On the ‘Tween Deck

• A new vessel joins the fleet
• Festival of Sail Preview
• Sea Chantey Festival

“On 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

Crew Testing
Museum Volunteers Train to Sail

John McClure demonstrates a recovery from a hanging posture back to the footrope to a testing evaluator.

Every year in the midst of summer, the sail and maintenance crew is greeted with the ritual of sail qualification testing. For the Maritime Museum of San Diego and its fleet of working ships, being able to present the best argument to the US Coast Guard and other entities by proving the skills of its sail crew. For the crew, this typically is the moment where one will find themselves on the deck of a ship in mid-November, hopefully the Star of India. Others have their preference, perhaps Californian or Surprise and the qualifications are not just for this sail, but for the course of the year. Surprise, and more so Californian, needs qualified crew throughout the year.

Continued on Page 2
It boils down primarily to safety. We have been reminded time again, year after year that this is something that we are all meant to enjoy, its not just Museum visitors that get to have a good time. The crew as well, wants to be there. There is no desire to on anyone’s behalf that someone is injured. The importance of evaluating where one particular crewman safely belongs is critical.

As volunteers, in distinguishable shirts no less, the crew is also expected to act as ambassadors for the museum, routinely engaging the public on the work going on about the museum and the history of the fleet.

For all this then, crew testing is broken up into three distinct categories, physical, knots and belay, and a written test.

The physical exam is the most layered of the testing phases, as there are three echelons of qualifications. The basic is the 70-pound haul, the result is qualification for a basic deck crew. The dreaded pull-up bar reminds a number of us crew (this editor included) how old one may be getting or just how many pounds one has lost or gained over the course of the year. A five-second hang from each hand allows one, if preferred, to layout for work on the jib-boom and lower or course yards on the ships. A single pull-up puts one in a window to layover the futtock shroud.

If one passes either of the hang, pull-up or both, if one wishes to, the crewman can then be evaluated for the ability to recover from a hang in one’s harness. Performed on the practice yard on the orlop deck, the recovery test makes one fully aware of what hanging in your harness is like, not to mention just what it takes to make it
back up to the yard and back onto one’s feet safely on the footrope. One quickly learns just why the hang and pull-up evaluation is necessary.

The qualification to lay aloft and work is strictly an elective decision, no volunteer is forced aloft. If working aloft is desired, the physical training is not over, reporting to the fo’c’le, the aloft assessment is in order.

Evaluation both on the jib-boom and foremast are taken depending on the level of qualification or preference. On the foremast, the pivotal moment is passing over the futtock, a psychological obstacle to some, a physical endeavor for others. Passing over the futtock and laying out to the lower topyard is graded on listening to directions, the crewman’s “comfort level” on the footrope and other safety precautions while working aloft.

Knots and belay is perhaps the greatest source of anxiety for the crew. Even experienced veterans of the testing have occasionally managed a “brain cramp” during testing. The strength of a proper knot or hitch or the proper belay of a line to a pin is of utmost importance to the safe operation of any of the museum’s vessels. Five basic knots, four directions of belay and the stopper knot are all on the order of testing on the poop deck.

The expectation of the written exam allows for a further evaluation of ship knowledge. Yet, it also transgresses the ability of working on the ships to the knowledge of the ships and their histories as well. As a volunteer, it is common to be asked by a visitor on what’s this, what’s that, or does this ship have an engine? The deep history of the fleet reaches back five hundred years (including the San Salvador) and one should have a general knowledge of that history to engage visitors with.

The testing at the MMSD continues to provide both the museum and the public with a dedicated corps of volunteers that educate, entertain, and facilitate the maintenance and sailing of the museum fleet of ships. It will continue to do so as the annual testing provides an opportunistic goal for each of the volunteers.
In July, the Maritime Museum of San Diego gained a new vessel in the form of a Vietnam-era swift boat (officially designated Patrol Craft Fast or PCF). The vessel had been serving alongside a second craft since the end of the war in the Armed Forces of Malta. After a complete restoration, the PCF will be put into service at the MMSD taking visitors on harbor tours of San Diego’s numerous naval facilities and sites.

