging.

In order to form this purchase, one of the dead-eyes is fastened in the upper link of each chain on the ship’s side, which is made round to receive and encompass the hollowed outer-edge of the dead-eye. After this the lanyard is passed alternately through the holes in the upper and lower-dead-eyes, till it becomes six-fold; and is then drawn tight by the application of mechanical powers.

The dead-eye used for the stays, (moques, Fr.) has only one hole; which, however, is large enough to receive ten or twelve turns of the lanyard: it is generally termed a heart, and is expressed by fig. 5, plate III.
therefore request that you will board every British ship or vessel arriving at this port and detain all passengers on board, until the Collector has been informed of the arrival of such vessel.

You will please give your prompt and vigilant attention to the matters of duty above recited.

I am very respt. your Obet

(Signed) O.Ottinger
Capt. U.S.R. Marine

dc C.W Bennett E___
1st Lt U.S.B. Lawrence

In obedience to the above order Lieutenant Richmond left the vessel at 8 P.M. to row guard during the night, at daylight Lieut Richmond Returned on board.

Served 29 Rations   Wm B Richmond 3d Lieut.

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Log of the C.W. Lawrence

Wednesday       June 11th
Throughout these 24 hours moderate breezes from NW, and clear. The following letter was received from Capt. Ottinger -

San Francisco

Sir, I am directed by the Collector of this port to have a boat and commissioned office in charge to row guard around the harbor during the night to prevent smuggling.

I have also to inform you, that the Collector is desirous to aid the State authorities in enforcing the law prohibiting passengers from New South Wales landing within the limits of California. I

---

NAVAL

NAVAL. - United States Revenue brig Lawrence, commander A.V. Frazer, from a cruise on the coast of California, last from San Diego and of the island Guadalupe, arrived at Hilo, Sandwich Islands, about the 21st of March. Had discovered and made a perfect survey of a harbor on the south side of the island of Santa Catalina. Would sail in a few days on a cruise.

Courtesy of the Boston Daily Atlas
Saturday, June 7, 1851

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FOR LONDON DIRECT, From Lyttleton.

THE splendid iron clipper ship EUREKA,
AA 11, 1197 tons register,
Captain Phillips,
Will sail as above on or about THURSDAY, THE 15th OF JUNE.

Cargo from Wellington will be delivered free to ship at Lyttleton.
For freight or passage, apply to LEVIN & CO., Agents,
The Euterpian Saloon
Cabin No 7

In the ancient town of Wegan
My native place so dear
Where smuts and coal dust linger
And colliers love their beer.

Seven, lined among its coal pits
Breathing its dear old smoke
Where to “punch one's dirty 'yead in”
Is merely thought a joke.

He remembered good old customs
And on the poop began
To shew the feet - if not the dogs
Of dear old dirty Wegan.

There’s another in this cabin
Who through his being slim
In rows remains a neutral POWER
Tho longing to “go in.”

He couldn't stand the tropics heat
And brought his bed on deck
But water nymphs disturbed his rest
And nearly broke his neck.

His bed translated heavenwards
Went ten yards up the mast
As he was in it, he went too
And wakened up aghast.

To account for this new planet
The stars were at a loss
At an English one in a Turkish fey
A perfect Southern Cross.

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

Larceny

Larceny.— John Lewis, on remand, and William Blackmore were brought up, charged with stealing some clothing from Wm. Jennings. Constable Daley proved finding some of the stolen clothes at Miller's Boarding House. Wm. Jennings, the prosecutor, stated that the clothes were in his chest on Monday. The prisoner Lewis was a seaman on board the vessel with him. Blackmore he knew by sight; saw him on the ship on Tuesday morning. Francis Kavanagh, a seaman on the Euterpe, proved seeing Lewis leaving the ship with a bundle under his arm. He joined Blackmore at the end of the wharf. They were both drunk. Tom, the Arabian, proved buying the clothes produced for £4 9d. The prisoner Lewis admitted the charge, and said he was under the influence of liquor at the time Blackmore said he was unacquainted with the affair, and had nothing to do with it whatever. Lewis did not tell him who the clothes belonged to. The Bench acquitted Blackmore, and sentenced Lewis to three months' imprisonment with hard labour.

