The 39th Annual San Diego Bay Parade of Lights was held on December 12 filling the bay with a variety of floating multi-colored spectacles. Scheduled for the December 12 and 19, the theme of this year’s parade was “The Sounds of Christmas” with the entire festival being dedicated to the memory of Anthony DeWeese. The judging platform was held aboard the 1898 steam ferry Berkeley at the Maritime Museum of San Diego.

Festivities began with fireworks on the bay. For those taking advantage of the opportunity, an exclusive dinner held on the upper deck of the

Continued on Page 15

“In issuing this number of our bantling to the Euterpe public, we assure our friends that our pages will ever be open to open and fair criticism whether of ourselves, our friends or of those few who do not come within the latter category.” - Stead Ellis, 1879
Parade (cont)

The Treasure Seeker was lit in honor of the memory of Anthony DeWeese, where the main judge’s platform was also located. The vantage point was one of the best available to the public.

The Parade was partnered with Rady Children’s Hospital to “help other children who are in need of critical care this holiday season.”

The partnership with Rady was motivated by 2009 tragic events that resulted in the death of eight-year-old Anthony Deweese. The parade was dedicated in his honor. The DeWeese family had been spectators of the parade at Harbor Island when the boat they were aboard was struck by a Coast Guard Patrol boat.

“Everyone on the waterfront felt so helpless last year. We’re thankful to have this opportunity and hope it helps the DeWeese Family with their healing process,” said Larry Baumann, Chairman of the Parade Committee. “Our thoughts and prayers continue to be with them.” In addition, the “pirate vessel” Treasure Seeker was dressed in red lights as a memorial to Anthony.

The parade scheduled for Sunday, December 19 was cancelled due to rain. The wealth of rain through the month of December led to the only cancellation in the event’s 39 year history.

The 2011 40th Annual Parade is scheduled for December 11 and 18.

Holiday Bowl Parade Continues the Wet December

Workers toughed out the rain on December 29 setting up viewing bleachers directly in front of the Star of India a day prior to the Big Bay Balloon Parade.

December will be remembered as one of the wettest months in recent memory. Directly impacted holiday events not just at the museum but all along the waterfront as well. The second Parade of Lights on December 19 was the first parade cancelled in the event’s 39 year history.

The MMSD was the center back-drop for the 2010 nationally televised event.

Yet another front threatened to subdue the Port of San Diego’s Big Bay Balloon Parade on December 30. The parade coincides with the annual Holiday Bowl collegiate football game, bringing thousands of visitors into San Diego. The parade is considered the “America’s Largest Balloon Parade.”
Alex Saikowski was one of the many volunteers with the one-of-a-kind perspective while line handling Wally the Octopus.

Inundated with rain and high winds the day before the event, the balloons were not inflated until the morning of the spectacle. As the day progressed, the sky opened up to stellar sunshine for the entire national tv audience to see.

Participating in the parade, volunteers of the Maritime Museum of San Diego escorted the balloon Wally the Octopus down Harbor Drive.

The location of the main reviewing stand directly in front of the MMSD could only benefit its national exposure.

With planking in place, volunteer crew work on the process of caulking.

The bottle neck of putting the Star of India back on course to sail this November has diminished greatly through December. The last of the planking has been fitted onto the fo’c’slehead with the attention now being turned back to the associated hardware.

January should see iron work back in its proper place, freeing up the weather deck for interested visitors. The fo’c’slehead is one of the more popular areas for guests to visit.

The additions will cause a chain reaction enabling tensioning on the head rig to accelerate as items such as the cat heads are integral to this part of the process.

John McClure uses a boatwright’s slick while another crewman softens old paint on the foc’c’slehead’s covering boards.
Event Specials Aboard

Star of India and Berkeley

Book your Company Holiday event or any celebration by February 1 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.

January To See Whale Watching in High Gear

Gray whales are not disappointing this season as David Berg, captain of the yawl Jada soon found out.

The Whale Watching industry is increasing its footprint on San Diego. As charter vessels concentrate on whale watching excursions, the 3rd Annual Big Bay Whale Days is set for January 22nd.

