Greg Gushaw
5/21/42 - 7/18/10

Our hearts and prayers are with Greg's family. We ask that within our Museum community we think upon the many accomplishments of Greg's life, his warmth, generosity, friendship, and the many lives he touched as the foundation of our memories of him. Greg was among his friends and shipmates today, and he will be among us always still.

- Dr. Ray Ashley, June 18th 2010

NRP Sagres Visits San Diego

In June, the Maritime Museum of San Diego hosted the NRP Sagres.

Between June 7 and the '13th, the three-masted bark NRP Sagres made a port of call to San Diego, mooring just north as a visiting guest to the Maritime Museum of San Diego. The Sagres is currently on a voyage to circumnavigate the world on an ambassador mission to multiple countries and ports. San Diego's large Portuguese heritage was reflected in large crowd turnouts for the visiting bark, adding to an exceptional turnout overall. Square-rigged ships filled the Embarcadero from Anthony's Restaurant to nearly the San Diego Mooring Company to the north, a sight not easily ignored by visitors along the waterfront.

Arriving on June 7th, sporting the emblematic Christ's Cross on her sails, the Sagres moored north of the Maritime Museum of San Diego. In addition to being hosted by the MMSD, Robyn Gallant was quoted that, "The Sagres visit will help bring awareness to the San Diego Maritime Museum's plans to build a replica of the San Salvador - flagship of Portuguese navigator Juan Rodriguez Cabrillo."

(Continued on Page 2)
Along with the *Horst Wessel*, the *Albert Leo Schlageter* became a war prize of the United States. The *Horst Wessel* would be transferred to the United States Coast Guard and renamed the USCG *Eagle*. In compensating the nation of Brazil, the *Albert Leo Schlageter* was given over to that country serving as a sail training vessel for its Navy as the *Guanabara*. In 1961, she was sold to the Portuguese Navy and renamed *Sagres*. Often times, she is misnamed as the *Sagres III* as she is the third Portuguese training ship with that name.

### Sagres (cont)

*Sagres* brilliantly lit the waterfront, staying open to the public after sunset.

Launched on 30 October 1937 at Blohm & Voss in Hamburg for the German navy as the training vessel *Albert Leo Schlageter*, she was the third such ship after the *Gorch Fock* and the *Horst Wessel*. After sailing through several training cruises, during the epic period of World War II, she served as an office ship, being placed back into service in 1944. On November 14th of that year she struck a Soviet mine and was towed to the port of Flensburg, Germany. It was her she sat as the war came to an end.

The *Sagres* departs San Diego on June 13th.

Portuguese maritime history is readily evident in the *Sagres*. Appearing on all her squares'l's, the Christ's Cross is the symbol for the Military Order of Christ. Under the administration of Prince Henry the Navigator, the Order produced some of the most significant exploratory discoveries in maritime history. Additionally, *Sagres'* figurehead is a symblic representation of the 14th century prince. *Sagres* receives her name from yet another accomplishment of Henry. In an effort to established a closer location to the African Coast, Henry attempted to establish a home port at the Cape of Sagres. Although the port never came to its full fruition, the ideology behind the port's location and Henry's endeavors in promoting exploration became know as the School of Sagres.

Mizzenmast captain, Michael Keane interprets through broken english with a *Sagres* crewmen, just how their stays'l's are furled.
On her ambassadorial circumnavigation under Commander Pedro Proenca Mendes, the Sagres departed San Diego on June 13th. Escorting the Californian, Ray Ashley, skipper, was noted as saying "It was a pleasure to view a large square-rigger from this point-of-view." Dr. Ashley was referring to the Star of India annual sails, in which he is typically located on board the 1863 bark herself. The Sagres' plotted a course for Honolulu, Hawaii where she arrived 10 days later, mooring across from the 1878 four-masted ship Falls of Clyde. Sagres then continues onto to Shanghai, China where she will participate in the 500-year anniversaries of Portuguese discoveries in the Orient at the 2010 World Expo.

Arriving on June 30th, the Sagres moored alongside another historic square-rigged vessel, Falls of Clyde.

On June 19th, the Californian was photographed nearly at the same moment from two different vantage points. David Kalthoff was aboard the TAK-10 USNS Charles Drew, just returning from sea trials. This editor, was at that moment departing the Koehler Kraft Boat Festival, capturing both the Charles Drew and Californian as they passed.