The swift boat has a long and distinguished history primarily in its role during the Vietnam War. Physical limitations of the craft prohibited its extensive use in open water, but the craft found its unique niche in the interior waterways.

**The Malta Project**

In 2008, Virg Erwin of the Swift Boat Sailors Association was contacted by the Maltese Maritime Squadron informing him of the planned retirement of the two PCFs with the proposal of restoring the craft and returning it to the SBSA.

“Her new role in life will be to convey to museum visitors the history of Swift Boats serving in Vietnam and for the Republic of Malta. Rather than be exhibited as a static display, she will remain fully operational to dramatically impress her visitors with the sound and throbbing vibration of one-thousand horsepower, infuse the unique smell from her paint, fuel and exhaust, and thrill her visitors with the sense of speed she used in Vietnam to go fast into harm’s way. Conveying history through all of the senses will last a lifetime,” says Erwin.

Long known for his support of the history of the swift boat, the SBSA and Pacific Maritime history, Ray Ashley of the Maritime Museum of San Diego was contacted with the proposed restoration. Over the next several years, The Malta Project was developed between the trio of agencies involved.

The PCF (Patrol Craft Fast) aka the swift boat was a staple craft in the inland waterways during the Vietnam War.

With the transfer officially completed, the swift boat is currently on its way
with a tentative arrival in late August. The arrival will be attended by surviving PCF crew. “We’re hoping that we can get the boat to move under its own power shortly after its arrival in San Diego, and the reputation of GM 71 series engines in her suggests that this is realistic. However, that does not mean that the Coast Guard has approved our bringing veterans on board the boat from its delivery point in San Diego to the Museum for the homecoming under its own power yet, so we may need to do it under tow at that time,” says Ray Ashley, MMSD CEO.

The SBSA has planned the MMSD and the swift boat as the central focus of its 2012 annual meeting in May.

The addition of the swift boat will extend the depth of the MMSD’s primary mission promoting Pacific maritime heritage. As with the USS Dolphin in tandem with the USS Midway Museum, the broad experience of the 20th century sailor will be a thorough aspect of the San Diego waterfront.

“This Swift Boat was originally designated Patrol
Designated P24 by the Maltese Maritime Squadron, PCF 816 is towed by her successor, the Austal Class P24 on her first steps towards returning to the United States.

Craft Fast 816 and was used as a training boat at the Naval Amphibious Base in Coronado before the US Navy donated her to the Maritime Squadron of Malta in 1971. So it is fitting that this lady is now coming Home to tell her story,” concludes Erwin.

Sea Chantey Festival Celebrates Tradition

The Annual Sea Chantey Festival was held on the main deck of the Star of India on July 22. Crowds were welcomed to a variety of entertainers and styles, all reminding us of the importance that song and music played in the day-to-day existence of the common sailor.

The Museum’s very own Bob “One-shot” Konigsor took the stand over the main hatch, entertaining the crowd and crew with traditional song.
SAN DIEGO—The 2012 Festival of Sail, hosted by the Maritime Museum of San Diego, will transform the North Embarcadero into a nautical theme park. More than twenty tall ships and other fascinating vessels from around the world will visit San Diego, Aug 31-Sept 3. The festival kicks off with a majestic parade of sail on San Diego Bay at 11:00 a.m. on Thursday, August 30. More than a dozen majestic windjammers will sail into San Diego’s harbor in a magnificent nautical procession. The best spots to view from shore include the Maritime Museum, Cabrillo National Monument, local restaurants and businesses on Shelter Island, Harbor Island and Coronado. Festival visitors will enjoy touring the ships, live entertainment at the Festival of Sail main stage, marvelous food and drink from dozens of restaurant booths, a petting zoo and shop for one of-a-kind items among more than 150 festival vendors.