Regularly departing from the Maritime Museum of San Diego, the yacht America is scheduled to run voyages from December 2010 to mid-April 2011.

Californian Stands Down

Yards, masts and deck planks are not the only items receiving TLC aboard the Californian. Lynne Eddy prepares galley benches for a new coat of varnish.

After receiving dry-dock attention in October, the Maritime Museum of San Diego will tend to the topside maintenance of the tops’l schooner Californian by standing down for the month of January.

As December came to a close, just how extensive this maintenance was to be quickly became apparent as the yards and fore topmast were struck and moved to the barge. Along with duties all about the ship, this makes for an incredibly busy month to start off the new year with a bang.

Californian should be dressed and put back together in time to resume a busy daysail schedule at the beginning of February leading up to a series of gun battles in March.
Marinisms
Mr. Weigelt’s Maritime Dictionary

HARPOON or Harping-Iron (harpon, a pecher les baleines, Fr.) a sort of spear used to strike the whales in the Greenland and South Sea fisheries.

The harpoon is sometimes furnished with a long shank, and has at one end a broad and flat triangular head, sharpened at both edges, so as to penetrate the whale with facility; to the other end of this weapon is fastened a long cord, called the whale-line, which lies carefully coiled in the boat, in such a manner, as to run out without being interrupted or entangled. As soon as the boat has rowed within a competent distance of the whale, the harpooner launches his instrument (on the upper end of which, near the ring, his name is generally engraved), and the fish, being wounded, immediately descends under the ice with amazing rapidity, carrying the harpoon along with him, and a considerable length of the line, which is purposely let down to give him room to dive. Being soon exhausted with the fatigue and loss of blood, he re-ascends in order to breathe, where he presently expires, and floats upon the surface of the water, when they approach the carcase by drawing in the whale-line.

This line is sixty to seventy fathoms long, and made of the finest and softest hemp, that it may slip the easier; if not well watered, by its friction against the boat, it would be soon set on fire, and if not sufficiently long, it would be soon overset, as it frequently is. With the harpoon they also catch other large fish, as sturgeons, &c.

Sweethearts Sail on the Bay

For the Ones You Love
San Diego—The best place to celebrate Valentines Day with your loved ones is on beautiful San Diego Bay. Bring your Mom, Grandpa, kids, etc and share this day of love with those you care about. Guests will board the official tall ship of California, the Californian, for a four hour scenic tour of the bay, marine wildlife and local attractions. Ticket prices include keepsake photos, souvenirs and gifts bag for each guest. Event takes place on Sunday, February 13 from 12:30pm-3:30pm. Tickets are $60 for adults and $35 for children and can be purchased online through the museum’s website at www.sdmaritime.org.

War is Declared on San Diego Bay

Tall Ships Recreate 19th Century Naval Warfare
EMBARCADERO—It’s time again for all aspiring “Pirates of the Caribbean” and “Master and Commanders” to board their ships and head out on San Diego Bay for thrilling cannon battle reenactments. The revenue cutter Californian will be defending the harbor from the Amazing Grace. You and your crew are invited on board to experience the thrill of combat at sea during the age of sail! Join the crew in defending your ship, raise the sails, heave on the lines, or just sit back and relax and watch the action.

Cannon battle reenactments will take place on two weekends February 26 & 27 or March 12 & 13, 2011 from 12:30 – 3:30 p.m. Ships depart from the Maritime Museum of San Diego on the Embarcadero. Tickets are from $35-$55. (Cannon battles are loud and are not recommended for small children.) Advance tickets are available on the museum’s website at www.sdmaritime.org. The public can call: 619-234-9153 ext. 101 for more information. Tickets include same-day admission to the Maritime Museum.
“OneShot” Bob Koningsor continues to get well after some rather intensive surgery to remove cancer from his head. According to his wife Marylee, “He will have reconstruction surgery January 12th. After that heals, he will undergo radiation treatments for 20 days. Good report is that they got all the cancer.” Keeping up with a steady progress and sense of humor, Bob adds, “I still look like a Q-tip and Marylee has to change the wet-dry & wrap daily. B/c of the weather and my healing I am not coming in for maintenance ... yet.”

