Building a Wooden Boat

Contrary to what the photograph suggests, Transformers have not descended on the museum. Sawyer Steve Cross is one of the first initial steps in the construction of San Salvador. (See story on Page 13)

MMSD Celebrates Its Volunteers

On the ‘Tween Deck

- Surprise to Sail in November
- Stead Ellis Remembered
- MMSD Volunteers Develope Externships

Museum volunteers were recognized for their contributions to the museum with a broad group of awards.

On April 12, the Maritime Museum of San Diego celebrated its greatest asset, its volunteers. Time and again, the museum has stressed the financial equivalent of the number of man hours recorded over a one year time period to staggering figures. Operating five active ships with additional static vessels, the enormous task of maintaining these ships is no easy task and can by no means be accomplished without volunteers. One may make the argument that 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
museum may not even exist without the volunteer. And the museum knows that.

The endless variety of tasks that are performed by the volunteers is endless from moving boxes, cleaning a boiler (a job so grungy Mike Rowe of Dirty Jobs even accepted the duty) to ascending 140 feet plus to the truck on Star of India’s mainmast. Sailing, ship maintenance, docents and modelers all join together separately to maintain the museum, its vessels and the rich maritime history of life on the Pacific.

Jeff Loman, Tour and Volunteer Coordinator at the MMSD, spoke about the importance of the volunteers’ role at the museum summarizing the Herculean efforts and its final results to the attendees. Awards to volunteers reaching specific milestones were handed out afterwards.

Just what does a volunteer do at the museum? With such a diverse collection of working ships, historical artifacts, a research library, model shop, public and private events, the work load of the volunteer is as varied. From moving chairs, setting up tables, filing books, sweeping, painting, carpentry work to laying aloft on the Star of India’s mainmast only hints at the variety.

What does it mean to be a volunteer at the museum? Aimee Kay says it succinctly, “Some of the best people I’ve met in my life. There are many things that I have done and are doing, that I could walk away from without a single glance backwards. This is not one of them. These people feel like my family.”

Although the number of volunteers declined by 130, from 2010 (622) to 2011 (492), the number of hours rose by 2,633 indicating that the dedication of its volunteers has assumed a greater role into the development of the museum. This would be expected to increase as a full year of a volunteer presence on the San Salvador construction will certainly see an even greater impact.

Milestone achievements in hours were presented in the form of awards. This year 197 achievement awards were presented, from enameled pins, plaque photographs to deck beams from the Star of India. A few more special items were given to those volunteers who “have been around awhile.”

Shortly thereafter, the volunteer maintenance and sail crew was an established aspect of the decks by 1986. Since, crew “compete” for a place to serve as crew aboard the Star of India, which now can sail on an annual basis under her own crew. Compete, may not be the best, qualifying word as the crew has grown to 125 plus members but have three different ships to operate during the annual fleet celebration of the Star of India’s launching. By 2014, it will be four.

“Today, this crew and the other volunteers are the heart and soul of this museum and it would not be where it is today without them,” says Jim Davis, first mate of the Star of India. He adds, “I’m proud to show up every Sunday and lead this crew through its work load.”

Docents along with the maintenance/sail crew comprise the two largest sources of volunteer contribution to the MMSD. Docents, commonly identified by their blue
windbreakers serve as more than just ambassadors to visitors to the museum. Wherever the museum outreaches to the public off site, more than one docent will be there, educating the public on what the museum is, what it does and where it can be located. As ambassadors, the docent group has become one of the museum’s more effective marketing tools.

As the museum continues to expand, there will certainly be more opportunities and needs for the volunteer. One can expect those already part of this organization to step up without question, its the characteristic personality of the individual that does it. With that expansion, there will be room for more and open hand to welcome them.

MMSD Volunteers Develop Externship Program

After discovering that they were both alumni of Kalamazoo College, museum volunteers Dr. John Kerley and Lynne Eddy decided to share their love of traditional sailing back to the college that prepared them for life so well. Kalamazoo offers to its students externships, internships and scholarships to study abroad for a semester. Externships require no formal papers or grading and is the least academic of the bunch.

