Happy Holidays from the ET

Star of India Returns to Sail

On the ‘Tween Deck
• Candidates Train On the Star of India
• San Diego Tall ship Festival
• Dana Point Toshiba Tall Ships Festival
• Ships History

After four years, the Star of India put her sails in her gear, raised her yards and set sail for the open Pacific.

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“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 these few who do not come within the latter category.” - Stead Ellis, 1879
In 1863, the Emancipation Proclamation was signed establishing the abolition of slavery as one of the primary goals of the American Civil War. In Sacramento, CA, ground is broken on the first transcontinental railroad. At the dedication of the Soldiers’ National Cemetery on November 19, in Gettysburg, PA, American President Abraham Lincoln standing before a crowd gave one of the most well-known speeches in history. In November 1863, Thanksgiving became a traditional holiday celebration in the United States and the first depiction of the modern Santa Claus by Thomas Nast was published in Harper’s Weekly. On November 13, at the shipyard of Gibson, McDonald & Arnold in Ramsey, Isle of Man the full-rigged ship *Euterpe* was launched.

147 years later, that ship *Euterpe*, re-christened the *Star of India* in 1906 by the Alaska Packers’ Association, continued her long existence of sailing as she put to sea once more under the auspices of the Maritime Museum of San Diego. Caretakers to one of the most valuable artifacts in the history of sail, the museum has made it a mission to actively sail its traditional ships.

The *Star of India* had been in stand down mode since 2006 when restoration of her fo’c’sle head began. The project, under the working hands of volunteers on Sundays, was finished in time for 2010, but the crew itself decided that to ready the ship safely for a 2010 sail was unrealistic. The consensus to stand down was passed along to museum staff who made the decision to train and complete even more maintenance task aboard the iron-hulled bark.

To celebrate her annual sailing, the museum’s other vessels, HMS *Surprise* and *Californian* join in for a fleet sail. Beginning in August, sail crew volunteers began training in earnest to ready themselves and the ships’ rigs for sails. The training had been preceded by physical qualification assessments, ship and mast selection.

Countless times while moored dock side, sails were set, yards braced around, sails furled only to repeat the process over and again.

As November 12 finally arrived the crew, along with invited crew members of the bark *Elissa* from Galveston, Texas woke to something they didn’t want to see. Heavy rain and swells came into the area and worsened thru the morning causing a cancellation of the Saturday sail.

The “birthday party” was moved to the Berkeley, while the decision to cancel the sail proved to be a good one as swells off the coast surpassed 10 feet.

The following day, November 13, the *Star of India*’s true birthday revealed pleasant weather with light winds in which to enjoy this ship which was “fitted up in the most expensive style, no pains have been
spared to make her a splendid specimen of naval architecture.”

For many of the crew, it was the first time putting sail into gear while underway, for many it was the first time they were crewing any of the vessels in an active status. It was a day of firsts, a historical event that added to the Star of India’s rich history.

As the MMSD unofficial sister museum, a crew exchange program with the Texas Seaport Museum has frequently occurred and this cruise proved no exception. Joe Willhelm, Ed Green, Greg Branan, Kim Burns, Geoff Hartman, Dennis Dornfest, Rebecca Johnson, Don Nichols, Kevin Gassiot, and Brian Rogers, member of the self-proclaimed “Geezer and Geezerettes” of the 1877 bark Elissa spread amongst the mast on Star representing their ship in an exemplary fashion.

The clear morning saw the Star of India towed out the channel followed by Californian and HMS Surprise.

The fleet was together again for the first time in a long while. With a new fo’c’sle head and untested head rig, the light winds proved beneficial for the Star of India and to her crew as well.

After a memorial service on the poop deck, the Star of India dropped the towline and began her day in earnest as the wind filled her sails and she glided through the minor swells.

Captain Rich Goben called the deck as a textbook tack became one of the many highlights of the day. Disproving her lack of ability to tack, HMS Surprise was seen gliding effortlessly through a tack, one of several through the sail. One may ask why a tack becomes a big deal, but nicknamed Porcella Nostra or “Our Pig,” the ex-Rose has proven stubborn in this particular ability.

Aboard the Star of India, the pounds per square inch put into a head rig, while measurable can be an unknown factor on a rig that has recently been re-tensioned and rigged. During the fo’c’sle head restoration much of the head rig had been struck in order for the restoration to proceed. Much to the satisfaction of first mate, Jim Davis, the jib-boom and head-rig managed through the day in a satisfactory condition.

