Star of India prepares to Sail in November

After several years of stand down, the Star of India sees the last final months of restoration and training. See story on page 2.

Festival of Sail Arrives

This year’s Festival of Sail is expected to be bigger than ever.

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

Continued on Page 6

“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
Star of India Returns to Sea Status

On November 12, 2011, the Star of India will once again sail the Pacific Ocean. Along with her fleet sisters, the HMS Surprise and Californian, museum staff and maintenance volunteers will have finished the task of restoring the fo’c’lehead of the Star of India in what seemed like an eternity. Due in large part to the fo’c’lehead restoration, but not all, the Star of India has stood down for the last three years.

With every seizing put into place, every bolt made tight and each stroke of tar put onto the rigging she inches ever so closely to that moment where she will finally be free of her mooring lines again, reminding us all that she is the world’s oldest active sailing ship.

In foresight and hindsight, one wonders what took so long, especially regarding the fore deck. The fo’c’lehead project, though long in effort, was accomplished by the volunteers of the maintenance crew of the Maritime Museum of San Diego. Working in small incremental shifts, the project has become a source of pride among the crew.

In 2009 as the Star of India was escorted to dry-dock, the bare skeleton of her fo’c’lehead had been encased in preservative.

In 2010, it appeared that Star of India would be ready to sail, but the recognition by the crew both in its state of training and the condition of the bark overall, stretched the limits of what this museum could do, especially in the light of safety concerns. In 2010, it was the crew that stood the Star of India down, speaking volumes of the ethical and safety awareness of this collective body.

One year later, the Star of India is nearly in that state of readiness, with each passing day seeing one progression after another.

By May of 2010, the new foredeck began to appear.

As the foredeck progressed, the reader must remember that mechanics of a square-rigged ship are to be worked regularly, lest apathy sets in, items rust and lines wear in the sun. Like any living animal, a long period of stagnation means an equally long period of “shaking off the dust.”

On 12 August, crew qualification announcements were made. Although not final, nor are crew assigned specific ships as yet, the promise of putting to sea readies its anticipation of working ship under a full stack of sail.

By late August, the head rig has now been blessed with her heads’ls. Cosmetics, tweaks and fine-tuning preempt the final stage towards sailing. Beginning in September, every Sunday between then and November, the calls of “Prepare to make sail!” “Ready About!” and “Mains’l Haul!” will echo across the early morning hours once again as the crew assembles to train. For some it will be getting back onto the bicycle once again, for others it will be a first-time learning experience, a tale told to grandchildren.
As 2011 began, the newly laid deck began receiving her iron fittings back.

In addition, HMS *Surprise* will be along for the ride. Last year, the hopes of *Surprise*’s certifications were held in limbo as a serious re-evaluation of her hull held her in doubt. The good news now is the result of hard work and long hours thanks to volunteers and staff.

Suffice it to say, this November the fleet will sail. *Star of India*, HMS *Surprise* and *Californian* will in years to come be joined alongside by the *San Salvador*. But for now the volunteer sail crew sets about in anticipation of the reward of several years’ hard work.
The National Park Service has decided to dismantle the 96-year-old steam lumber schooner *Wapama*, a National Historic Landmark that is the last vessel of its kind.

The *Wapama*, which had a long career carrying lumber on the so-called Redwood Coast of California and Oregon, had been a museum ship at the San Francisco Maritime National Historical Park, but old age and dry rot have apparently brought the vessel to the end of the line.

“She held on pretty well for a long time, but then she started to go, like an elderly relative that took a turn for the worse,” said Robyn Jackson, chief of cultural resources for the maritime park. “But now it’s become terminal.”

The *Wapama* is the only survivor of 225 steam-powered schooners made and is considered “nationally significant as a Pacific Coast expression of America’s dependence on maritime trade,” according to National Park Service documents.

The 200-foot-long vessel was popular with the public when it first went on display as a museum ship public under auspices of the California State Park system at the Hyde Street pier in 1963.

The *Wapama*’s passenger accommodations made it look like a miniature ocean liner, especially because of a handsome grand staircase that led from the passenger cabins to the dining salon.

There were shipboard displays about the role of the steam schooners and how they operated in all weather out of San Francisco and other ports and maintained regular service to mill towns like Mendocino and Fort Bragg, using harbors so small they were called “dog hole ports” because it was said a dog could hardly turn around in some of them.