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.
STAND BY TO SET SAIL

SEPTEMBER 2-6 2010
San Diego, CA
In the heart of Melbourne Australia you will find a historic cape horners that is the pride of a volunteer crew and the centerpiece of the Melbourne Convention Centre. The barque *Polly Woodside* is moored at the old Duke’s & Orr’s Dry Dock along the Yarra River.

The *Polly Woodside* is currently closed to the public, due to a redevelopment of the Yarra River’s Southbank district, but that didn’t keep me from contacting the Maintenance Coordinator, Graeme Cooper, and asking for the opportunity to see her and volunteering my time to help with maintenance. My wife’s family live in Melbourne so we try to get back there every few years for a visit.

My request was well received well and I was invited to come down to meet the guys. So on a rainy morning I met Graeme and the volunteer maintenance crew - about eight gentlemen, most of whom are retired. They meet every Tuesday and Thursday morning and are responsible for the general maintenance and restoration back to a static-display museum.

Over morning coffee, I chatted with the volunteers who took an interest in what I could share about my experiences with the San Diego Maritime Museum. I then got a first class tour of the *Polly Woodside* and was impressed by much of the restoration work. I took the opportunity upon seeing a picture of Queen Victoria to ask the guys if that was the ship’s namesake. That got a laugh. Like our volunteer crew, they enjoy the humor that comes from some of the more “unique” questions from tourists – one had asked “why the steering wheel isn’t at the front of the ship where there is better visibility?”

The National Trust of Australia purchased the *Polly Woodside* in 1968 and in the following decade she was restored to resemble her original state and opened to the public. Originally launched in 1885, the *Polly Woodside* has a storied history as a cargo vessel used to transport wheat, nitrate and coal between the British Isles and South America. In 1904 She was renamed Rona, and was used to haul cargo between New Zealand and Australia, and New Zealand and San Francisco. Between 1921 and 1962 the Rona was used primarily as a coal hulk in Australian waters.

Although 22 years younger and slightly smaller, the Polly Woodside reminds me of the Star of India: Both are iron hulled, three masted Barques; restored and maintained largely by a crew of volunteers; seasoned cape horners; and recognized by the World Ship Trust with International Maritime Heritage awards. I spent a couple of hours working alongside one of the volunteers, Peter, scraping old varnish from the port pin rail, but eventually the Melbourne rain drove us looking for work elsewhere - remember that it is winter in the southern hemisphere right now!

The old Duke’s & Orr’s Dry Dock is a historic dry dock that has been restored by the National Trust and will make it relatively easy to perform repairs should the Polly Woodside need to be dry docked. Unfortunately, she won’t be sailing anytime soon,
GET ABOARD!

SEPTEMBER 2-6 2010
San Diego, CA
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.

Polly Woodside (cont)

as the ship is landlocked by a low-level bridge downstream and the fact that her hull includes several fragile areas that are in need of repair.

Visiting with, and working alongside the volunteer crew aboard the Polly Woodside gave me renewed respect for the type of people who are willing to dedicate countless hours of their time preserving pieces of maritime history and educating future generations about the age of sail. I look forward to my next visit!

~ Mike Garmon, MMSD Volunteer

USS Olympia in Peril

Located at the Independence Seaport Museum in Philadelphia, the USS Olympia is currently being contemplated on becoming an artificial reef.

Shortly after midnight on May 1st, 1898, the American Asiatic Squadron under Commodore George Dewey entered Manila Bay, Philippines where the Spanish Pacific Squadron under Admiral Patricio Montojo y Pasarón lay waiting in shallow waters. War had been declared on Spain on April 21st of the same year in response to the sinking of the USS Maine. Led by Commodore Dewey aboard the protected cruiser USS Olympia, the Battle of Manila Bay as it was to become known, was the first military engagement of the Spanish-American War.

By the end of May 1st, Spain's Pacific Squadron was effectively decimated. The Spanish-American War would put an end to Spain's long and legendary seafaring empire. With success during the battle, both Commodore Dewey and the ship he
commanded, the USS *Olympia* became instant celebrities among the American people.

112 years later, the USS *Olympia* has again made headlines as she possibly follows the same fate as other historic vessels such as what nearly happened to the iron-hulled *Falls of Clyde* and the Maritime Museum’s own USS *Dolphin*. On February 26th, 2010, the Independence Seaport Museum, located in Philadelphia, citing financial constraints in her maintenance stated they could no longer maintain the historic ship. “We have advised the U.S. Navy that Independence Seaport Museum will relinquish its stewardship of this national naval treasure and its valuable artifact collections,” said Board Chairman Peter McCausland.

