In 1542 a small fleet of ships “entered into a port inclosed and very good, to which they gave the name of San Miguel.” Aliens in a new world, the fleet’s Captain, Juan Rodriguez Cabrillo and his flagship the San Salvador would become more than just historical figures. Outside of the discoveries made along the Californian coast, Cabrillo would become a ghost made into legend in the future state’s history books. The port was later renamed San Diego, Cabrillo would die on the voyage and San Salvador would go the way all wooden ships do, it vanished.

Five hundred years later the echo of Cabrillo’s ground breaking voyage was brought back to life by the Maritime Museum of San Diego as first steps

On the ‘Tween Deck
- Roger Tilton 1924-2011
- Festival of Sail 2011
- Ships History

"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

Continued on Page 2
in the construction of a full scale replica were made in a highly publicized keel laying ceremony. From dream to design and now finally, construction,

San Salvador (cont)

the project is perhaps one of the most anticipated historical projects in southern California.

Long in planning, the keel-laying ceremony took place on April 15 before a crowd of two hundred people including representatives of the Port of San Diego and elected officials including Mayor Jerry Sanders.

Collectively known as San Salvador Village, the construction site is located at the north end of Spanish Landing Park. The site was also the location for the construction of the museum’s tops’l schooner Californian in 1984. The Californian returned to her birthplace on hand for the ceremony, firing salutes as the keel was laid.

The construction of the San Salvador is being supervised by master boat builder Allen Rawl. Rawl got his boat building start on the original Pride of Baltimore in 1975, expanding his experiences with the Californian, Susan Constant and others.

The replica galleon’s design is a great compromise. No contemporary drawings or plans exist and only scant descriptions of the ship, constructed in Navidad, Mexico, occur in written documents. The final design by San Diego naval architect Doug Sharp is based on a heavily peer-reviewed design process of maritime architects, historians and archaeologists. The final completed vessel will also include modern, mostly Coast Guard mandated accouterments.

Significant to the keel-laying, representatives of the Viejas Band of Kumeyaay Indians not only attended, but performed a bird singing blessing. It was the Kumeyaay that first came into contact on Cabrillo’s entrance into San Diego and the subsequent history and its interpretation has been one of divisive feelings.

The presence of the Kumeyaay help illustrate part of San Salvador’s primary missions in education. Says Ray Ashley, museum director, “Building the ship is a celebration of that because it marks our origins as a diverse community and celebrates not only those two peoples but all who have come subsequently to make our community what it is.”

To the north as part of San Salvador Village, a traditional Kumeyaay hut and tule raft construction demonstrations add to the atmosphere. Additionally, traditional blacksmithing, sail-making, historic re-enactors and exhibit areas complement the site.

Quoted on the Port of San Diego’s web site, “The whole site will be an outdoor living history theme park, populated with exhibits, activities, artifacts and models,” said Ashley. “All the trades and activities needed to make a ship to go into expedition. So it will be like stepping back into the 16th century.”

San Salvador Village opened to the public on June 7th.
MMSD volunteer Mike Hernon joined other fellow crew in learning the art of blacksmithing. The small group will be providing not only demonstrations but actual iron work for the San Salvador.

The site continues to grow and adjust and now is also home to the earthbound Pilot as she undergoes repairs.

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Volunteers of the MMSD assist in the work required to get Pilot back in the water.

In June, rot was discovered in the hull of the 1912 Pilot. Fortunately, San Salvador Village had the makings of a small shipyard and Pilot was quickly moved to the hard so repairs could be made expeditiously.

Pilot’s short bay cruise has proved to be one of the most popular attractions for visitors to the museum. Getting Pilot back into the water and onto her normal schedule has become a museum priority.

On May 22 the museum said goodbye to volunteer Roger Tilton as ventured with fair winds to Fiddler’s Green. Roger was for the longest time a familiar face as part of the sail and maintenance crew.