The maintenance crew recently lost another of its own. Frank Christian Hansen preferred to be called “Chris”. Born on August 9, 1936, he applied to maintenance crew on May 10 2009. Chris was a member of the sail crew and sailed aboard HMS Surprise on 21 & 22 November 2009.

Jim Carlson continues to a speedy recovery after quadruple bypass surgery. Jim recently was able to make it down to the museum with the full expectation of returning to maintenance work sometime in the near future.

Noted maritime photographer Thad Koza passed away on December 1, 2010 in Newport, Rhode Island. Noted for his portfolio of tall ships, Koza celebrated the wealth of this in his book, Tall Ships: The Fleet for the 21st Century. The 2009 ASTA Calendar featured one of his many photographs of the Star of India.

Former museum director Kenneth F. Franke passed away on Dec. 17, 2010. Born on March 13, 1936, his first 18 years were spent at the Ballast Point Lighthouse where his parent were the lighthouse keepers. A career Coast Guardsman, he graduated with a marine engineering degree in 1957. After retiring from the Coast Guard, he became a marine surveyor and eventually took over the reins of the MMSD during her restoration period. After departing the MMSD, he spent another two decades training USCG inspectors on marine safety inspections.
We learn from a gentleman who came from the wreck of the US brig *Lawrence* yesterday, that the vessel has been driven much higher on the beach, and owing to the very heavy surf, she had a hole stove through her bottom. We fear she will have gone entirely to pieces last night in the heavy gale.

*Courtesy of the Daily Alt California*
*1 January 1852*

**SIX MORE REVENUE CUTTERS WANTED BY THE TREASURY DEPARTMENT.**

Another communication was received from the Treasury Department, asking for the increase of the appropriation heretofore asked for, to build six new revenue cutters, at a cost of from seventy to ninety thousand dollars, so that seven cutters may be constructed, in consequence of the loss of the cutter *Lawrence* on the Pacific Coast. It is proposed that all these vessels shall be built at the several navy yards, in order that they may be substantial, and fraud, often practiced in private contracts, be prevented. referred to the Committee on Ways and Means.

*Courtesy of the Weekly Herald*
*Saturday, January 31, 1852*

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**GLASGOW COMMERCIAL NEWS**

MADRAS.- We extract the following from Messrs. Dymes & CO.'s circular of 13th Dec.:– The London mail of 10th Nov. arrived here on the 10th inst. Telegraphic intelligence by the Indo-European line continues very irregular, and our latest date is 29th ult. Our money market is now easier, and the bank reduced the rates one per cent, yesterday, the rate for three months’ private bills being now 10 per cent. The bank rate of exchange remains at 2s. 0/3d. for six months’ sight bills, and we quote 2s. 15-16d. for document bills; There is an improved feeling in our import market, but without any advance in prices. With the return of fair weather we look for a resumption of business. The late heavy rains, which are said to have been general along the coast, although too late to do much good, will tend to allay any alarm of famine, and with the great discrepancy now existing between home and local values of goods and yarns, dealers must shortly become alive to the fact that they must either pay proportionate prices, or find their direct supplies still further diminish and be thrown more than ever on the mercy of the neighbouring markets of Calcutta and Bombay. Native Madras sugar has advanced to 34 to 35 rupees per candy, equal to 18s. 9d. per cwt. cost and freight. No new contracts for new crop jaggery have been effected, but the price has been gradually advancing, and the last quotation from Coconada is 24 rupees 12 annas per candy, equal to 148. 6d. per cwt. cost and freight. At Bimlipatam the price was 23 rups. 12 annas, but nothing had been done. The improved accounts of cotton from home have again caused an
GLASGOW (CONT)

Information was received by the General Government by last mail, to the effect that shipments of rails for the Clutha Railway had been arranged for. The Jessie Beadman, from London, brings 250 tons; the Margaret Galbraith, from Glasgow, 150 tons; and the Euterpe, from London, 300 tons. These vessels were

EXTRACTS FROM LATE EXCHANGES

LARGE SHIPMENTS OF RAILS FROM ENGLAND.

