In Memoriam: Greg Gushaw

In July, the entire community was shocked at the loss of Greg Gushaw, longtime maintenance and sail crew member, docent and member of the Board of Trustees. As a family, the memories of Greg were expressed in many ways. With this issue, the Euterpe Times does just that as well.

From Dana Point, the Pilgrim and Spirit of Dana Point were two of the many visiting ships in early September.

As September began, the Maritime Museum of San Diego found itself hosting its First Annual Festival of Sail. Although there have been Sail festivals before, this particular year found the museum pursuing an annual event on par with Ocean Institute's Toshiba Tall Ships Fest in Dana Point.

No sooner had the Festival of Sail had ended, crew and the Californian were at Dana Point for that very event, marking an end to a very busy summer season for the MMSD. Several festivals, including Oceanside's Harbor Days and another in Chula Vista are still to come, with both Californian and Medea making appearances. Californian is slated to head straight for dry-dock at the end of these appearances.

Over five days, September 2 thru 6, including Labor Day, busy crowds toured the museum and variety of visiting ships. As a souvenir bonus, crowds were given passport books to receive an individual stamp from each ship. The passport proved to be very popular.

(Continued on Page 2)
August found HMS Surprise on perhaps its last out-of-area sail for some time as the ramifications of its most recent dry-dock come to light. After arriving back from dry-dock, maintenance crew spent 3 months rigging ship in preparation for transit.

The three-masted schooner American Pride from Long Beach

Normally serving as the parking lot running in front of the museum and along Harbor Drive, the strip was closed to vehicles as scores of vendors of many kinds opened their wares, services and generosity to visiting crowds.

Even with the crowds and limited parking availability, the maintenance group manage to assemble on Sunday, Sept 5 in order to perform its normal routine during an extraordinary time.

Further and more extensive coverage of the Festival of Sail will be included in the following issue of the Euterpe Times.

Event Specials Aboard Star of India and Berkeley

Book your Company Holiday event or any celebration by October 15th and receive 50% off of the rental fee. Book during the Festival and receive a free upgrade on hosted bar packages.

For additional information, CLICK HERE.
Memoirs of a Teen:  
Michael Brookman and the Restoration of the Star of India.

In June, Ann Morrison played host to Michael Brookman who as a teenager began a life associated with square-rigged ships with the restoration of the Star of India during the early sixties.

It started with a phone call from the past. As Ann Morrison recalls, "he had called the museum saying he’d been a volunteer and was going to be in town. Scott Baldwin asked me if I would like to show him around. So I did."

There are still a few members of the direct museum community involved in Star of India’s restoration following Alan Villiers epic tirade towards the state of the former Euterpe in October of 1957. Bob Wright is one them, only recently presenting a lecture to the sail crew recalling the initial restoration.

From that past, came Michael Brookman. As a teenager in the 1960s, Michael Brookman volunteered for the Maritime Museum of San Diego, experiencing first hand the resurrection of one of the oldest square-rigged ships in the world.

As a 15-year-old living in El Cajon in the early 60s, Michael continued to hear tales from his older brother, Kerry, about volunteering during the Star of India’s restoration. "I asked if I could go with him one time and he said you had to be 16 to get on board. [It] turns out he lied to me so he wouldn’t have his little brother tagging along behind him."

"In the early 60’s the downtown area where the Star of India was docked was mostly vacant. I believe there used to be a baseball stadium at the corner of Broadway and Harbor Drive. All I remember is the big pay parking lot where the field used to be. There was a 24-hour restaurant on the street corner that had a locker club for sailors on the second floor. Across Broadway was the Naval District Headquarters. Up Broadway just across the railroad tracks on the left was a bar called the Pump Room.

Huge bales of cotton were stacked across the street from where the Star was docked. This area had to have been a parking lot at one time because of all parking meter poles here. Behind was a row of warehouses. Not many boats were moored near the Star.

Up Harbor Drive were a couple of piers where commercial fishing boats and some private boats were docked. This was across the street from the tall tan building that contained some of San Diego’s City Offices. Further on up was Lindbergh Field. In the other direction were the Naval District Headquarters office buildings and the piers across Harbor Drive for cargo ships. In between two of the piers was the Nickel Snatcher. This was the motor launch landing area where sailors would be shuttled ashore from ships docked at the Coronado Island Naval Base. It was open 24-hours and was always a busy place. There was a snack bar and waiting area we sometimes went to at night.