Parade of Sail

The festival will kick off with a grand parade of sail on San Diego Bay at 11:00 a.m. on Thursday, August 30. More than a dozen majestic windjammers will sail into San Diego’s harbor in a magnificent nautical procession. The best spots to view from shore include the Maritime Museum, Cabrillo National Monument, local restaurants and businesses on Shelter Island, Harbor Island and the North Embarcadero. Please note that the list of ships scheduled to appear in the parade is subject to change. Ships should be docked
by 2pm at the museum and open for visitation starting on Friday, August 31 at 9am.

The Festival Ships

The festival will include more than twenty tall ships and other extraordinary vessels from around the world. The official tall ship of California, the Californian, the gaff topsail schooner Bill of Rights, the Irving Johnson and Exy Johnson, twin ships from San Pedro, and many more. A complete list of the participating ships can be found on the museum’s website at: www.sdmaritime.org. Please note that the list of ships scheduled to appear in the festival is subject to change.

Cannon Battles

Join the crew for a cannon battle at sea and experience naval warfare during the age of sail! Several ships will engage in cannon battle reenactments on San Diego Bay during the festival. Individuals can purchase tickets to be on board for the experience. Tickets are $65 for adults and $40 for children 12 and under. This is not recommended for children under 5. A 2012 tall ships ticket is also required. Tickets are for sale now on the museum’s website at www.sdmaritime.org. Cannon battle sails will sell out so we suggest that people get their tickets early.

Kids Zone

Petting zoo will be open Sat, Sun and Mon from 11am-4pm. Petting zoo is included with admission.

Pirate Ship Adventures

Adults and kids alike can take a 60 minute adventure cruise on the bay aboard the Pirate ship, Treasure Seeker. Help the pirates find the treasure and fire “water cannons” at anyone who tries to capture the ship. Tickets for this activity are $39 for adults and $29 for kids and require a festival ticket for entrance as well.

Napoleonic Cannon Firings

The twelve pound cannons, known as Napoleons, are authentic Civil War cannons built in 1863, not replicas. The museum’s Shore Battery Artillery Team will also salute the ships with several rounds of fire as they pass by during the parade. The unit will demonstrate how the guns are cleaned and then will fire the 3 & 4 pound guns for a “noon salute” each day as well as firing volleys at the ships during the Gun Battles on the Bay.

Tall Ships Tickets

Visitors must purchase a tall ships ticket to tour the festival ships. Each participating ship has its own unique stamp and guests can get their tickets stamped at each vessel. Tickets are an exceptional value at only $15 for adults and $10 for children (12 and under), Seniors (62 and over) and military (valid identification required). Tickets are for sale now on the Maritime Museum’s website at www.sdmaritime.org and will also be for sale at the festival. Tickets include entrance to the Maritime Museum of San Diego during the event and the build site for the construction of the new ship the San Salvador. Entrance to visit the vendor area is free.

Entertainment

The 2012 Festival of Sail will feature continuous entertainment Friday through Monday on the stage onboard the ferryboat Berkeley. Performers play and sing a variety of musical styles including island sounds, Mariachis, steel drums, folk music, jazz and of course, traditional sea chanteys. There will also be dance troupes, theatrical performances and the Museum’s Maritime Dancers celebrate the international theme of the event. A complete schedule of entertainment can be found on the maritime museum’s website at www.sdmaritime.org.
This year’s Festival of Sail is expected to be bigger than ever.

San Salvador Village

Admission to the village where the museum is building a replica of Juan Rodriguez’s ship, San Salvador, is included with festival admission. Watch the ship take shape as master shipbuilders create this magnificent galleon. Village also includes demonstrations by the Kumeyaay, blacksmithing, sailing making, and much more. Site is located at 4300 N. Harbor at the intersection of Spanish Landing Way and N. Harbor Dr across from the airport.

Location, Parking, Etc.

The Festival of Sail will be located along the North Embarcadero between Ash and Grape Street. Parking will be extremely limited, we urge festival visitors to use public transportation. For those that must drive their cars, nearby paid parking lots are available.