The heavy weather experienced here at the date of our last has been most disastrous in its effect on the shipping, the centre of the cyclone (as it proved to be) having passed within 50 miles of this port. Of the 28 ships which put to sea on the 25th ult, only 20 have returned, mostly dismasted and otherwise damaged; three are said to have foundered - the Princess Royal, 592 tons; the Alaya, 841 tons; and the Castor, 799 tons, crews saved. The Burlington and the Euterpe have put into Trincomallee dismasted. The Eugene has arrived at Pondicherry dismasted and will be condemned; the Great Britain is still unaccounted for, and fears are entertained as to her safety. The Tirzah and the Contest will have to discharge and proceed to Calcutta or elsewhere to refit. Owing to the few ships now available for immediate requirements local rates of freight are firmer at £3 to £3, 5s. for cotton, and £3, 7s. 6d. to £3, 10s. for skins. The Chatham has been taken for coolies to Mauritius at £4, 9d. 6d. per head.

EXTRACTS (cont)

to leave in November and December.- Otago Daily Times, January 18.

Courtesy of the Colonist
Tuesday, 23 January 1872

SUCIDE AT SEA

On Friday afternoon the ship Euterpe, Captain Philips, belonging to Messrs. Shaw, Savill, and Co., London, and on a voyage from London, bound for Canterbury, New Zealand, with passengers and a full cargo, put into Plymouth Sound, windbound. A first-class passenger, Captain M’Barnett who belonged to the army, committed suicide since the ship sailed by wounding himself in the throat. His conduct had for

Lines on a Shipmate

We have a fellow passenger
‘Who’s fond of killing time
By writing on the traits of men
And putting it in rhyme.

When first he came on board this ship
He had an open berth
But being with a noisy crew
He did not like their mirth.

He and all his mates did all agree
To change their place of living
And this some gold and jugglery
Have now an enclosed cabin.

And from this cabin week by week
Come sketches for “The Times”
With queer events and passengers
As subjects for his rhymes.

Note: Lines on a shipmate, refers to W. Peck a young man in the fore cabin from Lancanshire he composes all the poetry & calls himself Euterpian.

Published by S. Ellis on board the Euterpe on her voyage to New Zealand in Lat. [blank] Long. [blank].

PORT CHALMERS

EXTRACTS FROM LATE EXCHANGES

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Excerpts from the Glasgow Daily Herald
Tuesday, January 16, 1866

EXTRACTS (cont)

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SUICIDE (cont)
some days been very strange. An inquest was held on
the body by the passengers on board, and the remains
were committed to the deep.

Courtesy of the Newcastle Courant
Friday, January 7, 1876

VESSELS IN PORT
Vessels in Port. - The vessels in port are as follows:
- At the Piers: Ships - *Euterpe*, 1197 tons, Captain
Phillips. This fine vessel is rapidly filling up with
cargo, and will leave for London on the 25th instant.
*Waipa*, 1013 tons, Captain Gorn, clear of cargo, and
ready to take up her position in the loading berth.
*Wanganui*, 1077 tons, Captain Watt, discharging
cargo at the Railway Pier, the principal part of it being
already landed in the most perfect order. *Calypso*,
1014 tons, Captain John Leslie. This favourite clipper
ship has been docked, scraped, and repainted, and is
at the export wharf for cargo; she will meet will quick
despatch and follow the *Euterpe*.

Courtesy of the Otago Daily Times
Friday, January 17, 1879

RESIDENT MAGISTRATE’S COURT
Otago Harbour Board v. British and New Zealand
Loan and Mercantile Agency Company (Limited). -
Claim £68 14s 11d, for towage charges in connection
with the ship *Euterpe*. - Mr Macgregor appeared for
plaintiffs; Mr. Sinclair for defendants who pleaded
that the items had been overcharged. - After evidence
had been given Mr Sinclair raised the nonsuit point
that there was nothing to show that the agents of a
ship were liable for such charges. - His Worship held
that the agents were not liable, and nonsuited the
plaintiffs.

