NASSCO Launches T-AKE-11

On September 11, NASSCO launched the T-AKE 11 Dry Cargo/Ammunition Ship USNS Washington Chambers. Amidst fanfare, the birth of naval aviation was remembered as was the tragic events of 9-11.

See Story on Page ??

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On The ‘Tween Deck…

• Festival of Sail 2010
• Toshiba Tall Ship Festival
• USS Olympia Update
• Jamie White Takes Charge of the Elissa.

Celebrating 147 years this year, delays and a busy public schedule for the MMSD have led to the decision to postpone this years sail.

After several meetings between the "core-crew" of the Star of India, Jim Davis and Dr. Ray Ashley, it was decided in late September to stand down on the annual sail for the Star of India for the third consecutive year citing maintenance concerns and shortage of training time. With HMS Surprise still with an inactive sail certification, the pill was a hard one to swallow for the crew. However, the episode speaks to the quality of the crew, as the causes for the stand down came from their own observations and experience in what it takes to sail a three-masted iron bark.

One of the more prominent issues with the Star of India is the fo'c'slehead re-decking, a critical element in the rigging of the 147-year-old ship. As one learns quite quickly aboard a tall ship, one stay affects another, one shroud pulls on that opposite the other, the jib-boom stabilizes the foremast and so on. One thing is connected to other intimately.

(Continued on Page 2)
"Why is it taking so long?" The question has run throughout the ship and crew at a frustrating level of inquiry. As the decision was made, Dr. Ashley briefed both crew and staff on two separate occasions on the matter. The additional question that the museum in size and requirements may now have surpassed its resources was answered in full.

The museum is required in its lease with the Port of San Diego to continually improve upon its property. In 1993, the MMSD was 6 months away from bankruptcy, continual expansion, improvements and larger impact on the waterfront as a whole have led to a museum that profits while the Star of India, Berkeley and Medea are currently bringing in 40% of their 1993 revenue. As the museum moves forward in a handsome manner, “the Museum has grown to become a great institution and an ever more important asset to San Diego,” states Ray Ashley. “In effect, we had no site, no home. Under such a tenuous existence for all those years, the Museum had no certain future, was ineligible to receive many grants, and could not do effective fundraising. The achievement of a permanent home for the Maritime Museum had been the primary policy objective for four generations and its attainment was one of the signature waypoints in our institutional history.” says Ray Ashley, President of the Maritime Museum of San Diego.

Like the Star of India originally as she stood in 1993, historic ships operating from a solitary standpoint are struggling worldwide. Closest to home, last year the 1897 wooden-hulled schooner Wawona was broken up in Washington, the last steam schooner Wapama is in a deteriorating state, the Falls of Clyde was recently saved from scuttling and the protected cruiser USS Olympia is in its own struggle for existence. The overwhelming costs of maintenance for an organization whose sole revenue is that very ship becomes a Catch-22 situation.

It was revealed that the smallest of our fleet, the 1914 Pilot, produces 40% of the revenue garnered from ship operation activities. The expansion of the museum over time has certainly benefitted things as a whole, albeit, some issues continue to be problematic.

Although postponed, first mate Jim Davis has decided to proceed with a year-long sail training policy. This year's qualified sail crew, will for the most part, have a qualified slot in 2011. With this course, crews will have ample time to learn their masts and mast-mates, while intimately learning the ship herself and tending to the proper maintenance. Resurrecting an old tradition of the MMSD, she will be under full sail along the dock on July 4th, honoring both the nation's birthday and the anniversary of the 1976 celebration that saw the restored Star of India sail for the first time.

The lengthy process of re-decking the fo’c’slehead has been one of many maintenance obstacles to getting Star of India ready for sea.

Concluding in the current issue of Full & By, the MMSD’s quarterly membership publication, Dr. Ashley poses the grand question, “As a summary exercise, I would ask you to mentally conjure your favorite image of the Star of India. A photo album comprised of all those mental images thus generated by readers

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**Event Specials Aboard Star of India and Berkeley**

Book your Company Holiday event or any celebration by December 30th 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**.
would probably represent relatively few variations: the *Star of India* under full sail in a good wind or standing down the Bay, or sitting in magnificent repose dominating her landscape, or at sunset when the complex weave of spars, sails, rigging and color paints an astonishing canvass. I doubt that many of those mental images would recall the inside of the *Star of India*, the place where the stories come to life. Yet it is there that she must eternally carry her cargo and earn her keep if she is to continue to live and thrive and from time to time run free before a fresh wind. It is the nature of her surroundings that will allow her to do that, as it is, of course, in the interrelated nature of things.”

The decision, nor the state of the ship, is not a terrible one. Maintaining a ship is a continual process, as is training a crew. If it was easy, *Star of India* would not be one of the surviving historic ships of history. Rather, when complete and under full sail, the *Star of India* will be better, safer and better preserved than previous years have seen her. When that happens, the sea will once again be coursing beneath her bow and the wind will fill her sails.

**Jamie White Assumes Head of Texas Seaport Museum**

On September 30 the Galveston Historical Foundation announced that master rigger Jamie White would be over as Director of the Texas Seaport Museum.

The TSM has had a long-standing relationship with the Maritime Museum of San Diego. In the past, crew exchange programs existed between the *Star of India*’s annual sail and the TSM shining start the 1877 *Elissa*. The *Elissa* stands to celebrate its 133rd birthday on October 27.

White, who has 30 years rigging experience, brings to the TSM a full resume when it comes to working with historical ships. He leaves his current position as Historic Ships Rigging Foreman, a role he has held since 2000, prior to joining the San Francisco Maritime National Historic Park in 1990 as Lead Rigger.

That list continues with the *Moshulu*, *Glenlee*, *Star of India* and previous experience with the *Elissa*. Survivors are just a tip of the iceberg, as the tops'l schooner *Californian* exists in his background.

“*Elissa* is absolutely the gold standard for maritime restoration,” said White. “She has a human and manageable scale, and unlike the large square-riggers in New York and San Francisco, she sails. A ship that stays tied to the dock becomes dead iron. *Elissa* is very much alive.”

The upstanding crew of the *Elissa*, the self pro-claimed Geezers and Geezerettes, are the center point to the success of the TSM. “The reason for *Elissa*’s continued success for nearly 30 years, I think, is the amazing enthusiasm of the volunteers,” said White. “It’s so different from any other program I’ve been associated with. In working with *Elissa*’s volunteers, I feel I have a part in passing on an unbroken chain of knowledge going back for millennia.”