Courtesy of the Star
Thursday, June 1, 1876

35 CASES AND BALES
NEW DRAPERY AND CLOTHING,
FROM LONDON DIRECT.

GEORGE GABITES

35 Cases and Bales
New Drapery and Clothing,
From London Direct.

GEORGE GABITES

35 cases and bales
New drapery and clothing,
From London direct.

GEORGE GABITES

Civil Cases

R, Bauchop v. Captain Phillips, of the ship Euterpe. - This was an action brought to recover the sum of £62 3s, alleged value of damage sustained by a consignment of cement - 249 casks, and one cask short delivered. Judgment was given for the defendant, with costs.

Courtesy of the Otago Witness
Thursday, June 2nd, 1877
Special to The Herald.

SAN DIEGO, June 3. - Last evening a fleet of eleven of the yachts of the San Diego Yacht club left their moorings near the club house for a run to Coronado islands and return. The craft in the outing are The Butcher Boy, Eleanor, Success, Seal, West Wind, Falcon, Haldee, Pauline, Nackey, Estrella and Junior. On board are about forty-five members of the yacht club, either the owners of the crafts or guests.

Some of the yachts dropped down the bay to wait for the coming of daylight for the run across to Coronado islands, while others will make a run out into the night. All are expected to reach the Islands in ample time for the race home, which will be started from the islands a little after noon. This will be the first outing of the San Diego Yacht Club this year.

The racing committee of the club has arranged an interesting summer program, which will occupy much of the spare time of the yachtsmen. The first races will be for the Williams cup, and they will be sailed on June 17 and 24, and on July 1.

One of the races will be from the club house to the harbor entrance, to and around the whistling buoy. The second race will be over a triangular course inside the bay and the third will be over a triangular course outside the bay off Coronado beach. The cup is a trophy to be raced for annually over the three different courses.

On July 8 the Bell cup race for seamanship will be sailed on Glorietta bay.

July 15, 22 and 29 are set aside for tryout races with the Lipton cup defender, now being built, and which will be launched on July 1 or thereabouts.

The only other schedule taken by the club is August 19, when some of the members will start on a sailing cruise to Catalina for an outing of a week.

Interesting Summer Racing Program Is Arranged by Southern Association - Lipton Cup Defender Being Built

MOVEMENTS OF THE SHAW, SAVILL, AND ALBION COMPANY'S FLEET.

The Akaru left London on 14th May to load coal for Wellington.

The ship Auckland arrived at London on April 10, and was expected to sail for Otago and Bluff Harbor about June 10.

The ship Crusader is on the loading berth at London for this port.

The ship Euterpe left Liverpool on April 9 for Wellington and Dunedin.

The barque Helen Denny arrived in the English Channel on May 14 from Auckland.

The ship Invercargill is loading in London for Algoa Bay, Cape of Good Hope.

The ship Oamaru was loading in London for Wellington, and expected to sail on May 25.

The ship Soukar arrived in London from Lyttelton on May 3.

The ship Wellington is loading at Friedrichstadt for Capetown.

The ship Westland is loading at Liverpool for Lyttelton, and was expected to sail about the end of May.

Courtesy of the Otago Witness
27 June, 1895

WHITE WINGED CRAFT PUT OUT

SAN DIEGO YACHT CLUB RUNS TO ISLANDS

Alaska Packers’ Association Yard.

MOBIL FEEDS THE WORLD

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San Diego Yacht Club runs to Islands

Interesting Summer Racing Program Is Arranged by Southern Association - Lipton Cup Defender Being Built

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Courtesy of the Los Angeles Herald
Monday June, 4 1906
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.

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

Holyhead to Milford
Haven, June 3rd 1906

Did she steam or did the wind shove her? Little does it matter so long as the fact remains that the Medea got under steam sharp at 6 a.m. and by the time the messmates met at breakfast in the "Green Saloon," Holyhead and its chum the South Stack were well below the horizon. A long but charming passage took place to Milford under a hot June sun and with a fine cork-screw roll on the yacht, caused by the late gale.

