Festival of Sail Concludes the Summer Fun

CPOs Get Hands-on With Tradition

The annual Festival of Sail was held over the Labor Day Weekend. Read Inside for details.

On the ‘Tween Deck

- Swift Boat Ceremony
- Festival of Sail
- The Block Locker
- Knots redux

Coxswain Jacob Keeton trains CPO selectees aboard the Robert Sharp during naval heritage training at the MMSD.

For the second straight year, the Maritime Museum of San Diego hosted 30 Chief Petty Officer selectees. The all-day event held on September 27 saw the selectees participating in a number of dockside activities which included time on the water crewing the Robert Sharp.

The program was developed as a west coast alternative to training that occurs aboard the USS Constitution and USS Missouri which can only accomodate 250 selectees a year. Naval heritage and leadership are an important aspect of the induction process. The importance of naval history has seen

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“In issuing this number of our bantling to the Euterpe public, we assure our friends that our pages will ever be open to open and fair criticism whether of ourselves, our friends or of these few who do not come within the latter category.” - Stead Ellis, 1879
the USS Missouri’s CPO Legacy Academy to expand to the USS Midway Museum, which has run concurrently to the training at the Maritime Museum of San Diego.

While aboard the vessels at the Maritime Museum of San Diego, the aspects of naval tradition through the centuries, 19th century seamanship skills, leadership. The submarines B-39 and USS Dolphin enabled the selectees to compare and contrast the 20th century sailor. The sailors began their day by bracing around the Star of India, which many a volunteer here knows that it is by no means a simple task. Other elements of the museum included touring the bilge of the Star of India and training on the traditional guns and cannons on the barge. A sail aboard Californian the following day was cancelled.

As the legacy and immense history of the US Navy continues to be of importance to the training of up and coming leaders, the successful exercises at the Maritime Museum of San Diego will certainly become an annual event.

Docent Don Mathiowetz discusses the unique history of the USS Dolphin.

CPO selectees squeezed their way through the B-39 submarine.

The Euterpe Times was first launched aboard the Euterpe by passengers voyaging to New Zealand. Resurrected in 2007, the Euterpe Times continues to document the shipboard life and events of the fleet of vessels, its staff and many volunteers of the Maritime Museum of San Diego.

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The mission of the Maritime Museum of San Diego is to serve as the community memory of our seafaring experience by collecting, preserving, and presenting our rich and diverse maritime heritage and historic connections with the Pacific world.

Financial support of the Maritime Museum is provided by the City of San Diego Commission for Arts and Culture, the County of San Diego, and the Unified Port of San Diego.
Any mention of the Vietnam War can at times ressurrect an wide array of feelings both good and bad. From a superficial standpoint, the war is viewed as a terrible period of American history both on the ground and here in the States on the homefront. Unlike the Star of India were the men and women who sailed aboard or her are no longer around, the deep-seeded and relatively recent emotions of the Vietnam War are palapable as the Maritime Museum officially welcomed the sift boat PCF 816 to its fleet. Like the USS Dolphin, PCF 816 brings with a wealth of first hand experiences aboard her and the many other swift boat veterans that served in the conflict.

That historical memory is not just the one that the history books paint as a god awful affair, but the hands-on experiences of bravery and comraderie while in a combat environment. While the worst in man during the Vietnam War is oftentimes placed under the microscope of historical analysis, the swift boat reminds us of the opposite end of the bell curve, the hard-working, courage-under-fire band of brother that were, no, are the select group of sailors who crewed swift boats from 1965 to 1973.

**Swift Boat arrives**

*Newest Addition Promises a New Facet to the Crown Jewel of the West*

*PCF-816 as she arrived at Shelter Island on August 29, 1012.*

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*At Koehler Kraft Boatyard, PCF-816 went thru a frantic 3-week sprucing up.*

That comraderie, the testament to this core group of today’s surviving veteran’s came to light and on the world’s staged in the recent presendntial election campaign of John Kerry in 20?? It was a brief time were critiscms were harsh and emotions ran high, but the sense of “we are the few,” could not be avoided.

That same cohesion raised it’s head again as the Armed Forces of Malta inaugurated the donation back to the United States of one of two swift boats that had been donated soon after the conlcusion to the Vietnam War. This time, however, as Mark Gallant and Ray Ashley of the MMSD and Virg Irwin of the Swift Boat Verterans Association pursued the aquisition, enthusiasm and hope were the cause of the day.

