Mermaids were added to the annual pirate fest at the Maritime Museum of San Diego. The family favorite saw a wealth of activities around the museum. (See story on Page 5)

On the ‘Twen Deck
• Fort Guijarros Evicted
• USS San Diego
• Rocketeer Seen on San Diego Bay

Museum volunteer Greg Moore works with a needle gun removing hardened rust from around the fore hatch.

Mermaids

Lincoln’s Rust
Museum volunteers preserve the foremost iron partners

Since arriving back at the Embarcadero last November after her annual sail, the bark Star of India found herself requiring another period of intensive restoration and preservation. A leaking deck around the foremost, led to the discovery of deck timbers and the forward sill of the galley rotted out. As any true Money Pit veteran will tell you, once you peel back a layer, one discovers that there is more to it than that.

The iron that makes up the hull of the Star of India turns 150 years in 2013. Upon the removal of the deck timbers, the iron showed its age with a large build-up of rust, rust that was causing plates to be pushed apart, deforming the area around the foremost.

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
Prior to the removal of the fore hatch, volunteer Ann Morrison chipped at rust in very cramped quarters.

According to first mate Jim Davis, the deformation of the iron work, prohibited a proper installation of new deck timbers. “Since we were there, I might as well do the fore hatch,” he added.

Since, volunteer maintenance crew have worked in cramped conditions around the fore hatch companionway, under a makeshift and arid plastic tent around the foremast, on their knees, on their feet holding equipment over their heads increasingly became heavier with each passing moment. The conclusion of a day’s work left crewmen sweaty, aching and covered in a layer of rust bits and fragments.

Old rust isn’t the rust one commonly thinks of. Over time, in a geological sense, even as the rust pushes outward, it gets compressed into a hard layer lacking its typical red color. The passage of time gives it a dull but shiny grey in hue, very often it is nearly indistinguishable from the iron it is sitting on. For some of the crew putting their hands on a regular basis, the eye became trained and the sedimentary layers between iron and rust became easy to spot. In no time, rust was peeling of the iron in large flakes with the use of chisel and needle guns.

For the second time in four years a significant portion of decking with its subsequent iron preservation has taken place on the Star of India. Between 2010 and 2011, the fo’c’sle head of the Star was removed, the iron restored. Projects such as this are more than just removing and working on the iron, it required a significant down-rigging of stays and other elements of a working ship. Down-rigging and re-rigging add a great portion to the time involved in such matters.

Greg Moore, museum volunteer who regular raised his hand for ironwork, notes, “the overriding appeal for working the Star is how it connects one to history. And when history is tangible, it comes alive for me and sets the

At the present moment the prevention of fouling and corrosion in iron ships and vessels is still held to be unaccomplished, and the magnitude of the evil, as a whole, is comparatively unattended to, its existence being only occasionally recorded in the naval intelligence of the daily papers, or brought under the notice of the members of scientific institutions.” Charles F.T. Young, 1867

Like a tree root, rust can move mountains or in the case of an iron ship, spread plates to the point of cracking.

The power of rust is seen in this athwartship frame with the aid of an imaginary yellow line.

imagination racing.”

This editor worked on the foremost preservation on more than one occasion as well. Greg’s comments echo into this
Mid-July saw the forward hatch fitted back into place.
guys were able to eke out of the blue-collar working conditions of 1863,” stated Greg Moore.
As the iron becomes enveloped in a preservative seal, July will see the task at hand to putting things back together. As crew were busying themselves with testing, shipping the royal yard and prepping Surprise for sail and the multitude of other chores, by mid-July, the fore hatch was back into its proper resting place.
2013 is expected to be a very busy year for not only the museum and it volunteers, but for the Star of India itself. Next year celebrates the 150th anniversary of the launching of the Star of India, an event that will be recognized around the globe.

Maintenance volunteers Fred Bast.

Found throughout the Star of India’s internal ironwork, the maker’s stamp of Consett, the iron foundry supplying frames is a reminder of the very birth of the Star of India and its era.

