San Salvador Takes Shape

The month of December saw a lot of progress on “the Lady” including a dry fit of the stem. (See story on Page 13)

B-39, Pilot and Staff Star in New Film

Museum staff member John Merrill and the 1917 Pilot escort actor Ed Harris during a scene for the 2012 motion picture Phantom.

The MMSD has a new movie star among its fleet of vessels, joining HMS Surprise and Californian. But its not one you might expect.

In October, the museum played host to film production aboard the B-39 Soviet submarine. Titled Phantom, the film stars David Duchovny, Ed Harris and William Fichtner in a supernatural thriller aboard a soviet submarine. Described as an apocalyptic thriller, the

Continued on Page 2

“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
cold war is in full force as the threat of the world lays in the hands of a soviet submarine captain. Along the way, supernatural forces appear to be at work through the drama.

The B-39 was used in both interior and exterior film work ensuring a prominent setting in the film. In addition, Pilot along with staff members John Merrill and Randy Ashman were cast as extras.

As Hollywood is known for its magic, a nighttime exterior film scene aboard the landlocked B-39 will be transformed into a daytime battle at sea. The resulting transformation is one of the more inquisitive and anticipated portion of the film.

The film is slated for a 2012 release.

Special Thanks

Jim Davis and the rest of the Maritime Museum of San Diego would like to thank Ken Andersen and Walter Andersen Nurseries for their donation of the Christmas tree that now graces the mainmast on the Star of India.

The Euterpe Times would like to encourage all readers to send their personal thanks by clicking HERE.

Actor David Duchovny on the set of Phantom provided by the soviet diesel-powered B-39 submarine Cobra.

The existing display of the B-39 saw various changes throughout filming. Here, the companionway becomes a Soviet-era shipyard dock.

Anthony’s Restaurant was also decked out and used for filming, as John Merrill notes, “When he [Ed Harris] boarded the Pilot, I was inside by the helm, and as he stepped aboard, I stepped out, saluted, then pretended to get us underway. That was all the first night. When they came back the next week, it was an early morning shoot, which started before sunrise. We loaded up onto Pilot, plus a small fishing boat (6 pack) which they rented from Mission Bay, and headed for the Naval Station down by 32nd Street. They were filming a scene where Ed Harris was approaching a Soviet navy shipyard.”
Three weeks after she returned to sea, it was announced that the *Star of India* will stand down again for 2012. After heavy rains in November, leaks around the foremast led to the discovery of significant wood rot in the decking, extending into the galley.

While the ironwork beneath is in sound shape, wood has always been a perishable material aboard a ship and this situation is nothing unique to historic ship preservation. However, a busy maintenance schedule and hectic 2012 make for a difficult circumstance to finish the repair in a timely manner.

After inclement weather cancelled the first day of her annual sail on Saturday, November 12, it was anticipated that a make-up day in late March or April would resolve some disappointment.

The full year includes the build-up to 2013, the *Star of India*’s 150th birthday. The event will be more than just a highlight at the museum, but will be recognized in many ways throughout the tall ship community around the world.
The morning of July 21, 1905 could be seen as the day the city of San Diego began its long-standing bond with the United States Navy. As author Bruce Linder notes, “The interesting, unique, and complex relationship between the city the Navy has many dimensions and significant milestones through its history but the Bennington disaster was probably the single point in the modern era that you can point to as the beginning of this dynamic alignment.”

A boiler explosion aboard the Bennington catastrophically broke the silence of the morning hours. Erupting in a mass of steam, smoke, shrapnel and bodies, the explosion was one of the worst naval peacetime disasters up to that time. Over the course of the following days, it was not only the details of the disaster that graced the front pages of the national newspapers. The rescue and recovery efforts of the city’s residents became one the more celebrated bullet points of the disaster.

In December, the Hawaiian Underwater Research Laboratory (HURL) announced the discovery of the Bennington off the coast of Hawaii. HURL’s main purpose is the “is to study deep water marine processes in the Pacific Ocean.” According to Steve Price, HURL conducts “3 ‘test and trial’ dives at the start of each dive season. We can pretty much choose where we do these dives so long as it’s within a reasonable range from port and within the required depth requirements, as we start shallow and progressively work to our maximum depth. Unofficially, we try to choose areas where we might “stumble” onto something of historic significance.”

On the morning of July 21, the crew of the Bennington was in final preparations for departure to aid the disabled monitor USS Wyoming. Her captain, Commander Lucien Young was ashore on business. After spending the previous day and early hours of the morning coaling, the ship was in final readiness as pressure in her boilers was brought to bear.

At 10:38 a.m., boiler “B” amidships burst sending a wave of steam throughout the ship. As the gunboat was enveloped in a cloud of smoke and scalding steam, scores of boaters on the bay responded as quickly as the event was playing out.

Crew tore their uniforms off from the scalding water now filling every void below decks and purveying the weather deck, sailors were trapped in various compartments either from injury or structural damage. Notably, among those capable, training and experience kicked in with heroic efforts at every turn.

On the bay, citizens turned to the Bennington in aid. The ferry Ramona en route to Coronado Island with passengers immediately altered course to render aid. The tugboat Santa Fe quickly pulled alongside, passed a hawser and towed the Bennington to the shallow water at the end of H Street to prevent the sinking of the vessel.