The yachtsmen were greatly taken up with the forts at Milford and Pembroke and have spent much of the evening drawing up plans for the defense of imaginary ports which, should they fall into the hands of military authorities here, would no doubt very likely lead to serious international complications.

To-morrow we coal and water so the Twain intend spending most of the day on shore. It is to be noted that to-day has been one of Sunday quietude, the brethren not having fallen out once during the voyage.

11.27 p.m. A beautiful summer night with full moon. Glass rising. Major Donald has just discovered spots on the roof of the breakfast saloon which he is trying hard to keep to himself.

Shortening Sail.

Star of India, bow view shortening sail between 1910-1923
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.

*Courtesy of the San Francisco Call  
Friday April 10th 1908*

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*Crewman Brian Richardson on the Mains’l HMS Surprise.*

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*Courtesy of Bert Creighton*

*Pilot is seen here circa 1914-1920.*

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Bayshots Pic O'the Month

*Rose of Sharon* is seen here on her way to a second place finish overall during the Ancient Mariners' Yesteryear Regatta on May 15th.

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](http://www.bayshots.com) for new photos.
**June**

1794, June 1st – The French corvette *L’Unite* participates in the naval battle, the Glorious First of June. In 1796, she is captured by Great Britain and re-christened HMS *Surprise*.

1973, June 3rd - The steam ferry *Berkeley* arrives in San Diego, CA for restoration and subsequent use as the main exhibit space for the Maritime Museum of San Diego.

1851, June 7th - Captain Alexander Fraser of the United States Revenue Cutter *C.W. Lawrence* is relieved of command by Captain Douglass Ottinger.

1968, June 8th – The diesel powered research submarine, U.S.S. *Dolphin* is launched at Portsmouth Naval Shipyard, Portsmouth, N. H.


1917, June 15th - After being renamed the *Corneille* and fitted out as a patrol boat for the French navy, the steam yacht *Medea* is posted to the 2eme Escadrille at Cherbourg, France.

1849, June 20th - On her initial voyage, the United States Revenue Cutter *C.W. Lawrence* arrives at Valparaiso, Chile after a five week effort to round the horn.

1971, June 24th - The steam yacht *Medea* arrives at Rotterdam, Netherlands to be lifted onto a German container ship and transported to the Pacific Coast to be restored and donated to the Maritime Museum of San Diego.

2002, June 26th - The gaff-rigged sloop *Butcher Boy* is re-launched after restoration by the Maritime Museum of San Diego.

1542, June 27th - Under the command of Juan Rodriguez Cabrillo, the Spanish ships *San Salvador* and *Capitana* depart Navidad, Mexico on an expedition to explore the northern Pacific Coast.

1906, June 29th - The bark *Euterpe* is officially renamed *Star of India* by Public Law 365, 59th Congress, signed by U.S. President, Theodore Roosevelt.

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**The Bitter End**

Over the years (God, has it been that long? really?), I’ve tried to place some emphasis on the non-square-rigged ships of the fleet. It has been difficult, but as much as Jim Davis and Randy Ashman sweated in the engine room aboard *Medea*, it made life a lot easier for me. *Medea’s* busy May was a pleasant surprise s the 106-year-old steam yacht took center stage, shinging through her ambassadorial role

As *Sagres* became a part of our museum, and *Cangarda* added to the atmosphere as well, the waterfront was a busy place. As a volunteer, I’ve become tuned to the vibe from visitors on the Embarcadero. I’m not the only one. Typically, one overhears a comment or sees the reaction of a tourist, which leads to the brainstorming of one’s mind, typically geared towards our own interest.

The sound of a steam whistle evokes some genetic memory in all of us, causing our hairs to stand on end. In April, a steam locomotive ignited an early Sunday morning. Even I was tempted to drop what I was doing and walk the few blocks to the train station to see what was going on.

As *Medea* and *Cangarda* blew their whistles on and off through the month of May, I was immediately drawn to the influence the sound had on the people walking along the Embarcadero. "What's going on in there?" was the general impression. In times of a stressed economy, even I want to do what I can for the museum. And my brain starts storming and I ask questions.

Its rumored that there is an air compressor, now somewhat defunct, hooked up to *Berkeley’s* steam whistle. And my brain starts storming.

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

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