The tops’l schooner Californian in her thoroughbred design kept paced and circled her larger brethren, joined later in the afternoon by the Amazing Grace, an independent schooner and friend of the MMSD. Gun salutes from Californian were returned from a joyous crew aboard the Star in the form of PVC air guns.

Music was plentiful through the afternoon, but as the day ended putting behind in memory the loss of the previous day and cementing this one into history, the bagpipes of Kyle Radwanski could be heard across the bay from the deck of HMS Surprise. There is something about bagpipes and tall ships that “shivers the timbers” as the sun begins to wane and a calm settles over the land.

For the passengers, they were treated to successive evolutions of sailing, which in turn showed off the volunteer crew’s seamanship skills. As the Pacific waters passed beneath her iron hull and left behind in her wake, the comment of one crewman stands out, when aloft, “Up here you can look down into 100 years ago.”
Sail Crew: *Star of India*

*Foremast*

*Rich Goben ~ Captain*

*Jim Davis ~ First Mate*

*Mainmast*

*Mizzenmast*

*John Merrill ~ Helmsman*
Sail Crew: HMS *Surprise*

*Capt. Chris Welton*

*Mainmast*

*Kyle Radwanski*

~ Official Piper

*Foremast*

*Mizzenmast*

*We're too cool for group photos. :P*

~ K. Pogue, Nov. 2011

*Courtesy of Maggie Walton*

*Courtesy of Paul Fiedler*

*Courtesy of Brian Richardson*

*Courtesy of Brad Holderman*
Special Thanks

In the weeks leading up to the sail training period for the Maritime Museum of San Diego and subsequent sailing, a dedicated group of volunteers routinely arrived early every Sunday to endure the messy job of cleaning and painting the hull of the Star of India.

Jim Davis, first mate of the Star of India would like to extend a hearty recognition and thank you for their hard work. The Star of India never looked better.

Richard Pogue, Brian Rick, John Wallace, Richard Jacobs and Mike Fuentes made up the core group. Richard Jacobs adds, “We had a lot of help from [James Thayer]... Others who helped along the way included Angela Deegan, David Fairbank, David Litzau, another guy named Richard, and a few others.”
This year’s Festival of Sail saw annual regulars and new additions to the spectacular event.

The 2011 edition of the annual Festival of Sail was held over Labor Day weekend this year at the Maritime Museum of San Diego to much fanfare. As is custom, the event was filled with special vendors, musical and theatrical displays and most importantly traditional ships of all types.

The festival got off to a grand start with the Parade of Sail. The traditional catamarans of the Pacific Voyagers joined the parade marking a sight reminiscent of Cook’s voyages to the Pacific islands.

From the immensity of the bark *Star of India* to the historic Pilot boat, schooners, brigs and full-rigged ships to luxuriant yaws, the wide range of classic sailing ships was well represented. Educational demonstrations, enthusiastic crew members and information displays enhanced each ships mission, goals and love of the maritime history of the age of sail.

Over the following four days, an army of staff and volunteers worked to ensure the festival came off as a success which it did in many ways despite rain on Labor Day. This includes these that worked tirelessly on getting *Pilot* back into the water in time for the event. *Pilot in July* had been diagnosed with severe wood rot in her hull. Over the subsequent weeks, volunteers and staff working over at the San Salvador Village site, get her back to “better than ever” status just days before the Festival.

Over the ensuing weekend, visitors were treated to a wide variety of food, merchandise and entertainment. The most popular event being regularly scheduled gun battles between a pair of ships. With the recent addition of a shore battery at the end of the barge, spectators were able to enjoy the battles close up without having to get aboard already sold out ships.

Musical events aboard the *Berkeley* were numerous and frequent and these also included occasional lecture series that included recollections of an Alaska Packer and the summation of the sakman *Chamorro* project, a traditional outrigger replica that has frequented the museum.

The event will continue to be an annual one with 2013 and the Star of India’s 150th birthday to be an incredible affair.

Over the Labor Day weekend hundreds of thousands of tourists visited the MMSD.
Festival of Sail 2011 (cont)

All photographs courtesy of Maggie Walton
Festival of Sail 2011 (cont)

All photographs courtesy of Maggie Walton
The tops’l schooner Californian was in her best form as the museum’s ambassador to the Toshiba Tall Ships Festival at Dana Point, CA. Held between September 9 and 11, the festival was hosted by the Ocean Institute.

The 2011 festival was hosted by the Ocean institute in the shadows of the Dana Point cliffs.

The festival followed on the heels of the Tall ship Festival in San Diego and was made up roughly of the same attending vessels. However, the change of venue put the representative volunteers of the MMSD in the visitors circle.