In the middle of June, the MMSD will welcome its first two externs from Kalamazoo. Selected from eight applicants, the two students will participate in “sail training on the Californian and help building the San Salvador as well as any other mischief we can think of,” says John Kerley.

Surprise to Sail in November

It was announced in April that HMS Surprise will join the tops’l schooner Californian in November to celebrate the birthday of the Star of India.

The Star of India which has stood down for 2012, is being prepped for a very busy 2013.
Macy’s executives show their support for the February “Museum Month” sponsored by Macy’s Inc.

Museum Month offers shoppers large discounts on visiting many of the museums throughout the city, during the month of February. Store managers from the 15 local stores and regional office executives, gathered onboard HMS Surprise for a dual role in supporting the museum event and also to say Bon Voyage to their Divisional Vice president.

Mr. Mark Thomas was leaving the San Diego region after being promoted to Macy’s head offices in New York. The staff wanted a group photograph to present to Mr Thomas, that was typical of San Diego and to remind him of what he would be missing.

E.T. contributor Darrall Slater was on hand to capture the moment (who also happens to be a member of the Macy’s Tech; support staff, covering the region).

Many thanks to Robyn and Mark Gallant, who kindly assisted with the project, that gave Mr Thomas a memorable send off.

~ Darrall Slater

Brats and Beer on the Bay!

Embarcadero North—The Maritime Museum of San Diego invites you to the Father’s Day celebration aboard the 145’ schooner Californian on Sunday, June 17th, 2012. The celebration begins with a souvenir group photo of all in your party. Each adult receives a delicious bratwurst sandwich and a cold beer prior to sailing. Hotdogs and soft drinks are available for the kids. The three hour sailing trip will begin at 12noon and returns at 3p.m. The museum’s experienced crew will make your Father’s Day celebration unforgettable while working the lines and handling the sails; as you sail around the beautiful calm waters of San Diego Bay. Tickets are $60 per adult and $30 for children 17 & under. Tickets also include admission to the museum so come early or stay after your sail, as we are open from 9am-9pm. Tickets are available on our website at www.sdmaritime.org or call (619)234-9153 ext. 101 for details.

COOK • MELVILLE • GAUGUIN

Three Voyages to Paradise
CONTEST

How Much Maritime History Can You Cram Into One Photograph?

The Euterpe Times is pleased to announce its first contest. The above photograph led to the theme of this competition. One will note the HMS Surprise, veteran of the Napoleonic era and the Caribbean theaters, HMS Rose who responded to the U.S.’s Declaration of Independence with a volley of artillery into New York City. The B-39 submarine, a veteran of the Cold War between the U.S. and Soviet Union. The steam ferry Berkeley who transported earthquake weary refugees from San Francisco to Oakland in 1906. Stars & Stripes and Abracadabra, two America’s Cup competitors that signalled the technological change in yacht racing and the Star Princess, who’s size and grace testifies to modern-day shipbuilding.

Can you do more? Entries do not have to contain entire vessels, but should:

• Located within and contain MMSD property (background non-MMSD material can be included, however).
• Photographs must be real compositions, no photoshopping.
• Entries of panoramic views of the entire museum will not count.
• Anything Else Goes.

The Maritime Museum of San Diego has been generous enough to offer a complimentary CREW (family) membership to the winner.

Please submit all entries or questions to bholderman@sdmaritime.org.

SUBMISSION DEADLINE: JUNE 24 2012
To say that it all started from a seed isn’t terribly far from the truth. But then again, with the metal fasteners involved, one could also say it all began in the primordial fires of the earth when molten slag became iron ore millions upon millions of years in our past. But for every process, there is a beginning and an end.

This April, the Maritime Museum of San Diego marks its one year anniversary since laying the keel to the replica San Salvador. The original galleon, made famous in the 1542 voyage of Cabrillo, has become synonymous with the very beginning of modern-day California. The ceremony occurred with much fanfare, celebration and notable attendees including local and state officials. Since, as with any boat-building project, road bumps quickly became apparent along with a host of growing pains. One year later however, the shipyard has found its stride with its only limitation enough hours in the day.

