San Salvador
Construction Begins

The road to the San Salvador officially began in November as the MMSD assumed control over the construction site at Spanish Landing. See story on page 4.

Star of India
Celebrates 147 years

Capt. Chuck McGohey, John McClure and David Burgess are among the many staff and volunteers ensuring the sail status of the Star of India in 2011.

A celebration was held at the Maritime Museum of San Diego on November 13 in celebration of the Star of India’s 147th birthday. The annual tradition of sailing the three-masted bark on her birthday was postponed this year as maintenance issues continue to be resolved. 2011 should see the Star sailing off Point Loma for her 148th year.

Sailing or not, however, 147 years cannot go unnoticed. Saturday saw the serving of cake along with traditional sea shanty music held on the weather deck of the iron-hulled vessel.

(Continued on Page 9)
The tops’l schooner *Californian* was in dry-dock between October 11 and 28 for her bi-annual inspection at Marine Group Boat Works in Chula Vista. Under her current COI, the 93 and a half foot vessel’s wooden hull is required to be inspected by the United States Coast Guard.

*Californian* while she was out of the water, in which she was cleaned and painted.

**Marge Mowder attends to the gildwork.**

Two years ago, the *Californian’s* dry-dock included an inspection of hull fasteners in which 800 had to be replaced. Inspection of fasteners is required by the Coast Guard every 5 years, but the Maritime Museum alters this requirement to a four-year schedule to coincide with its bi-annual appointment with the drydock.

Hence, *Californian* is due for dry-docking to inspect her hull and fasteners in October 2012. *Medea* and *Pilot* are on a similar two-year cycle. Both vessels will be dry-docked in 2012. “*Surprise* was on a two year schedule. It remains to be seen what the new schedule will be under the new COI, but I presume it will be two years as well. If that is the case it will be due again in 2012,” adds Scott Baldwin.

On the heels of her dry-dock, *Californian* will be standing down for nearly the entirety of January for outstanding maintenance issues above the waterline.

The inspection revealed very pleasing results as Scott Baldwin, Ship Operations, states, “The hull was in very good shape and the CG found no issues at all.” The duration of a dry-dock for a wooden-hulled ship is as short as possible to prevent the seams from drying and opening up. As one recalls HMS *Surprise* encountered minor delays from this very aspect last year. Once back in the water, *Surprise* took on water until her seams closed back up. She was then pumped clear of the water and refloated.

Additional minor maintenance tasks were done on the
2010 San Diego

PARADE OF LIGHTS PARTY

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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
Festival of Sail to Return in 2011

Following on the success of the 2010 Festival of Sail, the Maritime Museum of San Diego officially took over the construction site for the San Salvador in mid-November. Located on Shelter Island around the westernmost parking lot of Spanish Landing Park, south of North Harbor Drive, the site will become an active location for the Museum.

The Maritime Museum of San Diego announced the decision to continue the festival as an annual event. The 2011 Festival of Sail will be a four-day event starting September 2, concluding on Labor Day, September 5.

San Salvador Becomes Reality

The construction of the Museum’s bold new venture, long in planning and preparation, is expected to take 18 months.

“The vessel – which is part of the museum’s plan to expand its collections and programmatic capacity – will be constructed at a prominent waterfront site, giving viewers the opportunity to watch from a close perspective as an example of the first modern industrial activity in the Americas comes to life before their eyes,” said Mark Montijo in a statement for the Port of San Diego.

The San Salvador is a replica of Juan Rodriguez Cabrillo’s flagship that was the first European vessel to enter San Diego (Cabrillo named the port San Miguel), the ship will become an ambassador of an age not represented along the Pacific Coast thus far.

The site will also become a satellite entity for the Museum, with exhibit space and vending opportunities during the length of construction. In addition, “the museum is also attempting to arrange the on-site construction of at least two regional Native American watercraft contemporary to the Cabrillo voyage: a Chumash Tomal and a Kumeyaay tule balsa

Event Specials Aboard Star of India and Berkeley

Book your Company Holiday event or any celebration by December 30 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.
background and context on pre-Columbian cultures in the New World, voyages of exploration, the development of New Spain, and the origins of California.”