India. The stamp is one of her birthmarks and appears repeatedly throughout the overhead frames. Working with the iron, one works with the very beginnings of the Star of India.

“With the partners, in contrast to much of the ship, we are working with some of the original construction, with objects that were held and assembled by incredibly tough men long since in their graves. I wonder about their names, their accent and sense of humor, how much they cussed, how much they drank, and how much they fought. I try to imagine what simple pleasures these
Fort Guijarros Loses Home

It was announced in April via the Fort Guijarros Museum Foundation Facebook page that the US Navy unexpectedly terminated the Cultural Resources Agreement resulting in a 90-day eviction notice from the naval base.

Fort Guijarros was an adobe garrison constructed on Ballast Point in 1797. In 1803, the American brig *Leila Byrd* while fleeing the harbor was fired on from the fort’s ten guns. The exchange of fire is now known as the Battle of San Diego. The fort was officially abandoned in 1835. By 1848, during the Mexican-American War, the USS *Cyane* landed Marines at La Playa, using guns from the abandoned fort to lay siege to Old Town. Two of these guns, El Jupiter and El Capitan still survive.

“Fort Cobblestones” as it was known in English was rediscovered during archaeological excavations in 1981. With the ruins’ discovery, the Fort Guijarros Museum Foundation came into being. During the intervening years, the mutual protection and research into the site between the Foundation and US Navy was a sound partnership.

“The 1981 discovery of the ruined 18th century Spanish cannon fort on Naval Base Point Loma is one of the most important historical discoveries of the 20th century. The State Office of Historic Preservation has determined the site of the ruins to be eligible for inclusion on the National Register and the U.S. Navy is protecting the location from construction projects,” states archaeologist Ron May. Presently, the Guijarros Foundation has established a new relationship with the House of Spain at the International Village in Balboa Park.
The annual pirate fest was held on May 19 and 20. One of the family favorites of the year, kids, the young and the old, spent the weekend enjoying tales straight from the Caribbean. Joining the museum activities, the pirate themed vessel, Treasure Seeker operated bay tours from the MMSD. Music, costume contests, swashbuckling adventures were frequent, including beached mermaids in the aft cabin of the Star of India. Museum staff along with volunteers made for the 2012 festival a success.

There’s a New San Diego in Town

The US Navy’s newest vessel, the USS San Diego was open to the public just prior to her commissioning ceremonies.

The US Navy commissioned its newest vessel, a San Antonio-class amphibious transport dock christened the San Diego on May 19, 2012. The Maritime Museum of San Diego served as a central debarkation hub for ceremony VIPs.

The San Diego was open to the public for tours in the days leading up to the commissioning.

Built by NGSS Ingalls, the 684 foot transport dock was launched on May 7 2010. A one month sail from Florida has already left the San Diego a veteran of a Panama Canal Passage. The San Diego will be homeported in her namesake city and will continue to be a familiar silhouette on San Diego Bay.
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.
BAYSHOTS
PIC O’THE MONTH
Log of the Lawrence

Monday June 4th

A Commences with moderate breezes and misty weather. (Sgd) E.C. Kennedy 2d Lt
From 4 to 8 fresh breezes with thick cloudy weather with mist of rain. Sgd W R Pierce 2d Lt
From 8 to 12 moderate breezes and cloudy. Set top sails and trysail. (Sgd) I.S.S. Chaddock 1st Lt
From 12 to 4 fresh breezes and mists of rain. Wind hauling aft, furled the trysail. (Sgd) E.C. Kennedy 2d Lt
From 4 to 6 moderate winds & cloudy. (Sgd) W R Pierce 2d Lt
From 6 to 8 moderate winds with light showers of rain. (Sgd) I.S.S. Chaddock 1st Lt
From 8 to midnight moderate breezes and misty weather. At midnight hauled her up to N.W. (Sgd) E.C. Kennedy 2d Lt
Served 37 rations.