Courtesy of the Otago Daily Times
Tuesday, January 20, 1885

THE SHIP EUTERPE
The following is synopsis of the cargo of the ship *Euterpe*, which
sailed for London on the 3rd January, 1891:-

SHIPPED BY MESSRS WHITE AND WENLEY.
535 bales greasy wool, valued at .. 6390

SHIPPED BY THE LAND AND LOAN COMPANY OF NEW
ZEALAND, PER MESSRS F.W. WILLIAMS AND KETTLE.
137 bales scoured wool.. .. .. 2614
26 bales slipe wool.. .. .. 416
411 bales greasy wool.. .. .. 5947

SHIPPED BY MESSRS MURRAY, ROBERTS AND CO.
2514 bales greasy wool.. .. .. 67,519
485 pockets greasy wool .. .. .. 1450
7 bales slipe wool .. .. .. 146
14 bales scoured wool.. .. .. 951
1 bale greasy skins.. .. .. 7
156 bales flax.. .. .. 183
2 bales hops.. .. .. 21

SHIPPED BY MESSRS DALGETY AND CO.
791 bales greasy wool.. .. .. 12,880

SHIPPED BY MESSRS RICHARDSON AND CO.
119 bales greasy wool.. .. .. 1585

SHIPPED BY THE NEW ZEALAND LOAN AND
MERCANTILE AGENCY COMPANY.
125 bales greasy wool.. .. .. 1772
Total value .. .. .. £72,214

Courtesy of the Hawke’s Bay Herald
Thursday, January 22, 1891
BUSY TIME AT WELLINGTON.

Scarcity of Labour on the Wharves.

[United Press Association.]

Wellington, This Day.
The pressure of shipping business is so great at present that men cannot be obtained to keep pace with the work. Work had to be suspended on the Euterpe yesterday for want of hands.

Courtesy of the Nelson Evening Mail
Tuesday, January 12, 1897

SHIP EUTERPE SOLD

SAN FRANCISCO. Jan. Another ship has been added to the extensive fleet of the Alaska Pockers’ Association, the ship Euterpe having been purchased yesterday at auction for $28,000. The sale took place at the Merchants Exchange, the transfer taking the ship from the ownership of J. J. Moore & Co. and others.

Courtesy of the Hawaiian Gazette
Tuesday, January 29, 1901

BERKELEY WAS BALKY

Passengers on the Ferry Boat Had an Extra Long Trip.

Thanks to the inability of the captain of the ferry-boat Berkeley to bring the clumsy bay steamer into its slip on the 7:45 p.m. trip last evening, the passengers of the Oregon express and the crowded local trains enjoyed a half-hour’s wait against the piles in front of the ferry building, while the propeller of this modern craft of the Southern Pacific churned the waters of the bay in impotent efforts to effect a landing.
SOUTHEASTER ON THE BAY CAUSES TROUBLE
Two Men Nearly Lost Their Lives
SQUALL UPSET THEIR BOAT
CLUNG TO A HUNTING SKIFF AND DRIFTED ASHORE
Barge in Collision With Schooner Queen
- Ferryboats Late and Commuters Have a Lively Time

There were wild times on the water front yesterday. The new year opened up with a southeaster and the shipping from the ferries to the mail dock caught it. The ferry boats ran at irregular intervals and the passengers who crossed the bay on them had goodlively times. On the Piedmont one of the chain boxes used for ballast broke adrift and caused the steamer to give a lurch that made everybody think she was going over. Just at that moment a rain squall struck her and a big sea broke aboard over the bow, so it was no wonder some of the passengers began to say their prayers. The master mechanic from the Oakland yard was aboard and he superintended the making fast of the derelict ballast box, and the Piedmont made her berth without any further mishap.