Rats were a problem on the Embarcadero. I’d set elaborate traps for them in front of the ship. One night I managed to capture a couple of them in a trash can. I dispatched one and the other escaped by grabbing a hold of my shoe and gnawing on it until I
shook him off. He scurried down the pier under the gangway. I was more careful in future hunts.”

As Michael toured the Star of India, his orientation was commonly thrown off. During the sixties, the Star of India was oriented pointing north along the Embarcadero. Still, as Ann recalls, "He knew every inch of her.”

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GUY, (corde de retenue pour tenir en respect un fardeau que l’on hisse, Fr.) a rope used to keep steady any weighty body from bearing or falling against the ship’s side, while it is hoisting or lowering, particularly when the ship is shaken by a tempestuous sea.

Guy, is also the name of a tackle, used to confine a boom forward when a vessel is going large, and to prevent the sail from gybing, by any accidental change of the wind or course, which would endanger the springing of the boom, or, perhaps, the upsetting of the vessel.

Guy, is likewise a large slack rope, extending from the head of the main-mast to the head of the fore-mast, and having two or three large blocks fastened to the middle of it. It is employed to sustain a tackle to load or unload a ship with, and is accordingly removed as soon as that operation is finished.
One of the full-time employees of the Star was Dick Lockett. His dad, Lockett Sr., worked for a while as a ticket taker. Dick Lockett was a good worker and lived aboard in the large stateroom aft. But, he was not the best role model for a teenager. I vaguely remember him having a dubious past that might have involved jail time somewhere. He had this grandiose plan of constructing a sailing ship down in Mexico or Central America. It was to be a brig built of wood without any engines. He supposedly had financial backing from a shoe manufacturer somewhere. Once the ship was launched we were to outfit it ourselves. On its maiden voyage we were to stay at sea obtaining cargo from other ships at sea. Apparently Lockett told Capt. Reynard about this plan. Capt Reynard told me no ship would ever open its holds while at sea.

Lockett owned a Chinese junk docked at a marina on Shelter Island near the Bali Hai Restaurant. I’d spend time out there also sailing with him. Lockett and a friend of his provisioned the boat and slipped away one night for Mexico supposedly to begin building the brig. They didn’t get very far. The next day the junk was found aground on the Silver Strand. It is believed they became disoriented in the fog that night. The next day my mother drove me out there. The boat was up on the beach and provisions were strewn about. Neither he nor his friend was ever heard from again. Never found out what happened to them. The Chinese junk was deemed abandoned and was salvaged by someone else. I later saw it in a boat yard on Shelter Island being repaired.

Mr. & Mrs. Woodard were couple of wealthy retired persons who were very involved with the Star of India. They had a boat they kept at the San Diego Yacht Club near Shelter Island. I went sailing with them also. Their boat was a nice ketch rig that had a club-footed jib that made tacking very easy. They had a son named Chauncey. He stayed with us aboard the Star for a week or so in an attempt to escape from drug addiction.

Bernie Olsen was another local business man who spent time on the Star. Very nice guy.

Steve Castle was my age. He fancied himself as a young Errol Flynn. He went to catholic school somewhere in the area. His parents lived up the coast in Carlsbad. Steve’s dad was fighter pilot during WWII.

“Red” Burkstead was a retired navy chief who served aboard battleships in WWII. He was a very colorful guy. As expected he had a very salty vocabulary.

Art Clapenbach was a ships carpenter. He wore a beret and had a Vandyke goatee.

A few Navy and Marine service members were onboard volunteering for a while. Some were from the Navy Sonar School. We even had a chaplains’ assistant. It was inevitable that fights would breakout between them as alcohol would find its way onboard. As a result of this Capt Reynard wrote letters to the commanding officers of those who caused trouble and had them barred from the ship. Other volunteers of my age would come and go. Being required to work caused many not to return the next day.”
Memoirs of a Teen (cont)

By 1965, Michael and the rest of his family moved back East to Michigan. But, it was only a brief from his experience aboard *Star of India,* he quickly found himself under the watchful eye of Alan Villers and Ken Reynard again. "I got a berth before-the-mast on the [3-masted bark] *Wandia* for a voyage from Los Angeles to Honolulu. Capt Reynard was the 1st mate.