"Jamie is much like Jim Brink in another specialty. Well respected, much loved, and a blast to be around (ask him about his wire splicing class by flashlight),” says Bobbi Sheffield, TSM 

Continued on Page 12
The first week of September saw the rendezvous of a fleet of traditional ships, some tall, some small as Theodore Geisel aka Dr. Seuss might say, as the MMSD's 1st Annual Festival of Sail 2010 got underway along the Embarcadero. Although it isn't the first time a sail festival has been held along the waterfront, it did mark the maritime museum's inaugural effort to make it an annually event.

In contrast to previous events, such as the 2010 Festival of Sail under the umbrella of ASTA and participating Class A1 ships, the 2010 Labor Day even was formatted on a smaller scale. After months of logistical preparation under the guidance of Robyn Gallant, the festival began in earnest on September 2. Co-hosted by the Port of San Diego, the early hours of the festival were marked by the opening of merchandising vendors along the Embarcadero and the Parade of Sail, the fest's official "Opening Ceremony."

From all across the southern Californian regions, they entered the harbor. Eleven ships, countless crew and many observers from ship to shore, the 2010 Festival of Sail was open. Events began from the get go, as Pilot began a never ending series of bay tours, musical events occurred on the upper deck of the Berkeley, and vendors began plying their wares.

The museum’s very own stalwart workhorse, Californian, was on point for the Parade of Sail.
Tall ships filled the bay entrance as the "Amazing Grace" and other vessels sailed by. Below are images of the "Pilgrim" and "America," showcasing the impressive presence of these tall ships at the event. Photos courtesy of David Berg and Darrall Slater.
The following day, the fest kicked into high gear as ships began the ever-popular gun battles. A new variable to the spectacle, the newly developed shore battery on the mooring platform engaged the vessels much to the delight of the visitors not fortunate enough to be aboard ship. With close encounters at the battery, thundersounding booms across the waterfront and good winds, gun battles were performed twice a day.

One of the more popular aspects of the sail fest was the souvenir passport. Visitors were able to obtain a unique stamp in their passport for each ship they boarded. The stamps proved so popular, lines formed at returning ships before they even reached the piers for the specific purpose of "getting stamped."
American Pride

As master and one of several hosts of the yawl Jada, Capt. David Berg commented, "I spent most of each day welcoming guests aboard JADA, doing deck tours, answering questions, telling sea stories, giving kids a watch at the helm. I was happy to explain the difference between a yawl and a schooner, which was easy because the beautiful staysail schooner Curlew was docked opposite our location. The highlight for me as a visitor was learning about the great environmental and educational work being done by the Kaisei crew."

Kaisei had just returned from her newsworthy Project Kaisei voyage of August. Her goal was research, public awareness and the collection of marine debris in the Pacific Ocean. "Our main focus is on the North Pacific Gyre, which constitutes a large accumulation of debris in one of the largest and most remote ecosystems on the planet." The Gyre has been nick-named the "Plastic Vortex," according to Kaisei's website, "is within an area that is technically referred to as the the North Pacific Subtropical Convergence Zone." The Kaisei is currently operating under the umbrella organization of the Ocean Voyages Institute of Sausalito and has recently began a collaboration with the Scripps Institute of Oceanography.

Robyn Gallant. Marketing Director for the MMSD and backbone of the Festival states that, "There are only a handful of Ports in the country that can host a tall ship festival and San Diego is one of the few that still does it on the West Coast."

With the support of the Port of San Diego, Robyn continues that, "We are full of pride, the Port of San Diego who makes it possible to do this and we were doing it every 3 years but excitingly now, we can do it every year on Labor Day weekend."

It was not, however, simply tall ships to tour. On the upper deck of the 1898 steam ferry Berkeley, the stage was continually showcasing many musical events from traditional sea shanties to calypso music. Groups such as the Seadogs, took their performances around the festival, settling into several impromptu concerts on deck. The MMSD's very own historic dancers performed several times over making for a very lively atmosphere aboard the Edwardian-era ferry.

Tall ships, food and music weren't the only draw during the festival. Both submarines, the B-39 and USS Dolphin proved quite popular. Long lines and patient visitors rivaled that of something one would only see at Disneyland or Sea World.
FESTIVAL OF SAIL (cont)
FESTIVAL (cont)

Ships, both tall and small, new and old, highlighted the Labor Day weekend. Stars & Stripes and Abracadabra joined in the fun with the Ancient Mariners’ Sailing Society parade passes through the festival on consecutive days.

The success of the Festival of Sail assured its return as an annual event to the Maritime Museum of San Diego. As the weekend finally came to a close, the footprint, both visually and economically to the waterfront, of the Maritime Museum of San Diego was solidified over the Labor Day weekend.

Special Thanks

Thank you to our gunnery guru John Bertram for fabricating and donating two worms for Californian’s six pounder guns in time for the Festival of Sail gun battle sails. Research with local welding shops put the value of these hand-made items at around $300 each. Thank you, John!

~ Chari Wessel, MMSD Volunteer
Toshiba Tall Ship Festival at Dana Point

As the Festival of Sail concluded in San Diego on Labor Day, September 6, many of its participants re-assembled a week later in Dana Point for the Ocean Institute's Toshiba Tall Ships Festival. Now in its 26th year, the event has been as much as a staple to the maritime heritage of the Pacific Coast as the MMSD and the Star of India.

The Ocean Institute has been the long-time host of the event, showed no less graciousness as it had on previous years. Orientated towards "hands-on marine science, environmental education and maritime history," the OI is also the custodian of the heritage past down by Richard Henry Dana Jr.

Dana in 1846 published his book Two Years Before the Mast, a recollection of his experiences aboard the ship Pilgrim and Alert during trading voyages along the coast of California. The book has since become one of the quintessential book of maritime life and early California settlement. Dana Point is named after him as is the Richard Henry Dana Charity Regatta held the same weekend as the festival.

The cast of characters was pretty much identical to the Festival of Sail held the previous week in San Diego, save for the fact the Los Angeles Maritime Institute's Irving Johnson was joined by her sister ship, the Exy Johnson. Ocean Institute's own vessels, the Pilgrim and Spirit of Dana Point, were joined by American Pride of Long Beach, and the Californian from the Maritime Museum of San Diego. A local and participant of the MMSD Fest, the Curlew was present along with the San Diego favorite, Amazing Grace.

The festival was held between September 10 to the 12th. Beginning with a parade of sail from South Laguna into Dana Point to open the event, the next day, Saturday, the fest was in full swing.

Inside the OI's main building, maritime skills, science and history were emphasized through a number of booth stations. From squid dissection to Pirate crafts and historical lectures, the hall was filled with knowledge of all kinds.
Toshiba Tall Ship Festival (cont)

A featured event throughout the festival was the capture of the pirate Bartholomew Roberts. Performed three times a day aboard the brig Pilgrim, the theatrical play featured HMS-Pacific Station, a re-enactment group affiliate with Brigade Napoleon and the Historical Maritime Society. On the other side, the Jolly Boat Crew, hosted and wrote the play, "the leaders of that group, who must be credited with much work they put in to it, and there investment in time," says re-enactor Curtis Neil.