“THIS IS GOING TO BE A REPLICA OF THE SHIP THAT DISCOVERED SAN DIEGO,” SAID GUSHAW, ONE OF THE MUSEUM’S VOLUNTEERS. “THAT REALLY LIGHTS MY FIRE.

I THINK I SPEAK FOR A LOT OF VOLUNTEERS WHEN I SAY WE CAN’T WAIT TO START BUILDING IT.”
~ SAN DIEGO UNION-TRIBUNE JUNE 21, 2010

With an anticipated keel laying ceremony in April 2011, the enigma of Cabrillo and his flagship the San Salvador will finally become a tangible reality.

Errata
The previous edition of the Euterpe Times Volume 5 No. 54 omitted credit to the Society of Naval Architects and Marine Engineers (SNAME), of which David Kolthoff’s book review, Commanding Lincoln’s Navy was originally published.

Bayshots
• Photographs on display, aft on the ‘tween deck aboard Star of India.
• Photographs of your favorite ship available in the gift shop.

Visit bayshots.com for new photos.
In 2001, the Maritime Museum of San Diego was donated the tops’l schooner Californian. The schooner, the largest financial donation in the museum's history was the museum’s first replica. Since then, the HMS Surprise, ex-Rose has joined the fleet along with the museum’s tenant, the America. All three replicas originated elsewhere with different goals in mind, had three distinct but not uncommon histories and struggles until arriving at their current standing. The stories of the Californian and Surprise were well documented in the Mains’l Haul issue Pacific Time Machines.

By the end of 2011, the Maritime Museum of San Diego will be the stewards of one of the most historically-accurate replicas on the West Coast. San Salvador will also be one of the few replicas representing the Age of Exploration and early settlement in the United States. The original entered San Diego Bay in 1542 as part of the survey of the California Coast by the Spanish.

The replica of the San Salvador will not only be the result of years of fundraising and organizational development as well as the culmination of historical research and ship design. San Salvador has a clear goal. Ray Ashley defines the goals of the San Salvador as economic, educational, refinement of the entire museum collection, and experience for the volunteer crew.

In her book Sailing into the Past: Learning From Replica Ships, Jenny Bennett, editor explores the challenges and opportunities an organization like the museum faces with the ownership and management of replica ships. In her opening statements she asks two important questions. First she asks, “[H]ow do we know balance the desire of historians and archaeologists to ‘get it right’ at any cost with the need to offset the high price in building a ship?” followed by “Can a ship built to eighteenth-century plans to eighteenth-century techniques and materials be deemed ‘authentic’ if it carries a diesel engine and electric ovens?”

While these questions are fair ones to consider they do not acknowledge the issue of post-construction financial survival of a replica ship, nor the unauthentic requirements imposed by the organizations themselves, but external organizations such as the U.S. Coast Guard which has been a reality with organizations such as the Maritime Museum of San Diego.

The book is divided into three sections, the first being a group of introductory chapters that establishes the framework of comparison that enables one to view the subsequent studies within the book.

Richard Woodman, the first essay, succinctly describes the romantic feeling of the Age of Sail, so expressly ingrained into the psyche of even the most casual of persons. It becomes the very motivation of a replica project.

Sean McGrail follows with his piece that establishes the segregation of replica types into categories, based
primarily on construction and mission statement of the organization. The result is either the replica, “A...project based on a prototype for which comprehensive structural evidence survives,” or the hypothetical reconstruction, “an experiment...aiming to design and build a reconstruction...about which incomplete technical information” survives. From an experimental archaeological perspective, the latter form is also called the floating hypothesis.

McGrail also notes that the successful versus unsuccessful replica had always been that of a clear goal or mission statement.

Colin Palmer’s discourse of “Measuring Performance under Sail” is perhaps the most technical piece in the volume. The performance measures summarized do not only apply to replicas, but modern standards as well. However, the chapter succinctly emphasizes the use of equipment both modern and ancient in the understanding of sail performance with traditional ships.