The *Olympia* has not been dry-docked since 1945. In order to make repairs to her hull, the Seaport Museum would be required to dredge the basin leading to Penn's landing where the *Olympia* sits today. All these costs of dredging and complete restoration are estimated at 22.5 million dollars.

The Independence Seaport Museum assumed caretaking responsibilities in 1996 from the *Olympia* Cruiser Association, which had operated the vessel for 40 years.

The 344-foot, steel-hulled vessel was launched on 5 November 1892 at Union Iron Works, San Francisco, the same yard that built the 1898 steam ferry *Berkeley*. Designed primarily for coastal defense and commerce raiding. At the time, the US Navy was in a time of transition as by the time of her commissioning on 5 February 1895, naval policy had switched from large coastal defense to sea-going battleships designed to meet enemies in their own home ports. These policies reflected the maritime philosophies most notably of Alfred Thayer Mahon, whose theories were heavily supported by Theodore Roosevelt, assistant secretary of the Navy by 1897.

The American Engineer and Railroad Journal reported in 1894 during her sea trials that *Olympia* managed 21.686 knots in the Santa Barbara Channel, “In every point of machinery, speed, H.P., and coal consumption the plans and specifications have been beaten.”

According to Harry Burkhardt, the formation of Friends of the Cruiser *Olympia* has led to an overwhelming foundation of support. Mr. Burkhardt has been a longtime volunteer aboard Olympia at the ISM, but hopes to continue forward as she becomes her own independent museum. Not only is the Olympia a registered National Historic Landmark, she is also a National Historic Mechanical Engineering Landmark, having 14 independent steam engines aboard her. She is powered by 2 vertical triple-expansion steam engines. “It also has the only existing set of Allen Dense Air refrigeration engines left in the world and they are fully intact,” adds Mr. Burkhardt.

After her action in the Pacific and subsequent fame, USS *Olympia* received an ornate figurehead and gild work celebrating the Battle of Manila Bay.

Not only does *Olympia* represent one of the few artifacts from the period of great transition for the US Navy, she is a relic from the period in which the American people came to a great debate over American Empire. She closed the story on the Spanish maritime empire, visually reminds one of the epic cruise of the USS *Oregon* or the very cause of the war, the sinking of the USS *Maine*. Although she is not part of what would become known as the "Great White Fleet," her white hull and buff topsides are a reminder of the period that shortly followed thereafter when the American Navy burst onto the world stage. At her launching in 1895, she was state of the art in naval technology, a stepping stone to our modern day warships, foreign and domestic. There is no other ship like her.
Financial support is provided for this publication in part by the City of San Diego Commission for Arts and Culture.
The quintessential perception of the story of Ellis Island and the mass migration of people from primarily Europe is one of steamships, steerage passengers weeping in tears as inbound ships passed by the Statue of Liberty. A lot of us can trace at least one ancestral branch to that moment. Erminia Taranto, Office Manager at the Maritime Museum of San Diego is one of them.

In 1903 Cuba leased Guantanamo Bay to the United States for a perpetual period time. In response to the popularity of President Theodore Roosevelt’s conservationists policies, in 1903 Morris and Rose Mitchum introduced the first Teddy Bear. In 1903, the Russian Social Democratic Labor party divides itself between Bolsheviks and Mensheviks, and Maurice Garin wins the first Tour de France. Through the encouragement of the United States in 1903, Panama declares itself an independent nation from Columbia paving the way for the Hay-Bunau-Varilla Treaty giving the United States exclusive writes to the construction of the Panama Canal. In San Francisco, Chinese cannery hands contracted to the bark Euterpe of the Alaska Packers’ Association became embroiled in a conflict between boat landing services, a suicide aboard the steam ferry Berkeley made front page news and the schooner Forester was transporting lumber to Japan. In 1903, a fire at the Iroquois Theater in Chicago kills 600 people and American troops continued the struggle again Philippine insurrectionists. Ford Motor Company sold its first Model A automobile and on the sands of Kitty Hawk, North Carolina in 1903, brothers Orville and Wilbur Wright documented the first sustained powered flight in history. In March of that year, the U.S Congress passed the Immigration Act of 1903, included the codification of previous policies and laws, it went on to exclude beggars, anarchists and “people who attempt to bring in prostitutes of women for the purpose of prostitution.” The world was changing, at times tragically and violently and the United States was finding itself as the promised land to millions of immigrants as the world made its way to the modern age.