Sick report- Lieut. Bowlin, Jno. Henderson
Seam n, Jas Smith Boy.
Dist. by log- 143 miles, Lat D R 52.53S., Long D.R. 83.57 W.
Barom. Max 30.10, Min 30.05, Mean 30.07
Thermo. Air Max 39 degrees, Min 38, Mean 38.5
Water " 42 degrees " 41 " 41.6

Order -- U.S. Rev. Brig Lawrence - At Sea June 4th 1849

Sir, Your report of this date that there is now on hand about twenty nine hundred gallons of water is recieved. From the present appearances of the weather our position, and the comparative rapid progress we are making, we shall in all probability be able to replenish and supply in a few days. Should we called upon assistance to others. Under these circumstances you will cause the allowance to be increased to three quarts per man per diem until further ordered, and have this recorded upon the Journal. Very respectfully, Your Obt Servt. (Sgd) A.V. Fraser Capt.
I.S.S. Chaddock Esq 1st Lt
U.S. Rev. Brig Lawrence

OFFICIAL LOG
of the Ship Euterpe from Liverpool towards Calcutta

June 3rd 1864

Calcutta

This day discharged Quilty, Pagani, Walker, Howard & Makmollen, James Hannah & Smarin returned to their duty.

Chas Allen, having undergone punishment, was removed to the Genrl Hospital when his time expired.

W J Storry Master
Chas Sinclair Mate
Oliver v. Philips. The claim herein was for £17 16s 4d, and His Worship delivered judgment as follows:—The plaintiff is consignee of a certain bale of twine shipped in London on board the ship Euterpe, whereof the defendant is master, and the twine, upon delivery, was found to be damaged—rotten and mouldy on the outside, but within the wrapper. Notwithstanding the somewhat contradictory opinions given by Mr Edmond as to the time which must have elapsed since the wetting of the bale (as the amounts of water and heat to which the bale was subject are as much elements in the matter of damage as is the time) I am of opinion that the only theory reconcilable with the evidence is that the bale was wetted before it was ultimately stowed, and find accordingly. But whether the wetting occurred some time previously to shipment, or afterwards by rain or otherwise on board the ship’s deck, there is no evidence to show. It would be quite consistent with the evidence that the damage should have proceeded from either cause. If wetted previously to shipment and the outside dried, or if wetted on the ship’s deck previously to the stowage, the stain upon the wrapper might have been developed upon the voyage and not before. The bill of lading acknowledges the receipt of the bale “in good order and well conditioned;” and though it may not be, and I think is not, conclusive as between the shipper and the master of the ship, it is conclusive as between the master and the holder of it for a valuable consideration, because the master, having signed for the receipt of the goods in good order, to some extent deprives the consignee of his redress against the shipper. Having found, as before stated, that the cause of damage lies between the shipper and the
THE HARBOUR BOARD and the TE ARO RECLAMATION.

The Harbour Board met at 3 o'clock yesterday afternoon to take further evidence on the question of the Te Aro reclamation. Present—Messrs. Levin (Chairman), Jackson, Fisher, Nathan, Lancaster, Krull, and Captain Rose. Messrs. O. O. Graham (Town Clerk), Baird (City Engineer), Jones (Harbour Engineer), and Captain Holliday (Harbourmaster), were also present.

The Chairman stated that Captains Campbell, Phillips, and Bowton had been asked to give evidence and were in waiting for that purpose.

Captain PHILLIPS, of the "Euterpe," was first called, and said he could only speak with reference to vessels from Home. He had seen the plans and it was his opinion that, by carrying the reclamation out as far as proposed, vessels would be put to very great inconvenience in berthing during strong north west winds, because they had to anchor on the south side of the wharf, and the vessels tailed round. By having the land so far out, there was a chance of damaging vessels at anchor in the vicinity. The breastwork would not affect a vessel like his, because, if she dragged, she would go ashore before reaching the breastwork, but damage might be done to vessels lying about.

Mr. FISHER asked if the witness considered it a part of the navigation of a ship to warp up to the wharf, as he understood navigation to mean by means of sails.