Taking into account what was outlined in this book, I attempted to cross reference the observations made in the book with the museum’s experience with replicas, in particular the San Salvador. The San Salvador falls within that missing gap between the book’s two main parts. Part 1 ends with the Caravel of the late fifteenth century, whereas Part 2 picks up with the seventeenth century and its expansion of ocean going vessels. One aspect of the San Salvador as compared with the other replicas in the museum fleet is that we will be able to see the entire project from start to finish, experience her under sail, and be very aware of her results through time. With the current economic conditions and scores of struggling traditional ships “on the market” as they are and the typical compromises that organizations must meet for today’s bureaucratic and safety standards, I approached the book with San Salvador in mind.

With her broad mission and modern day requirements, the authenticity of the San Salvador will be a tough aspect to fulfill. According to the Construction Brief of 2009, “it is highly desirable that she at least match the known speed potential, maneuverability, and weatherliness under sail of her predecessor, noting that the 1542 voyage of the original San Salvador covered substantial distances directly to windward against formidable current and seas in very respectable time, especially given that she was also surveying and exploring an unknown coastline.”

The remainder of Sailing into the Past is divided between Part 1 - Ancient and Medieval Ships and Part 2 - The Age of Discovery, 1600-1750. The variety of replica projects from the Greek Trireme to the Caravel help illustrate the different goals and accomplishments each has had. From the outset, after reading the preceding chapters one can already get a feel of where the floating hypothesis meets the true replica. Each chapter is dedicated to a single replica project, each project having its own mission statement, some successful, some not.

Part 1 clearly illustrates division between replica and hypothetical reconstructions. The Viking ships of the Skuldelev and the Hanseatic Cog are based on archaeological finds. The Trireme and Caravel are based on documentary evidence and inferred by a vast number of historical sources. The first half therefore, as a whole, serves as a prime example of the differences between replica and historical reconstruction.

Originally, it was hoped before this volume was opened that there would be some discussion of Spanish exploration age replicas, most notably the Niña who recently visited San Diego in 2009. The Niña is briefly mentioned in the most pertinent chapter in reflecting on the future of the San Salvador. Burhard Bange’s The Caravel expressly reminds us of the lack of physical remains from the late fifteenth century and sixteenth century. The success of the caravel Lisa von Lübeck shows the potential of using historical sources exclusively.

The San Salvador falls within that missing gap between the book’s two main parts. Part 1 ends with the Caravel of the late fifteenth century, whereas Part 2 picks up with the seventeenth century and its expansion of ocean going vessels.

Although not a primary goal of the book, the second part, The Age of Discovery, 1600-1750 consists of replica projects with a more economic mission statement to them. The economic survivability of replicas is never quite dealt with in the book. It is, however, consistently throughout, an underlying factor stressed by the authors in the success or failure of a project. The schooner Sultana, built by the town of Chestertown, Maryland,
whose clear mission statement of education was supported by secondary attributes, including a stable monetary foundation and quality of construction can be contrasted with the utter failure of the original Pride of Baltimore. Andrew Davis’ list of shortcomings regarding the original Pride of Baltimore make the reader wonder how it ever reached completion let alone sailing over nine years (while continually being improved upon) until her unfortunate sinking in 1986.

A bright side note to familiar replicas is the chapter on the Bezaizen, a Japanese coastal trader from the Edo period. During a period of self-isolationism in Japan, 1603 to 1868, under the rule of the Shogun, severe restrictions resulted in the development of a coastal maritime tradition of smaller vessels. Niinuma Tomenoshin built four Bezaizen, all for were built for different purposes and under different financial circumstances. The relative lack of awareness of a replica tradition in Asia makes this chapter perhaps the most notable of the entire volume.

One surprising note of nearly all replica projects within the volume were the sailing performance results, most seemed to outperform expectations. Some, as with the complicated rig of the Sultana, reminds both the reader and sailor of how dangerous and intricate sailing a traditional vessel can be. The sailing fleet of the Jamestown replicas which is now into its third generation documents the accumulated data of sail performance, fine tuning and additional research discoveries made over time.

Even with the failure of the original Pride of Baltimore, the story exists as lessons learned as the Pride of Baltimore II has gone on to become one of the most successful replicas, and perhaps the standard, in North America.

As noted earlier, the economic aspect of the replica industry is the notable exclusion from this volume. This should not be considered a criticism, rather an indication that the economic side of replica ventures requires an annotated volume of its own.