For 19-year-old Asa Bushnell who with a companion managed to pull seven men from the water, “we were down in the water until the gunwales were practically awash, and we were in real danger of swamping. It was our desire to get as quickly as possible to the wharf near the Ferry Slip, so that we all would not be
back in the water again. Fortunately a double-ended fishing boat (called a “salmon boat” in those days) met us in the channel, and we transferred our load to them, for transportation to the shore. By this circumstance we escaped the scenes of horror on the wharf …”

On the water and on board the Bennington, similar stories were repeated over and over. Her crew numbered 9 officers, 1 Warrant Officer and 210 enlisted men, of these, 66 were killed and 46 injured.

Bennington (PG-4) was launched in June of 1890, built by the Delaware River Iron Shipbuilding & Engine Works. Steel-hulled, the twin propeller ship was a member of the Yorktown class of gunboat. She was just over 244 feet (74 m) long and 36 feet (11 m) abeam and displaced 1,710 long tons (1,740 t) with a draft of roughly 14 feet. She was equipped with two steam engines which were supplemented with three schooner-rigged masts.

The ship’s main battery consisted of six 6-inch (15.2 cm) guns and was augmented by an assortment of smaller caliber guns. The innovative design meant she was small and fast, could pack a punch and navigate shallow waters.

She spent the two tours in the Mediterranean as part of the Squadron of Evolution through 1894 when she was assigned to the Pacific. Serving coastal duties along Central and North America, she also made several excursions to the Hawaiian Islands. While en route to the Philippines in support of the US Army during the Philippine-American war, the Bennington claimed Wake Island as American territory.

After an 18 month decommissioning and re-fit, she was re-commissioned in 1903 and became a regular visitor to ports along the western United States including San Diego. On July 9, 1905 she departed Honolulu, Hawaii for San Diego.

In the days following the explosion, the population of San Diego was tasked with the efforts to rescue, care for the wounded and inter the dead. For a small town, it was a Herculean effort and as the nation watched on through newspaper accounts, it rose to the task.

On July 1905, the USS Bennington lies in shallow water after suffering a catastrophic boiler explosion.

On July 22, 49 of the Bennington’s dead were taken from the morgues and interred with great ceremony at Fort Rosecrans National ceremony. Eleven sailors would be awarded the Medal of Honor. In January of 1908, a massive monument to the Bennington explosion, its dead, its heroes, its legacy was dedicated in the cemetery.

After a two week inquiry into the specifics of the disaster, it was determined that the explosion was due to an error made by a fireman. As Oder notes, “Instead of closing an air cock, the sailor secured the valve which admitted steam to the pressure gauge. As a result, the steam pressure in the boiler did

On July 22, 49 sailors of the Bennington explosion were buried en masse at Fort Rosecrans National Cemetery.
not register on the gauge; the firemen continued to build the fires and the boiler ultimately burst.” Both Commander Lucien Young and the *Bennington*’s inexperienced chief engineer were acquitted of neglect of duty charges.

Following the disaster, the Navy refloated the *Bennington* and towed it to Mare Island Navy Yard for repairs. However, considering the damage and the age of the ship into question, it was decided that the *Bennington* had fulfilled her life in the nation’s service. She was decommissioned on October 31, 1905.

The former gunboat was sold for scrap in 1910, but fate would intervene finding her purchased by the Matson Line, towed to Honolulu where she served as a water barge in 1924. In December of 1926 she was scuttled off the coast of Hawaii. She stubbornly took 11 hours to sink into history.

“[W]e weren’t actually looking for the Bennington. It was one of many vessels on our list of ships for that area, says Steve Price of HURL. The discovery of the *Bennington* wasn’t an instant realization, the identification occurred in the review of post-dive photographic comparisons to contemporary pictures during her life as a barge. “I hadn’t considered it might even be the *Bennington* because it showed up much longer on the SS (side-scan survey). As it turned out there was a very large rock near the stern of it which made it appear longer. Once the sub reported the length being more like 230’-240’ the Bennington became a candidate,” Price adds.

Nearly forgotten, the catastrophic disaster that occurred to the *Bennington* and its aftermath “helped bond San Diego to the navy in a powerful way,” notes Bruce Linder. The same year that the *Bennington* Monument was dedicated at Fort Rosecrans National Cemetery, a delegation from San Diego convinced the Great White Fleet to make an official stop at San Diego on its world tour. 1908 marked a turning point for San Diego.

“The city’s effervescent reception, gracious hospitality, and wonderful spring weather left an indelible mark on the memories of the thousands of the navy’s officers and men who would rise to leadership positions in the decades to come.”

**Sources**

Bushnell, Asa N.

Lawson, Steve

Linder, Bruce.

Oder, Broeck N.

Price, Stephen.
Coast Guard Instruction

On December 11, Captain Chris Welton instructed qualified sail crewmen on quarterly requirements of the United States Coast Guard aboard the Californian.

Elements such as first aid, fire-fighting and man-overboard drills were covered.

Californian is sated for its annual stand down in January 2011, for an intense month of much-needed maintenance which will include docking her mainmast.

MMSD Provides Backdrop For Holiday Bowl Parade

Coinciding with Family Day at the Maritime Museum of San Diego, the annual Holiday Bowl Parade was held along Harbor Drive on December 28. The parade precedes the collegiate Bridgeport Holiday Bowl held at Qualcomm stadium.

Approximately 100,000 spectators lined Harbor Drive, on a cloudless, 70-degree day. Bear in mind, this is December. The main grandstand located directly in front of the Star of India. The museum in turn via televised broadcasts was highlighted to a national audience. This included boisterous broadsides by Californian.

The parade’s main viewing grandstand was located just in front of the Star of India.