San Salvador will contain both double-sawn and treble-sawn frames sometimes also called grown frames. The layer process is rather simple, a double-sawn frame is comprised of two layers, the treble (or triple)-sawn frame is three. The bulk of this article will relate to the process of constructing and raising a double-sawn frame.

When the frames that had been laminated for San Salvador in Northern California began failing the project team, led by Project Manager Bruce Heyman scrambled to develop plan B. Thankfully Southern Live Oak can be worked wet as long as the material is protected from the elements of wind and sun. This meant that we could immediately start the process of identifying the appropriate trees and having them cut into flitches (thick timbers that are the full width of the tree or bark to bark) and brought to the shipyard.

Located in Iron City, GA, Sawyer Steve Cross was discovered and jumped right into the project, an important part of the project team. One of the San Salvador’s lead shipwrights, Frank Townsend, traveled several times to Iron City to work closely with Cross where they both identified the size and shape of the material that would be required for our frames. Many of the trees harvested were well over 7 ½ tons.

With the delivery of about 50,000 pounds of Southern Live Oak on Monday morning the gap in the center of the ship is threatened. The treble sawn frame 40 is already in position and 42 and 44 are due up soon. Say good by gap! ~ Facebook posting, February 9 2012

After a cross-country trip, the flitches are evaluated per design specifications. Not just any futtock pattern can be laid on any random flitch. Here, lead shipwright Frank Townsend lays out a pattern, taking full advantage of useful wood.
According to the 2000 US Census, the town of Iron City, Georgia has a total area of 0.8 square miles and a population of 321 persons. Nestled within this small community in the extreme southwestern portion of Georgia, lies one of the singlemost important elements to the construction of the galleon San Salvador.

A 5th generation sawyer, Steve Cross has assembled the world’s largest thin-kerf band sawmill, capable of cutting a diameter of 60 inches or more. An assembly of recycled material, the saw resembles something out of a Transformers’ film. The sawyer (and saw) lives in the heart of the range of the Southern Live Oak, a hard, heavy and strong wood. The Southern Live Oak can reach a height of 45 feet with a diameter greater than six feet.

The southern Live Oak was the preferred wood for wooden ship hulls during the Age of Sail. It was this wood with its strength and density, that enabled the USS Constitution to earn its nickname of Old Ironsides. San Salvador will result in a comparable hull, if not in its design, its origin and legacy.

To see Steve in action on the San Salvador, CLICK HERE and HERE.
notes added directly onto the surface of the wood. The flitch was now ready for the production line proper.

One must remember that this isn’t picking up a lightweight fireplace-sized log. With each step, the familiar sound of the onsite forklifts meant something was being moved somewhere. Yet, with each growl of the forklift, the flitch would be reduced in size.

This first step involved one of the most rudimentary of fine woodworking tools, the chain saw. For those flitches containing more than one pattern, the chain saw divided the lumber into separate more manageable pieces. Sorting between specific frame numbers could now proceed as the chain saws continued to rough cut along the pattern lines.

Once roughed out, each flitch needs to be planed to a pre-determined thickness, 4 ¾”. To achieve this, one side must have its surface trued. Workers at the construction site, based on the size of the flitch developed two different processes for this.

First, and most common, was in the form of an everyday, but heavy duty router. Shipwright Jeff Saar assembled two custom router tables which were quickly put to work as soon as the chain saws finished their work. Passing back and forth along the length of the flitch, the router table ensures a perfectly flat surface ready for the thickness planer.

Our 26” thickness planer was manufactured in 1902 and has a patent date that was granted in 1889. The tool was upgraded to electric in the 1930’s. Before that it would have been driven by water or steam turbine. There are four large flat belts that still drive the machine today.

Earning the nickname “Router Roy,” volunteer Roy Libby used a power router and custom table to resurface a futtock prior to planing.