An overnight transit from San Diego began just as the lights came back on in San Diego, the entire region suffering a major blackout earlier in the day.

Upon arriving at Dana Point, the collective body of traditional ships paraded out to the Pacific for a celebratory pass among the historical cliffs of Dana Point. Dana Point is named after Richard Henry Dana, Jr., whose book Two Years Before the Mast immortalized the cliffs (along with other locations throughout southern Californian including San Diego).

The transit return home found Californian under sail the entire way.

Coasting along on the quiet shore of the Pacific, we came to anchor in twenty fathoms’ water, almost out at sea, as it were.

The Spirit of Dana Point appears thru the guns of Californian.

Jim Easterly was one of the courageous few to make the voyage north to Dana Point.
and directly abreast of a steep hill which overhung the water, and was twice as high as our royal-mast-head... The shore is rocky, and directly exposed to the south-east, so that vessels are obliged to slip and run for their lives on the first sign of a gale... ~ Richard Henry Dana Jr.

The flagship of the Ocean Institute, Pilgrim is yet another fond reminder of this maritime literary heritage of the area.

After discovering the Californian on a Catalina trip, Maria Perelli has become an adept hand as a sail crew member. hosted by the Ocean Institute for 27 years since its start in 1984.
On August 29, the MMSD hosted an all day event with the Chief Petty Officer selectees of the US Navy from North Island. On the east coast, selectees are given the chance of working aboard the USS Constitution and it was hoped that selectees on the west coast could have a similar opportunity.

As Jamie Bourdon notes, “Every summer, the CNATT unit of North Island selects the new Chief Petty Officers, they have a 6 week training process with one topic being Navy Heritage. In conjunction with that, the USS Constitution runs a program where the Chief Selectees go on board and learn of Navy heritage via dock side activities. It is limited to 300 people a year so only one person from the whole Southwest Navy Region gets to represent.”

Enter the MMSD, who provided this year’s group with a chance of providing 75-80 selectees for the heritage program. Selectees were given traditional seamanship instruction primarily aboard the Star of India. Additional training in gun drill, oar practice and boat rowing were included.

Cited on the US Navy’s official website, Master Chief Avionics Technician Paul Tuck, coordinator for the Naval Air Station North Island CPO induction process says, “It’s very important because chiefs are pretty much the keepers of the flame of the Navy’s heritage.”

“We hope this will expand to other stations and become an annual opportunity aboard our tall ships,” Bourdon concluded.

The CPO selectees were treated to tours of museum vessels in addition to their training.
The Annual Report of the Secretary of the Treasury

Congress having extended the revenue laws to Oregon, and created Astoria the port for that district, in aid of the execution of these acts, the revenue cutter Cornelius W. Lawrence was ordered to that coast, under the command of Captain Alexander V. Fraser, an officer of talent, zeal, and fidelity. The coast survey was also extended there, and through its aid, the buoys will be located there, and lighthouses constructed, as directed by Congress. The revenue laws not having extended to California, no duties could be collected there; but the department exercised all its authority by issuing the circular hereto annexed, opening free trade under the constitution, between its ports and those of the rest of the Union, at the same time guarding the revenue from loss, as far as practicable.

It is recommended that besides Astoria, collection districts be authorized at San Diego, Monterrey, Puget Sound, and San Francisco, upon the Pacific. Our maritime frontier upon the Pacific is now nearly equal to our Atlantic coast, with many excellent bays and harbors, admirably situated to command the trade of Asia, and of the whole western coast of America.

Courtesy of the Weekly Herald
Saturday, December 16, 1848

Saturday, Dec. 16th Commences with moderate breezes & hazy. A heavy head sea. At 1:50 shook the reefs out of the top sails. (Sgd) E.C. Kennedy 2d Lt. From 4 to 6 fresh gales & passing clouds. (Sgd) W.R. Pierce 2d Lt. From 8 to 10 fresh gales & cloudy with lightning in the South. reefed foresail and main trysail & furled the jib. (Sgd) J.S. Chaddock 1st Lt.

OFFICIAL LOG
of the ship Euterpe
Laying in Trincomolie

December 9th, 1865  Trincomolie

Certified that the men whose names are here mention are the Bona-fide crew of the Ship Euterpe as per articles left at Wead and that the said articles, Ships Register, and other papers, belonging to the ship were left at that Port, in consequence of the Ship having to slip, and that after slipping encountered a severe cyclone, which swept away the whole contents of the Cabin. Ships Log Book included.