Unbeknowst to may of us on the crew, Roger was well known in the filmmaking world having sprung onto the scene in 1958 with the 20-minute black-and-white documentary, “The Jazz Dance,” winning an award at the Edinburgh Film Festival. Roger is credited with sparking the trend of cinema verite with his unrehearsed style of film-making.

Roger then moved to San Diego in which he opened the county’s first motion picture sound stage. With continued success, he produced commercials, documentaries and military training films through the 1960s.

He is best know for his pioneering work in the Ominmax format of cinematography, primarily for the Reuben H. Fleet Space Theater in Balboa Park. The film “Garden Isle” was joined by the first underwater sequences ever filmed for the format.
Roger Tilton (cont)
Roger was born on January 14, 1924 in East St. Louis, Illinois, but was raised in Santa Barbara, CA. Roger served in both the Merchant Marine and U.S. Navy, seeing action in the Battle of Okinawa. Afterwards he attended Stanford University, earning a Bachelor’s degree in 1947. He continued on, earning two Master’s degrees at Columbia University.

“He was very thoughtful and enthusiastic,” said Ray Ashley, president and CEO of the Maritime Museum. “He had been in the Merchant Marine and had a long and abiding interest in ships and maritime history. He really cared about the ships and making them accessible to the public.”

Ship Spoken:
La Esmeralda

La Esmeralda (cont)
After a brief stay, La Esmeralda headed for following layovers in San Francisco, Canada and then off to a port of call in Hawaii.

Californian Has Been Hijacked
If you know the identity of the person skippering the boat in the photo below, please notify your local FBI office....

The Chilean four-masted barkentine La Esmeralda stopped into San Diego between July 14 and 18 while underway on a goodwill ambassador tour. At 370.5 feet, she is the second longest active tall ship in the world.

As a naval training vessel for the Chilean Navy since 1954, “La Dama Blanca” is home to 196 sailors, including for the first time women aboard her. Forty-four women are currently serving aboard.

Built in 1946, La Esmeralda has seen some amount of protests during her tours related to its use during the Pinochet regime between 1973 and 1980, although none were apparent during her San Diego visit.

JADA
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Please visit sailjada.com
$3.00 Historic Bay Cruise*

*with paid admission to museum

The Maritime Museum’s Historic Bay Cruise is now on the CALIFORNIAN for a limited time!

For one low price you can:

❖ Sail on the State’s Official Tall Ship
❖ Visit our historic fleet of vessels
❖ See a world-class art exhibit
❖ Gain access to the San Salvador Village and witness history being built.

Historic Bay Cruise Sail Dates:
- Fri 7/29 - Sun 8/14
- Sat 7/30 - Wed 8/17
- Sun 7/31 - Thur 8/18
- Wed 8/3 - Fri 8/19
- Thur 8/4 - Sat 8/20
- Fri 8/5 - Sun 8/21
- Sun 8/6 - Wed 8/24
- Wed 8/10 - Thur 8/25
- Thur 8/11 - Fri 8/26
- Fri 8/12 - Sat 8/27
- Sat 8/13 - Sun 8/28

Maritime Museum of San Diego - Founded 1948
1492 North Harbor Dr—San Diego, CA 92101
619.234.9153 www.sdmartime.org

*Dates/Times subject to change*
SAN DIEGO — The 2011 Festival of Sail, hosted by the Maritime Museum of San Diego, will transform the North Embarcadero into a nautical theme park. More than twenty tall ships and other fascinating vessels from around the world will visit San Diego, Sept 2-5. The festival kicks off with a majestic parade of tall ships on San Diego Bay, Thursday, September 1. The parade begins at 11a.m. and can be seen from the Embarcadero, Harbor Island, Shelter Island and Coronado. Festival visitors will enjoy touring the ships, live entertainment at the Festival of Sail main stage, marvelous food and drink from dozens of restaurant booths, a family activity area, petting zoo and shop for one of-a-kind items among more than 150 festival vendors.