Karl Kortum from San Francisco’s *Balclutha* was also on this voyage as 2nd mate. Steve Castle also went. The ship was used as backdrop for the movie Hawaii."

“I was 16 on our trip to Hawaii aboard the *Wandia.* (I’m 62 at the moment. Doesn’t seem very old to me now.) I had a hard time understanding him [Villiers] because of this accent. I was on the watch with Capt. Reynard. He translated for me.”

As the 60s wore on, Michael found himself in the U.S. Army, serving 2 ½ tours in Vietnam. Michael continued serving in the Army in both active and reserve status, serving an additional tour of duty in Kuwait in 2005.

Interrupting this, in 1985, Michael served as 2nd mate aboard the *Godspeed,* as she sailed from England to the United States, re-enacting the earliest voyages of settlers to Virginia.

Michael retired in 2008 from Northrop Grumman Shipbuilding where he was a Construction Planner for New Aircraft Carriers. “The last ship I worked on was the USS *Gerald Ford* “CVN 78” is currently under construction here in Newport News, Virginia, and is scheduled for delivery to the Navy in 2015."

Mr. Brookman’s visit and recollections remind us of the depth of the history of the *Star of India.* The period of purchase, decline and restoration are as much of her history as the Shaw, Savill & Albion Line or the Alaska Packers’ Association. Michael represents a continued voice from that period.

Royal Performance

Standing proudly on the main gangway to the *Star of India,* the drummers of the RHSB set the tone.

On July 14, the MMSD played host to one of the more unique concerts ever to appear on the deck of the *Star of India* speaking back through centuries of maritime heritage.

Hailing from Great Britain, the prestigious Royal Hospital School Band spent 2 weeks in the United States performing 6 high profile concerts. The RHS was originally founded in 1712 as part of Greenwich Hospital, "boys from seafaring backgrounds had the rare privilege of learning arithmetic and navigation," according to the school's website.

The boarding school, with its strong maritime connections also maintains a firm relationship with the British Royal Navy. The school today is available for girls as well.

Performing on the poop deck aboard *Star of India,* with drummers lining the main gangway, the MMSD provided for a proper setting for such a notable group with a maritime heritage.
Sunday, July 18, 2010

We lost a dear shipmate today when sail crewmember, docent, and Board trustee Greg Gushaw fell from aloft in Star of India. We will be a few days awaiting the results of the medical examiner’s report which may indicate what medical episode, if any, may have contributed to the accident. Though various news sources have quoted bystanders on the Embarcadero in giving their impressions, these commentaries do not appear to represent informed observation. Investigations being conducted by the San Diego Harbor Police, Coast Guard, and our own internal review will draw upon the eye witness statements from those of his shipmates who were with Greg at the time, as well as the report referenced earlier in coming to a determination. In the interim, in keeping with our standard practice while an assessment is in progress, we have stood down from all activity aloft.

At the time of the accident, the response by Greg’s shipmates was immediate and decisive. Within seconds, some of them were in the water with him providing support, our rescue boat recovered him from the water seconds thereafter, with CPR and AED assisted defibrillation ensuing immediately. Response by Harbor Police and San Diego paramedics was equally rapid and well equipped.

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.

Ray Ashley - President/CEO

Since 2001, Greg was a regular face among the growing volunteer crew.
"...at sea, the man is near you—at your side—you hear his voice, and in an instant he is gone, and nothing but a vacancy shows his loss. Then, too, at sea—to use a homely but expressive phrase—you miss a man so much. A dozen men are shut up together in a little bark, upon the wide, wide sea, and for months and months see no forms and hear no voices but their own and one is taken suddenly from among them, and they miss him at every turn. It is like losing a limb. There are no new faces or new scenes to fill up the gap.