With one single side now flat and level, the uttock can now pass thru the planer to be brought to the appropriate thickness.

Planed, the final shaping of the rough timber takes place at one of the more unique pieces of equipment located at the shipyard. Built in 1920, the ship saw is a massive ship building band saw. According to Bruce Heyman, project manager, the saw is possibly one of less than a dozen still operating in North America. Containing a 24 foot blade, a pit was dug below the saw to accommodate its vast size and swiveling mechanisms. While its table stays flat, the blade can be tilted on its axes, allowing it to cut the bevels. It is these bevels that will allow the planking, whales, stringers, beam shelf and clamps to fit tightly to the frames.

All futtocks required for one specific frame are kept together thru the entire process. As the last futtock is finished, the entire group is moved to the horning stage located at the bow of the future galleon.
Once all the pieces to a frame are completed, they are moved as a group to the homing table for assembly.

A *double-sawn frame* refers to the fact that two layers of futtocks are assembled to make a full frame. While *San Salvador* contains mostly double-sawn frames, it does have three triple-sawn frames (or three layers). These treble sawn frames provide additional strength in the area around the main mast.

At the horning stage, measurements are verified, the butts of each futtock are kerf-sawn to fit ever so perfectly to the futtock above and below it. For each layer, futtocks overlap a minimum of 28”, adding strength to the resulting rib or frame. With both layers dry-fitted a layer of synthetic red lead is applied to the faying surfaces between the two (or three) layers.

**HOW A TRUNNEL WORKS**

Figure 1. The black locust trunnel is driven into the futtuck layers (gap exaggerated).

Figure 2. The trunnel is faired and a purpleheart wedge inserted. The greater expansion of the black locust compared to the southern Live Oak, creates a permanent fit.

Volunteers Carl Scragg and Jim Easterly drive purpleheart wedges into trunnels.

Final positioning of the futtocks is arranged and special attention is applied to insure that the futtocks are “horned” to follow the exact shape required by the designer for that specific rib.

With all of the futtock positioned, a multitude of clamps are used to lock it all down for one of the last processes. The wonder of science kicks in with the fastening of the futtock layers with trunnels. A *trunnel* is a derivation of the word treenail, which is basically a large dowel used for fastening wood together.

There are no adhesives here. Trunnels are made of Black Locust and are hammered into each hole, it’s a tight or interference fit to begin with. But then the magic occurs. The Southern Live Oak is very green and has a moisture content of approximately 35% while the Black Locust trunnels have been air dried in the North East US to less than 10%. Black Locust
expands at twice the rate of white oak with moisture. As soon as the dry Black Locust trunnels are driven into the wet Southern Live Oak they begin the process of absorbing moisture and expanding. This locks them forever in place.

Trimmed fair with the oak frame, a purpleheart wedge is then driven into the trunnel on both ends further securing the trunnel’s permanent hold on the wood. With a layer of shellac added to the frame, it is now complete and ready for hoisting. The shellac has been added to help seal up the wood to insure that the Southern Live Oak cures slowly protecting the integrity of the wood.

Carefully each frame is swung into place and secured to the keel. As each frame went up the shipyard looked more and more like it was building a ship. The shape, spirit and soul of San Salvador is slowly coming to life.

The construction crew, the individuals throughout the museum, in fact anyone who knows boats knows what I am talking about. With each frame, fastener, plank or piece of wood that gets attached to San Salvador we watch as a living thing is coming into being and it now has its skeleton.

---

**NOTICE!**

The EUTERPE TIMES

Wants Your Personal Mayflower story.

Need help? Let the Euterpe Times help piece the puzzle together.

Know the Story? Please share it.

Send any information to bholderman@sdmaritime.org.

**Star of India Cup Winner Announced**

San Diego Bay Parade of Lights awarded the *Star of India* Cup (Best of Parade) to the *Seafarer*.

Planning for the 2011 event has already begun with this year’s theme for the 41st annual event, USS Santa Claus.