The parade is considered one of the largest balloon parades in the nation, if not the largest. Thirty balloons were joined by marching bands, dignitaries and traditional floats added to the event. The bands of both competing teams in the big game, UC Berkeley and the University of Texas, were part of the extravaganza as their respective fight songs echoed down the waterfront.

The MMSD was a prominent backdrop to the nationally televised parade.
The annual Parade of Lights was held on San Diego Bay December 11 and 18. The Maritime Museum of San Diego acted as the traditional host of the judging platform located on the aft deck of the Medea. This made the museum one of the best spots along the San Diego waterfront to view the event.

This year marked the 40th anniversary of the Parade of Lights, which began in 1971 as a casual joke between boating friends. Over the years, the unofficial parade grew in popularity and boats, eventually incorporating itself in the DILLIGAS (Does It Look Like I Give A S#@!) Society.

On hand as judges this year were Peggy Laird and Ron Pearson, two of the original six boaters.

Over time, the event joined forces with the City and the museum has hosted its official judging for more than 25 years.

Amongst the jocularity, a variety of class awards was contended for. The biggest award is named after the maritime museum’s crown jewel, the Star of India Cup. Ron Sheehan of the Parade of Lights committee notes, the wards will be announced at a ceremony on January 10, 2012.

The 40th anniversary marked the theme to this years event, “Our 40th Anniversary, Back to the Future” as sixty plus vessels motored along the waterfront.
Whale Migration Season Opens With A Bang

The 2011-2012 whale migration season has gotten off to a startling rate of success. Whale watching cruises in turn have reported high numbers of a variety of cetaceans, the predominant species of the migration being the gray whale, *Eschrichtius robustus*.

With the celebration of this event can be found in multiple contexts throughout the city, most notably through whale watching tours aboard the replica 1851 schooner *America*, departing from the Maritime Museum of San Diego.

This year also marks the 25th anniversary of Cabrillo National Monument’s Annual Whale Watch Weekend. Whales have been swimming close enough to the coastline along California that many can be seen from coastal bluffs making the Cabrillo National Monument an especially prominent location for just such a thing.

According to the *San Diego Union-Tribune*, five times as many whales have been recorded this year than the prior 2010-2011 season.

Touting itself as a green experience, the whale watching cruises aboard the replica *America* also come with their “No Seasickness Guarantee.” Operating out of the Maritime Museum of San Diego, between December 17 thru April 15, a cruise of three to four hours can take passengers as far out as 12 miles off the coast.

**Staff member Al Sorkin has become a central figure to the narration of whale watching cruises and has broadened the museum’s exposure to other organizations.**

“Ask any boater who has sat in a fishing boat or typical whale watching vessel anywhere in the world and they’ll tell you that motion sickness is very common, and very unwelcome,” say’s Warren Allan, Director of Sales & Marketing for Dennis Conner’s famous yacht. “What we bring to the industry is a very large, low profile sailing vessel upon which the typical seasick motion is reduced considerably by the huge underwater keel. The 11 Ft. deep keel is there to counterbalance the wind in the sails.”
Without the keel a sailing yacht would tip over. The keel also acts to severely reduce the sideways rolling motion of a yacht, that sideways motion being the main cause of seasickness. A typical motor yacht without a keel is much more prone to that rolling motion. What folks should understand is that the ‘America’ is no ordinary sailing vessel. It is a huge schooner capable of carrying 90 guests, has 6 rest rooms and cabins and plenty of room for guests to walk around throughout the day,” say’s Allan.”

Whales seem to be a featured theme in San Diego this year as the author Herman Melville is also featured in the exhibit Three Voyages to Paradise: Cook, Melville and Gauguin at the Maritime Museum. Melville’s ground-breaking novel, Moby Dick or The Whale has been transformed into an opera and is currently in production at the San Diego Opera for performances in February. The only thing missing from this year’s migration thus far is a wayward whale inside the bay proper.

First-Aid Certification
Open to Volunteers, Docents and Staff

The MMSD will be holding a CPR class for all those who need certification. This is not a renewal class.

Instruction is open to volunteers, docents and staff. The class size is limited.

The class will be from 9-3pm on January 31. Lunch will be provided. The class will be held on the McKinney Deck on the Berkeley. It is requested that R.S.V.P. be no later than January 20.

Contact Julie Lorenzen at 619 234-9153 ext 126 or email, Jlorenzen@sdmaritime.org for registration and further information.

While there are no confirmations as of yet, the sightings of Orcas along the California Coast suggest
Whether you are new to opera or an aficionado, there are so many reasons why you will want to attend San Diego Opera’s exciting 2012 season. A stunning choice of diverse and spectacular operas, accompanied by the wonderful San Diego Symphony with internationally acclaimed opera stars in the title roles.

San Diego Opera is staging a brand new opera in 2012 – Jake Heggie’s Moby-Dick, based on the American classic novel by Herman Melville. We’re all familiar with Melville and Moby-Dick from our special exhibition and as many of you know, we’ve partnered with San Diego Opera on a number of events this year to help promote both the exhibition and the opera.

As a special thank you to you all, San Diego Opera would like to offer discounted tickets for you to experience this exciting premiere. Moby-Dick runs for four performances and through this page you can purchase tickets for any of these and San Diego Opera will waive the handling fee. If you choose to attend on either the Tuesday (Feb 21, 7pm) or Friday (Feb 24, 8pm) performances, you’ll receive the group discounted rate in addition. You can select seats yourself online from any area of the auditorium in any price range, you can purchase as many tickets as you like and even print them at home.

San Diego Opera are also offering you a free backstage tour prior to the performance on Tuesday February 21st at 5:30pm. See behind the scenes of this epic new opera and get a discount for that performance.