Sailing into the Past provides a telling barometer in what to expect out of the life of the San Salvador. From her construction techniques, sail handling and performance, education programs to her economic impact, Sailing into the Past provides a basic primer into what the next few years will bring to the Maritime Museum of San Diego.

REFERENCES


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Star of India (cont)

In 1863 at the shipyard of Gibson, McDonald, and Arnold on the Isle of Man, “At half-past twelve o’clock the ship glided off the stocks, and was named the Euterpe by Mrs. R. H. Brown, wife of one of the owners.”
U.S. District Court. - Before Hon. O. Hoffman.

People vs. Robert Waterman, continued. — The argument of the point raised by the defence on Wednesday, was continued. Mr. McLane of the defence, insisted upon their right to show in justification of the attack upon Birkenshaw, that the ship’s crew had been in a state of revolt, and that Birkenshaw himself was at the time in a mutinous state; that the fact of his concealment was a portion of the proof. These facts being proved, the charge of assault with hatred and malice, could not be sustained.

Mr. Benham objected to the introduction of the evidence, became the defence did not desire to prove that at the time of the assault the ship’s crew were in a state of insubordination, and that therefore there was no emergency which would justify the act of Capt. Waterman.

The court ruled, that as the evidence as far as it had gone, had proven the captain guilty of an illegal act, was the 2d mate; Big Jerry was at the wheel, but don’t recollect where George Smith was at the time of the affray; don’t recollect where Coggell was; I threw the mate down on the day before I concealed myself; don’t recollect who had bold of the mate; the mate was in the waist of the ship at the time he was shoved down; he was overhauling the chests at the time; don’t know whether he was wounded at that time; don’t know whether anyone struck him; I believe he cried out murder, or some exclamation similar; the captain was on deck taking the sun; saw him come to the assistance of the mate; when he came I ran to the hog house; when he called all hands aft I went under the forecastle and remained there two days; after that I went into the lower forecastle; all hands were assembled at the gangway when the mate was shoved down; don’t know why the chests were overhauled; did not stab the mate at all.

By the Court. - How long was it after you were summoned by the Captain, that the blow was given by the Captain?
About 10 minutes.
Was it after the irons were placed on you?
Yes.
By Mr. Barbour, the Prosecuting Attorney. - Why did you push the mate down?
Because be struck me.
Why did you run away and secrete yourself?
I was afraid of my life.
Have been in the English service near 15 years.

Alexander Coggell, sworn. - Says he was below asleep at the time of the affray on board the ship Challenge on her passage here; never plotted with any one of the crew to take possession of the ship; don’t know of the existence of any such design by any of the crew; do not know where Birkenshaw secreted himself; was not present at the time the Captain broke Birkenshaw’s arm; I was below, sick.

Cross examined. - I have been indicted for endeavoring to create a revolt on board the ship Challenge on her passage here; never plotted with any one of the crew to take possession of the ship; don’t know of the existence of any such design by any of the crew; do not know where Birkenshaw secreted himself; was not present at the time the Captain broke Birkenshaw’s arm; I was below, sick.

Cross-examination of Birkenshaw continued - Never told any one that we were to be provided with tools to put the ship’s officers in irons; Alexander Coggell

The clipper ship Challenge from a Currier and Ives print.

the defense bad the right to prove any justification, and therefore to prove the condition of the ship’s crew at that time. In order to do this they might recur back to any occurrences connected by a series of circumstances, down to the time when this assault was committed, with a view of showing a present emergency, rendering the act of the defendant a justifiable one.

Cross-examination of Birkenshaw continued - Never told any one that we were to be provided with tools to put the ship’s officers in irons; Alexander Coggell
the “round house,” ironed; his arm was injured, but did not see to what extent.

Cross-examined. - I live in the Hospital; this heaver was used on board the ship for ill using the crew; I was about mid-ship at the time Birkenshaw was struck; saw him again next morning; shipped as an able seaman; am an Englishman.

The prosecution here rested their case, and Mr. Hamilton opened the case for the defense.