The longstanding event held annually at Dana Point is now paired with the Festival of Sail in San Diego, to conclude the summer with miles of sail and the historical romance of the seas.

Curlew

The pride and joy of the Texas Seaport Museum, Elissa built in 1877 continues to sail today.

volunteer. "And even before he was "ours", we claimed him as one of our own." Bobbi alludes to the wealth of experience over the years that Jamie has done on the Elissa. In 1998, White spent six months overhauling her rigging in preparation for sail and returned in 2008 in order to ascertain damages and repair from hurricane Ike.

Another volunteer, Gary Akin adds, "I am confident we will enjoy a raised level of consciousness about rigging and square rig sailing. I feel his knowledge of the ship and crew will be a great asset to him in performing his function at TSM and contributing greatly to the overall success of our sailing program." Geoff Hartman agrees, "I think Jamie will bring a personal commitment to the needs of Elissa and knowledge of the tall ship community."

Overall, one can see continued success with the Galveston Historical Foundation, the Texas Seaport Museum and the bark Elissa with Jamie White at its helm. Now giving this museum, a run for its money, the TSM is poised to continue to preserve the maritime history for future generations.

Marinisms

Mr. Weigelt’s Maritime Dictionary

To PRICK a Sail, (recoudre une voile dans l’entredeux de chaque couture, lorsqu’elle est vieille, Fr.) is to stitch two cloths of a sail together along the space comprehended between the two edges or selvages that overlay each other. Or, it is to run a middle-seam between the two seams which unite every cloth of a sail to the next adjoining, and is rarely performed till the sails have been worn for a considerable time.

PRICKER, in sail-making, a small iron instrument like a marline-spike, but straight, to make the holes with.
Tradition on the Ways:
NASSCO Launches the Washington Chambers

The Tuesday edition of the San Francisco Call on November 15th, 1910 announced to the world the dawn of a new era. For this period, the Edwardian age, a revolutionary achievement was nothing new, the world was changing at a fanatical pace. The Poles had been conquered, America was moving to the forefront of global power, automobiles were beginning to become common and steam ships were dealing their final blow to the Age of Sail.

On the previous day, November 14, at Hampton Roads, VA, pilot Eugene Ely launched a Curtiss pusher aircraft from a platform constructed on the light cruiser USS Birmingham. The short flight ended on a nearby beach, but in the following year, on January 18 in San Francisco, Ely repeated the performance aboard the USS Pennsylvania. On this second flight, Ely returned to his takeoff point aboard the Pennsylvania. The aircraft carrier had been born.

"Captain Washington I. Chambers, who has been detailed by the navy department as chairman of a board for aeronautical investigation, declared the flight was more than he had anticipated and is confident the time is near when all scout cruisers will be equipped with several aeroplanes. They would not be for battleship use, he explained, but for scout duty."

Prior to the development and birth of naval aviation, Chambers had already an illustrious naval career behind him. On September 11 2010, Chambers was honored at the shipyard of General Dynamics NASSCO. Christened the USNS Washington Chambers, the vessel was the 11th in the Lewis and Clark Class (T-AKE 11) Dry Cargo/Ammunition Ship.

The USNS Washington Chambers begins its short journey into San Diego Bay on September 11.

The San Francisco Call announced the birth of naval aviation on January 18th, 1911.

Born in 1856, Chambers graduated from the U.S. Naval academy twenty years later in 1876. After serving standard assignments on ships and shore, Chambers was assigned to the Office of Naval Intelligence. During this period in 1884, he commanded the Loch Garry, part of the rescue mission to the Arctic where Lt. Adolphus Greely and the Lady Franklin Bay Expedition had been stranded since August of 1881. After leaving the ONI, Chambers was assigned to the New York Navy Yard. His experience with the Greely Relief Expedition, fueled his input as an officer into ship construction, design and innovation. Subsequent assignments found him on the new steel navy, serving aboard the USS Petrel, Atlanta and Chicago.
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During this period, he was recruited by Alfred Thayer Mahon to become a full time faculty member at the newly imagined Naval War College. Chambers tenor exposed him to additional techniques, development and theory leading to the design of an all-big gun battleship, a concept that would eventually emerge for the first time in Britain with the HMS Dreadnought.

By 1909, he was assigned as Assistant Aide for Material in New York. With this assignment, he was given the task of handling correspondence dealing with aviation. Attending an air show in 1910, Chambers approached both the Wright Brothers and Glenn Curtiss about the idea of launching an aircraft from a ship. All considered the idea dangerous, but pilot Eugene Ely jumped at the opportunity. In 1912, in recognition of the development of naval aviation, Chambers was awarded the medal of the Aeronautical Society.

The Washington Chambers keel was laid on March 19, 2009. Her primary mission according to NASSCO's website is to "primary mission will be to deliver nearly 10,000 tons of food, ammunition, fuel and other provisions to combat ships at sea."

The morning saw more than 1,000 people in attendance as speakers Frederick J. Harris, President of General Dynamics NASSCO, Rear Admiral David H. Lewis, Rear Admiral Robert O. Wray spoke during the early portions of the ceremony. Soloist Juliette Single and the Grand Pacific Band provided musical interludes until keynote speaker Rear Admiral Richard J. O'Hanlon took the podium. "Washington Irving Chambers was the quintessential officer for the modern, professional, United States Navy that was emerging at the end of the 19th century: he was smart, forward-looking, operationally proficient and technically savvy. Chambers lived in uncertain times, against the backdrop of a Navy undergoing a great deal of change. He was not content with the status quo, but rather looked for ways to improve the fleet in which he served – from boat launching systems to torpedo designs, from designs for an all-big-gun battleship to improvements in shipyard management."

Admiral Richard J. O'Hanlon discusses Washington Chambers

As high tide neared at 1050, the ships sponsor, Loretta Penn, smashed the traditional bottle of champagne onto the bulbous nose of the Washington Chambers keel. With the deafening blare of her horn, the band erupting into music, the USNS Washington Chambers retreated from the crowd, sliding gracefully into the bay. With streamers and balloons drifting from her bow, she glided down the inclined building way. In addition to being the last major construction shipyard on the West Coast, General Dynamics NASSCO is one of the few remaining shipyards to launch ships down a traditional set of ways.

The USNS Washington Chambers launches into San Diego Bay.

CLICK HERE to view the entire christening ceremony

The next ship in the series, USNS William McLean (T-AKE-12) is in construction.
Divisions Shake Up *Olympia* Rescue Efforts

The remains of the United States' first unknown soldier are removed from the USS *Olympia* on November 9, 1921.