The new ferry steamer Berkeley ran throughout the day and strange to say made better weather of it than did the Newark, Encinal and Piedmont. Occasionally a sea would break over her, but she seemed to stand up to the gale in a workmanlike manner. In order to cross the bay the ferry boats had to face the storm, so it took them twice the usual time to make each trip.

Two men named Merry and Henderson nearly lost their lives during the gale. Their boat capsized between Goat Island and Long Wharf, Oakland, and had it not been for a little hunting skiff that they held onto they would assuredly have been drowned.

Reports Her Father Missing
Miss Josie Ellison of 116 Sixth street reported to the Morgue last night that her father, W. H. Ellison, has been missing since January 21 and that she believed that he was the man who jumped from the ferry-boat Berkeley Friday morning. Miss Ellison says her father was employed by the Union Iron Works and went to Oakland Friday.

Preparing For Salmon Season.
The ships of the Alaska Packers’ Association fleet are being hauled out of the water on the marine ways at Hay & Wright’s shipyard and repaired and painted in preparation for the coming salmon season. R.D.Hume & Co.’s schooner Berwick is also at Hay & Wright’s, where a propeller and gasoline engine will be installed. The whaling schooner Monterey is also at the same yard receiving a 110-horse power engine to aid her in chasing blubber.
THIEF ON FERRY
BOAT ROBS WOMAN
OF $523

Makes Good Haul of Money and Jewels
Left on Seat

OAKLAND Jan. 23. — Mrs. H. W. Evans, who lives at 819 Union street, San Francisco, reported to the Oakland police this morning that a sneak thief robbed her of $523 on the ferry boat Berkeley yesterday. She said she had $23- in a purse with $500 worth of jewels and let the bag lay beside her on the seat.

Courtesy of the San Francisco Call
Monday, January 24, 1910

SEWAGE CLEANS ES
HULLS OF VESSELS

Ordinarily Useless Refuse Found to Kill
Marine Vegetable and Animal Growths

ALAMEDA, Jan. 29. — Sewage emptying into the ship basin of the Alaska Packers’ association in the estuary off the north end of Sherman street has saved thousands of dollars annually to the big salmon canning corporation, according to a representative of the concern. The sewage matter, mixed with the fresh water that conveys it through the conduits into the ship basin, is said to destroy the destructive teredo and other animal and marine growths that attach themselves to the hulls of the vessels. Ships that have been towed into the basin incrusted with a heavy animal and vegetable growth have, after lying for a time in the sewage impregnated water, become almost as clean as if the vessels had been scraped on a drydock or marine railway.

The value of sewage in ridding ships of marine animal and vegetable parasites has been known to shipping men on the estuary for some time, but, it was not until recently, when there was a general discussion as to where the proposed south side sewer should empty, that the value of sewage in cleaning ships was learned by city officials.

While City Engineer I.N. Chapman was seeking a route for the proposed sewer he engaged a representative of the Alaska packers in conversation concerning the matter. Chapman was surprised when the packers said that the association would be pleased to have all of the sewage drained from this city empty into the ship basin in the estuary. The packer said that the sewage which has for years emptied into the estuary had proven an economical cleanser of the bottom of ships, and asserted not enough sewage could be emptied into the ship basin to please the packing association.

In proof of the fact that the teredo does not like sewage infected water City Engineer Chapman cites the fact that the old wooden sewers laid out into the estuary on the north side years ago are still intact and free of teredo.

Courtesy of the San Francisco Call
Sunday, January 30, 1910

EXPLOSIVE IN
PACKET KILLS MAN
ON FERRY

John 0. Norbom Blown to Atoms While Crossing Bay on the Berkeley

Two Others Are Injured and 2,500 Passengers Thrown Into Panic

[Special Dispatch to The Call]

OAKLAND, Jan. 15. — With a roar that shook the ferry boat from stem to stern, a high explosive was discharged in the men’s lavatory of the Southern Pacific ferry steamer Berkeley as the craft was approaching the Oakland mole on the 5:40 o’clock trip from San Francisco this evening and instantly...
killed John O. Norbom, a Berkeley mining engineer and mine owner, who carried the explosive. Two other men were injured, one perhaps fatally. A score of persons seated near by were dazed. The detonation threw the 2,500 passengers into a panic of fright and fear that the vessel was sinking. The cries of the terrified women mingled with the shouts of excited men as the passengers, to a person, dashed wildly for the open decks.