Further details can be found by CLICKING HERE. We very much hope to see you at the opera!
On the following Thursday they traveled about six leagues along the north-northwest coast and discovered an enclosed harbor which was very good. They named it San Miguel.

So wrote Andres de Urdaneta in 1543 in his summary account of the Cabrillo expedition along what today is the Californian coast. The expedition's captain, Juan Rodriguez Cabrillo had died on its return home. Cabrillo and his flagship the San Salvador would imprint themselves on the subsequent history of the region, their names being found scattered through placenames.

San Miguel would later be renamed San Diego by the explorer Sebastian Vizcaino in 1602.

Fast forward 469 years to present day San Diego and one finds the San Salvador once more a reality, the in progress reconstruction of Cabrillo's legendary vessel.

With a rocky start in construction after its keel laying ceremony earlier in the year, December revealed the construction crews finding their stride.

December saw many frames raised into place and the dry-fit of the stem to polish off 2011. Included in this is the increasing presence of volunteers, something that was in a restricted nature early on.

After initial failures of the laminated wood ribs that were to be the skeleton of the San Salvador, Southern Live Oak has replaced purpleheart as the dominant wood species in the ship.

A Good Old Fashioned Rib-raising

Beginning from the rough cut flitch, each frame of the San Salvador goes through several stages to a finished futtock (frame part). Shipwright Frank Townsend, after careful evaluation assigns a specific futtock pattern to a selected flitch. As Eric Gerhardt, site volunteer team leader, adds:

“Continuing from the pattern traced on the flitch (a rough cut timber) the futtock is then skillfully shaped by Robert Phillips, to smaller proportions with a chain saw leaving a workable margin of 3-4”. Progressing on, the futtock is then sent to the router table where it is milled perfectly flat on one side. The other side is then planed to the proper thickness (4.75”). The futtock is then taken to the ship saw where the sawyers (Mike and Pat) work together to cut the perfect curves and bevels.”

The finished futtocks are then moved to the horning stage, to assemble the entire frame. Here, the finer elements of joinery

Sawyers Pat Osborne and Mike McDermott guide a patterned flitch through the massive bandsaw.
come into play. Two layers of offsetting futtocks, sandwiching a layer of tar and sealant are joined by a series of trunnels (wooden pegs). As Bruce notes of the black locust trunnels, “The southern live oak has a moisture content of about 30% the black locust trunnels have been dried to less than 10%. Black locust expands at twice the rate of white oak, so after the very dry trunnels are driven into the very wet southern live oak they expand very rapidly, within hours, making it virtually impossible for the trunnels to be removed. “

The pegs then have a wedge driven in, expanding the trunnel thus creating a holding force by pressure alone as a secondary mechanism.

The finished frame is then re-measured and compared to plans, moved by crane to a hoisting location and coated with a layer of shellac. Finally, with David Swanson at the wheel, the crane hoists the frame into position where workers nudge and coax the rib’s base to its proper location. With this, temporary all-thread rods secure the rib to the keel.

From Stern to Stem

The stern was one of the first elements to take shape after the keel was laid. December saw the stem fitted into place, joined to the keel by the massive timber the gripe. The stem gives the observer the rough look from profile of what the finished ship will look like. According to Bruce Heyman, late January will see the addition of the cutwater and beak head, the last elements that will truly define the shape of the ship.

The stem is a jigsaw of pieces fabricated by immense pieces of Sapele, a dense African hardwood with characteristics similar to mahogany. Bruce Heyman, project manager adds, [it] “meets our density requirements of being heavier than 40 #/ft^3, is available and can be worked wet provide precautions are taken.” Sapele will also be shaped into some of the planks that will adorn the outer hull.

The stem was only dry-fitted and left in place over the holidays. It has been since removed for final finishing touches. By late January it should see it back in place permanently.

A Growing Force

Completed, the frame is hoisted by crane into position where it is fixed to the keel.

Courtesy of Brad Holderman
With the alteration in design to a traditionally ribbed vessel and wood deliveries now a routine aspect of the construction site, volunteers are growing in numbers and their role in the construction process.

Initially, the site ability to deal with volunteers was limited. As the process developed, so did its approach to volunteers.

“One can only drill so many holes until it becomes not-so-exciting anymore,” says Eric Gerhardt. As staff and volunteer learn to work in concert, volunteers have take an increasing role in the hands-on fabrication, construction and assembly of the San Salvador.

Today it is not uncommon that there are as many volunteers as staff. Before long, the staff may be outnumbered.

Sailing Into the Past: From Obscurity to Reality

By 2014, the museum will have the addition of the San Salvador to its working fleet of traditional sailing ships. San Salvador is primed to become one of the most important educational maritime tools on the west coast. Visitors will be able to glance at what the mythical voyage of Cabrillo and the age he lived and voyaged in. It will be a tangible experience that will divide the cloud of historical obscurity to one of an improved appreciation.

This will be done at the hands men and women as it was done nearly 500 years ago.

San Salvador Sails Into the Bookstore

A new book recounts the epic voyage, its historical flagship and modern-day reconstruction. Click the image for more details.
Log of the Lawrence

Sunday January 19th 1851
From midnight to 4 A M calm and clear. C.W.B. From 4 to 8 A M light airs from the East d - At sunrise Point “Lomo” bore E.S.E. At 8 A M with two boats ahead, commenced towing into the harbor of San Diego. A.V.F Capt.