Captain PHILLIPS considered warping up a part of the navigation of his ship, and pointed out that there were other means of navigating a vessel than by sail, e.g., by steam.

In answer to Mr. Levin, Captain PHILLIPS asserted that the reclamation up to the point proposed would interfere with the easy moving about of ships, as there would be a lot of small vessels in the way, but if small vessels were not in the way the difficulty would be obviated, as ships could not reach the breastwork.

Courtesy of the Evening Post
February 22, 1882

SHAW, SAVILL AND ALBION COMPANY, LIMITED.

S.S. TAINUI FROM LONDON.
EUTERPE FROM GLASGOW.

ALL ACCOUNTS and CLAIMS against the above Vessels must be RENDERED in duplicate to the undersigned, not later than THIS DAY, (TUESDAY, the 19TH INST.,) otherwise they will not be recognised.

Accounts referring to provisions must be rendered to the Shaw, Savill and Albion Company's Store at Lyttelton, all others to the undersigned.

DAGGETY AND COMY., LTD.,

WESTPORT LETTER.

[FROM OUR CORRESPONDENT]

The Euterpe left Wellington for Port Pirie ten days ago with the second cargo of Westport coal for Port Pirie, South Australia, amounting to 1500 tons. This cargo, like the former, was supplied by the Westport Colliery on behalf of the Ngakawau Coal Company's contract, the latter mine not being able to deliver till the railway line is completed.

Courtesy of the Press
Wednesday, 19 June, 1889
THE EUTERPE.

One of the finest of the Shaw, Savill, and Albion fleet of steel clipper sailing ships, the Euterpe, was towed into port this morning in fine condition, berthing at the Quay-street Jetty shortly before noon. The ship is in command of Captain Streater, who is assisted by Mr T. Richmond as first officer, and Messrs Strickland and P. Mahony as second and third respectively. Many will remember Captain Streater as being here about six years ago in the Lutterworth, and even before as the first mate of the old trader Crusader. Of the present voyage the captain reports leaving Dunedin on the 3rd inst. with a moderate north-east wind and meeting with a succession of comparative calms till Thursday, when the wind haled to the east. The following day, when in the vicinity of the East Cape, the wind settled into the north, blowing a strong gale, with heavy head sea, which drove the ship some two hundred miles off the land. This was followed by a succession of light, baffling airs and variable winds, which lasted till the Friday afternoon, when the East Cape was rounded, Cuvier Island being sighted at 7 o'clock on the Saturday morning, and the ship coming to an anchorage in Rangitoto Channel the same evening. Messrs L. D. Nathan and Co. are the agents for the Euterpe, and she will receive quick despatch for London at their hands.

Courtesy of the Auckland Star
Monday, 18 June 1894
Supreme Court Decision.

In the registry cases of the owners of the ships Euterpe, Willscott and Falls of Clyde against Collector McStocker, the Supreme Court has decided that the Circuit Court was right in overruling the motion to quash the returns. The owners will now have to prove bona fide ownership.

Courtesy of the Evening Bulletin
June 5, 1899

SHIPS OF ALASKA SALMON FLEET ARE ALL SAFE AT DESTINATIONS

Bristol Bay Is Crowded With Vessels of Many Rigs and Sizes - Owing to Late Ice the Season's Pack May Fall Short

The ships Alex Gibson, Hecla and Eclipse and the bark Nicholas Thayer were, on June 10, the only vessels of the Alaska salmon fleet not safely anchored at their destinations. This quartet was then in sight, outside, and by this time the tardy four undoubtedly have joined, the others at the cannery anchorages.

Bristol Bay at present is probably the busiest harbor on the Pacific. The water is crowded with vessels of all rigs and sizes, and the shore is black with an army of fishermen, cannery hands, laborers, tally clerks and bosses of high and low degree. The remote Alaska port is therefore fairly humming with Yankee activity in full action.