*America's unknown dead is home from France at last, and in him the nation pays its unstinted tribute of pride and glory to all those sleeping in the far soil of France. It was their home coming to-day. Sodden skies and a creeping, chilling rain all through the day seemed to mark the mourning of America.*

The ceremonies to-day began when the far boom of saluting cannon down the river signaled the coming of the cruiser *Olympia.*

~ *New York Tribune, November 10 1921*

Eighty-nine years ago this month, the protected cruiser USS *Olympia* sailed from Le Havre, France arriving at the Washington Navy Yard in Washington, D.C. Aboard were the remains of the United States' first Unknown Soldier. For the country, the Unknown and even the *Olympia*, the devastating decade of conflict and disease was at an end. As the casket left the ship, her guns fired in one final salute. By the end of the following year and one final training cruise, the 27-year-old, steel-hulled cruiser was decommissioned with an illustrious past behind her.

As reported on in the *Euterpe Times No. 52*, the decision on the part of the Independence Seaport Museum to relinquish its conservatorship of the cruiser *Olympia* sent shockwaves through the maritime heritage community. While she does not sport tall masts, nor imposing miles of sail, the heritage of the *Olympia* cannot be compared to.

Recent developments however, exemplify the problems in large scale historic ship rescue and restoration. As this museum has recently has realized with the stand down of the *Star of India*, maintenance of a historic ship is no small feat.

As emphasized by Dr. Ray Ashley's comments to the MMSD community, the *Star of India* does have a strong and stable support infrastructure to it.

For those trying to save the *Olympia*, the Friends of the Cruiser *Olympia* was established, spearheaded by longtime volunteer Capt. Harry Burkhardt. Since the time of that writing, divisions of opinion emerged and the original group has now split into two separate organizations. The Friends of the Cruiser *Olympia* still exists and was present at the recent Maritime Heritage Conference in Baltimore, Maryland. The group is headed by Capt. Jay Richman.

Under the direction of Capt. Harry Burkhardt, The Cruiser *Olympia* Historical Society was formed through some dissatisfaction with the original group.

On October 2nd, volunteers for the Independent Seaport Museum joined in an intense “sprucing up” party.

The struggles to save a ship are immense. The Friends of the *Falls of Clyde* just celebrated their second anniversary of their assuming conservatorship of the four-masted ship the *Falls of Clyde.* Only now is work and preparation for a dry-dock to stabilize its hull in progress. Last year, the wooden-hulled schooner *Wawona* built in 1897 was broken up in Washington. In San Francisco, the last Pacific lumber steam schooner *Wapama* lies languishing on a barge. It was the *Wapama* that towed the *Star of India* to San Pedro half way on her voyage to San Diego. A thorough restoration and rebuild of the whaling ship *Charles W. Morgan* is currently in progress. As noted on page 1, the very maintenance of the *Star of India* under the umbrella of a stable foundation as the Maritime Museum of San Diego, still remains an unending endeavor.

This is only a smattering of those ships, simply in the United States, struggling to survive. In 2008, the SS *Catalina* was broken up in the port of Ensenada, Mexico after sinking in 1995. The steamer served the passenger route between Los Angeles and Santa Catalina Island from 1924 to 1975 and was the focus of a major rescue effort. Compounding the fact that it was in
The SS Catalina was cut up in the Port of Ensenada in 2009 after splintering rescue groups inhibited restoration efforts.

Mexican waters, a division among the rescue group resulted into two competing efforts.

When asked if two separate groups would hamper the efforts, Bruce Harris of the Friends of the Cruiser Olympia, stated shortly. "Yes, this kind of thing does nothing but distract from the task at hand."

From a general supporter standpoint, John Emery via Facebook, stated "I think the internecine warfare between various groups that want to save the Olympia is disturbing and confusing to a lot of people of limited means who may want to donate but are either put off by the situation among the various groups or unsure if they're just pouring money down the drain. The lack of any type of update adds to the uncertainty. I know all of the above applies to me."

Still there have been successes along the way. The Olympia has welcomed the crew from TAPS for a paranormal investigation. The membership will recall that TAPS investigated both the Star

A maintenance volunteer works on the windlass of the USS Olympia.

The SS United States, also moored in Philadelphia, is perhaps the largest and ambitious ship preservation effort in the world.

of India and Berkeley in 2008. The investigation featuring the Olympia is due to air in February 2011. The popularity of TAPS and paranormal investigations on the East Coast saw a wealth of visitors for ghost tours aboard the Olympia thru October.

With a looming deadline of November 22nd, in which the ship would close for good, the Independence Seaport Museum saw an overwhelming influx of crowds. Responding to visitor demand, the Museum has opted to keep the Olympia open to the public while it weighs transfer options for the Olympia. According to their website, "In keeping with its desire to be a good steward of the Ship, the Museum reevaluated the decision to close the ship to the public after funds were made available to make interim repairs as needed. Although this maintenance will allow the ship to remain open to the public, these short-term measures do not resolve the ship's need for more extensive repairs."

As two groups struggle to save the Olympia, her fate or salvation still remains unclear. As the SS Catalina has shown, division and competition among restoration groups has proven fatal. Facing the Spanish Pacific Squadron at Manila Bay, Philippines at 0541 on April 30, 1898, from the bridge of the Olympia, Admiral George Dewey issued the command, “You may fire when ready, Gridley.” The USS Olympia does not represent a moment in time, it is THE moment that the United States became a world power.

By the end of 2011, the fate of the USS Olympia will be known, perhaps even sooner.
2010 San Diego

PARADE OF LIGHTS PARTY

PRIME VIEWING from our FLEET OF SHIPS

1492 North Harbor Drive

Benefit for the Maritime Museum of San Diego
Sponsored by THE STAR OF INDIA AUXILIARY

Enjoy admission to the Maritime Museum and
explore our ships while you’re here for the party.

HOLIDAY BUFFET 5:00 - 9:00 pm

Check-in begins at 4:00 p.m.

No host bar – warm casual attire

Seasonal Music by the EARTHWALKERS
  Sunday, December 12, 2010 OR
  Sunday, December 19, 2010
  All seating is reserved.
  Reservations will be held at the door.

No REFUNDS or CANCELLATIONS after November 29 for December 12 parade
  or after December 6, for the December 19 parade

COST: adults $50; children 5-12 are $25 and children under 5 are free
  PLEASE bring a toy for the Toys For Tots barrel located on the Berkeley

RESERVATION PROCESS

ALL ticket purchases and table reservation selections may be made either by CREDIT
CARD on line at http: www.sdmaritime.org/public-events/ or

by

phone with Jackie Bailey at (619) 670-3643.