The steam schooners flourished from the early 20th century until the Great Depression, though the *Wapama* operated on the Alaskan coast until about 1947.

Most of the other steam schooners were run up on backwaters, like the far reaches of the Oakland estuary, the Sausalito mudflats, or Candlestick Point in San Francisco, and left to rot. Only the *Wapama* survived, and was purchased by the state of California to be a museum ship in 1957.

The *Wapama* was a handsome little ship, but it had endured a hard life at sea, and when it was put on
display structural problems began to show up.

**Weather-beaten**

The wind and the tidal surge at Hyde Street took its toll on the timbers of the *Wapama*'s hull, and in 1980 the ship was taken out of the water and placed on a barge in the hope that money could be found to make major repairs to it.

In the meantime ownership of the historic ships berthed at the Hyde Street pier passed from the state park system to the National Park Service, and some felt the Wapama had become an orphan.

The barge with the ship on it was kept at first in Oakland, then in Sausalito. At first, the Park Service hoped to preserve the ship’s timbers from dry rot with a liquid borate solution, but funds for that process dried up after 18 months.

**A losing battle**

In 1988, a Park Service report said that 80 percent of the ship’s structure was decayed, and the efforts of volunteers and some park staff to preserve the ship appeared to be a losing battle.

In the 1990s, a group of marine historians led by retired Rear Adm. Thomas Patterson, and Edward Zelinsky, a Tiburon businessman who was vice president of the World Ship Trust, mounted an effort to save the ship. They were supported by Karl Kortum, a founder of what became the maritime park.

All three men are now dead, and the effort to save the *Wapama* died with them.

By 1997, the maritime park’s general management plan called for “minimal” measures to slow the *Wapama*'s deterioration, but it added, “The vessel’s underlying structural decay will not be addressed.” That, essentially, was a death sentence for the ship.

The *Wapama* was removed from Sausalito and stored on its barge out of public sight in a backwater channel in Richmond. Rainwater leaked through the decks, maintenance was at an absolute minimum, and the ship became so riddled with rot that the Park Service now fears it might not survive another winter.

Preliminary government estimates show that it would cost $21.7 million to stabilize the vessel on the barge, and $61.4 million for a full rehabilitation. A congressional appropriation of that size is unlikely.

Instead, the Park Service hopes to preserve the ship’s engine, and perhaps some of the timbers or large artifacts.

There is no timetable for the dismantling of the ship. “Things move slowly in government,” Jackson said.

*Courtesy of the San Francisco Chronicle  
Thursday, May 19 2001*

### Additional AED Device Aboard *Californian*

The tops’l schooner *Californian* now has an AED device on board. The AED is located just inside the main hatch, making quicker response times for either emergencies at sea or any that may occur in proximity of the floating barge.

The AED (automated external defibrillator) is a portable electronic device that automatically diagnoses the potentially life threatening cardiac arrhythmias of ventricular fibrillation and ventricular tachycardia in a patient, and is able to treat them through defibrillation. Use of this device is aided by recorded human voice commands and instruction.
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.

Tall Ships Tickets

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.  

**Location, Parking, Etc.**

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.

**Festival of Sail 2011 (cont)**

On September 1st, 2011 the Pacific Voyagers will sail into San Diego, CA to participate in the annual Festival of Sail Tall Ship Parade. The Pacific Voyagers are on a 15,000 nautical mile journey to reconnect with their ancestors and raise awareness for the ongoing environmental issues facing the Pacific Ocean.

The Pacific Voyagers are sailing on the traditional ocean going, Polynesian, double hulled canoes called Vaka Moana, which translates to ocean canoe. These are the same type of canoes their ancestors used to explore, settle and populate the pan Pacific Islands. Since April, the Pacific Voyagers have been sailing across the Pacific Ocean guided solely by celestial navigation and powered only by solar energy from the wind and the sun. This is the first time in modern history that a voyage like this has been made and their participation in the Festival of Sail brings a new level of excitement to the parade.

“I am very excited to have them join us. We are thrilled to have these canoes sailing behind the tall ships this year, we are delighted to host the Pacific Voyagers,” said Robyn Gallant, the Project Manager for the Festival of Sail.