Important Information for Media Covering the Event

Media interested on being on a tall ship during the parade will need to contact Robyn Gallant. Must be at Maritime Museum at 8am on Thursday, Aug 30 and will return to the dock approx 2pm.

A media check in tent will be located on the Embarcadero at the foot of Grape Street during the festival. All members of the media are asked to check in and receive their credentials when covering the event. Credentials will allow you full access to the festival and the visiting ships. In addition, staff will be available to help arrange interviews, answer questions and provide you with the latest updated information about the event. There will also be reserved parking for live trucks located next to the media check-in tent at the foot of Grape Street.

The parade of sail is an opportunity for spectacular aerial photography. Television stations and other media outlets with access to helicopters should have their aircraft orbiting above the harbor between 11:00 a.m. and 1:00 p.m. on Thursday, August 30 to get the best shots of the parade. Media contact is Robyn Gallant 619-246-1075.

MMSD and San Salvador Help Inaugurate USS San Diego

Dr. Ray Ashey and William Dysart present Captain William R. Grotewold with the ship’s crest at San Salvador Village.

The Maritime Museum of San Diego played host to the first official public event for the Commander and crew of the newly commissioned USS San Diego.

Held at San Salvador Village, the small ceremony dedicated the ship’s crest and presented it to her commanding officer, Captain William R. Grotewold.

The crest contains a representation of the San Salvador along with stylized dolphins are adapted from the City of San Diego’s coat of arms.
The Festival of Sail 2011 will showcase many traditional ships from the Pacific Coast. Below we introduce you to the temporary additions to the Maritime Museum of San Diego.

**Amazing Grace**

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

**American Pride**

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

**Bill of Rights**
**Bill Of Rights**

Built in 1971, the 129’ *Bill of Rights* is a wooden, gaff-rigged topsail schooner designed by McCurdy, Rhodes & Bates. She is patterned after *Wanderer*, a schooner built in 1856 as a racing yacht. She was acquired by the Los Angeles Maritime Institute in 1997 after serving as a charter vessel on the East Coast. *Bill of Rights*’ current owner, Stephen Taylor, is also her Captain and the founder of the American Tall Ships Institute. She provides private and public party tours of the harbor and a variety of “immersion type” student programs during the week and offers day sails to the public on the weekends to the Channel Islands.

*Curlew*

The 82’ schooner *Curlew* was built from the imagination of the legendary American boat designer John Alden.

Built to fly, she won many races up and down the east coast in the 20’s and 30’s. *Curlew* has since been totally refitted and restored to the highest standards of performance and luxury.

**Exy Johnson and Irving Johnson**

One of a pair of twin brigantines, the *Exy Johnson* and *Irving Johnson* are state-of-the-art sail training vessels designed to meet the needs of the Los Angeles Maritime Institute’s (LAMI’s) TopSail Youth Program. Their primary mission is introducing youths to the subtle but profound influence presented by the sea. These twin brigantines were named after sail training pioneers, Irving and Electra “Exy” Johnson. The Johnsons circumnavigated the globe seven times in all. They did this on two different boats, both named *Yankee*, with each trip using a new group of boys.

**Irving Johnson**

The 82’ schooner *Curlew* was built from the imagination of the legendary American boat designer John Alden.
and girls who possessed only a sense of adventure and curiosity. For twenty-five years, beginning in the 1930’s, the Johnsons lived a life at sea that is now legendary and whose legacy continues to give back through the Exy Johnson, Irving Johnson and LAMI.

**Jada**

*Jada* is made from Port Orford Cedar over white oak frames, with bronze strap frames under the masts and rudder post. All interior and decks are teak. *Jada* has raced the Transpac to Hawaii 5 times and won the Tahiti race in 1969. She was originally built as a staysail schooner and was converted to a yawl in the 1950’s to meet new racing rules more favorably. She sails our waters on whale watching and chartered adventures.

**Pilgrim**

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

**Spirit of Dana Point**

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

Thursday Aug 9th Commens. with light baffling winds and showers of rain- At 12:30 took in top galt sails, hauled up courses, braced up the yards and furled the trysail. Sd E.C.Kennedy 2nd Lt.