As near as can he ascertained or will ever be known, the explosive in Norbon’s pocket struck against a partition.

The force of the explosion left but a few grisly relics as a mute and tragic testimonial to its power.

Those who were injured are:
HOFFSCHNEIDER EDWARD, stereotyper, Seventy-eighth avenue, Elmhurst; may die.

SAMPSON, ROYAL, marine hospital attache, 815 East Fifteenth street, Oakland; severed tendon.

MILLER, A. C, 3834 East Fourteenth street, Oakland; struck by debris.

Norbom Returning Home

Norbom was returning to his wife at the Alta Vista apartments, Berkeley, after a business trip to San Francisco. He had kept an engagement at the St. Francis hotel, telephoning to his wife that he would take the 5 o’clock boat. Missing that ferry he boarded the Berkeley.

There were four other men in the lavatory, two of whom were hurt, but none could furnish a clear explanation.

The Injured were taken to the receiving hospital and Norbom’s body, extricated from the wreckage of the room, was identified at the Oakland morgue several hours after the accident. A notebook In his pocket gave his name and address, revealing also the information that he was owner of the Madox Union mine at Whiskytown, Shasta county.

One of the injured men, Edward Hoffschneider, astereotype molder employed by Hoffschneider Brothers, 138 Second street, San Francisco, received perhaps fatal wounds. He sustained severe contusions and three ribs on his left side were fractured, besides internal injuries. He is at the receiving hospital.

A.C. Miller was in the room, but so protected by a partition that he could not see the explosion, nor was he struck by the flying debris. He groped his way out of the compartment, deafened by the roar. He went to his home under severe nervous shock.

Captain W. T. Shorey, a negro tea captain, of 1774 Eighth street, was the fourth man. He staggered out of the broken door, groped through the smoky passageway, then returned for his umbrella.

The ferry boat was conveying across the bay one of the heavy evening crowds.

_Courtesy of the San Francisco Call_  
_Saturday, January 14, 1911_
January

1543, January 3 - Juan Rodriguez Cabrillo, captain of the expedition and flagship San Salvador, dies from complications of a broken shoulder.

1851, January 4 - Revenue Cutter C.W. Lawrence enters the harbor at Avalon, Santa Catalina Island.

1864, January 9 - The full-rigged ship, Euterpe begins her maiden voyage for Calcutta under the command of Captain William John Storry. A collision with a Spanish brig off the coast of Wales carried away the jib-boom and she returned to Anglesey to repair. During the repairs the crew became mutinous and had to be confined to the Beaumaris Gaol.

1901, January 16 - The full-rigged ship, Euterpe is sold to the Alaska Packers Association.

1851, January 19 - Revenue Cutter C.W. Lawrence arrives in San Diego Bay, departing February 15th.

1898, January 25 - The keel laying ceremony for the steam ferry Berkeley took place at Union Iron Works in San Francisco, CA.

THE BITTER END

Walking directly across the fo’c’s’lehead of the Star of India is now a strange and new feeling. It seems a very long time since one did not have to carefully tip-toe across temporailty set planks or tightrope walk along the iron stringers and beams. The addition of the port side companionway now means one does not have immitate a spider monkey and climb up to the deck. One feels spoiled now.

With it, comes an a renewed anticipation. Coinciding with this, several crew are now learning the art of blacksmithing in preparation of producing iron fittings for the construction of San Salvador. Her keel-laying is expected sometime in the spring.

One can only wonder at just how much is going to occur in 2011. The San Salvador, the annual sail of the Star of India, and the 2011 Festival of Sail are only the tips of the iceberg. “Full & Busy” will be the descriptor of the upcoming year.

I know for myself that by 2012, I will probably be a different person because of it all. I am certain I won’t be the only one, but one wonders.

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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