From 8 to 12 light airs from the West d - At 12 M took a pilot and stood into the harbor. At 1 P M passed Point “Lomo” and stood into the harbor of San Diego -

At 3.20 came to anchor off the New Town in 3 fathoms water. C.W.B 1st Lt Served 34 Rations

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OFFICIAL LOG
of the Ship “Euterpe” from Liverpool towards Calcutta

Jany 13th 1864 at 3 AM
Off St. David’s Head

The Wind at WSW. Light Breeze rather hazy on the horizon - The Second officer, Mr Dowd, in charge of the Deck, the man on the lookout reported a vessel on the Port Bow. Mr Dowd observed her to be about four points on the Port Bow, & running before the Wind but she had no lights hanging out. He (Mr Dowd, immediately enquired if our Side Lights was all right, & the answer being in the affirmative, Mr Dowd hailed the Vessel to Port his helm, three different times, to pass under our Stern, seeing that it was impossible that he could clear us, by going ahead, but seeing no one on her Deck, & hearing no response, & that the Vessel kept on her Course, he immediately threw all aback, to ease the Concussion, at same time calling me, the Master, on Deck. I being laid on the Sofa, having been nearly all the time on Deck since leaving Liverpool, & being already dressed, I immediately ran on Deck, just in time, to see the collision, our Sails being flat aback, & the Brigs yards Square, with her Stern to the Wind. Immediately ran Forward & found that he had carried away our Jib Boom, & that the Jib Boom Gear was entangled with his Starboard Side, but I saw no Light except the one in the Binnacle, Subsequently he hung out a Red Light, all hands being on Deck, I kept the Sails aback, & as soon as possible, took in Staysails &c, but owing to our Chain Head Gear being foul of him we was about one hour before we cleared - all this time we was using every exertion to clear him. Myself, the first & second Officers as well as the man on the Lookout, can confidently assert that we saw no Side Lights hung out at the time of Collision the Stars being
Stars being clear overhead, although the horizon was rather dull, rendered objects on her Decks visible, but the Man on the Lookout could see no one on her Decks - We was in Collision about ten Minutes, before I could receive any answer, from the Crew of the Brig, who then spoke in what I judged to be, the Spanish language, so that I could not understand them -

I frequently asked her name but received no answer - After the Brig was clear of us, he kept on his course, steering for Holyhead & I saw no more of him - I judged him to be a Spanish brig & by the Course he was steering, bound to Liverpool - our Ship lying too to clear away the wreck - We hoisted in the broken piece of Jib Boom, & saved a great portion of the Head Gear, the Jibs & Foresail being very much torn & unfit for use, without repairs, - I then made Sail & Stood to the Westward the Wind having veered to the South, during the time we was in Collision - After making Sail on the Ship the Crew came aft to me & desired to speak with me, on asking them what they wanted they replied that they desired me to put back into Some Harbour, as the Ship was in her disabled state, not fit to proceed to Sea, & as they was worn out with fatigue, it was impossible, they could Work the Ship out of the Channel I told them that I was the best judge of that, & that there was no difficulty, only a little extra labour, & as the weather at the present time was fine, & likely to continue so, we would try & repair damages & proceed on the voyage - they replied, that with all due deff erence to me, they would not proceed in the Ship, nor do any more Work, unless, I would bear up for some Harbour, to put the Ship in order, as at the present time, She was not Sea worthy - Seeing that they where (sic) obstinate, & that without the Crew being willing to Work, the Ship was in danger, I consulted with my Officers, & finally concluded, that, under the circumstances, we had no other alternative, but to put back, for the safety of the Ship & Cargo, as without men to Work the Ship, she was in danger of being lost.

(W J Storry Master
William Sinclair first Mate
Signed (John Jos. Dowd Secnd Mate
Thomas Gates Carpenter
William Morison third Mate

The above has been read over to the Crew & their answer was it was all right

W J Storry Master
William Sinclair 1st Mate
John Joseph Dowd 2nd Mate

DEVON HOUSE
M. ROSS.

NEW SPRING AND SUMMER DRAPERY,
SELECTED PERSONALLY FROM THE LATEST
SHIPMENTS,
PER 'CONFLICT,' 'RUTHERFORD,' 'J. A. THOMPSON,' AND
'ST. LEONARDS.'

DRESS MATERIALS in all the newest fabrics and shades
LADIES' MADE UP COSTUMES, POLONAIZES, LACE and
CASHMERE MANTLES, FANCY SKIRTS

HATS.
LEGHORN, RICE, and STRAW HATS, the latest styles
BOONET SHAPES, latest fashion and old style

LADIES' RIDING HATS
FLOWERS, FEATHERS, RIBBONS
DRESS CAPS
HAT ORNAMENTS, pearl, jet, and steel
YAK LACE, RUFFLES, COLLARSTIES, SCARVES
HARBOUR MASTERS REPORT

Harbour Office,
Dunedin, 30th January, 1879.

Sir, — I have the honour to report on the department under my charge, for this month as follows:—

1st. Mr Pilot Kelly reports that he has taken soundings on the bar every favourable opportunity throughout the month, and the least water obtained was 15 feet in the channel across the bar at low water on the 21st inst; and on the 25th inst I was present with him when soundings were again taken, which showed 15 feet, full, in the same channel and 18 feet in the north channel at low water. On the 28th inst, the ship Euterpe sailed with a full cargo, drawing 20 feet 5 inches, Mr Pilot Paton in charge. I was on board of the vessel when she crossed the bar, and noticed that she stirred the sand up very slightly. I may say that the bar is at its very worst just now, and I look for an improvement in the depth of water on it as soon as the SW. winds set is strong, to exercise their full influence on the tides, which have been very low since the middle of November last, easterly and NW. winds prevailing during that period.