**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.
The Festival of Sail 2011 will showcase many traditional ships from the Pacific Coast. Below we introduce you to the temporary additions to the Maritime Museum of San Diego.

**Amazing Grace**

*Amazing Grace*’s design recalls the era of a traditional American sailing vessel that fought in the American War of Independence and again in 1812 as part of the U.S. Navy or as privateers. Originally she was rigged as a brigantine and would have carried three square sails; a course, topsail, and topgallant.

**American Pride**

*American Pride* was originally launched as a two-masted “schooner-dragger” and named the *Virginia*. Her first forty years were spent commercially fishing the Grand Banks and George’s Banks, searching the New England coasts for cod, haddock, flounder and ocean perch. Her second name change was the Lady in Blue, named after a prayer and was run by the Frontiero family who were Gloucester fishermen. In 1986, she was completely rebuilt for charter operations, a third mast was added and she was renamed the *Natalie Todd*. Ten years later she was purchased by the American Heritage Marine Institute, renamed the *American Pride* and sailed through the Panama Canal to reach her new home in Long Beach where she now operates as a private charter for the general public and school groups for the Children’s Maritime Foundation.

**Bill of Rights**

Built in 1971, the 129’ *Bill of Rights* is a wooden, gaff-rigged topsail schooner designed by McCurdy, Rhodes & Bates. She is patterned after Wanderer, a schooner built in 1856 as a racing yacht. She was acquired by the Los Angeles Maritime Institute in
Curlew

1997 after serving as a charter vessel on the East Coast. *Bill of Rights*’ current owner, Stephen Taylor, is also her Captain and the founder of the American Tall Ships institute. She provides private and public party tours of the harbor and a variety of “immersion type” student programs during the week and offers day sails to the public on the weekends to the Channel Islands.

Curlew

The 82’ schooner *Curlew* was built from the imagination of the legendary American boat designer John Alden. Built to fly, she won many races up and down the east coast in the 20’s and 30’s. *Curlew* has since been totally refitted and restored to the highest standards of performance and luxury.

Exy Johnson and Irving Johnson

One of a pair of twin brigantines, the *Exy Johnson* and *Irving Johnson* are state-of-the-art sail training vessels designed to meet the needs of the Los Angeles Maritime Institute’s (LAMI’s) TopSail Youth Program. Their primary mission is introducing youths to the subtle but profound influence presented by the sea. These twin brigantines were named after sail training pioneers, Irving and Electra “Exy” Johnson. The Johnsons circumnavigated the globe seven times in all. They did this on two different boats, both named *Yankee*, with each trip using a new group of boys and girls who possessed only a sense of adventure and curiosity. For twenty-five years, beginning in the 1930’s, the Johnsons lived a life at sea that is now legendary and whose legacy continues to give back through the *Exy Johnson, Irving Johnson* and LAMI.

Jada

*Jada* is made from Port Orford Cedar over white...
Visiting Ships (cont)

oak frames, with bronze strap frames under the masts and rudder post. All interior and decks are teak. Jada has raced the Transpac to Hawaii 5 times and won the Tahiti race in 1969. She was originally built as a staysail schooner and was converted to a yawl in the 1950’s to meet new racing rules more favorably.

Pilgrim

The Brig Pilgrim is a full size replica of the 1825 hide brig immortalized by Richard Henry Dana, Jr. in his American seafaring classic novel Two Years Before the Mast. Today’s Pilgrim was built in 1945 and was originally a three-masted Baltic schooner. In 1975, Captain Ray Wallace, a noted marine architect, sailed her to Lisbon, Portugal where she was converted to her present rig. In 1981, she was brought specifically to Dana Point where she was to become the Ocean Institute’s platform for its living history program based on Dana’s historic voyage. In addition to hosting thousands of school children, who experience the dockside living history programs, Pilgrim sets sail every year in the summer with a dedicated volunteer crew. Throughout the year the crews learn the traditional seafaring skills necessary to maintain and sail the vessel.