Additional information can be found by visiting the organization’s [website](http://www.sdmaritime.org).
BAYSHOTS
PIC O'THE MONTH
The Bark Collooney and H.M.Steamer Driver.

An occurrence in our harbor a day or two since, and the representations thereof affecting correctness appearing in print, have caused much feeling among a highly respectable portion of our community, and given rise to some complaint. We deferred giving the particulars as they were generally accredited, and we have been subsequently made sensible of the misconception which we first formed. We now “present them below, in the letter of Capt. Fraser. From an article which appeared in the columns of the Pacific News yesterday morning, it might be inferred that Messrs. Starkey, Janion & Co, merchants of this city, were the agents and consignees of the bark “Collooney.” We are enabled however to state, upon the best authority, that the Firm in question has never been in the slightest degree connected or interested in that vessel nor were they even informed of her movements upon the occasion which has given rise to our contemporarie’s remarks.

U. S. REVENUE BRIG LAWRENCE,
San Francisco, May 2, 1850.

Messrs. Editors: Having noticed in one of the newspapers of yesterday an article which reflected with great severity upon Capt. Johnson, of H.B.M. Steamer “Driver” and his officers, in connexion with the removal of the British bark Collooney from this anchorage, I felt it a duty to present the facts connected with the case, in order to relieve a gallant officer and most, estimable gentleman from unjust censure, particularly, as he sailed from this port before the article was published. The Editor of the paper was most assuredly misinformed upon the subject. The facts are these, the bark “Collooney” had been under seizure for violating the navigation laws of the United States and the case had been submitted to the decision of the proper authorities at Washington City. In order that the vessel might be employed the Collector consented to take bonds in the fall amount of the vessels value, as security, in case the legality of the seizure should be confirmed.

The bonds were to have been executed on the day the vessel was removed.

Capt. Johnson was in town and the steamer at Soucilito [sic]. He was waited on by the agent of the Vessel and informed that the British bark Collooney was ready for sea, that it was impossible to procure men, and was requested to furnish an officer and crew, for the purpose of navigating the vessel to Valparaiso, whither the steamer was also bound.

Capt. Johnson, as was his duty promised to furnish the necessary assistance provided the vessel could be removed to Soucilito, as he was fearful of the desertion of his own crew should he send them to town.

The vessel was so removed and made ready for sea. I reached Soucilito just in time to prevent her departure, and on representing the case to the commanding officer of the Steamer, he expressed the greatest indignation at the deception which had been practised upon them, and surrendered the vessel to me immediately.

Capt. Johnson had not the slightest idea of the circumstances and had they been made known to him, would have rather taken measures to prevent her departure, than to have given aid in violating our laws. You will be pleased to give publicity to this, and very much oblige,

Your obed’t servant,
Alex. V. Fraser, Captain.

Courtesy of the Daily Alta Californian
Friday, 3 May, 1850
May 16th 1865
At 8 A. M.

James Mullinger having left his work of his own accord the Mate ordered him to go to his Duty. He said that he would not go to his Duty. At 11 A. M. I sent for him & told him myself to go to his Duty when he blankly refused to work but requested permission to go on Shore but assigned no proper reason for going.

I told him that I would not allow him to go on Shore as he thought proper, that I had given him permission the Day before when he had not returned at the time appointed he still persisted in not Doing any more Duty

W J Storrry Master
Arthur John Whiteside 1st Mate

FOR SALE.

ON SALE AND TO ARRIVE,

By the Undersigned,

Ex Euterpe, Wild Deer, Lutterworth, Naomi, Oberon, &c.