There is always an empty berth in the forecastle, and one man wanting when the small night watch is mustered. There is one less to take the wheel and one less to lay out with you upon the yard. You miss his form, and the sound of his voice, for habit had made them almost necessary to you, and each of your senses feels the loss."

- Richard Henry Dana, Jr.
Two Years before the Mast.
Greg Gushaw (cont)

Godspeed

When were those orders cut
That left us
In the rig
Or standing
On the deck
In disbelief.
I know my friend
You would not
Leave us there
With no farewell
But for a duty call.

~ John Kerley

Commander Gregory Gushaw:
May 21, 1942 - July 18, 2010

Commander Gregory Vance Gushaw died Sunday, July 18 from a fatal accident while volunteering aboard the Star of India sailing ship in San Diego. He was born May 21, 1942 in the Panama Canal Zone to James and Evangeline Gushaw.

He grew up in Missouri and attended Webster Groves High School in St. Louis where he was on the swim team and played violin in the school orchestra. After graduating in 1959, Greg attended Harvard University. He earned a degree in Applied Physics. His interest in military service piqued during his membership in the ROTC program at Harvard.

After graduation in 1963, Greg chose a career with the Navy, served as an Engineering Officer, and chose to specialize in intelligence. He also attended the Naval War College, Newport R.I., in 1974. Greg continued his education at American University in 1977, earning a master's degree in Technology Management. While living in the Washington D.C. area, he was a Joint Chiefs of Staff Briefer at the Pentagon.

He served with pride aboard USS Nicholas, USS Mt. Whitney, and the aircraft carrier USS Ranger. Commander Gushaw was a highly decorated Intelligence Officer who also served as a United States Military Attache in Stockholm, Sweden from...
Greg Gushaw (cont)

With shipmate, Steve Weigelt, Greg was no stranger to laying aloft.

1978-1981. One of his many honors included receiving the Royal Order of the Polar Star Medal. On returning from Sweden, he belonged to the Cruiser Destroyer Group Three staff. Commander Gushaw was known for his patriotism, leadership, diplomacy, public speaking, and organizational ability.

Greg met Carol Buckman while serving aboard USS Nicholas, stationed at Pearl Harbor, Hawaii. They married on July 29, 1967, in New York state and their love story began. Their marriage lasted a scant 43 years, making their relationship an inspiration for their loved ones.

Carol, spending time with his children and grandchildren, and driving his MG through the streets of Coronado (with the top down of course).

He is survived by his wife, Carol, of 43 years, his brother, Bradford Gushaw, and his daughters Eve (Tad) Dike, and Paige (Cameron) Webb. He leaves four grandchildren: Carson, Riley, Lauren and Molly. He will be missed by his family, countless friends, coworkers and crew members.

Courtesy of the Coronado Eagle & Journal
Thursday, July 29, 2010

After serving the Navy with enthusiasm for 20 years, he retired from the service and worked in the private sector for several years at GA Technologies (1983-1989) and SAIC (1989-2001) in La Jolla. For the past 10 years, after a second retirement, his main passion and hobby was the Maritime Museum of San Diego. He volunteered as a docent and was also an accomplished crew member. He died doing what he loved. Commander Gushaw was a lector at North Island Catholic Church which was a true labor of love. He enjoyed traveling with his dear wife,
Greg Gushaw (cont)

Greg was always friendly. He didn't try to make me feel stupid when I asked him a question or was faced with a task I didn't know how to do. He was as nice to a newbie as to an experienced crewmate. He was just someone who was pleasant to be around and I enjoyed working with him. I keep looking at the photos of him with such a happy smile and that's how I want to remember him: so enthusiastic and joyful to be on the ships. I'm sorry that he's gone in body, so deeply sorry for his family and friends and all who will miss him so much. But as long as he is remembered, he will be there in spirit; I truly believe he'll be there on the Star Sail, smiling that big smile.

~ Darla Schaefer

A BLESSING

In Remembrance of our dear Shipmate, Greg Gushaw

May God, Mary, Patrick, Brendan and all the Saints of Heaven be with you, our dear shipmate, as you embark on that Great Voyage across the Divine Ocean of Love and Mercy.

May you sail with fair winds, fine companions and a joyful heart!

Although we greatly miss your presence among us, soon enough, we’ll all be joining you.