A. J. Whiteside  1st Mate
Joseph Byrne  2nd Mate
Themas Kennod  Carpt.
Charles Kata  Bosun
J.r.s Gavin  Steward
W. McNeill  Sailmaker
Samuel Swete  Cook
John Frank  " A. B.
Henry Breathm  "
Charles Moore  "
John Nelson  "
Antonio Lopez  "
Gervana Grandamarino  "
John Crane  "
John Smith  "
Charles Rounce  "
Hanry Smith  "

17
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 Waiters 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 luck 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 till after she 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 these rocks were sighted on Dec. 13, 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 taken 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 of Madeira on Sept. 9, picked up the north-east trades in 31 deg north, and carried them, to 18 deg north on Sept. 17, then had southerly weather; took the south-east trades in 2 deg north, and crossed the equator in 21 deg west on Sept. 30; the trades were moderate, and left the ship in 21 deg south, 35 deg west, on Oct 12. Thence had moderate northerly winds. Crossed the prime meridian on Oct. 30 in 40 deg. south and that of the Cape on Nov 4 in 42 deg. south, the westerlies having been met with in 12 deg. west 30 deg. south. They were steady, and held up to 158 deg. east in 47 deg. 30 min. 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 Naggett Point, the wind then being north east. Passed Otago Heads on Dec. 21, and had the wind from aft quarter chiefly from the north and north-west west thence to the Coast. Made the Peninsula yesterday morning and was towed up to an anchorage in 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, December 26, 1879

Some uneasiness was caused in town yesterday afternoon by a rumour that had gained circulation to the effect that a full-rigged ship was ashore on the rocks near Takapuna but, fortunately, there was no serious mishap. The ship Euterpe, inward bound, 103 days out from London, with about twenty passengers, was beating up the channel in charge of Pilot Cooper. She was seen to go rather close to the southern shore, and brought up on the bottom on the beach near Mr. Williamson's house. The tide was flowing fast, and fifteen minutes later the Euterpe floated off. She continued her voyage inwards, and another piece of bad luck overtook her. Beating up the harbour she got very close to the shore off Urakei, and the wind shifting suddenly she took charge and once again went aground. The tide was still making, and in about 20 minutes the Euterpe was afloat, having apparently sustained little injury. The Euterpe eventually dropped anchor at the powder ground. Her
The new ferry boat Berkeley had another setto with her slip-piles Saturday night. She was coming In with a huge load of passengers about 8 o'clock, and on nearing the landing on this side the passengers crowded on to the forward end of the boat. This lifted the after end, hoisting the then acting rudder sufficiently out of the water to render the vessel unmanageable. She ducked her head low like an enraged bull and charged the outer point of the slip, clipping about a dozen piles off close to the water's edge.

Kinney, Ballou & McClanahan 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 McStockler 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

CATCH OF ALASKA PACKERS’ IS LOW

The salmon pack of the Alaska Packers’ Association for 1906 reaches only 1,044,757 cases and 2005 barrels. This is the official report that is given out. This is far lower than was expected. The salmon did not come in reach of the salmon fishers in the expected numbers. The total given included the results of operations by the company in Alaska and in Puget Sound.

Alaska yielded 774,608 cases of red tails, 146,877 pink tails and other varieties of the edible fish, and relatively small product of Puget Sound together made up the total. The pack in 1905 reached 4,600,000 cases, in round figures.

Fully as interesting as the figures relating to the work of the big fish-catching concern for the present year is a statement that provision has been made that may insure a greater abundance of salmon in about two years. During the last six seasons 351,312,000 salmon eggs have been taken from the Fortmann salmon hatchery in Alaska and have been consigned to the waters of the rivers with the confident expectation that from this great number of eggs and from 288,000,000 fry that have been liberated to make their own way such schools of salmon will result after awhile as to resemble the enormous runs of fish in the earlier history of Alaska. From the Karluk hatchery 251,637,000 eggs and 195,000,000 fry have also been taken in eleven years. The experiments that are conducted on this great scale have at once mercantile and scientific interest.

Courtesy of the San Francisco Call
Sunday, December 30, 1906
**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 Shaw, Savill.

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.

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**Event Specials Aboard**

**Star of India and Berkeley**

Book your Company Holiday event or any celebration by December 30 and receive $700 off of the ship rental fee. Good for Friday, Saturday or Sunday rentals between now and June 1, 2012.

For additional information, [CLICK HERE.](#)

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**Bayshots**

- Photographs on display, aft on the ‘tween deck aboard Star of India.
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