Parade of Sail

The festival will kick off with a grand parade of sail on San Diego Bay at 11:00 a.m. on Thursday, September 1. More than a dozen majestic windjammers, led by a vessel from the United States Navy, will sail into San Diego’s harbor in a magnificent nautical procession. The best spots to view from shore include the Maritime Museum, Cabrillo National Monument, local restaurants and businesses on Shelter Island, Harbor Island and the North Embarcadero. Please note that the list of ships scheduled to appear in the parade is subject to change. Ships should be docked by 2 p.m. at the museum and open for visitation starting on Friday, Sept 2 at 9 a.m.

The Festival Ships

The festival will include more than twenty tall ships and other extraordinary vessels from around the world. The official tall ship of California, the Californian, the Gaff topsail schooner Bill of Rights, the Irving Johnson and Exy Johnson, twin ships from San Pedro, and many more. A complete list of the participating ships can be found on the museum’s website at: www.sdmaritime.org. Please note that the list of ships scheduled to appear in the festival is subject to change.

Cannon Battles

Join the crew for a cannon battle at sea and experience naval warfare during the age of sail! Several ships will engage in cannon battle reenactments on San Diego Bay during the festival. Individuals can purchase tickets to be on board for the experience. Tickets are $65 for adults and $40 for children 12 and under. This is not recommended for children under 5. A 2011 tall ships ticket is also required. Tickets are for sale now on the museum’s website at www.sdmaritime.org. Cannon battle sails will sell out so we suggest that people get their tickets early.

Kids Zone

Activities for kids will be open all four days with games with prizes and hands on activities. Petting zoo will be open Sat, Sun and Mon from 11 a.m. to 4 p.m. All kids’ activities and petting zoo are included with admission.

Pirate Ship Adventures

Adults and kids alike can take a 60 minute adventure cruise on the bay aboard the Pirate ship, Treasure Seeker. Help the pirates find the treasure and fire “water cannons” at anyone who tries to capture the ship. Tickets for this activity are $49 for adults and $46 for kids and require a festival ticket for entrance as well.

Napoleonic Cannon Firings

The twelve pound cannons, known as Napoleons, are authentic Civil War cannons built in 1863, not replicas. The museum’s Shore Battery Artillery Team will also salute the ships with several rounds of fire as they pass by during the parade. The unit will demonstrate how the guns are cleaned and then will fire the 3 & 4 pound guns for a “noon salute” each day as well as firing volleys at the ships during the Gun Battles on the Bay.
Visitors must purchase a tall ships ticket to tour the festival ships. Each participating ship has its own unique stamp and guests can get their tickets stamped at each vessel. Tickets are an exceptional value at only $15 for adults and $10 for children (12 and under), Seniors (62 and over) and active military (valid identification required). Tickets are for sale now on the Maritime Museum’s website at www.sdmaritime.org and will also be for sale at the festival. Tickets include entrance to the Maritime Museum of San Diego during the event and the build site for the construction of the new ship the San Salvador. Tickets are valid for all four days. Entrance to visit the vendor area is free.

Entertainment

The 2011 Festival of Sail will feature continuous entertainment Friday through Monday on the stage onboard the ferryboat Berkeley. Performers play and sing a variety of musical styles including island sounds, Mariachis, steel drums, folk music, jazz and of course, traditional sea chanteys. There will also be dance troops, theatrical performances and the museum’s Maritime Dancers celebrate the international theme of the event. Featured performers include Eve Selis, Rondstadt Generations, Navy Band Southwest and Chicago Six Jazz. A complete schedule of entertainment can be found on the maritime museum’s website at www.sdmaritime.org.

San Salvador Village

Admission to the village where the museum is building a replica of Juan Rodriguez’s ship, San Salvador, is included with festival admission. Watch the ship take shape as master shipbuilders create this magnificent galleon. Village also includes demonstrations by the Kumeyaay, blacksmithing, sail-making, and much more. The site is located at 4126 N. Harbor at the intersection of Spanish Landing Way and N. Harbor Dr across from the airport. CLICK FOR A MAP.