The big windjammers are being towed about from wharf to wharf, some discharging the cannery supplies they carried from here and Puget Sound, and others filling their holds with the clean, new cases, tightly packed with freshly canned salmon. The steamers, Kvichak, Nushagak, Naknek, President, Kadiak, Thistle and Gertie Storey are working overtime as towboats, and ashore and afloat all hands are hustling hard to make up for the time lost through the unwonted lingering in those latitudes of Jack Frost.

The ice this year acquired a greater thickness than usual and
was provokingly slow in taking its departure. Most of the steamers are of small tonnage and the presence of the ice has added heavily to the labor of towing the sailing vessels to where they discharge or load. On account of the lateness of the Ice it is feared that the Alaska red salmon pack for this season will fall short. The following vessels had arrived at Bristol Bay, June 10:


Courtesy of the San Francisco Call
Friday, June 24, 1904

---

Safe at Bristol Bay

The following ships of the salmon fleet were at Bristol Bay on June 1: Isaac Reed, Levi G. Burgess, Electron, Indiana, L. J. Morse, Premier, Mango River, Tacoma, Star of Italy, James Nesmith, Bohemia, Star of Peru, Prosper, Star of Chile, Kadiak, Nushagak, Koichak, Star of India, Oriental, Standard, G. F. Haller, Expansion, Lehua, B. P. Cheney, Paramlta, Mizpah.

Courtesy of the San Francisco Call
Tuesday, June 16, 1908

---

Deckhand Is Fatally Injured

Simon Johnson, a deckhand on the ferry steamer Berkeley, was fatally injured, on the arrival of the boat at 7:15 o'clock yesterday morning, the accident being witnessed by the commuters and other passengers, the women among them screaming with horror.

Johnson was dragging a truck loaded with trunks from the boat, assisted by other men pushing behind. When crossing the apron one of the wheels of the truck broke and Johnson's head was crushed between the truck and the stanchion supporting the apron. He was hurried to the harbor emergency hospital, but died on the operating table and the body was removed to the morgue.

Johnson was about 50 years of age and lived in Bay avenue, Melrose.

Courtesy of the San Francisco Call
Saturday, June 25, 1910
Extra Ferry Service for Automobiles

For the accommodation of automobile parties attending performance of Margaret Anglin in Antigone at the Greek Theater in Berkeley, an extra ferry boat will be run by the Southern Pacific company, from 1st and Broadway, Oakland, Thursday, June 30th, 1910, at 11:45 p.m.

Courtesy of the San Francisco Call Thursday, June 30, 1910

The “After Deck Squad” has offered a prize for the discovery of the oldest commuter. The A. D. S. may be found any business afternoon on the boat that leaves the ferry at 5:45 for the Alameda mole. To locate the squad all that is necessary is to stand on the afterdeck until the boat gets under way. It will not be long before you hear laughter. Walk right over to the scene of the disturbance and in a voice as nearly natural as the somewhat unusual proceeding will permit, utter one of the squad passwords. There are several of these. Here are a few of them: “Oh George!” “Jack!” “Hello, Van!” “Say, Denny!” Any of these will do.

Watch closely the effect. Some member will turn quickly as if stung. Walk right up to him. Present your card with the name and address of the oldest commuter plainly written on the back in your own handwriting. If he says: “What’s this?” with a rising inflection on the “what’s” you will know that you have found the right party. The name of the winner will be published in the column when the claims of your candidate have been verified.

Perhaps you never heard of the “After Deck Squad.” Its members are all bright and shining lights in the commercial life of the city. As a squad they are a little more conservative than the “Rudder Club,” which meets in the morning on the 8 o’clock city bound Key Route, and not as exemplary in their habits (every member of the A. D. S. smokes) as the members of the “Sunshine club,” also a Key Route commutation.

“Commutation” goes. It has the sanction of a U. C. professor who occasionally helps the sun keep the club bright.

The “Sunshine club” meets on the southeast corner of the upper deck of whatever Key Route boat leaves the Emeryville pier at a few minutes after 8 o’clock every morning. While the “Rudder club” on the deck below hides itself in a cloud of tobacco smoke and frivols away the 15 minutes that span its daily existence in plotting future discomfort for some absent member, the “Sunshiners,” on the upper deck, take deep breathing exercises, discuss plans for sleeping porches that will increase the velocity of the night air and scheme for the reformation of the “Rudder club.”