ACCIDENT TO THE EUTERPE.

Auckland, Jan. 11.

The ship Euterpe, which left for Napier yesterday, put back to Rangitot reef this morning, on account of an accident which happened last night. The maintopsail yard fell while being hoisted, and was broken in two. A boy belonging to the ship, who was seated on the yard had a miraculous escape from injury.

New Year's Day

THE FIRE BRIGADE BALL.

On New Year's night the Municipal Fire Brigade held their eleventh annual ball at the Drill shed, and have every reason to feel gratified at its success. There were 250 couples present. Everybody appeared satisfied with the excellent arrangements made by the Committee of Management, which consisted of the whole Brigade. The decorations to the hall were tasteful as elaborate. The belling was draped with coloured cloths, and the walk adorned with flags and foliage, amongst which photographic shields of nearly the whole of the Fife Brigades of the colony were arranged. Jenkins' Band, which supplied the music for dancing, occupied a raised and decorated dais in the centre of the floor. The programme consisted of 26 dances,
and Firemen H. and W. Jenkins performed the duties of masters of ceremonies very efficiently. The refreshments were provided by the committee under the superintendence of Foreman H. Woolcott and Secretary M. F. Kennedy, and were on a most liberal scale. The Brigade desire to thank those who lent bunting for decorative purposes, especially the captain of the ship Euterpe.

Courtesy of the Evening Post
Saturday, January 2, 1892

FLAG WITHOUT A COUNTRY

BUT IT IS STILL SOVEREIGN ON THE SEAS.

Status of the Hawaiian Ensign is Without a Parallel In History The Courts Must Decide.

The vitality of the Hawaiian flag is amazing. Though it is a flag without a country, though there is not a spot of land on the earth's surface over which it can float as anything but a memory or a pretty piece of bunting, property to the value of hundreds of thousands of dollars is seeking to come under its sheltering aegis. Without a country, on the sea the world over it has all the attributes of sovereignty.

Marshal Brown and his ship, the Falls of Clyde, are the latest to seek the right to float the emblem of

a petition for mandamus was filed in the courts yesterday to compel Collector General McStocker to grant Hawaiian registry and the right to fly the flag, to the lately arrived ship. The allegations of fact set out in the petition are such as to bring the vessel within the requirements of the Hawaiian statute. Marshal Brown avers his citizenship of Hawaii and his ownership of the vessel, and that temporary registry was granted by the Hawaiian Consul General at San Francisco.

Registry is refused by the government on the ground that since annexation no power or right has existed to grant Hawaiian registry to vessels. Such registry has been granted since annexation but it was under the decision of the supreme court which it is thought have been modified by the court in the City of Columbia and the Chinese habeas corpus cases. At any rate the government wants the responsibility in the matter to be taken by the courts in cases where the right to grant such registry is the direct and vital issue. There are now five of these cases pending in which the issues are all of law and all alike. They are the proceedings to compel the registry respectively of the Star of France, the Star of Russia, the Euterpe, the Wilscott and the Falls of Clyde.

Courtesy of the Hawaiian Star
Wednesday, January 25, 1898
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 good lively 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 he 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.

Courtesy of the San Francisco Call
Monday, January 2, 1899

Two men, officers of the ship Indiana and steamer Roanoke, took the ship's boat and started on a hunting expedition yesterday morning. Luckily they had a small duck boat in tow or they would not now be alive to tell the tale. They started for Suisun Bay and when between Goat Island and Long Wharf, Oakland, a squall struck the boat and she was upset. The men were weighted down with their long boots and cartridge belts and would have sunk had they not seized the duck boat and held on until they were washed ashore on the Berkeley mud flats. The ship's boat sank, but one of the men had the presence of mind to cut the painter that fastened into the duck boat before it went down.

LOST - December 31, patent leather hand satchel, on 10 p.m. ferry boat Berkeley or Berkeley train. Return to MRS. A. H. FLOOD, 2417 Bancroft way, Berkeley.
Five deep sea vessels arrived in port yesterday. They were the Doric, from the Orient; the W. F. Babcock from Baltimore; the Diamond Head and Wilscott from Nanaimo, and the W. H. Dimond, from San Francisco. The Euterpe, from the coast, and the Kanaura Maru from Yokohama are momentarily expected. The Babcock brings coal for the United States Government, and is chartered to carry sugar around the Horn.

Courtesy of the San Francisco Call Friday, January 6, 1899

The ship Euterpe which went ashore on a reef at Honolulu and was towed off by the tug Fearless, is now in port and is to be sold at auction next Wednesday by order of the United States District Court.

Courtesy of the San Francisco Call Friday, January 11, 1901

JUMPS TO DEATH FROM FERRYBOAT
Unknown Man Leaps Into Bay Off Deck of Berkeley.

An unknown man ended his life in the bay yesterday morning by jumping from the upper deck of the ferry-boat Berkeley as she approached her slip at the foot of Market Street. Boats were launched from the ferry-boat Encinal and from the United States cruiser New York, but a systematic search was unrewarded. The suicide sank when he struck the water and did not reappear. His hat was picked up, but affords no clue to his identity.

The unknown was a passenger on the 9 o'clock trip from Oakland. The Berkeley was slowing down preparatory to entering her slip when a man wearing a dark overcoat was seen to step to the rail and jump overboard.

His hat was a black derby, 7 1/2 in size, with the name of Lundstrom, a San Francisco hatter, stamped on the inside.