From 4 to 8 First part calm. At 6 A.M. light airs set main trysail, royals, top mast studding sails and flying jib- At 8 unbent main trysail to alter it. set lower studding sail. Sd W R Pierce 2nd Lieut

From 8 to 12 Light winds and cloudy- took in the studding sails, royals and flying jib. Sd I S S Chaddock 1st Lieut

From 12 to 4 Light winds and cloudy. At 2:45 spoke barque La Grange of Boston (140 days) bound to California being in want of coal- hove to and furnished her with six bags. At 3 filled away and made all sail. Sd E.C.Kennedy 2nd Lieut

From 4 to 6 Light winds and cloudy. Sd W R Pierce 2nd Lieut

From 6 to 8 Light winds and cloudy. took in the royals. Sd I.S.S.Chaddock 1st Lieut

From 8 to 12 Moderate breezes and cloudy. At 11 set port fore top mast studding sail. Sd E.C.Kennedy 2nd Lieut

Distance by log 60 miles. Served 33 Rations.

Sick Report: Daniel Townsend
Seaman,George Bloomfield
Bar. Max. 30:10 min 30 mean 30:04
Ther. air max 79 min 72 76.5
wat. " 77 " 75 " 76.6
Lat. DR 10.14' S. Long. DR 11045' S.

OFFICIAL LOG BOOK. No. 3.

August 17th 1864

Lat 23° - S
Long 63 - E

From the 26th July in Lat 40 N & Long 930 E up to the present date, Mr Sinclair & myself have both been confined below with sickness & unable to attend to the dutys of the Ship or to come on deck, being during that time nearly at deaths door; but I am glad to Say that we are now happily both convalescent & in a
It will be seen by our Southern telegrams that no less than 5 English, ships have arrived during the last two or three days, viz.: at Port Chalmers - the Otago, ship, 83 days out with 364 immigrants all well; Columbus, barque, 87 days out with 10 passengers; the Corona, ship, 95 days out with 596 immigrants. At Lyttelton - the St. Lawrence, ship, from Plymouth, 97 days out with 343 immigrants; the Cathcart, ship, with 410 passengers, representing a total of 1,723 additional population to the colony. We may shortly expect to see several English ships arrive in the port of Auckland. The Ferndale, barque, is now 118 day out; the City of Auckland, 104 days; the Loch Urr, barque, 86 days out; and the Oxford, ship 83 days out. It is very probable that the City of Auckland, who usually makes a fast run, and the Ferndale have been hindered by gales and contrary winds since passing Tasmania. In that case we shall expect to see them come in close together within the next day or two. The Oxford is a fine 1,200 ton ship, and should not be over the 90 days. She brings a large complement of immigrants. Since the foregoing was written, news has been received of the arrival at Wellington of the Euterpe from London, 124 days out, with 410 immigrants, all well.

The longest passage from Great Britain recorded during the year is 125 days; the Euterpe (one of Shaw, Saville, and Co.'s line from London to Wellington) having achieved that questionable distinction.

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" 4-ply " do

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" do (union)

" Stair and Felt

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**DRAWING-ROOM SUITES**—

Newest Designs,

In Brocatell from £30.

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In Oak and Mahogany

" Green Morocco

" Brown

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100 PIER GLASSES—

Gilt and Walnut Frame Mirrors, various designs, from 24in x 14in to 50in x 43in.