Each on line purchaser will receive an e-mail confirmation to be presented at check-in

Guests will be able to select a table on the website so groups may be accommodated
  (Groups of 10 or less should plan to share their table with another group.)

Questions? Please call: Jean Neisewander at (858) 278-4524
My trip to Burningman Art Festival for a summer vacation was anything but relaxing. Most of you are aware that I have had the opportunity to experience Burningman before. The incredible gathering of over fifty one thousand people, for a week, one hundred miles Northeast of Reno in the Black Rock Desert; creates a city so large it can be seen from outer space. Suffice it to say, it gives to me an opportunity to see creativity pushed to an extreme level. I love the experience. I love the art. And I love the sense of family. In fact on a couple of years I have been there with my brother and his adult children. There are kids there too. The sub community of ‘Kidsville’ had over 600 parents and children. In addition to that not all the parents with kids camped there. This is a BIG city. With nothing for sale in the entire city except ice and coffee/ tea in Center Camp the city is filled with sharing and giving unlike anywhere else I know.

One of my favorite things to see is how creative folks get in the creation of ‘ART CARS.” An art car is by definition a mobile (usually motorized) vehicle that not only serves as a mode of transportation, but is also a work of art. I have seen art cars that have included a motorized hospital bed complete with a hanging transfusion bottle, a giant toaster with six or seven people riding in it, a yellow Cheshire cat, a wooly mammoth, a working steam locomotive and this list could go on and on. As Black Rock City or BRC is miles from anything flammable, flame-generating apparatus can be freely incorporated. Post apocalyptic vehicles with flamethrowers, and a pedal powered metal dragon made entirely out of recycled aluminum and steel are good examples. The dragon would stop in an open area, rear it’s head by means of control levers, then open it’s mouth and hurl a plume of flame. It is awesome.

In 2005 I met a gentleman named Greg Barron who had created an art car that was in the shape of a canoe with sails. His car/canoe could, by using the wind that blows often out on the flat desert playa, sail under it’s own power. We talked about sailing and my involvement in the movie Master and Commander. He said to me then, “I sure would like to build an art ship Frigate like that one (The Surprise) and sail it out here” This planted a seed.

This year that is exactly what happened! A lot of folks pitched in (financially and physically) to create this project. Greg said the project cost about $40,000! Greg converted the chassis of a 36-foot motor home into the platform on which he built a huge art car- FRIGATE. This American Man O’ War (NOT a pirate ship!) is 9 feet wide and 43 feet long. This does not count the bowsprit and figurehead, which stick out a bunch more. Inside it has a full bar, private cabin aft, and a head. The ART-SHIP is called The Lady Monaco and is piloted from the motor home’s bucket seats up front where the ship’s bell is mounted. Super-heavy duty air shocks were installed to handle the 40 or more guests that were to ride on each voyage. The power systems include the engine, generator; computer controls for the flashing light displays (we looked pretty cool at night even without sails set), and a booming sound system. When complete, the rig towering above us will have 11 sails. At this point though, I only had enough supplies to rig seven of the sails on the three masts. It has two headsails and five square sails on a rig that is over forty feet high. Later we will add the t’gallents to their own masts and the driver (or spanker) in the stern. With the present rig we were able to go more than 7 miles per hour under wind power alone. It was incredible to say the least.
To sail the vessel I first went around to all the people holding a control line (close to twenty brand new sailors) and carefully told him or her the name of their line. The driver is required by the Burningman rules to be sober and Greg doesn’t drink. That does not apply to anyone else. They looked at me with amazed expressions, asking questions like, “What is a brace? and “Do I really HAVE to hold this?”

I also had to plan ahead for safety, even though I have heard people at Burningman declaring laughingly ‘safety third’! So, I included some guys that were on the clew lines that will collapse the sails in case the wind came up too fast. It has been known to blow over 50 MPH out there! There were a lot of folks there who had no idea how much power we were harnessing. Then I started with simple commands. “Ease the braces on the port side” and “Haul the braces on starboard.” It worked, the stack of sails and yards above us rotated like we had been practicing it for years. Everyone looking up suddenly got quiet, realizing perhaps for the first time that we were about to do what had never been done before. This was not just a cool looking piece of art; it was a machine ready with their help to harness ‘The Breath of God

Before the ship arrived Greg had practiced stepping the masts at his home. Upon my arrival I found the lower and upper masts were already installed and the shrouds were receiving the steps for climbing called ratlines. All of this was made from steel cables with lock nuts and turnbuckles. I should point out there were also a lot of very sharp ends! I took on the task of taking the pile of canvas sails and bending them on to the stack of pre-made yards with the help of a cool gang of guys and girls that had never seen a square sail rigged. We then proceeded to add blocks and then the control lines: clews, sheets, braces, and tacks. I showed folks where the blocks had to be attached and showed them how to lash them on with a proper seizing. I even made allowances for the ‘later to be added’ sails called the t’gallents. Then came the next step crossing the yards. That is when you send them up through the spider web of the rig to be attached in place to the masts. The gang rose to the occasion and we did it in good style. All of our yards are fixed (they do not need to be raised or lowered with halyards) and there (so far) are no lifts. On Friday close to noon we set sail with a crew as green as Walden’s Pond. And it sailed.

I called to Greg that we were ready. Then I called for the sails to fill with air, “haul those sheets and tacks together” then “gently brace around… harder in on port, ease out on starboard”. To do this, some of the crew had to put down the beers in their hands! At last the sails were set and a couple of minutes later Greg yelled excitedly back to me “Al, we have been in neutral for over five minutes!!!” …. WE WERE SAILING an art ship, powered by the moderate breeze that was blowing across the dust-covered playa. We sailed on a very broad reach with a crew of screaming happy people. We turned the ‘ship’ around, motored up wind and did it again.

So that’s what I did on my summer vacation.

~ Al Sorkin, MMSD Volunteer
Bayshots
Pic O’the Month
commanders without regard for seniority. He then takes each squadron in turn and discusses the process and politics of assigning each of their commanders. He provides a brief biography of each, their success and failures, and their eventual fate. He tells the story through the participants own, using primary sources such as their letters, journals and diaries.

Lincoln inherited a Navy that was poorly equipped for challenges it would face. The officer corps that would have to lead the Navy was a little ready as any other part. There were no ranks above Captain. Promotion was strictly by seniority. There was no retirement before 1855 – an officer could only advance if one of his seniors resigned to pursue other employment, was court-martial and dismissed, or died. (Hence the traditional toast: “To a bloody war, or a sickly season.”) As a result, senior officers tended to stay in the service well past their useful years, leaving the Navy hierarchy extremely top-heavy, and the junior officers frustrated. Also, the officer corps was highly politicized – successful officers cultivated patrons in Congress and the various administrations to help further their careers.