On February 16th, 1903, Lazarro and Erminia Massa arrived from northern Italy along with thousands of others. In 1903, an estimated 857,000 immigrants reached the shores of the United States, by the end of the decade, the annual number would surpass one million annually. Originating from the Riva Nuzo region of northern Italy, 24-year-old Lazarro, his wife, Erminia, age 19, along with their 9-month old daughter Luigia arrived in America. Aboard the steam liner L’Aquitaine after its routine voyage of nine days.

L’Aquitaine was making routine voyages between Havre, France to New York carrying passengers, cargo and mail. In 1901, she logged 11 round trip cruises, averaging 8 days per crossing. Steerage passengers, not of U.S. citizenry, were required to be moved from the steamship by ferry to the processing terminal at Ellis Island.

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By 1897, she was sold to the Spanish government to serve as a troop transport in the developing conflict between Spain and the United States. Renamed *Patriota* (although the 1899 Naval Annual states she was renamed *Rapido*) she served in this context until 1899 when she was seized by the French government. Purchased by the Compagnie Générale Transatlantique or French Line, she was renamed *L’Aquitaine*

On April 18th, 1906, the earthquake and destruction of the city of San Francisco encouraged the Massa’s to relocate to San Diego.

Having relocated to San Francisco, at some point the Massa’s daughter Luigia apparently died. During the same year of *L’Aquitaine’s* demolition, the devastating earthquake of April 18th, 1906 saw the Massa’s relocating to San Diego. With an older brother born in 1908, Steve Massa was born in 1910. Subsequently, Steve’s daughter Erminia Taranto now works on staff at the Maritime Museum of San Diego.

**Marinisms**

*Mr. Weigelt’s Maritime Dictionary*

**COIL**, *(cueillir, Fr.)* the manner in which all ropes are disposed aboard ships for the convenience of stowage. *Flemish Coil*, is a rope coiled up in a spiral manner, forming but one tier, and lying flat on the deck, the end being in the middle of it.

**COILING**, *(rouer un cordage, Fr.)* is a sort of serpentine winding the ropes, by which they occupy a small space, and are not liable to be entangled amongst one another in working the sails. Each winding of this sort in a cable is called a *fake*, and one range of fakes is called a *tier*; there are generally from five to seven fakes in a tier; and three or four tiers in a cable’s length: the small ropes are frequently coiled by hand, and hung upon *cleats*, to prevent their being entangled amongst one another in traversing, contracting, or extending the sails.
Sunday, the 2d day of July, they had sight of California; they were delayed in crossing over by the weather, which was not very favorable, almost four days; they anchored the following Monday, on the third of the same, off the Point of California, and were here two days, and from this place they reached the port of San Lucas [San Lucas Bay] the following Thursday, and took in water; they saw these days no Indian; they say that this port is in 23 degrees, and from the point to the port it is clear and soundable, and the land is bare and rugged [as at present].

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DISMISSAL OF CAPTAIN FRAZER

The New York Courier and Enquirer questions the truth of the late telegraphic report from Washington, announcing that the above named gentleman had been dismissed from the revenue service on the coast of California and Oregon. The grounds on which the intelligence is doubted are the exemplary character heretofore borne by Capt. Frazer, the improbability that so severe a sentence would have been pronounced without giving him a hearing in defense, and the fact that the Secretary of the Treasury was absent from the department at the time the dismissal is alleged to have occurred.

Courtesy of the North American and United States Gazette
Thursday, July 17 1851
CANNOT SAIL TO LAHAINA

Ship Euterpe May not legally go there from Newcastle.

Lahaina is not a port of entry the Hawaiian Territory for foreign vessels, consequently a vessel from a foreign port desiring to come to these Islands must keep away from there.

Collector Stackable In receipt of the following concerning' the ship Euterpe:

T. D. 22325.
Treasury Department, July

H. A. TAYLOR.
Assistant Secretary.

Courtesy of The Hawaiian Gazette
Friday, July 26 1900

Port of Wellington

The ship Euterpe, which arrived in port on Monday afternoon, reports having left Liverpool on the 8th April. Crossed the Equator on the 10th May and experienced S.W. winds with moderate weather till reaching the Cape, crossing the meridian on the 11th June. Experienced a succession of gales, principally from N. N. E. to W. Several large icebergs and small detached blocks were seen. Passed the meridian of Cape Leuwin on 4th instant, sighted the Snares on the 28th, Cape Campbell 29th, sailed into Wellington harbour same day, and anchored in the powder ground at 4 pm. Captain Banks is in command, and the other officers are — G. Richmond, first; P. Mahoney, second; F. Langlin, third.