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**NORTH AND SCOULLAR**

CABINETMAKERS and IMPORTERS, RAITRAY-STREET, DUNEDIN.
The Shaw, Savill and Albion Shipping Company's ship Euterpe was towed into port yesterday evening by the s.s. Plucky, and anchored off Deborah Bay at 10:30 p.m. Here she was met by the Customs steam launch, and satisfactory answers having been returned as to the health of the passengers and crew, she was promptly cleared in by Mr MacDonnell, the tide-surveyor. The members of the Press were cordially welcomed by the commander, who willingly afforded them the necessary information as to the passage out. The Euterpe is a well-known trader to this port, and since her last visit here Captain Phillips, who then commanded her, has been transferred to the Zealandsia, the command of the Euterpe devolving upon Captain Hoyle, who, although a stranger to this port, is an old visitant to New Zealand, his last vessel being the Merchant Shipping Company's ship Clyde, in which he successfully took immigrants last year to Auckland. The Euterpe brings 1700 tons of cargo of which two-thirds is dead weight, and has 28 passengers. The officers are: Mr Paterson, chief; Mr Wylie, second; Mr Almon, third. We are indebted to Captain Hoyle for the following report of the passage out, which has occupied 104 days, and is decidedly the best she has yet made to this port. She left Glasgow on April 19, discharging her pilot off Waterford on the 22nd, and experienced variable winds, principally from the north-west, until she reached latitude 33° N., longitude 21° W., when she took the first of the N.E. trades; they were very light throughout, and gave out in latitude 5° N., longitude 23° W. Thence she had variable airs and strong westerly currents down to latitude 1° N., longitude 26° W., where the S.E. trades commenced; they were to the southward throughout, and hampered the ship very much all down the Brazilian coast, compelling her to make a tack to the eastward. The trades were lost in latitude 18° S., longitude 37° W., and were followed by baffling winds down to latitude 34° S., longitude 22° W., when the steady westerlies were taken, and she rounded the Cape of Good Hope in latitude 43° S., on the 63rd day out. On June 28, in latitude 44° S., longitude 56° E., a melancholy accident occurred, by which a stowaway, a lad named J. Cambell met his death. He fell from the maintopgallant masthead to the deck breaking both legs and sustaining other severe injuries, which caused his death on the 29th June. On July 2, in latitude 44° S., longitude 56° E., etc passed a very large iceberg, and on the following day in latitude 45° S., longitude 61° E., she...
passed another berg. Very indifferent winds and weather prevailed from longitude 37 E. to longitude 110 E., and thence she encountered very heavy westerly gales; and on July 20 she met a hard gale with a mountainous sea, which broke on board and completely flooded the decks causing the ship to heave to at 10 a.m. of that day, and shortly after she was rounded to, the lower fore-topsail blew away. The gale moderated at 5 p.m. and the vessel was kept away. Thence she had a continuance of heavy gales from W.N.W. to W.S.W., and on July 24, in latitude 48 S, longitude 152 E., a heavy sea broke over the port quarter, smashing the poop rail and the port quarter doing other damage on deck, and flooding the cabin and steerage.

Hard SW gales were carried to abreast of the Snares, during which part of the starboard topgallant rail was washed away; and on July 30 a terrific WSW in at noon, and land was sighted to the westward. The gale then increased to hurricane force, and shortly after the vessel was wore round on the starboard tack the crane of the lower foretopsail yard gave way, and after great difficulty the yard was got on deck and properly secured. Seas broke constantly over the ship, and on the 1st ult. the weather became more moderate, and she sighted Otago Heads at 10 a.m., but owing to the strong northerly current the ship was driven to the northward of the port; she took the pilot on board yesterday and was towed up to the bar by the s.s. Plucky against a strong westerly wind, anchored until the evening, and was towed up as above.

We regret to mention that on July 26 Mr F.D. Orr, a cabin passenger, died of dropsy, and was buried on the same day in latitude 45 S, 157 E. The s.s. Tongariro was passed, bound North, on May 27; since then no other vessels have been sighted. The easting was run down in the parallel of latitude of 48 S.

Courtesy of the Otago Daily Times Saturday, August 2, 1884

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IMPORTS.

[SPECIAL NOTICE. - Consignees desirous of having their names appear in this part of our columns, together with their consignments, may have the same inserted on payment of a small charge.]