Spirit of Dana Point

This is the fourth Festival of Sail for Spirit of Dana Point which is a fine example of an eighteenth century vessel giving twenty-first century children the chance to learn about life at sea. Originally named Pilgrim of Newport, it was Dennis Holland’s lifelong dream to build a traditionally accurate replica of a 1770s privateer used during the American Revolution. It took him thirteen years to build the ship in his backyard from plans he purchased from the Smithsonian Institute. Her design was built for speed, and was a predecessor to the Baltimore Clipper, which was used for smuggling. The ship was purchased by the Ocean Institute in 2004 to join their education fleet and renamed Spirit of Dana Point, in honor of the community that supports her worthy mission.
BAYSHOTS
PIC O’THE MONTH
U.S. Rev. Brig. Lawrence
At Sea

Sept 30th 1849

Sirs, Having now left the last foreign port a which I was directed to touch by the Secretary. I am at liberty to communicate for the information of the Commissioned Officers of the vessel only such portions of my instructions as refers to incidental duties.

I am required to touch first at San Diego and on my way westward to examine all the harbors on my route establishing their position & C. and reporting the result to the Superintendent of the Coast Survey through the Treasury Department and the desire to carry out the instructions was the cause of my anxiety that the Officers should perfect themselves in Nautical astronomy, which has been repeatedly enjoined (?) upon them with so much urgency.

To facilitate the operations I am directed to employ a pilot, and am instructed to afford every assistance to the Coast Survey, by the use of the boats of the vessel, and by conveying the Officers thereof to and from such points as necessity may demand. In out the orders I expect to be greatly inconvenienced from the limited space in the cabin, but shall comply. Failing in procuring the service of a

Lawrence (cont)

OFFICIAL LOG
of the Euterpe from London towards Bombay 1869

Wednesday, September 1st,
Noon

Off Dover. James McGowan AB who yesterday shipped at Gravesend and received an advance rate, wishes to go on shore fearing that from injuries received in the last ship he feels he Resented doing hard work. There consented to allow him to go off with the detail.

James McGowan (the above mentioned)
Williams Cosens
Commander

San Diego Bay From Point Loma
On Sunday last the Euterpe arrived from London, with some 400 immigrants; next day came the Strathnaver, with as many more, and the day after the St. Leonards put in an appearance, but fortunately she had only cargo and a lot of cabin passengers. The last 50 of the Reichstag’s Scandinavians had only been disposed of the day before the Euterpe arrived. The Barracks are now filled, and so are the Quarantine Buildings on Soames Island. The immigrants by these two vessels are a superior lot of people, but at this period of the year it will tax our powers of absorption to the utmost to find house-room and employment for them all before the Douglas and Cartvale arrive with 800 more. The conduct of the Agent-General in thus crowding ship on ship to arrive at this season can only be explained on the supposition that it is done with an object, and that a malicious one. It also unfortunately happens that the winter is one of the worst ever known in the Province. For months we have not had three successive days without rain, and as a natural result the roads are in a bad state, and communication through the country districts is difficult. All things considered, it is really wonderful that the thousands who have arrived have been absorbed, but I fear that there is a limit, and that it is near, if not quite reached now. The wet weather is affecting others than the immigrants. The stock in the Wairarapa is suffering severely, especially sheep with heavy fleeces, and in some cases the mortality has been very great. This cannot be wondered at when for a couple of months or more the wool has never been dry on the sheep’s backs. In town almost every second person met with is suffering from, or has just recovered from, a severe cold.

Courtesy of the Otago Daily Times
Thursday, September 10 1874

Canterbury Grown Wheat in England

The following quotation from an English advice respecting some wheat shipped from here in the Euterpe and Western Monarch by the New Zealand Loan and Mercantile Agency Company for Mr M. Dalziel, of Brandean, Amberley, proves that the New Zealand wheat is well thought of on the Corn Market in London: “Fine, large berried wheat, such as the Tuscan or Talavera varieties, shipped under the mark 13
A serious accident occurred on board the ship Euterpe yesterday afternoon. While Mr. Richmond, the chief officer, was superintending the discharging of cargo from the fore hold, the pennant from the yard arm tackle carried away, and the gin struck Mr Richmond on the head, inflicting a very severe scalp wound. Mr. Loring, of the Railway Ambulance Corps, rendered first aid, after which a medical gentleman attended to the sufferer. The wound, though severe, is not of a serious nature.

The many friends of Mr. Richmond, chief officer of the ship Euterpe, will be glad to hear that he is progressing very favourably after his recent accident.

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**Euterpian No. 13**

While all the voyage I have displayed
A 'Cheek' that has myself dismayed
Laying bare your traits as themes for rhymes
The next week published in the Times
Euterpian signed.