Capt. Ottinger sworn - Am commander of U. States Revenue cutter, lately commanded the Lawrence; seven of the crew of the Challenge were brought on board my ship as mutinous soon after the arrival of the Challenge; Birkenshaw was one of them; I understood that he had his arm broke, and sent for surgical aid; in the meantime I examined his arm; he told me that his arm was broken by a blow from the 1st mate with an axe helve.


What is here written has been read to the aforesaid George Walker and he replied, “I will go to my duty and behave myself as I ought to do.” Trincomalie 30 Decr. 1865

W J Storry Master
A.J. Whiteside 1st Mate
Joseph Byrne Secnd Mate

View of Fort Frederick and Part of Dutch Bay, Trincomalie, From Judge’s Hill.

Log of the Ship Euterpe
Laying in Trincomalie

29 December 1865
Trincomalie at about 9 A.M.

It was reported to me (the Master) by the chief officer that George Walker would not work. I had him before me in the Cabin and on questioning him why he did not go to his work, he replied “that things had gone as far as they could go,” and “he should do no more good in the ship” And when I ordered him to return to his work, he positively refused to do any more work on board of the ship.

Courtesy of the Daily Alta California
Friday, December 19 1851
NEWPORT.

SHIPPING. - Amongst the vessels now in dock we notice two fine iron ships, the Euterpe and Rinaldo, both of which are being loaded with Messrs. Jayne & Co.'s Tillery coal, for Bombay.

*Courtesy of the Western Mail
Monday, December 5, 1870*

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**Shipping.**

**WHEAT FREIGHT TO THE UNITED KINGDOM FOR FARMERS AND OTHERS.**

THE UNDERSIGNED will despatch the following high-class ships for LONDON, LIVERPOOL, GLASGOW, DUBLIN, or the Continent, or may be required, with CARGOES of GRAIN at lowest current rates of freight:

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**THE EUTERPE, FROM LONDON.**

At 2 p.m. yesterday the numbers of Messrs. Shaw, Savill & Co.'s long looked for ship Euterpe were hoisted at the flagstaff, and as soon as the tug cast off from the Waitara she went out to bring the Euterpe in, and brought her up to her anchorage at 4:45 p.m. The Euterpe's passage has been a long one, 133 days, and many who had friends on board were beginning to get somewhat anxious about her. It will be remembered that the Euterpe was in collision with a steamer off Gravesend, and sustained some damage necessitating her return to London for repairs. Ill lack seemed to attend her, as it was not for 19 days, after leaving London a second time, that she got clear of the Channel, and not til after she had had a very narrow escape from a collision off the Start. However, yesterday all fears were allayed by the appearance of the vessel with all well on board, there having been no deaths or sickness during the voyage. The passengers were mustered, as usual, and all passed with one exception, that of a girl 13 years of age, quite an imbecile. All on board looked remarkably well, and the passenger accommodation appeared to be very fair, there being plenty of room and light and the places all clean. The passengers, of whom there are 12 in the saloon and 154 second cabin and steerage, seem to have had very pleasant times on board. All the passengers testified to the kindness and courtesy of our old friend Captain Phillips, who is still in command of the Euterpe, and in order that their good feeling might take a more lasting effect, presented him with a particularly neatly illuminated address, wherein the appreciation of kindness and attention was set forth. The address is a most creditable piece of work, the illuminating being...
executed very tastefully. The surgeon of the ship, Mr. W.B. Davis, was also very attentive where his services were required, and he also was a recipient of a testimonial from the passengers conveying their thanks for his kindness and attention. Three weeks ago the vessel was only 100 miles from the Snares, and those rocks were sighted on Dec. 12, since which time very adverse winds were encountered. In fact, easterly weather was met with from Dec. 5 up to Dec. 21, then winds from every quarter, northerly predominating. One great cause of anxiety to Captain Phillips was the discovery that the jibboom was broken. This unpleasant fact was ascertained on Sept. 27 in 4 north 18 west. It was secured with chains and spars, but continued a source of much anxiety throughout the tedious passage. The *Euterpe* has a large quantity of cargo aboard, and comes consigned to Messrs. Edwards, Bennett and Co. The following is Captain Phillips’ report of the passage: - Left London on August 2, and when off Gravesend was in collision with a steamer sustaining damage, and necessitating return to London for repairs. Left London again on August 12, landed pilot off Dartmouth on August 21, and on August 30 was off Seilly, final departure being therefrom on August 30, westerly winds and fogs having been met with down Channel. Had moderate and fine weather across the Bay, passed the meridian on Sept. 9, picked up the northeast trades in 31 deg north, and carried them to 10deg north on Sept. 17, then had southerly weather: took the southeast trades in 2deg north, and crossed the equator in 21deg west on Sept. 30; the trades were moderate, and left the ship in 11deg south, 35deg west, on Oct. 12. Thence had moderate northerly winds. Crossed the prime meridian on Oct. 30 in 40deg. south, and that of the Cape on Nov. 4 in 42deg. south, westerlies having been met with in 12deg. west 30deg. south. They were steady, and held up to 158deg. east in 47deg.30min. south on Dec. 5, when they gave out, the wind shifting to the eastward and continuing from that quarter in varied strength. Sighted the Snares on Dec. 12, and on Dec. 19 had only made as far as Nuggett Point, the wind then being north-east. Passed Otago Leads on Dec. 21, and had the wind from aft quarter, chiefly from the north and northwest thence on the Coast. Made the Peninsula yesterday morning and was towed up to an anchorage the afternoon.