Per Euterpe, from Liverpool: 1350 boxes tin plates, 10 bales twine, 20 tons rock salt, 205 cases stout, 380 do whisky, 798 bds dumping bands, 150 sacks salt, 17 bales paperhangings, 50 cases beer, 25 do 'brandy, 13 pkgs machinery, 5 cases floor cloth, 1 do magic lantern, 295 boxes window glass, 1 case show cards, 1 do handbills, 38 crates earthenware, 128 bds hoop iron, 3 casks wine, 210 kegs bicarbonate soda, 2 cases hardware, 14 bales waste.

Courtesy of the Otago Daily Times Friday, August 30, 1895
Under the Hawaiian Flag

Since August 12, 1898 Absorption Day, Hawaiian registry has been granted to the following vessels: gasoline schooner Malolo; steamers Eilohana City of Columbia and Niūhau and the ship Star of Italy. The following applications for register have also been filed but are still ungranted for various clauses: Schooners Blanche and Ella (formerly the Labrador) Alton, La Ninfa, and Concord ships; Star of Russia, Star of France, Star of Bengal and Falls of Clyde and the bark Euterpe.

Courtesy of the Independent
August 8, 1899

ROBBER BAND’S THEFTS IN S. P. DEPOT $75,000

Railroad Detectives Trace Baggage Looting to Employes Here

LOCATE RING LEADER

Many of Stolen Articles Found at Place in Berkeley

PLUNDER SIX MONTHS

Gang’s Operations at Ferry Undisturbed for a Long Period

BERKELEY, Aug. 25. Detectives in the employ of the Southern Pacific have uncovered a long series of thefts from the baggage room of the ferry depot in San Francisco which have caused the loss of $75,000, and in their search for the ringleader of what is believed to be a big gang of clever thieves the trail has brought them to Berkeley, where a trap has been prepared for the suspected criminal.

T.H. Ryan, head of the railroad company’s force of detectives which gives attention to this particular branch of work, has been in Berkeley for a fortnight gathering evidence to use when the final move is made against the man suspected or directing the gangs operations in San Francisco.

For nearly six months the depredations in the San Francisco ferry depot have been going on. It is estimated that 575,000 worth of plunder has been taken.

The company’s detectives were nonplused for months. They decided long since that only men connected with the corporation and holding inside places could be guilty of the crime.

The ringleader is believed to have been found in Berkeley. The theft of a valuable trunk belonging to a Los Angeles man brought the detectives on the trail of the employee whose home is in the college town. This missing trunk contained silverware, half a dozen suits of clothing, with other valuables. The police know the location of the trunk and the stolen goods, Berkeley detectives...
having aided in the hunt inaugurated by the Southern Pacific bureau.

Chief of Police Vollmer admits that an arrest may be made at any moment as the climax of the movements directed by Detective Ryan. With this arrest it is expected that there will be revealed a plot involving many of the Southern Pacific company's working force at the ferry, with a resulting sensation exceeding that which came with the discovery, some months ago, of the boodling operations of railroad employees at Sparks, Nev.

Ryan has gathered evidence that is counted upon to serve as an important link in the chain now being welded to bind tight the suspected employe of the railroad company. This suspected man's arrest is expected to occur at any moment. The coils have been drawn tight about him, while secrecy has masked every move made by the detective force of the corporation and of the Berkeley police department.

Sensational evidence is said to have been procured against this suspected employe. In goods supposed to be his own property the detectives have found apparent proof of thefts. Plunder which has been taken from bag at the depot has been traced to this man.

The police admit that the trunk stolen from the Los Angeles man has been traced to Berkeley. It is believed to lie now in the apartments of the suspected Southern Pacific employee who is under the surveillance of Ryan and his men. The stolen suits of clothing contained labels of Denver and Los Angeles clothiers. Such labels have been found on the stuff in Berkeley. Silverware corresponding to the stolen silver also has been found.

Alaska Packer Arrives

The bark Isaac Reed, Captain Anderson, of the Alaska salmon fleet, arrived yesterday, 20 days from Nushagak with only 584 barrels of salmon. The run this season has been light and Captain Anderson reports everything unusually quiet at Kushagak. A fishermen, whose name he does not know, was drowned and another one injured during the season. Captain Anderson reports that the Big Bonanza was to have left Nushagak August 6, the Star of India August 9 and the Indiana August 10. They are all bound for this port and with the rest of the fleet should be here soon.