Courtesy of the San Francisco Call Saturday, January 24, 1903

J. D. SPRECKELS BROS. & CO.
Oceanic Steamship Co.

HAVE OPENED TEMPORARY OFFICES
AT THE
Oceanic Steamship Co.'s Dock
Pier 7—Foot of Pacific St.
Early this morning the launches commenced running from this side of the bay, landing passengers from here at the quarantine station and at Roseville, from which the ascent to the cemetery is possible, but by no means easy.

Sailors in from Warships

At noon the navy launches, towing strings of row boats, came in from the battleship Nebraska and the armored cruiser California, anchored off Coronado, and other similar strings of boats made the same trip from the flagship Charleston and the cruiser Chicago, anchored off the fort, while the torpedo boat destroyers Preble and Perry also furnished their quota.

Two battalions of sailors and one of marines had been assigned to join the local militia, one of the naval reserve, and the two companies of soldiers at Fort Rosecrans to form a military escort from the fort to the cemetery. Besides these there were hundreds of sailors from the ships who attended the ceremonies without being assigned to the escort.

After the procession had wound its way up the side of Point Loma, and had tiled through the cemetery enclosure, the public was admitted, filling every foot of space within and much outside.

By Associated Press.
San Diego, Jan. 7. - In the presence of thousands, including the officers and sailors of the Pacific squadron and citizens of San Diego and of other Southern California cities, who had gathered here to witness the ceremony, the memorial monument to the Bennington dead was unveiled this afternoon at the National cemetery on top of Point Loma.

The plain shaft stands within the plot where are buried the most of those who lost their lives in the disaster that marked the morning hours of July 21, 1905 and is composed of seventy-four slabs of San Diego county granite roughly dressed, and towering sixty feet above the concrete base, capped by a pyramid of polished granite. The national cemetery is almost at the top of the promontory, so that the monument looks in one direction out over the Pacific and on the other over the waters of the bay.
Right Rev. Joseph H. Johnson, bishop of the southern diocese of the Episcopal church in California, invoked the divine blessing, and music was supplied by the choir of St. Paul's Episcopal church.

The principal address was made by Rear Admiral Goodrich, commandant at the Brooklyn navy yard, who was the commander of the Pacific squadron at the time of the accident on the Bennington. He reviewed the history of the monument and what it commemorated.

When Admiral Goodrich had finished the unveiling took place, consisting of the dropping of the national ensign, which had been draped over the two tablets on the face of the monument. On one of these was inscribed: "To the Bennington dead," and on the other "Erected by the officers and men of the Pacific squadron, to the memory of those who lost their lives in the performance of duty."

As the flags dropped the soldiers presented arms, and three ruffles and flourishes on the drums started the minute guns on board the Charleston and Chicago, which were fired regularly through the remainder of the services.

A second address was given by Col. R. V. Dodge, president of the Bennington Memorial association, and a closing address and benediction by Bishop Johnson. The graves were decorated with wreaths, presented by the children of Point Loma homestead, the wreaths intended for those who were buried elsewhere being laid at the base of the monument. Three volleys, fired over the decorated graves, one by the representatives of the army, one by the navy and one by the marina corps, closed the ceremony.

Courtesy of The Los Angeles Herald
Tuesday, January 8, 1908

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 bug lay beside her on the seat.

Courtesy of the San Francisco Call
Monday, January 24, 1910
NORBOMS' DEATH WAS ACCIDENTAL
EXPERTS AGREE

Investigators Believe Explosive in Mining Engineer's Pocket Caused Death

Rumors of Suicide and Assassin Police Declare Are Unfounded by Facts

OAKLAND, Jan. 14.- That the explosion on the ferry steamer Berkeley, in which John O. Norbom, the Berkeley mining man, lost his life and several others were injured yesterday evening, was due to an accident is the consensus of opinion today of those who carried on the Investigation.

Norton had in his pocket a vial containing nitroglycerin or other high explosive, it is believed, and it bumped against something hard and exploded.

Dr. Harry East Miller and John Bermingham Jr., experts on explosives, hold this opinion, as does G. W. Inge, who is in charge of the investigation for the Southern Pacific company. Captain William McKenzie, superintendent of ferry boats; Captain of Detectives I Tetersen, Deputy Coroner Sergeant and railroad officials.

Two circumstances point to this theory. One is that the floor of the room in which the explosion occurred was not damaged, while the rest of the interior was demolished and the walls were shattered. The explosive could not have been on or near the floor. The second circumstance is that Norbom's body was torn by the force of the explosion, while his head and legs were not. Furthermore, it was his back that showed where the full force was felt, indicating that he carried it either in his hip pocket or in a coat pocket.

Doctor Miller, who was asked by the Southern Pacific officials to make an investigation, said:

"It was either a high grade dynamite, which means that it contained considerable nitroglycerin or it was nitroglycerin or some other high explosive. My theory is that the explosive was carried in the man's pocket, possibly his overcoat pocket."

Miller does not believe that a bomb was thrown.

INVESTIGATION REVEALS LITTLE

Captain McKenzie held an investigation today, at which the crew of the Berkeley was questioned, as well as passengers. This investigation developed little.

"I came out of it as wise as I went in," said McKenzie. "but I base my opinion on the report made to me by John Bermingham Jr., who made an investigation late last night and upon the condition of the victim's body. According to Bermingham, the explosion was probably caused by from 8 to 10 ounces of nitroglycerin. I think it probable that Norbom carried this explosive in his coat pocket, and that as he swung back his coat, the bottle hit against something. The body bears out this theory. The right arm and hand were blown to pieces, while the left hand and arm remained intact. Even the glove was on the left hand, which makes it look very much as if the explosion took place as he was swinging his coat with his right hand. The fact that the head and lower part of the body were practically unhurt, while the middle
portion of the body and the back, and not the front were torn strengthens this theory."