When Gideon Welles assumed the post of Secretary of the Navy, he knew he would have to throw out traditional ways of selecting and promoting his senior officers, while at the same time cultivating loyalty and preventing (or minimizing) efforts to undermine his authority. In addition, he was well aware that most officers were from the South, and suspected their loyalty. In fact, of the 571 Captains, Commanders and Lieutenants on active duty when Lincoln took office in 1861, 138 “went South”, and joined the Confederacy. Welles feared others that stayed with the US Navy would have southern sympathies, and might use their positions to impede or sabotage the Union war effort.

Fortunately, Welles had a great many assets available to him. Many of the officers who remained with Union were dedicated and far-sighted, and did their best to adapt the force to the new circumstances. Assistant Secretary Fox was forced on Welles for political reasons, but shared Welles vision for managing the Navy, and their personalities complimented each other; together they were a highly effective team. Most of all, Welles had the full support of his president. Lincoln was well aware of his inexperience with naval affairs, and left Welles and Fox to manage the Navy as they saw fit, only interjecting himself when he saw an impasse between the Navy and other departments.

The Union fought the naval war through seven squadrons:

- Northern Atlantic – covering Hampton Bay and the North Carolina sounds
- Southern Atlantic – covering South Carolina through eastern Florida, including the critical port of Charleston
- Western Gulf of Mexico – including New Orleans, Mobile, Texas, and the lower Mississippi River (until after the fall of Vicksburg)
- Eastern Gulf of Mexico – covering the Gulf coast east of Mobile and western coast of Florida
- Western or Mississippi – covering the upper Mississippi River and its tributaries
- West Indies – covering the Caribbean.
Competition for command of these squadrons was fierce, and the Navy’s senior officers used all their influence and political savvy to get these prime assignments. However, Welles recognized that he needed the most aggressive and competent leaders to lead the squadrons. Welles developed his method off assigning command by trial and error, first relying on the service reputations of senior officers, then developing his own criteria as early choices fell sort of expectations. In the end, the way to command was to be in Welles’s favor, and to the way to be in his favor was to win battles - and not complain too much.

The list of those who help squadron command includes some of our most illustrious heroes:

David Farragut – Commanded the Western Gulf squadron - Steady and, aggressive, with victories at New Orleans, Vicksburg and Mobile Bay, became the Navy’s most respected figure.

Frank DuPont – Commanded the South Atlantic Squadron – Won early acclaim by seizing Port Royal, South Carolina, in 1862, but ran afoul of Welles through his procrastination to attack Charleston, and was relieved in 1863.

Andrew Foote – Commanded the Western Squadron – Dedicated, religious and popular, he brought order to the Western Squadron and won early victories, but had to be relieved because of wounds received at the battle of Fort Donnellson, Tennessee, and did not survive the war.

Charles Wilkes – Commanded the West Indies Squadron – The infamous leader of the US Exploring Expedition of 1838 – 1842. After nearly starting a war with Great Britain in the Trent affair, he was a diplomatic disaster but extremely popular with the public. He eventually sent to the West Indies to “stay out of trouble”, but instead managed to antagonize most of the local governments in the Caribbean basin.

David Dixon Porter – Commanded the Mississippi and the North Atlantic Squadrons – Cousin to David Farragut. He was scheming and backstabbing, but still consistently successful militarily. In 1865, commanding the North Atlantic Squadron, he lead the largest naval force the US had ever assembled to seize the last open Confederate port, Wilmington, North Carolina.

By the end of the war 19 officers had served as squadron commanders, with only five still on duty at the end of the war. Most had been relieved because of illness or the stress of command; half a dozen were relieved because they did not live up to Welles’ expectations.

Commanding Lincoln’s Navy may disappoint those who are interested in the material development of the Navy during the Civil War. There is very little discussion of the Navy’s expansion, except in very general terms. The book also provides little connection between for the events described in the book, and the larger political and military conduct of the war. However, those connections can be left for other works.
**LOG OF THE EUTERPE**

**From London towards Bombay**

**1870**

Monday Nov 10 1851

Commences with light airs clear and pleasant Wr.

Crew employed during the day making a Launch Cover and other work; at 10 A.m Capt Ottinger arrested three men charged by the Capt & Mate of the Br. Ship “Win Money” with violent personal abuse, threatening their Lives and aiding the Crew to desert; brought them on board and detained them until they could be delivered to the proper authorities. at 11 A.m the Barque Raymond having hailed for assistance sent a boat on board with an officer to protect the persons of the Officers who had been attacked and the desertion of the Crew. at 7 P.m boarded the Am. Barque "Inca" from Baltimore. at 8 P.m got a Spring upon the Cable cleared away the Battery lighted the Match fires and depressed the Guns for a close shot in case of an attack from boats. ends clear & calm-

Served 26 Rations.

Sick Report  Lts Carson & Richmond on board Barque "Polk" -

Officers present Douglass Ottinger Capt., Chas.W.Bennett 1st Lt., Geo.H.Ritchie 3rd Lt., Henry Wilkinson 3rd Lt.

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**THE COLLISION BETWEEN THE EUTERPE AND TELFORD**

The following judgment was given in the action of damage brought by Messrs Shaw, Savill, and Co., of London, the owner's of the Euterpe, a sailing ship of 1197 tons register, against Mr. James White, of North Shields, the owner of the Telford, a screw steamship of about 1130 tons register, and 160-horse power.

Mr A. Cohen, Q.C., M.P., with Mr Clarkson, appeared for plaintiffs; and Mr Butt, Q.C., with Mr Myburgh, for the defendants.

His Lordship, Sir J. Phillimore, consulted the Trinity Masters, and, in delivering the judgment of the the Court, said: This is a case of collision which took place between two vessels, one called the Euterpe and the other the Telford. It happened In the River Thames, off Gravesend, on August 2nd, 1579, in the anchorage ground off Gravscnd Roach. There is some dispute as to the state of the weather. It appears on the whole that the vessels were at some distance from each other. The Euterpe was lying properly moored to one of the Conservancy buoys, and the Telford ran into her with her stem, and struck her on her starboard bow. Now the defence is, first of all, that the Euterpe was moored in the way described without any light, and was only observed at a distance of from 200 to 300 yards. That is the principal defence. It is also said by way of defence that the collision was caused by the pilot who was in charge of the Telford at the time of the collision. I have conferred with the Elder Brethren of the Trinity House, and have gathered from them some information, as well as a considerable amount of assistance on the nautical points of the case. They point out to me that in order to facilitate the navigation of the river Thames in Gravesend Beach a line of buoys is placed, and a proper road is thus drawn over the buoys. Where the water is navigable pilots are instructed to navigate. In their opinion, if the Telford had been 50 navigated as she ought to have been, there would have been no collision, and, if it were necessary to go into that part of the case, even if she had not exhibited a proper light, there ought to have been no collision. We are of opinion that it was in its proper place when the Telford was at a proper distance for