Courtesy of the San Francisco Call
August 27, 1907

BUSINESS MAN INJURED BY FERRY SLIP APRON

R. D. Hunter Hurt on Head and Back Wrenched

When about to leave the ferry boat Berkeley yesterday afternoon at one of the slips in the ferry building, R. D. Hunter, a business man of Oakland, was seriously injured by the heavy passenger apron, which descended upon him.

He was taken to the harbor emergency hospital, where it was found that his back had been wrenched and his head badly hurt and that he probably had sustained internal injuries.
Hunter was standing in the crowd when the apron dropped. The outer edge of the wooden portion struck him and bore him to the deck of the boat. He lives at 525 Twenty-fifth street, Oakland.

Courtesy of the San Francisco Call
Tuesday, August 8, 1911

It were not for the fact that commuters, as a rule, live such simple lives that their knowledge of nerves is largely a matter of hearsay, there would be some hesitation about printing this story. It might lead to seriously overcrowding the S. P. ferry steamer Berkeley. The discovery that I am to divulge was made by an intimate friend of Beverley Hodghead, former mayor of Berkeley, and was told to me on condition that I would not be too specific in the detail of location. As he explained:

"It is saving me $2 a day and some valuable time and if everybody knows about it, I lose."

The Berkeley is propelled by two sets of twin propellers, one at each end. In installing the engines every precaution was taken to insure their operation with the least possible vibration, and improvements with this end in view have been made from time to time. In one part of the steamer, however, on the upper deck, is a certain rail that reflects every movement of the engines. There is sitting room on this rail for about six people. The vibrations are similar in intensity to that experienced on a horse trotting briskly on a hard turnpike.

Since they discovered the activity of this rail two prominent Oaklanders, who had been taking treatment for nervous troubles and were ordered by their medical advisers to try horseback riding, have sold their horses.

Three Berkeleyans, who had been using electric vibrators, have discarded them and now take their treatment on the steamer that was named after the college town. The Berkeley is the most modern of all the Oakland ferry steamers, but even the S. P. does not realize how really up to date the steamer is.

Courtesy of the San Francisco Call
Thursday, August 29, 1912
1879, August 1 - Passenger Stead Ellis and his family begin their trek to the London docks to board the emigrant ship Euterpe. The voyage would be the best documented of her existence.  
1776, August 2 - The British naval frigate HMS Rose continues her bombardment against rebel batteries as a response to the American colonies Declaration of Independence.  
1850, August 3 - The Revenue Cutter C.W. Lawrence is struck by the George Pollock.  
1790, August 4 - The United States Revenue Marine Service is created under the Tariff Act of 1790.  
1866, August 7 - Suffering from an unknown tropical disease, the Euterpe’s first master, Capt. William J. Storry dies at sea.  
1849, August 9 - Off the coast of Peru and in need of coal, the San Francisco-bound bark Lagrange hails the revenue cutter, C.W. Lawrence. (See Euterpe Times Volume 2, Number 21.)  
1945, August 9 - Five days before the end of World War II, the steam yacht Medea is transferred from her use with the Norwegian navy to the British Director of Sea Transport.  
1961, August 14 - General public fund raising for the restoration of the Star of India begins with a luncheon at the El Cortez Hotel.  
1899, August 17 - The attorney general of the Republic of Hawaii gives “an opinion that the provisional registers were not recognized.”  
1914, August 17 - The pilot boat Pilot is launched in San Diego, CA.  
1920, August 17 - As they clear Unimak Pass, Alaska, Captain Marzan of the Star of France challenges the Star of India to a race in their return to San Francisco. The Star of India would enter San Francisco on September 9, 3 days ahead of the Star of France.  
1848, August 20 - The Campbell class revenue cutter, C.W. Lawrence is launched at Easby shipyard in Washington D.C.  
1904, August 29 - The steam yacht Medea is completed and launched in a record time of 51 days.