The Festival of Sail will be located along the North Embarcadero between Ash and Grape Street. Parking will be extremely limited, we urge festival visitors to use public transportation. The County Center/Little Italy trolley station is only 3 blocks from the festival. For those that must drive their cars, nearby paid parking lots are available.

Important Information for Media Covering the Event

Media interested on being on a tall ship during the parade will need to contact Robyn Gallant at number above. Must be at Maritime Museum at 8 a.m. on Thursday, Sept 1 and will return to the dock approx 2 p.m. A media check in tent will be located on the Embarcadero at the foot of Grape Street. All members of the media are asked to check in and receive their credentials when covering the event. Credentials will allow you full access to the festival and the visiting ships. In addition, staff will be available to help arrange interviews, answer questions and provide you with the latest updated information about the event. There will also be reserved parking for live trucks located next to the media check-in tent at the foot of Grape Street. The parade of sail is an opportunity for spectacular aerial photography. Television stations and other media outlets with access to helicopters should have their aircraft orbiting above the harbor between 11:00 a.m. and 1:00 p.m. on Thursday, September 1 to get the best shots of the parade. Primary media contact is Robyn Gallant 619-246-1075.
Stars & Stripes and Abracadabra of the Denniss Connor’s America’s Cup Experience, cruise thru Chowder Bay
From the 26th July in Lat 40 N & Long 930 E up to the present date, Mr Sinclair & myself have both been confined below with sickness & unable to attend to the duties of the Ship or to come on deck, being during that time nearly at deaths door, but I am glad to Say that we are now happily both convalescent & in a fair way of soon being well. On August 1st We spoke the Ship “Marybrough” of Lpool, Captn Davis who paid me a Visit & as we had only one officer to look after the Ship, he kindly sent his Boatswain “Arthur Green” ~no holds a Mates Certificate, to assist in navigating the Ship & who joined as 3rd Mate. We giving him in exChange John Gallacher AB whose Wages was paid to him in full, on his leaving the Ship -

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

Served 32 Rations.
DEATH OF A STOWAWAY
TO THE EDITOR.

SIR, - The following appeared in your Saturday's shipping column, under the heading "Arrival of the Euterpe". "On June 26, in latitude 44 S., longitude 37 E., a melancholy accident occurred, by which a stowaway, a lad named J. Campbell, met his death. He fell from the maintopgallant masthead to the deck, breaking both legs and sustaining other severe injuries, which caused his death on June 29." Your reporter is very precise as to the latitude and longitude in which the accident occurred, but he does not say how the stowaway happened to be at the maintopgallant masthead, though the fact is worthy of explanation. Was he a sailor? Was he fit to go there? Did he go there of his own accord, or was he sent there? And if so, why? To work, or "to have it taken out of him"?

Your reporter's ambiguity is suggestive,
and if this letter is unjust he must blame himself or the person who gave him his particulars. Stowaways are a nuisance, yet it must be seen to that they are treated in a proper way. - I am, &c.,

A.

August 2.

Courtesy of the Otago Daily Times
Monday, August 4 1884

Hoyle’s statement is borne out by that of Mr. Galloway, one of the passengers, who has repeatedly seen the deceased boy overhauling the ropes from the place from which he eventually fell. Upon close inquiry our reporter finds that the stowaways were well treated on board the Euterpe, and that nothing like “taking it out of him” seems to have been attempted by Captain Hoyle.

THE EUTERPE

The ship Euterpe cleared at the Customs to-day for London. Besides a full cargo, the ship takes as passenger Mr G. Turnbull. This afternoon, the Euterpe took up an anchorage in the stream, and, should the wind be favourable, she will get away for her destination tomorrow morning.