According to the latest official figures 101,593 people travel on the transbay ferries every day. The majority of these are commuters. To a large extent the commuter is an individual of regular habits. The same crowd travels at the same hour every day. Congenial souls naturally gravitate together. Hence the commuter clubs, of which only three have been mentioned, but of which scores exist. Of the others, later on.

It was a prominent member of the “After Deck Squad” who divided the commuter crowd into four classes or groups, as they might say on the Key Route.

Those that travel regularly between 6 a. m. and 7 a. m., he said, are the workers.

The eight to niners enjoy the fruits of that work, and the from nine to nooners dissipate those fruits in riotous shopping.
This scale works only for west bound travel, but can be applied, inverted, after 3 p. m. to the east bound stream.

It’s fine to be a commuter. You’re sure of having in your pocket at least once a month $3 in real cash. If you don’t have it you don’t commute.

“What’s the matter with San Francisco?” exclaimed a proud resident of “the city that knows how” as he stood at the foot of Market street the other even line with a friend from who had just got in on a belated land. The San Franciscan made a gesture with his arm which swept the new built skyline and the street crowded with commuters hurrying ferryward. The visitor saw only the crowds and noted that they were hastening to the ferry with the apparent intention of taking the boat that had brought him across the bay.

“Yes, by Jove!” And the Britisher peered into the faces of the east bound throng, as if seeking signs of alarm. “They all seem to be leaving. I wonder what is the matter?”

It is some army, this commuter throng. Fun has been poked at it and urban sympathy wasted upon it. It has been threatened with the loss of its daily bread if it didn’t sleep where it worked. It has been denounced for its nerve in criticising conditions where it had no vote and for taking credit for the election of Jim Rolph. In spite of all handicaps, however, its volume grows with every improvement in transbay transportation. The official census of this daily exodus was published a few weeks ago and the reason why the harbor commissioners found it necessary to replank the bridgeways leading to and from the upper decks of the ferry steamers then became evident. G.L.C.

Courtesy of the San Francisco Call
Monday, July 22, 1912

**THIS MONTH**

**June**

1794, June 1 - The French corvette *L'Unite* participates in the naval battle, the Glorious First of June. In 1796, she is captured by Great Britain and re-christened HMS *Surprise*.

1973, June 3 - The steam ferry *Berkeley* arrives in San Diego, CA for restoration and subsequent use as the main exhibit space for the Maritime Museum of San Diego.

1851, June 7 - Captain Alexander Fraser of the United States Revenue Cutter *C.W. Lawrence* is relieved of command by Captain Douglass Ottinger.

1968, June 8 - The diesel powered research submarine, U.S.S. *Dolphin* is launched at Portsmouth Naval Shipyard, Portsmouth, N. H.

1917, June 15 - After being renamed the *Corneille* and fitted out as a patrol boat for the French navy, the steam yacht *Medea* is posted to the 2eme Escadrille at Cherbourg, France.

1849, June 20 - On her initial voyage, the United States Revenue Cutter *C.W. Lawrence* arrives at Valparaiso, Chile after a five week effort to round the horn.

1971, June 24 - The steam yacht *Medea* arrives at Rotterdam, Netherlands to be lifted onto a German container ship and transported to the Pacific Coast to be restored and donated to the Maritime Museum of San Diego.

2002, June 26 - The gaff-rigged sloop *Butcher Boy* is re-launched after restoration by the Maritime Museum of San Diego.

1542, June 27 - Under the command of Juan Rodriguez Cabrillo, the Spanish ships *San Salvador* and *Capitana* depart Navidad, Mexico on an expedition to explore the northern Pacific Coast.

1906, June 29 - The bark *Euterpe* is officially renamed *Star of India* by Public Law 365, 59th Congress, signed by U.S. President, Theodore Roosevelt.

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