G. W. Inge of the Southern Pacific company viewed the wrecked ferry steamer and the body at the morgue and came to the same conclusion.

**FOUL PLAY RUMORED**

Statements were made that there might have been some foul play, but Captain of Detectives Petersen said: "A murder or suicide theory does not appeal to me. From what I can gather it looks like an accidental explosion of nitroglycerin.

"The formula found in Norbom’s memorandum book, which it was thought at first might have been that of the explosive, does not contain the ingredients of an explosive. Even if it didn’t would have no bearing on the case because it is at least three years old. Norbom was interested in mining and engineering projects and he frequently made chemical experiments.

Considered from all its phases I am convinced that the explosion was accidental.

An inquest will be held Saturday morning, January 21, at 11 o’clock.

Edwin Hoffschneider, who was near Norbom and seriously injured by the explosion, is in a critical condition. He was taken from the receiving hospital this morning to St. Anthony’s hospital. He was rendered deaf, but it is impossible to say if this condition will be permanent. It is believed that he was injured internally.

Royal T. Sampson, whose wrist was badly cut could throw no light today on the cause of the explosion. Neither could V.T. Shorey nor A. C. Miller, who received minor injuries. They had not noticed Norbom before the explosion.

**FAMILY INTIMATES FOUL PLAY**

The family and friends of Norbom scout the idea of suicide. Harold Norbom, the son thinks that the explosion may have been the work of an enemy of his father. He admitted, however, that this was merely a theory.

"My father did not like to handle powder," said the youth, "and for that reason I cannot imagine him putting an explosive in his pocket."

Norbom hinted that his father had a mysterious enemy who had once tracked him in Europe for years. This was cleared up this afternoon. Norbom was shadowed by a Scotland Yard detective for several months about 10 years ago. The affair turned out to be a case of mistaken identity.

Mrs. Norbom is prostrated with grief and confined to her bed.

He had intended to leave today for his mine and it was considered probable that he had obtained the explosive to use there.

Workmen were busy today repairing the damaged boat. Captain John K. Bulger, United States inspector of
hulls and boilers, will make his official examination early in the week.

Courtesy of the San Francisco Call
Sunday, January 15, 1911

Alaska Packers' Association

At the annual meeting of the stock holders of the Alaska packers' association on Tuesday directors were re-elected as follows: Henry F. Fortmann, Isaac Liebes, W. B. Bradford, D. Drysdale, Francis Cutting, William I. Gerstle, Louis Slow. Henry E. Bothin, George L. Payne, John Daniel. William Timson.

The officers are: Henry F. Fortmann, president; Louis Rloss, vice president; William Timson, vice president; Isaac Liebes, treasurer; A. K. Tichenor, secretary.

The report of President Henry F Fortmann for the year 1910 says in part:

"The capitalisation of the company remained the same, viz. $7,500,000 authorized capital, divided into 75,000 shares of the par value of $100 each. The present Issue is 57,508 shares, leaving 17,402 shares in the treasury of the company.

"The association carries its own insurance. At the close of 1909 the insurance fund showed a credit of $558,458 and earned $270,148 for 1910.

"The amounts charged for losses and expenses aggregate $9,432.

"The Insurance fund now amounts to $819,213 Of this $816,471 is invested in bonds.

The association's pack of salmon for the season was as follows:

<table>
<thead>
<tr>
<th>Type</th>
<th>Cases</th>
</tr>
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<tbody>
<tr>
<td>Sockeye</td>
<td>89,960</td>
</tr>
<tr>
<td>Red</td>
<td>662,718</td>
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<tr>
<td>King</td>
<td>17,895</td>
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<tr>
<td>Coho</td>
<td>36,097</td>
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<tr>
<td>Pink</td>
<td>157,607</td>
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<td>Chums</td>
<td>57,489</td>
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<tr>
<td>Total</td>
<td>971,716</td>
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<tr>
<td>Salt-Salmon</td>
<td>4,053</td>
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</tbody>
</table>

During 1910 the salmon markets were brisk.

The steel barks Star of Finland, Star of Lapland and Star of Zealand have been purchased, and the lunch Sprig built, for $304,900.

The bark Electra was sold for $5,000. The small launches, Amy S and Aurora were condemned.

There has been expended for improvement and repairs to the fleet the amount of $158,411. There has been written off from fleet values for depreciation the sum of $103,504, leaving the present appraised value of the fleet $1,455,000.

The association now owns 9 ships. 11
barks, 1 barkentine, 2 schooners and 59 steamers and launches, a total of 82 vessels.

“During the year 1910 $170,000 the bonds of the association were redeemed and canceled reducing the bonded indebtedness to $1,140,000.

“The insurance fund has Increased $260,724.

“The profits for 1910 were $517,009.

“Quarterly dividends of $1.50 per share were paid during 1910.

“A dividend of $1.50 per share on the outstanding stock as per record of January 31 was declared, payable February 10.”

Courtesy of the San Francisco Call
Thursday, January 19, 1911

Preparing for Salmon Season

The Alaska Packers' association is already preparing its fleet for the coming salmon season. One by one the ships are being hauled out on the ways at the United Engineering works to be scraped and painted. The Star of Zealand is at Ladysmith loading coal which will be brought here and sent to the canneries on different ships.

Courtesy of the San Francisco Call
Saturday, January 28, 1911

THIS MONTH

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 Story. 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 15.

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

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