Read where you well you'll scarcely find
Pain has to be caused by just unkind
Ennui to lesson did I try
Close now to port I say good-bye
Kerchief to wet inclined.

Published by S. Ellis on board the Euterpe Saturday, December 6, 1879 on her voyage to New Zealand.
In the matter of the application of Lincoln D. Spencer for a writ of mandamis against F. B. McStocker, Collector General of Customs, requiring him to issue an Hawaiian registry to the ship Euterpe, Judge Perry rendered an oral decision yesterday afternoon, saying in part:

the main and perhaps the only question, as I look at it, is whether the equitable title is in Lincoln D. Spencer to the exclusion of the others named in the statute. Upon that point it seems to me that the evidence that is now before me is entirely unsatisfactory.

I shall not undertake to say now whether a charter for a nominal consideration or one for a substantial consideration comes within the prohibition of the statute. I say simply, on the evidence as it now stands, that there is not enough now before the court on which I can form an intelligent opinion and ruling as to the standing of this particular case.

the burden of proof is upon the plaintiff, of course, to prove his case clearly. Mr. Spencer being out of the jurisdiction, the respondents are not in a position to compel him to testify, and it lies with him to come forward and make full and complete answers to the questions specified. I feel he has not done so yet.

I am willing to give him a chance to state fully the terms of his contract and charter-party. I do not know whether I shall agree with him in his view that the contract is a charter-party, its terms, the sum that he receives, the consideration that he paid for the ship, and, perhaps, some other points that may tend to throw light on the main question; all these must be fully stated by him.

If he desires the opportunity to present such further testimony without any attempt at compulsion on the part of the respondents, I shall give it, otherwise I shall pass upon the case.
Another Salmon Boat

The bark Euterpe arrived yesterday, twenty days from Nushagak. She brings 39,067 cases of salmon. Captain Swanson reports that he left at Nushagak the barks Electra, W. W. Case and Nicholas Thayer. They were ready for sea and expected to get away August 24.

Courtesy of The San Francisco Call Friday, September 12 1902

Another Salmon Boat

Salmon Trap, Belonging To Alaska Packers Association, On Beach Near Cannery of Alaska Packing Company (A.P.A.), Nushagak Bay.

Launch Goes Too Close to Quarantined Ship and is Taken to Angel Island

It is many years since the rivalry among boatmen was as keen as it is today for the privilege of ferrying fishermen and other passengers ashore.

Launch (cont)

from the ships of the salmon fleet. Each of the ships brings from 100 to 100 passengers, who are sufficiently anxious to get ashore in a hurry to pay $1 a piece for the ride. Every passenger has a big canvas bag containing his clothes. Some have trunks and other baggage, and as all have too much money coming to them to care about carrying their own impediments, the expressmen join forces with the launchmen in the battle for business.

When the Star of India, 22 days from Nushagak, dropped anchor yesterday in quarantine, the vessel was immediately surrounded by a swarm of gasoline launches. There is a federal law prohibiting boats going within hailing distance of a vessel in quarantine, but in the desire for business the launchmen forgot and the mosquito fleet crashed alongside the quarantine steamer Argonaut while the seekers after business filled the air with their yells.

Dr. Drew, the quarantine officer, warned the boats away, but he might as well have asked the tide to run in the other direction. Dr. Drew then decided that a little example might have more effect. 53 be seized the nearest launch, Paterson No. 1, and towed it to the quarantine station at Angel island. In addition to the deckhand and engineer there were on board the launch two expressmen and the runner for a Filipino lodging house. The prisoners and launch were turned over to Dr. W. C. Hobdy, chief quarantine officer, who held them for three hours and then let them go.

The Star of India brought 37,000 cases of salmon. Fine weather was encountered all the way home. On board the vessel were about 90 white men and nearly 100 Chinese. The Chinese were very anxious to know if any of the tongs...
Launch (cont)
were on the warpath in Chinatown. From letters they had received, some of them said, they expected to find considerable disturbance and were surprised to know that no blood had been shed.

Courtesy of the San Francisco Call Tuesday, September 15 1908

CHINESE RESENT
FUNERAL AT SEA
Bark Arrives at San Francisco with Terrified White Man Clinging to the Mast and Held at Bay
[By Associated Press.]