Perhaps you’ll be there to welcome us when it comes our time step aboard, loose our moorings and cast off these earthly bonds.

Then we’ll set all plain sail, sink the land, and turn our gaze toward the Horizon. And as one crew we’ll share in the Great Adventure.

~ Joe Keoughan, shipmate.
The following Friday, going to take in water, they found at the watering place certain Indians who were peaceable, and these showed them a pond of water and a salt pit which contained much; and they said by signs that they had not their habitation there, but in the interior, and that there were many people. This same day in the evening five Indians came to the shore, whom they brought to the ships; and they appeared intelligent Indians: and entering in the ship they took note of the Spaniards who were there and counted them, and made signs that they had seen other men like them who had beards, and who brought dogs and crossbows and swords. The Indians came anointed with a white bitumen on the thighs and body and arms: and they had the bitumen applied in the manner of slashes, so that they appeared like men in slashed doublets and hose: and they made signs that five days' journey thence were the Spaniards. And they made signs that there were many Indians, and that they had much maize and many parrots. They came covered with deerskins, and some had the deerskins dressed in the manner in which the Mexicans dress the skins which they carry in the cutters. It is an advanced and well-disposed people. They carry bows and arrows like those of New Spain, the arrows tipped with flints. The captain gave them a letter, which they should carry to the Spaniards who they said were in the interior.

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**THE SQUATTING ON THE GOVERNMENT RESERVE**

The consideration of this important suit was resumed before the Recorder yesterday. Having discharged Capt. Fraser, upon the complaint which was alluded to in yesterday's paper, his Honor proceeded to hear Col. Collier's defense — and after listening to the arguments of Mr. Hawes for the complainant, and Col. Collier for himself, rendered the following decision:

On the 12th instant, information upon oath was laid before me by William Webster, that Col. Collier, the Collector of customs for the port of San Francisco, had threatened to destroy property which was in the peaceable possession of the affiant, and that he believed the defendant, unless prevented by due process of law, would inflict upon his property a serious and irreparable injury. It was upon this information, and under the authority vested in this Court, by a statute of the State of California, entitling an act to regulate proceedings in criminal cases, that a warrant was issued for the arrest of the person complained of. The question now before the Court is whether the defendant shall be ordered to enter into recognizance to keep the peace. This action can be regarded only in the nature of a criminal proceeding. The statute conferring authority must be strictly complied with. One section of the statute expressly enacts that "no security to keep the peace shall be required, except as prescribed." Another section points out the cases where such security maybe exacted — "when a person has threatened to commit an offence against the person or property of another."

It is proven that Col. Collier was placed in possession of the lands known as the "Government Reserve," by Gen. Riley, under an order dated the 18th November, 1849; and it is in evidence that shortly after this period, Capt. Webster, the complainant, with the knowledge and consent of Col. Collier, placed on a portion of the land included in the Reserve, the store-ship Elizabeth, and has used and occupied the said ship as a bonded warehouse. It is further proved that Capt. Webster has acknowledged the right of the United States government to the land he now occupies, claiming no rights in opposition to the Government, and expressing a willingness to remove whenever required by the Collector. Under such circumstances, I cannot conceive how Captain Webster could acquire a "pre-emption right."— Neither the latter nor the spirit of the acts of Congress giving to actual settlers certain privileges, upon the performance of certain specified conditions, will apply to a case like the present. If Capt. Webster, whilst acting as the agent of the Collector, could by mere occupancy acquire a right in opposition to the United States, then under the same plea, and with equal propriety, the Collector himself might seize upon the Government lands and claim them as his private, property. Such a doctrine, if maintained by the Courts, would subject the public domain to the uncontrolled rapacity of every government agent, to whose care it might be entrusted, Consider the Colon, Collier, if he removes, as he has threatened, the ship Elizabeth from the lot it now occupies, will violate no law, and consequently commit no offence, I am bound to order his discharge.