When in 43 south, 61 east on Nov 4, with the wind south-west, a sea struck the ship, and washed away the main hatch companion, tore away a large ventilator from the deck, flooding the ‘tween decks, it also smashed the ventilator skylight on the house, and washed away some of the topgallant bulwarks.

*Courtesy of the Star*  
*Friday, 26 December, 1879*

---

**Euterpian No. 11**

*He says he will ride at East so I'm told*

Out to the wild bush

And build a log-hut to keep out the cold

If put to the push.

*He practiced his hand contriving a stool*

But made it cross-grained

Some one sat on it, a venturesome fool

And nearly was brained.

*He altered his bunk for draughts strong & wild*

Blew gales thro the door

But when he got in, himself, wife & child

Came through on the floor.

*I candidly own this man has betrayed*

Unparalleled skill

But if he keeps on in the manner displayed

He'll somebody kill.

*Note: Euterpian No. 11* (A gentleman in our cabin who is very fond of bragging off etc. at everything he does. He made a stool on board & it broke first time it was sat upon, he also altered his bunk which fell through.

*Published by S. Ellis on board the Euterpe in Lat. 43 20 Long. 98 14 on her voyage to New Zealand.*
FOR HAWAIIAN REGISTRY

Two More Vessels Coming Under Obsolete Hawaiian Flag.

They are Barks *Euterpe* and *Star of France* Same Owner as That of *Star of Italy* Lately Registered.

Kinney, Ballon & Mclanahan have in hand the business of procuring Hawaiian maritime registry for two vessels. Lincoln D. Spencer, owner of the bark *Star of Italy* lately registered under writ of mandamus backed by a Supreme Court decision, is the applicant. There is no trouble about the registry of these other two vessels now. As Collector General McStocke said this morning: “What can I do? I was served with a writ of mandamus compelling me to register the Star of Italy.” This was in assenting to a remark that, until the United States took action in this matter as she had just done in that of Chinese immigration, presumably the Collector General could not help himself.

The present candidates for registry are the barks *Euterpe* and *Star of France*. The *Euterpe* is at 1200 tons register and some time ago was in the port of Honolulu. The *Star of France* is a vessel of 1400 tons, and is now in Australia. She will call here on voyage to the Coast and receive her Hawaiian papers and flag. The *Euterpe* is now on her way to Australia from the Coast. She is expected to heave within signaling distance of the Heads, when she will be signaled to come in and get her registry. Still another new Hawaiian register, that of the coasting steamer *Mazama* lately imported, is reported in another column.

*Captain Jones on the Warpath*

Captain Jones, master of the Southern Pacific ferry steamer Berkeley, is looking for the meanest man on earth. When he finds him he and the hardy Norsemen of the Berkeley’s crew would like to give the mean man the third degree before turning him over to the police. Every year about this time the Salvation Army places contribution boxes on the ferry boats for the accumulation of a fund for a Christmas dinner to the poor. Two days after these boxes were installed on the Berkeley the meanest man was a passenger and when he went ashore he took with him one of the boxes and the coin it contained. Every member of the Berkeley’s crew has been ordered to keep a close watch on the remaining boxes and if the meanest man comes back for more he will receive a reception as vigorous as it will be warm.