Courtesy of the Evening Post
Wednesday, July 31 1895

LOST — On steamer Berkeley Sunday morning, basket containing child's dresses. Finder will be suitably rewarded by returning same to E. L. HUETER, 46 Ellis st.

Courtesy of The San Francisco Call
Tuesday, July 18 1899

COUNTRY NEWS.

NEWCASTLE.

In consequence of the number of vessels in the harbour and the length of time she would have to wait for a berth at the cranes, the large ship Euterpe, which arrived on Thursday last from Melbourne, proceeded to sea in ballast for San Francisco on Tuesday morning.

Every available berth for the shipment of coal has for some time past as soon as vacant been immediately taken up, and vessels have been loaded with very great dispatch, but still there is no decrease in the amount of tonnage in the harbour. Quite a fleet of vessels came into port this day (Wednesday), including two more ships, the Schiedam and Rifleman, and the pilots have been kept busily engaged the whole day in providing suitable mooring places for them. The ship Teviotdale, 1200 tons, arrived on Tuesday from Melbourne, and a ship supposed to be the America, of 1400 tons register, is waiting outside now to be towed in.

There are reports of two large ships being about to leave port in ballast, preferring doing so to remaining two months waiting for cargo.

Courtesy of The Maitland Mercury & Hunter River General Advertiser
Thursday, July 3 1873

The Euterpian Saloon
Cabin No 3

No 3 is the West end cabin
Is much the anti type
Of the free and easy East end three
As turtle is of tripe.

O Crikey! That's and East end phrase
Tho' neither one's a saint
Yet one's St. James & one's St. Files
He thinks so, tho' you mayn't.

Walter Peck - Euterpe Times Volume 1, No.13
December 6th 1879, Lat. 47.32S Long. 159.50E
DRINKS POISON AND LEAPS FROM BOAT

Unknown, Supposed to Be a Greek, Commits Suicide While Crossing Bay

Dead Man Removed All Marks of Identification Before Ending Life

OAKLAND. July 18. —Swallowing the contents of a phial of poison and tying his necktie so tightly about his neck that strangulation resulted, an unidentified man, supposed to be a Greek, leaped into the bay from the stern of the ferry boat Berkeley this evening and was dead when taken from the waters. He had removed from his clothing every possible mark of identification except a pair of gold link collar buttons.

He acted strangely while coming from San Francisco on the boat, which was approaching the Oakland pier at 7:16 o'clock. As soon as he leaped into the water a shout went up and a boat was lowered, but before he was reached he had died, apparently from the poison.

The man is about 5 feet 8 inches tall, with a heavy black mustache and gray eyes. His hair, black, short and slightly curly, is thin on top of the head and in front, and turning gray over the ears and temples. His clothing is good, consisting of a dark gray suit with fine stripes, and a pleated negligee shirt, white turn down collar and gray plaid tie. He wore new tan shoes and blue ribbed underwear of good quality.

His eyebrows are even and as black as his moustache, and his skin is dark. The lobes of his ears are heavy and the tipper parts are peculiar, having only one internal fold, around the edge. The nose is straight and regularly shaped, and the chin is round and heavy. The teeth in front are even, but set far enough apart to slip a coin between.

Salmon Fleet at Bristol Bay

The following ships of the salmon fleet are reported safely arrived at Bristol Bay: Star of Iceland, Star of Italy, Star of Peru, Star of Chile, Star of India, Levi G. Burgess, Bohemia, Centennial, J. J. Morse, Prosper, Charles E. Moody, Isaac Reed, Tacoma, James Nesmith, Nushagak, Koichak, Kodiak, Indiana and Premier.

High and Dry

Star of India on Marine Railway in Barnes & Tibbetts Yard, Oakland circa 1920.

Courtesy of The Maritime Museum of San Diego
The country's birthday is remembered in this photograph of “Uncle Ray” hauling up the colors aboard Californian.
As the month wore, this issue of the Times began creeping into the stage of being late, again. I was pleased with what was developing, catching up on some older material, improving on some things I already had.

Then for all of us, time stopped and nothing mattered a damn.

And I don't have a lot to say this month, speechless is perhaps the best term for the month of July.

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