*Courtesy of the Daily Alta California*

18 August 1850
Our immigration operations for the year ending 31st May last are not by any means the least active part of the public administration. The total number introduced into the Colony during that period amounted to 31,785 souls, being equal to 26,121 statute adults. Of these numbers, 28,582 came out as assisted, and 3,203 as nominated immigrants. The total amount paid by those persons in the shape of passage money was £383,580. Deducting the sums received in cash, and receivable as notes and bills from or on behalf of the immigrants, the net cost to the colony was £377,122. At that rate, the colony has been paying for introducing immigrants at the rate of £11 17s. and some odd pence per head; that sum being subject to recoveries from the notes and bills aforesaid. This does not of course include the cost incurred for immigrants after their arrival in port. The longest passage from Great Britain recorded during the year is 125 days; the *Euterpe* (one of Shaw, Savill, and Co.'s line from London to Wellington) having achieved that questionable distinction. To make amends for this, the steam ship *Atrato*, belonging to the same company, did the passage in 62 days. For this province alone, 26 vessels arrived during the year, bringing a total of 7,878 persons.

*Courtesy of the Tuapeka Times*

8 July 1875

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**Euterpe, Liverpool to Calcutta 1864**

1864 August 17th  Lat 23 - S Long 63 E

From the 26th July in Lat 4O N & Long 93' E .up to the present date, Mr Sinclair & myself have both been confined below with sickness & unable to attend to the duties of the Ship or to come on deck, being during that time nearly at deaths door, but I am glad to Say that we are now happily both convalescent & in a fair way of soon being well.

On August 1st We spoke the Ship *Marybrough* of Lpool, Capt Davis who paid me a Visit & as we had only one officer to look after the Ship, he kindly sent his Boatswain Arthur Green who holds a Mates Certificate, to assist in navigating the Ship & who joined as 3rd Mate. We giving him in exchange John Gallacher AB whose Wages was paid to him in full, on his leaving the Ship.

W J Storry Master  
Charles Sinclair Mate  
John Jos. Dowd 2nd Mate  
William McNeill Steward

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*Courtesy of the Tuapeka Times*  
7 August 1875

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An inquest was held at the Morgue, Wellington, on the 21st inst., before the City Coroner, Dr Johnson, on the body of the man which was found in the Bay on Sunday. The first witness called was the man who discovered the body. He stated that it was in the water, but exposed, and he pulled it out and then gave information to the police. The third officer of the *Euterpe* identified the deceased by his clothing, &c, to be Archibald Sinclair, late quartermaster on the *Euterpe*.

The steward of the ship deposed that he last saw the deceased on Saturday, the 5th inst., about 7 p.m., when he met him on the wharf, and Sinclair said he was going on shore to get a nobby; he was then under the influence of drink. The jury returned a verdict of found drowned. The deceased was a native of Scotland, forty-eight years of age, and married. The captain of the ship was present at the inquest, and at the close of the proceedings remarked on the insufficient lighting on the wharf.

*Courtesy of the Grey River Argus*  
Saturday 26 September 1874

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Saturday 26 September 1874

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An inquest was held at the Morgue, Wellington, on the 21st inst., before the City Coroner, Dr Johnson, on the body of the man which was found in the Bay on Sunday. The first witness called was the man who discovered the body. He stated that it was in the water, but exposed, and he pulled it out and then gave information to the police. The third officer of the *Euterpe* identified the deceased by his clothing, &c, to be Archibald Sinclair, late quartermaster on the *Euterpe*.

The steward of the ship deposed that he last saw the deceased on Saturday, the 5th inst., about 7 p.m., when he met him on the wharf, and Sinclair said he was going on shore to get a nobby; he was then under the influence of drink. The jury returned a verdict of found drowned. The deceased was a native of Scotland, forty-eight years of age, and married. The captain of the ship was present at the inquest, and at the close of the proceedings remarked on the insufficient lighting on the wharf.