*Courtesy of the San Francisco Call*
*Tuesday, December 11, 1906*
Schooner Plowing Through Heavy Fog
Goes Ashore on Goat Island

down thicker than ever after the Navarro passed Alcatraz.

DAMAGE SMALL

The next stop was Goat island. The steamer was going slowly, and is thought to have escaped serious
damage. Its bow touched the steep hillside and the
spit of land on the starboard side was so close that a
man falling overboard would have been more likely to
break his neck on the rocks than get drowned in the
water.

He guessed about 20 yards short and went ashore.

The Navarro went ashore at 9 o’clock in the morning
and, it was expected would float at high tide last
night. Assistance was sent the stranded steamer and
part of the cargo taken off in lighters. Captain
Hoffman said that the fog was so thick that he lost his
bearings and had to guess at the amount of leeway he
was making.

The most serious accident was the stranding of the
steam schooner Navarro. The Navarro was from
Crescent City with a cargo of lumber, and all the wary
from Point Arena its progress had been through a
heavy fog. Captain C.G. Hoffman, master of the
coaster, had been on the bridge all night and was
congratulating himself that his long vigil was at an
end when the steamer hit Goat island. The fog had
cleared as the steamer entered the harbor, but shut

NAVIGATORS STEER
THROUGH DARKNESS
Thick Weather Causes Much Confusion to
Mariners in the Harbor

A tule fog, the thickest and longest lived that has
blanketed the bay in many months, yesterday made
navigation about the harbor a game of hide and peek.
To such good purpose did the mariners in charge of
floating property use their ears and eyes that, although
the air seemed filled with a bedlam of bells and
whistles, no serious accident occurred. There were,
many close calls, and one steam schooner, lost after
entering the harbor, went ashore under the cliff at the
northwest end of Yerba Buena, where watching the
salvage operations afforded an afternoon’s
entertainment’ for the boys at the naval training
station.

The navy tug Vigilant contributed two collisions to the
day’s excitement. The first, off Goat island, was with
the ferry steamer Berkeley bound to the city on its
7:30 o’clock a. m. trip. The Berkeley was crowded
with passengers and when the Vigilant, head on struck
the ferry steamer’s guard, there was something of a
panic on the Southern Pacific boat.

FERRY BOAT GASHED

Captain Blaker, pilot of the Berkeley, had heard the
Vigilant’s whistle and Captain Lockyer of the Vigilant
was aware of the Berkeley’s close proximity but could
not locate the steamer with sufficient accuracy to miss
it. The Vigilant was making little headway and the
damage was limited to the big gash that the navy tug
cut in the ferry steamer’s guard.

The Vigilant did more serious damage on its next trip
from Goat Island when it ran into the steamer
Vanguard as the latter was backing away from Union
street wharf. The Vigilant tore away 15 feet of the
Vanguard’s guard on the port quarter and dented its
own nose. The fog, which was low and unusually
Schooner (cont)

dense, interfered with navigation until about 3 o’clock in the afternoon. Up to that time the ferry steamers ran on hourly schedules and vessels due to go to sea postponed their departure.

_Courtesy of the San Francisco Call_  
_Tuesday, December 13, 1910_

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**The Bitter End Will Return in 2011**

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**THIS MONTH...**

**December**

1897, December 3 - The full-rigged ship *Euterpe* leaves England for the last time.
1941, December 7 - Naval and land forces at Pearl Harbor, Hawaii are attacked by Japanese air units culminating in the entry of the United States into World War II.
1775, December 10 - A group of British marines, sailors, and women under the command of Captain James Wallace of the HMS *Rose* raid the town of Jamestown, Rhode Island.
1871, December 23 - The full-rigged ship *Euterpe* begins her first voyage on the New Zealand emigration routes under the ownership of the Shaw, Savill Company.
1850, December 26 - The Campbell class revenue cutter, *C.W. Lawrence*, under the command of Alexander V. Fraser departs San Francisco, CA with orders to the Californian coast south to San Diego.

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