Guinness's Stout, bottled by Burke
Rice, new Patna and Java
Candles, real Novas and Belmonts
Brandy, Hennessy's, Otard's, Martell's, Associated
Vineyard—bulk and case
Whisky, Long John and Dunville's—bulk and case
Vestas, Palmer's, Austin's, Knoss and Co.'s
Vinegar, Sir R. Burnett's and Williams's
Marmalade, Keilor's
Jams, Peacock's, Tong's, Fruin's
Pickles, Whybrow's and Morton's
Oils, Salad, quarts, pints, and half-pints, Castor, bulk and case
Fencing Wire, J. C. Hill's, 6, 7, and 8
Currants, Figs, Muscats, and Sultanas
Matt, Randall and Howells
Rops, Kent 1873, Tasmanian 1873
Lea and Ferrin's Sauces, Soap Powders
Swain Boord's Old Tom
Sardines, Red Herrings, and Ling Fish
Barret's genuine Twist, half and qu.-tiersces
Wines, Amontillado, Hooper's 1 diamond to 4 diamond Port
Tca, chests, half-chests, and boxes, ex Elderlie Stationary and Portable Steam Engines, 8 to 12 horse-power.

Cornacks.

NEILL & CO.,
Bond street.

ALE AND BEER.

(Duty. 1s 3d per gallon in glass, and 1s per gallon in wood.)
The demand which we noticed in our last for imported bottled ale and stout of approved brands still continues. Parcels that have come to hand by late arrivals have in nearly every instance been previously sold to arrive. A considerable shipment of Tennent's, per Wild Deer, is in the market, and will doubtless meet with ready sale. Several limited shipments of imported bulk ale, per Euterpe and Lutterworth, have been placed the small demand which now exists for this article having been pretty well met by this supply. Arrol's ale, per Wild Deer and William Davie, has been sold for delivery from the ship
at full prices, the quality giving general satisfaction. Current quotations for ale in bulk (in bond) are: Bass's No. 3, £7; No. 4, £7 10s; Melvin's Edinburgh, Nos. 3 and 4, £6 10s; Marian's, £7. Ale Colonial, from £4 10s to £7 10s. Porter, Colonial, £5 to £6 10s. Ales in glass, Colonial, £10s all over; Tennent's, quarts (in bond), £10s 3d to £10s 6d; Younger's, £7s 6d to £8s. Porter in glass- Colonial, £9s all over; Guinness's; quarts, £11s to £11s 6d; Pig Brand, quarts, £9s 6d; Blood's, quarts, £9s 6d; Machen's, £9s 6d; Younger's, £7s 6d to £8s.

Courtes of the Otago Daily Times

Wednesday, May 14, 1873

Larceny. John Lewis, who had been arrested for drunkenness, was further charged with having stolen a church service and some clothing, the property of Wm. Jennings. The evidence showed that the prisoner was a seaman on board the Euterpe with the prosecutor. He left his ship on Tuesday morning. Shortly afterwards prosecutor missed some clothes and other things from his chest. He did not give prisoner leave to take anything from his chest. Constable Daley proved arresting the prisoner, and on searching him, finding the articles produced- a church service and some clothing. As there were some other clothes which had evidently been sold, and which the prisoner had sold, a remand was asked for in order that the purchaser of the goods might be forthcoming. The Bench remanded the prisoner until Saturday.

Courtes of the Star
Wednesay, May 31, 1876

EUTERPE FOR LONDON.

Port Chalmers, This day.

Sailed—Euterpe, ship, Captain Bowling, for London, with a cargo of 4550 bales wool, 120 ditto rabbitskins, 77 do sheepskins, 20 basils, 16 do flax, 640 casks tallow, 16 do pelts, 520 cases meat, 50 bags bones, and 10 packages sundries.

First Mate Algernon Back (or Beck, standing) and Captain Thomas Eddes Phillips of the ship Euterpe.

Courtes of the Daily Telegraph
Thursday, May 3, 1888
ARRIVAL OF THE EUTERPE.

The first of the expected Home ships made her appearance off Otago Heads early on Thursday morning in the shape of the Shaw, Savill, and Albion Company’s ship Euterpe. She brings 1500 tons of cargo, of which 1200 tons are for Dunedin, and the remaining 300 tons for Wellington. All things considered the Euterpe has made a very excellent passage out, only 117 days having been occupied between Belfast Bay and Otago Harbour. Of course this would have been considerably lessened had it not been for the continuance of adverse winds and weather which she has encountered from the outset of her passage. The Euterpe comes into port in very pretty order, and reflects very great credit on Captain Streater and his officers.