*Courtesy of the Grey River Argus*  
Saturday 26 September 1874
From the Journal of Stead Ellis

Wednesday Aug 20th This morning found us pretty much in the same position as yesterday evening – the fair wind held only a very short time & we have been rolling about ever since. We have all been sick again today except Percy & he has not been over well. It is very rough on Lizzie & me, being sick ourselves and having the young ones to attend to. This afternoon we have had a great fright. Our Steward had been to the Galley for the tea & on coming back told us there was “a fine ship on our lee bow” — several went up to look at her, but I was nursing baby and Lizzie was reclining in the large chair. However there was such a noise overhead, that I gave the baby to Lizzie & ran up the companion ladder to see what was the matter – & there sure enough was the large ship coming along slowly, drifting as it were, right into us. Our Pilot, Captain & Officer were all alert & giving orders trying their best to avoid what appeared to be inevitable, viz = A Collision, while in the other ship (which proved to be the HURUNUI, belonging to the New ZQ Shipping Co ltd) they did not appear to be doing anything. I heard our Pilot say “She is bound to run into us, nothing in the world can prevent it”. You may imagine what a fright we were all in, she came eventually right across our bows & then we expected we should run into her, however they did manage to wake up to the position at last & then got clear, though within a very few yards of our prow. Our ship had done all that possibly could be done & if we were both going to London instead of to Canterbury there wd have been trouble for the Capn of the Hurunui. After both ships were clear, the passengers gave each other a hearty cheer. There are a few Batley & Deusbury people on the Hurunui & no doubt they would be quite as alarmed as we were. Went to see the Doctor about Lizzie this afternoon. He cannot do much for her, but sent her some arrowroot & the chief steward some duck but she cannot eat anything. Have got the children all to bed tonight. Lizzie was too poorly to attend to them.

~ Stead Ellis, August 20th, 1879

Built in Newcastle in 1875, the Hurunui is seen here in 1882 opening the new dock at Lyttleton, New Zealand.
United States Coal

About three hundred tons of coal is piled up on Oceanic wharf awaiting the arrival of the troopship Arizona or Scandia - "first come, first served." The colliers Euterpe, Sea King, C. F. Sargent and Vincent are all discharging coal for the United States Government. There is something over 5,000 tons from these vessels and there is quite a pile now near the old fish market and mauka of T. H. Davies & Co.'s warehouse is another lot in the open. These are in addition to the coal piled in the U. S. coal shed across from the public market. About half of the coal now discharging is for the transports and charged to the U. S. army. The coal for the navy is contained in the Government sheds and is only used for replenishing the men-o'war's bunkers.

*Courtesy of the Hawaiian Gazette*

*Tuesday, August 30 1898*

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**ROBBER BAND’S THEFTS IN S.P. DEPOT $75,000**

Railroad Detectives Trace Baggage Looting to Employees Here

**LOCATE RING LEADER**

Many of Stolen Articles Found at Place in Berkeley

**PLUNDER SIX-MONTHS**

Gang’s Operations at Ferry Undisturbed for Long Period

BERKELEY, Aug. 25.— Detectives in the employ of the Southern Pacific have uncovered a long series of thefts from the baggage room of the ferry depot in San Francisco which have
caused the loss of $75,000, and in their search for the ringleader of what is believed to be a big gang of clever thieves the trail has brought them to Berkeley, where a trap has been prepared for the suspected criminal.

T.H. Ryan, head of the railroad company's force of detectives which gives attention to this particular branch of work, has been in Berkeley for a fortnight gathering evidence to use when the final move is made against the man suspected or directing the gangs operations in San Francisco.

For nearly six months the depredations in the San Francisco ferry depot have been going on. It is estimated that $75,000 worth of plunder has been taken.

The company's detectives were nonplused for months. They decided long since that only men connected with the corporation and holding inside places could be guilty of the crime.

The ringleader is believed to have been found in Berkeley. The theft of a valuable trunk belonging to a Los Angeles man brought the detectives on the trail of the employe whose home is in the college town. This missing trunk contained silverware, half a dozen suits of clothing, with other valuables. The police know the location of the trunk and the stolen goods, Berkeley detectives having aided in the hunt inaugurated by the Southern Pacific bureau.

Chief of Police Vollmer admits that an arrest may be made at any moment as the climax of the movements directed by Detective Ryan. With this arrest it is expected that there will be revealed a plot involving many of the Southern Pacific company's working force at the ferry, with a resulting sensation exceeding that which came with the discovery, some months ago, of the boodling operations of railroad employes at Sparks, Nev.