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**Official Log of the Euterpe**

**From London towards Bombay**

**1870**

Tuesday Nov 2 Lat 40°00' South Sold by Auction affects of the late Joseph Baskin, AB of which the following are the particulars

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Amount</th>
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<tr>
<td>To James Turner</td>
<td>Box 2/- Shirt 2/-</td>
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<td>&quot;</td>
<td>Henry Bruns Shirt 5/-</td>
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<td>&quot;</td>
<td>Euan McLaurin Trousers 2/6 Coat 2/6 Bag 2/-</td>
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<td>&quot;</td>
<td>Otto Peterson Sundries 3/-</td>
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<td>John Hendrich Boots</td>
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<td>Total</td>
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William Cosans
Commander
Collusion (cont)

him to have seen it to avoid the collision. There was in our opinion contributory negligence on the part of the crew. It is not necessary to go into the statutory question of whether it was compulsory on the vessel to take a pilot. The judgment will be for the plaintiffs.

Courtesy of the Otago Daily Times
October 4 1880

The Marlborough

Accidents to new Zealand ships

The most recent accident the Company has suffered, occurred a few weeks ago in the neighbourhood of the Horn, when the Wellington had a dispute as to right of way with an iceberg.

During the past few years Messrs Shaw Savill cannot be deemed to have had the best of luck with their fleet, for though since the ill-fated Marlborough disappeared, leaving no trace of the manner of her end, they have experienced no casualties causing loss of life, yet minor mishaps have been fairly frequent—the breaking of the Ionic's shaft been the most serious. But the Shaw Savill sailors figure pretty often in the overdue list nowadays. The vessels occasionally turn up or are spoken just after it is announced that reinsurances have been effected at about 12 guineas percent. Last week that rate was paid on he homeward bound Euterpe, but the vessel has since been "spoken, all well," and reinsurers are wishing they had not been so precipitate. The most recent accident the Company has suffered, occurred a few weeks ago in the neighborhood of the Horn, when the Wellington had a dispute as to right of way with an iceberg. The ship as usual came off second best, and is now undergoing extensive repairs at Rio. The Mamari, just arrived in London, reports a Blight accident to her refrigerating machinery. I understand that a bolt got loose and knocked a hole in some important part of the condensing arrangement. The repairs were a lengthy task, and for five days the whole of the cold air required by the meat cargo had to be supplied by one machine. Apparently this was quite equal to the strain, for no damage to the cargo is observable as yet.

Courtesy of the Star
Tuesday 24 October 1893
ASSAULT ON A CHILD
A Sailor Arrested on Suspicion

The police received Information yesterday afternoon that an assault had been committed on a little girl in France-road. From what we can learn the child was going home from school when a man (whose somewhat erratic movements had been viewed with suspicion by the residents in the vicinity for sometime) rushed at her, struck her on the face, tore her hat from her head, and then commenced handling her in a rough and familiar manner. The little one screamed loudly, and eventually taking advantage of an opportunity made her escape to the house of a neighbor. A young woman hearing the outcry ran out, but the man addressed some foul language to her and she retired, closing the doors. When a man came along and asked the fellow what he was doing he pretended stupidity and returned a number of evasive answers. He took up his position under some trees in front of a house in the vicinity, but when the owner threatened him with violent ejection he departed. When an examination was made of the little girl it was found that she had received a number of bruises and was suffering greatly from the shock. Later on the police were communicated with, and a description of the assailant given, with the result that a seaman named Charles Herman, an A.B. on board the barque Euterpe was arrested by Constable Harvey on the Union Company's wharf at the Port. He will appear at the S.M. Court his morning.

Courtesy of the Hawke's Bay Herald
Friday, November 15, 1895

THE BERKELEY RUNS AMOK
Crashes Into Her Slip and Smashes Seven Piles and Does Other Damage.

The Southern Pacific's new ferry steamer Berkeley ran amuck last night and nearly scared the life out of the passengers who were aboard. Something went wrong with the machinery and the fast ferry-boat went crashing into the slip. Seven of the big fender piles grave way under the impact, the planking of the wharf was torn up and some of the underpinning of the structure was carried away.

The Berkeley was only damaged to the extent of some paint, and the passengers escaped with a scare.

Courtesy of the San Francisco Call
Saturday, November 12, 1898

THE LAND-LOCKED SOUTH HARBOR OF OAKLAND

Takes Hawaiian Registry

Tacoma, November 3. The British bark Euterpe, loading lumber here for Australia, changed today from English to Hawaiian register. The change of register is made to get the vessel under the American flag when the substitution of American for Hawaiian shipping laws is made. J.J. Moore & Co. of San Francisco own the vessel.

Courtesy of the Evening Bulletin
Monday, November 14, 1898

SHIPPING

Tho ship Euterpe was formerly a constant trader here, and was a very popular vessel, especially under Captain Phillips's command. She was sold to foreigners some few years back, and has since been trading between Australia and the Pacific Islands. Recent Californian news states that she narrowly escaped shipwreck off Honolulu. The report states that on September 16 she struck on a reef, while coal-laden from Newcastle to Honolulu. The tug Fearless dispatched from Honolulu to the ship's relief, found the Euterpe in a bad state. The lines that were holding her off-shore had parted, and she was going farther in. She lay on the reof at Kauau, pounding very heavily, with seas breaking over her,and it seemed that a few hours must finish her. The Fearless pulled from about 5 o'clock in the afternoon till 3 next morning before she got the Euterpe into deep water. Captain Brokaw, of the tug, adopted, the policy of backing and then going ahead full speed, hoping the jerks would do the business. About 1 o'clock in the morning the ship moved about 70ft forward,and the master of the tug began to have high hope. At 3 o'clock the job was finished, and the iron ship, with her rudder considerably damaged, and leaking slightly, rode at anchor in deep water. The Euterpe arrived at Honolulu on September 18 in tow of the Fearless, having had a remarkable escape. Captain Saxe, the master, stated his charts did not inform him correctly of the depth of the water. The captain of the tug reported the Euterpe had, struck bottom two miles from shore,
The tug Fearless is seen her in 1902 escorting the freighter Alaskan.

**SHIPPING (cont)**

where it was supposed to be deep water, and where no shoals are laid down in the chart. The agents of the vessel have paid the owners of the tug 10,000dol for towing the Euterpe off the reef. During the floating operations 40 tons of coal were jettisoned from the ship.