Courtesy of the Otago Witness
3 May 1894

The ferry steamer Berkeley was again in trouble yesterday. Something went wrong in the engine room on the a. m. trip and she was laid off for two hours. The Piedmont took up her running until the necessary repairs were made, after which the Berkeley went back on the route.

The quantity of coal exported to foreign and intercolonial ports during the week ended this afternoon was 40,366 tons, as compared with 11,807 last week, a decrease of 14,451 tons the distribution was as follows:– Victoria, 8450 tons; Honolulu, 4841; South Australia, 6700; Tanzania, 490; Chili, 5541; New Zealand, 4240; Noumea, 2200; Manila, 1936; United states, 2290; Panama, 1910; Fiji, 927; Macassar, 1825. Total, 40356 tons.

The barque Edayfed arrived to-day from Simon’s Bay to load a cargo of Wallsend coal for Tal Tal, the ship Jane Hurrid arrived from Santos to load Seaham coal for Manila, and the ship Treasurer arrived from Table Bay to load Lambton coal for Manila. The barque Ellora sailed to-day for Panama with 1910 tons of Duckenfield coal, and the barque Linwood sailed for Manilla with 1936 tons of Seaham coal. The ship Euterpe cleared for Honolulu with 1684 tons of Pacific coal, the barque City of Delhi cleared for Macassar with 1825 tons of Co-operative coal and the barque Endymion cleared for the West Coast with 1106 tons of Willsend coal.

Operations at the Government hydraulic cranes at the Dyke have been fairly active during the week, the average daily output having reached 9000 tons.
A "Man Overboard" Scare.

The captain and crew of the ferry boat Berkeley declare they were made the victims of a miserable hoax on the 11 a.m. trip yesterday. While the vessel was in mid stream the cry "A man overboard!" went up. The deckhand who heard the alarm at once signaled the pilot house. The Berkeley was stopped and a boat lowered. A search of the waters within a hundred yards of the ferry boat was made, but not a trace of a would-be suicide could be found. The captain left the chief officer in charge of the pilot house and made a personal canvass of the passengers, but not a soul who saw a man Jump overboard could be found. Instead there was some slight evidence that the whole thing had emanated from a band of practical Jokers, so the matter ended there. If it was a false alarm it was a very poor kind of a joke if it was not, one more unfortunate has met his fate in the waters of the bay.

Courtesy of the San Francisco Call Wednesday, May 2, 1900

HAWAII'S TERRITORIAL LAW

Full Text of the Bill Signed by President Wm. McKinley, April 30, 1900

Section 98. That all vessels carrying Hawaiian registers, on the 12th day of August, 1898, and which were owned bona fide by citizens of Hawaii, together with the following named vessels claiming Hawaiian register, Star of France, Euterpe, Star of Russia, Falls of Clyde, and Wilscoot, shall be entitled to be registered as American vessels, with the benefits and privileges appertaining thereto, and the coasting trade between the islands aforesaid and any other portion of the United States shall be regulated in accordance with the provisions of law applicable to such trade between any two great coasting districts.

Courtesy of the San Francisco Call Thursday, May 10, 1900
On the arrival of the ferry-boat Berkeley from Oakland shortly after midnight yesterday morning Special Officer, T.A. Brown handed over to Policemen Jenkins and Maloney three Japanese who had quarreled with William Roush, a cavalryman, and one of them had stabbed him on the head and back with a knife. Katsendi Fatewa was pointed out as the one who had used the knife and he was charged with assault to murder. His two companions, Masudi Hayashi and Matosohuri Alto, were charged with disturbing the peace. Roush was taken to the Harbor Emergency Hospital.