Ryan has gathered evidence that is counted upon to serve as an important link in the chain now being welded to bind tight the suspected employe of the railroad company. This suspected man's arrest is expected to occur at any moment. The coils have been drawn tight about him, while secrecy has masked every move made by the detective force of the corporation and of the Berkeley police department.

Sensational evidence is said to have been procured against this suspected employe. In goods supposed to be his own property the detectives have found apparent proof of thefts. Plunder which has been taken from baggage at the depot has been traced to this man.

The police admit that the trunk stolen from the Los Angeles man has been traced to Berkeley. It is believed to lie now in the apartments of the suspected Southern Pacific employe who is under the surveillance of Ryan and his men. The stolen suits of clothing contained labels of Denver and Los Angeles clothiers. Such labels have been found on the stuff in Berkeley. Silverware corresponding to the stolen silver also has been found.

*Courtesy of the San Francisco Call*
*Monday, August 26 1907*

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**THEFTS (cont)**

"American" Coke Tin Plates

We are manufacturers of a superior quality of COKE TIN PLATES specially adapted to the requirements of the canning and packing industry. Demand AMERICAN COKES—the best obtainable. Write for quotations on Sheet and Tin Mill Products of every description.

AMERICAN SHEET AND TIN PLATE COMPANY, Pittsburgh, Pa.

Fired regularly now at noon, the shore battery of the Maritime Museum is seen firing on of the Napoleons in the time honored tradition of marking time.

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.
**August**

1879, August 1st - Passenger Stead Ellis and his family begin their trek to the London docks to board the emigrant ship *Euterpe*. The voyage would be the best documented of her existence.

1776, August 2nd - The British naval frigate HMS *Rose* continues her bombardment against rebel batteries as a response to the American colonies Declaration of Independence.

1850, August 3rd - The Revenue Cutter *C.W. Lawrence* is struck by the *George Pollock*.

1799, September 20th - The French 28-gun frigate *Hermione* is dispatched from Port Royal Jamaica to intercept the *Euterpe*.

1849, September 3rd - The full-rigged ship *Euterpe*, under Hawaiian Registry arrives at Seattle, WA.

1848, August 9th - Off the coast of Peru and in need of coal, the San Francisco-bound bark *Lagrange* hails the revenue cutter, *C.W. Lawrence*. (See Euterpe Times Volume 2, Number 21.)

1945, August 9th - Five days before the end of World War II, the steam yacht *Medea* is transferred from her use with the Norwegian navy to the British Director of Sea Transport.

1920, August 17th - As they clear Unimak Pass, Alaska, Captain Marzan of the *Star of France* challenges the *Star of India* to a race in their return to San Francisco. The *Star of India* would enter San Francisco on September 9th, 3 days ahead of the *Star of France*.

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1904, August 29th - The steam yacht *Medea* is completed and launched in a record time of 51 days.

**September**

1899, September 1st - The full-rigged ship *Euterpe*, under Hawaiian Registry arrives at Seattle, WA.

1849, September 2nd - On her initial voyage, the Revenue Cutter *C.W. Lawrence* sight the “island of Owyhee.”

1849, September 3rd - The Revenue Cutter *C.W. Lawrence* enters the harbor at Diamond Head, island of Oahu.

1923, September 6th - The Campbell class revenue cutter, *C.W. Lawrence* is launched at Easby shipyard in Washington D.C.

1914, August 17th - The pilot boat *Pilot* is launched in San Diego, CA.

1879, September 19th - After becoming a part of the museum fleet.

1940, September 25th - The steam yacht *Medea* is acquired by the British Ministry of War Transport and is reallocated for use at Peterhead, Scotland.

1875, September 9th - Final installation of the replacement silver-zinc main storage battery was completed on the *U.S.S. Dolphin*.

1970, September 10th - Five days before the end of World War II, the steam yacht *Medea* is transferred from her use with the Norwegian navy to the British Director of Sea Transport.

1904, August 29th - The steam yacht *Medea* is completed and launched in a record time of 51 days.

1975, September 9th - The full-rigged ship *Euterpe*, under Hawaiian Registry arrives at Seattle, WA.

1899, September 1st - The attorney general of the Republic of Hawaii gives “an opinion that the provisional registers were not recognized.”

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