*Courtesy of the Otago Daily Times  
Friday, November 2, 1900*

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**AUTO DASHES BACKWARD TO DIVE OFF FERRY BOAT**

J. C. Campbell, and His New $4,000 Machine Plunge Into The Bay

**MAN SOON RESCUED**

Thick Chain Is Snapped by Heavy Car in Its Seaward Flight

Fate went hunting yesterday afternoon, and succeeded in playing an almost unique trick on the owner of a brand new $4,000 Studebaker auto. Not content with her usual store of unkind tricks on humanity, she invented a new one, which dumped J. C. Campbell and his nice new machine in the bay, and came very near costing Campbell his life.

Campbell and his friend, C. J. Dammney, both of them connected with a cement company in business in this city, were returning from a trip on the other side of the bay in which they had tested the qualities of the machine to the full. They recrossed the bay on the ferry boat Berkeley, in charge of Captain J. T. Jones, arriving at the slip in the ferry building shortly after half past 3.

They, in their machine, were the last on the lower deck, on the right side of the boat, and were forced to wait till every one else had left the decks and the incoming crowd began to swarm on the upper decks. Then Campbell gave a jerk to the lever. The machine refused to budge. He reversed and gave another jerk and immediately things happened.

With a flirt of Its wheels the Studebaker flung Itsself backward. Just behind it was a heavy chain, running across the boat to guard against accidents. This snapped; there was a yell from Campbell; a gurgle from the engine of the auto and man and machine disappeared beneath the waters of the bay.

R. J. Vaugn, a deck hand, saw the trouble and threw Campbell, who rose to the surface. Almost immediately, a life buoy. Captain Jones, who had also seen the accident, ordered out the lifeboat and in three minutes from the time the machine vanished Campbell was hauled, dripping, on board the ferry boat. But only a column of air bubbles marked where the Studebaker lay, 20 feet below the surface.

It did not lay there long, for last night, when the boats stopped running, a steam pile driver hauled into the slip located the machine and sent down a diver, who slipped a line under it by which the wayward automobile was hauled to the surface once more.

*Courtesy of the San Francisco Call  
Wednesday, November 13, 1907*

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**Vessel’s Name Changed**

The commissioner of navigation yesterday authorized Collector of the Port Stratton to change the name of the bark Willscott to the Star of Iceland. This vessel was built at Glasgow, Scotland, in 1896, and granted American registry August 30, 1900. She was owned by the G. W. Hume company, a corporation, but was recently sold to the Alaska packers’ association. The latter company’s vessels are all called by the “star of” some country, thus making the names of their vessels distinctive of ownership.

*Courtesy of the San Francisco Call  
Wednesday, November 11 1908*
LAST OF SALMON FLEET COMES IN

The last of the year's salmon ships, the Alaska packers' association's Star of Scotland, came into port yesterday morning with the largest single shipment of salmon brought from the north this year. The cargo consisted of 101,825 cases of canned salmon. Captain Rasmussen reports a favorable trip down, with one exception. October 26 the Star of Scotland was caught in latitude 55:05 north longitude 134:33 west by a south-southeast gale, which stripped a few yards of canvas from it and caused the slight injury of two sailors, who were tumbled about the deck when a heavy sea was shipped. The Star of Scotland will winter with the balance of the salmon carriers in this port.

Courtesy of the San Francisco Call
Saturday, November 12 1910

SECTION 9 WILL BE STARTED SOON
Commissioners Move Tenants Assigned to Wharves That Must Be Torn Down

The harbor commissioners are preparing in earnest for the construction of section 9 of the seawall and have invited informal bids which will be opened at next Thursday's meeting, for the tearing down of the Spear street wharf. Steuart street wharf will also be cleared this week of tenants and that structure also will be torn out.

Courtesy of the San Francisco Call
Sunday November 28 1909

THE FORESTS OF MASTS, OAKLAND INNER HARBOR

Part of the Alaska Packers' salmon fleet which winters in Oakland Harbor from September until April each year. This fleet consists of 32 ships, of a total of 47,000 tons. It is the largest steel and iron fleet, and contains the largest sailing ships, under the American flag. The largest vessel has a tonnage of 3381 tons.
The Bitter End

Over the last six months or so, I had been putting a more concentrated effort in working aboard the Star of India. Prior I have worked more on HMS Surprise over the last few years, that the "Hope Diamond of the sailing world," as George Sutherland once described her, was an unfamiliar setting for me. I can even safely say that I have spent more time working aboard Californian. It was in the last year that I decided to change that.

Working on both the fo’c’sle head with Steve Weigelt and Paul Dempster out on the jib-boom, I began over time to learn the head rig of the 147 year old bark. The one thing I have learned above all else, is how little I know and how much more there is to absorb. Even now, my experience can take a thorough drubbing by most experienced seamen.

Yet, over those months it made me acutely aware of the progress and standing of things. When Dr. Ashley announced that the Star of India would stand down for a third straight year, it came as no shock. Disappointed? Certainly. Surprised? No.

2010 wound up being a year with some tougher lessons learned than just how taught the fore royal stay needs to be. Safety re-emerged, painfully so, as a primary consideration on things. The tough bullet that we now bite on originated from the deck of the Star of India. I had my own naive and inexperienced (or so I thought) opinions of the status quo.

It was only when concerns were voiced by experienced crew in the saloon with each passing Sunday that I realized just how integral this crew is to the ship. The crew knows the ship, its lashings, its blocks, lines, footropes and yards. It was the influential voice of the persons that would step out onto a footrope 120 feet off the deck under a swelling Pacific with a breeze that knew just how ready the Star of India would be by November.

If the crew can't be ready, the ship can't be ready. If the ship can't be ready, the crew cannot. The ship and crew are one and the same, part of a living thing. I have told myself that over the last few years, but it wasn't until 2010 that I actually learned it.

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

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THIS MONTH...

November

1898, November 6th - The steam ferry Berkeley enters service and “became the first propeller-driven ferryboat on a bay full of sidewheelers.”

1848, November 11th - The Campbell class revenue cutter, C.W. Lawrence, under the command of Alexander V. Fraser departs Washington D.C. with orders to report to the newly created custom district house in San Francisco, CA

1863, November 14th - The full-rigged ship, Euterpe is launched, assigned British Registration No.47617, and signal VPJK.

1851, November 18th - The Campbell class revenue cutter, C.W. Lawrence wrecks off of Pt. Lobos, San Francisco.

1898, November 20th - The full-rigged ship, Euterpe begins her first voyage as a timber ship for the Pacific Colonial Shipping Company.

1542, November 23rd - The fleet led by the flagship San Salvador and her captain, Juan Rodriguez Cabrillo, arrive back at Santa Catalina Island to winter and make repairs.

1865, November 26th - The Euterpe is overtaken by a cyclone, nearly foundering before her topmasts were cut away. After jury-rigging sails, she would make her way to Trincomalieu, arriving on December 4th for repairs.

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