The death occurred yesterday of Mr Stead Ellis, who had been secretary of the Nelson Education Board since 1880. Mr Ellis, who was an architect by profession, was born in Bradford (Yorkshire) in 1839, and at the age of sixteen was articled to Mr E. Milnes, of that city, and subsequently was assistant to Mr Geo. Smith, architect, of Leeds. He also practised for some time in Batley and Dewsbury. In 1879 Mr Ellis left the Old Country for New Zealand by the ship Euterpe, first residing in Christchurch, and in April of the following year he joined the Nelson Board of Education as secretary and architect. Deceased had been in indifferent health for some time past, but continued his duties at the office until the 8th inst., when he was compelled to take to his bed. He gradually grew worse, and a few days ago had two paralytic strokes, which were the immediate cause of his death. In the early days Mr Ellis took an interest in the Volunteer movement, and for some time was captain of the Stoke Rifles. His greatest hobby was rifle shooting. In 1869 and 1870 Mr Ellis was champion of Yorkshire, and he was twice in the Queen's Sixty.
years prior to his departure from England he held the captaincy of the 43rd West York Rifles. He was also a prominent Freemason, being a P.M. of Lodge Victory, No40. N.Z.C. At the last meeting of the Board, held at Westport, the late Mr Ellis was granted three months' leave of absence. He leaves a widow and grown-up family of six sons and three daughters, with whom there will be widespread sympathy in their sad bereavement.

Yesterday Mr Maginnity, chairman of the Education Board, sent the following telegram to the Minister for Education:—

"Regret extremely having to report the death of Mr Stead Ellis, secretary of the Nelson Education Board, which took place this morning. In the death of Mr Ellis the Department loses a tried, capable and courteous officer." Sir E. O. Gibbs, Secretary for Education, wired an expression of sympathy with the Board in the death of Mr Ellis.

Mr Maginnity last evening received the following message from the Hon. George Fowlds, Minister for Education: “Much regret to hear of the death of Mr Ellis, who during many years rendered valuable service to your Board in particular, and the cause of education in general. Kindly convey my sincere sympathy to his relatives in their bereavement.”

The funeral will take place to-morrow afternoon.

Ferry Officer Pleads Guilty

J. A. Johnson, the officer of the ferry boat Berkeley, in charge at the time of the collision between that vessel and the ferry boat Bay City, pleaded guilty to the charge of negligence before United States Inspectors Bolles and Bulger yesterday. His case was therefore submitted to the inspectors along with that of Captain W. W. Rogers of the Bay City. Johnson admits that he had not familiarized himself, with the changes which had been made at that time in the rules of the road. Inspectors Bolles and Bulger yesterday issued a circular letter to owners of steam and motor vessels; notifying them that the local office has received copies for distribution of the new pilot rules and regulations for inland waters, rules for lights for ferries and barges in tow, and general rules and regulations. There are allowed two copies of the first two forms to be placed aboard every inspected vessel and one copy of the general rules for each master. When messengers are sent to the inspectors office in the new custom
THIS MONTH

May

1900, May 2 - The crew of the steam ferry Berkeley becomes the victim of a “Man Overboard” hoax.
1851, May 4 - The Campbell class revenue cutter, C.W. Lawrence, under the command of Alexander V. Fraser first arrives to her duty station in San Francisco, CA.
1898, May 4 - The British ship Euterpe is chartered in Newcastle, New South Wales, Australia to load cargo for San Francisco.
1920, May 5 - The bark Star of India, embarks on her northern passage to Alaska, the latest date she ever departs.
1904, May 11 - The lumber schooner Forester departs Kobe, Japan for Port Townsend.
1905, May 11 - The lumber schooner Forester loads lumber for Redondo where she arrives on May 27.
1918, May 16 - The bark Star of India, becomes locked in ice on the Nushagak River, Alaska.
2002, May 22 - A flooding accident aboard the diesel research submarine U.S.S. Dolphin and subsequent electrical failure require all hands to abandon ship.
1918, May 28 - The bark Star of India, is freed from being locked in ice for 12 days, towed by the barge, Nushagak to the Naknek anchorage.
1973, May 31 - The steam ferry Berkeley is towed out of San Francisco Bay enroute to her new home in San Diego as the main exhibit vessel for the Maritime Museum of San Diego.

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