Monday, August 4 1884

Queen’s Wharf, Wellington

In reference to the death of the lad James Campbell by falling from the maintopgallant mast head of the ship Euterpe on June 26, our shipping reporter has interviewed Captain Hoyle, who distinctly avers the lad was never ordered aloft by him. The boy, however, was constantly aloft; and the captain adds that on the occasion of some athletic sports which were held on board the boy proved himself one of the most proficient of the competitors. He was one of three stowaways on board. The boy, to the best of Captain Hoyle’s knowledge, went voluntarily aloft on June 26. He was in the act of overhauling the maintopgallant sail, while one of the ordinary seamen, Jones, was on the mizzen. Campbell, it appears, waved his hands to Jones, and in doing so fell from the yard to the deck. Captain

Courtesy of the Auckland Star
Tuesday, August 5 1884

United States Coal

About three hundred tons of coal is piled up on Oceanic wharf awaiting the arrival of the troopship Arizona - or Scandla - “first come, first served.” The colliers Euterpe, Sea King, C. F. Sargent and Vincent are all discharging coal for the United States Government. There is something over 5,000 tons from these vessels and there is quite a pile now near the old fishmarket and mauka of T. H. Davles & Co’s warehouse is another lot in the open. These are in addition to the coal piled In the U. S. coal shed across from the public market. About half of the coal now discharging is for the transports and charged to the U. S. army. The coal for the
Alaska Packer Arrives

The bark Isaac Reed, Captain Anderson, of the Alaska salmon fleet, arrived yesterday, 20 days from Nushagak, with only 584 barrels of salmon. The run this season has been light and Captain Anderson reports everything unusually quiet at Kushagak. A fishermen, whose name he does not know, was drowned and another one injured during the season. Captain Anderson reports that the Big Bonanza was to have left Nushagak August 6, the Star of India August 9 and the Indiana August 10. They are all bound for this port and with the rest of the fleet should be here soon.

Courtesy of the San Francisco Call
Tuesday August 27 1907

If it were not for the fact that commuters, as a rule, live such simple lives that their knowledge of nerves is largely a matter of hearsay, there would be some hesitation about printing this story. It might lead to seriously overcrowding the S. P. ferry steamer Berkeley. The discovery that I am about to divulge was made by an intimate friend of Beverley Hodghead, former mayor of Berkeley, and was told to me on condition that I would not be too specific in the detail of location. As he explained:

"It is saving me $2 a day and some valuable time and if everybody knows about it, I lose."

The Berkeley is propelled by two sets of twin propellers, one set at each end. In installing the engines every precaution was taken to insure their operation with the least possible vibrations and improvements with this end in view have been made from time to time. In one part of the steamer, however, on the upper deck, is a certain rail that reflects every movement of the engines. There is

navy is contained in the Government sheds and is only used for replenishing the men-o'-war's bunkers.

Courtesy of the Hauaiina Gazette
Tuesday, August 30, 1898
sitting room on this rail for about six people. The vibrations are similar in intensity to that experienced on a horse trotting briskly on a hard turnpike.

Since they discovered the activity of this rail two prominent Oaklanders who had been taking treatment for nervous troubles and were ordered by their medical advisers to try horseback riding, have sold their horses. Three Berkeleyans, who using electric vibrators, have discarded them and now take their treatment on the steamer that was named after the college town. The Berkeley is the most modern of all the Oakland ferry steamers, but even the S. P. does not realize how really up to date the steamer is.

Courtesy of the San Francisco Call
Thursday August 29 1912

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

**THIS MONTH**

August

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

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

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

**1790, August 4** - The United States Revenue Marine Service is created under the Tariff Act of 1790.

**1866, August 7** - Suffering from an unknown tropical disease, the *Euterpe*'s first master, Capt. William J. Storry dies at sea.

**1849, August 9** - Off the coast of Peru and in need of coal, the San Francisco-bound bark *Lagrange* hails the revenue cutter, *C.W. Lawrence*. (See *Euterpe* Times Volume 2, Number 21.)

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

**1961, August 14** - General public fundraising for the restoration of the *Star of India* begins with a luncheon at the El Cortez Hotel.

**1899, August 17** - The attorney general of the Republic of Hawaii gives “an opinion that the provisional registers were not recognized.”

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

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

**1848, August 20** - The Campbell class revenue cutter, *C.W. Lawrence* is launched at Easby shipyard in Washington D.C.

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