SAN FRANCISCO, Sept. 12.— The sight of a terrified white man clinging to the rigging of the bark Star of India, newly arrived from the salmon fisheries of the north, while a mob of angry Chinese raged about the deck below, led Jimmy Sinnott, skipper of a harbor launch, to pull alongside of the bark yesterday to see what caused the riot.

Not until Sinnott had trained a revolver on them were the celestials subdued, when Patrick McGinness, the man in the rigging, watchman of the vessel, slid to the deck.

When the Star of India palled from the canneries her hold was crammed with Chinese cannery hands Whop, one of the number, died during the voyage.

When McGinness discovered the body, despite the infuriated Chinese he consigned it to the waters with a canvas shroud about it and a shot at its heels.

They believed the sailor burial had not been in accordance with Chinese funeral rites and determined to wreak vengeance on the watchman. The opportune arrival of Sinnott saved McGinness from rough treatment, if not worse.

Courtesy of the Los Angeles Herald Monday, September 13 1909

Ferry Tales

It was while the circus was in town and a number of children gathered on the after deck of the ferry steamer Berkeley were discussing the show. A little girl from Oakland was describing the costumes of the ballet and illuminating her description with occasional imitations of the dance before Cleopatra.

"Were they ladies?" inquired a small boy from Alameda.

"No, indeed!" This from a Berkeley miss. "Ladies wouldn't do that!"

Courtesy of the San Francisco Call Friday, September 13 1912
1899, September 1 - The full-rigged ship Euterpe, under Hawaiian Registry arrives at Seattle, WA.
1849, September 2 - On her initial voyage, the Revenue Cutter C.W. Lawrence sights the “island of Owyhee.”
1849, September 3 - The Revenue Cutter C.W. Lawrence enters the harbor at Diamond Head, island of Oahu.
1923, September 6 - The tugboat Sea Queen tows the Star of India to Alameda after arriving at San Francisco on August 30. The voyage to Alaska of 1923 would be her last sail as a working vessel.
1920, September 9 - The Star of India enters San Francisco on September 9, three days ahead of the Star of France after an unofficial race is provoked by Captain Marzan of the Star of France as the two barks cleared Unimak Pass, Alaska.
1975, September 9 - Final installation of the replacement silver-zinc main storage battery was completed on the U.S.S. Dolphin, pier side at the Naval Undersea Center, San Diego. This was the first time a silver-zinc battery replacement had been accomplished outside of a shipyard environment.
1879, September 13 - Aboard the full-rigged ship Euterpe, passengers Stead Ellis and Joshua Charlesworth publish the first issue of the Euterpe Times.
2008, September 15 - The replica full-rigged ship HMS Surprise departs the Maritime Museum of San Diego for her first out-of-area sail after becoming a part of the museum fleet.
1779, September 19 - The frigate HMS Rose is scuttled in the Tybee River in an attempt to block the French ships from aiding American forces in their attack on the British held Savannah, GA.
1799, September 20 - The British 28-gun frigate HMS Surprise, ex-L’Unite is dispatched from Port Royal Jamaica to intercept the Spanish frigate Hermione.
1873, September 24 - After departing New Zealand, the full-rigged ship Euterpe enters San Francisco Bay and is placed under the consignment of Dickerson, Wolf & Co. in order to obtain cargo.
1992, September 24 - To celebrate the landing of Juan Rodriguez Cabrillo, the Maritime Museum of San Diego launch the shallop Chalupa.
1940, September 25 - The steam yacht Medea is acquired by the British Ministry of War Transport and is reallocated for use at Peterhead, Scotland.
1850, September 27 - The Revenue Bark Polk arrives in San Francisco, freeing up the Revenue Cutter C.W. Lawrence for coastal survey and patrol.
1989, September 27 - The U.S.S. Dolphin departs San Diego to conduct Scripps Institute of Oceanography (SIO) Gravity experiment. This experiment was unique in that the data collected could possibly change the way the scientific community looks at gravity. Also this at-sea period was a benchmark for Dolphin being the longest independent at-sea operation in Dolphin history.
1849, September 28 - The Revenue Cutter C.W. Lawrence departs the Sandwich Islands to report to her assigned duty station, San Francisco, CA.
1542, September 29 - Juan Rodriguez Cabrillo aboard the San Salvador enters the bay of San Diego, landing at Ballast Point naming it San Miguel.