As the staff and volunteers of the Maritime
Museum of San Diego were hurriedly putting together the immense affair that is the Festival of Sail, Mark Gallant, Director of Operations received a most welcomed phone call. On the other end, the truck driver who for the past several weeks has been cautiously carrying the newly acquired swift boat across the country from the eastern seaboard, he had arrived.

Suffice it to say, the journey didn’t end amidst parking lot closres, roped off venues and a scurrying mass of staff, volunteers and vendors. The low-key but exciting arrival occurred on August 29 over on Shelter Island in a large parking lot in the shadows of the Koehler Kraft Boatyard.

Mark Gallant, Ray Ashley were joined by Virg Irwin and other swift boat veterans. As Mark Gallant expressed to a reporter from KGTV channel 10 news, the arrival of the swift boat ended a three-year effort to acquire the swift boat from the Armed Forces of Malta.

Known in Malta as P24, the original designation of the swift boat was P816 and served as a training vessel for the US Navy here in San Diego during the Vietnam War. At the end of the war, P816 along with a second swift boat were donated to the Armed Forces of Malta, Maritime Squadron.

The swift boat, or more properly, the Patrol Craft Fast (PCF) were all-aluminum, 50-foot long, shallow-draft vessels used extensively for in the interior waterways of Vietnam.

The veterans on hand were full of smiles, memories and most of all full of the eagerness to get to work.

In 3 short weeks at the boatyard of Koehler Kraft, PCF-816 was readied for her grand entrance into the MMSD family. Koehler Kraft employees, swift boat veterans and museum staff and volunteers spent the interim and frantic time to cosmetically prepare the elder craft to a state of readiness. However, as old boats do, they throw many issues at their masters and PCF-816 was no exception.

With three days remaining, the engines had continued to refuse to start. Eventually it was concluded that the arrival of the swift boat to the museum would not be under her own power, but towed.

Still sporting her Maltese designation...
of P24, the swift boat arrived at the museum under tow on September 18 before a crowd of veterans, dignitaries, including San Diego Mayor Jerry Sanders, a naval band, and museum staff and volunteers.

With the tops’l schooner Californian in escort, harbor fire boats literally spouting the announcement of her arrival, and even the visiting Robert Seamens at attention, PCF-816 carrying a full compliment of swift boat veterans arrived to deserved fanfare.

“Malta’s Minister of Defense donated the swift boat with our promise to preserve her history and to pay tribute to all swift boat sailors from both countries,” Ray Ashley, CEO of the Maritime Museum was quoted as saying. “This event honors the approximately 3,500 Swift Boat sailors who served as crew or support personnel from 1965 to 1973.”

Fair Winds will see a fully restored vessel as the focal point of the Swift Boat Sailor’s Association annual reunion to be held at the Maritime Museum of San Diego in May 2013.

Emotions ran high in the shadows of the trailer bound swift boat and the subsequent arrival ceremony. These three short weeks were the result a multi-year effort on part of the Swift Boat Sailors Association, the Maritime Museum of San Diego, the Maltese government and United States Navy.

The occasion reminds one of the most important aspects of maritime history. While specifications, hull preservation and tradition are a focal point to maritime history, in reality it’s about the people. Standing next to Virg Irwin is not much different than standing next to Stead Ellis, a passenger aboard the Euterpe in 1879. Unlike Stead Ellis, we still have the chance to ask questions and gain insight into life aboard a swift boat. Its in the crackling voices of the veteran staring up at an old friend who has, in the long run, been rescued from time that betrays the very root of maritime preservation. It is the human experience.
The 2012 Festival of Sail was held this weekend at the Maritime Museum of San Diego. The waterfront was a full of traditional rigging between August 31 and September 3 maintaining itself as one of the premier Labor Day events in southern California.

Over the four-day event, visitors were able to get a first-hand glance at the maritime heritage that is part of the country’s history.

Nearly all of the traditional vessels in the southern Californian region were on hand at the museum over the 4-day event. Joining the Museum’s own vessels were the Spirit of Dana Point and Pilgrim of the Ocean Institute, Jada, Curlew, the Los Angeles Maritime Institute’s Exy Johnson and Irving Johnson and the Bill of Rights, a traditionally rigged Gloucester schooner. Over the weekend, nearly all vessels participated in gun battle, a visitor favorite.

The festival began with the traditional Parade of Sail on Thursday. Delayed, the Ocean Institute’s Pilgrim was unable to attend the opening salvo, but the remaining attendee list was more than eager to make a remarkable display to sightseers along the waterfront.

The Festival of Sail officially opened the next day, the ships now open and available for tourists to step aboard and into the past. In 2011, Scott Peters, Chairman of the Board of Port Commissioners stated, “One of the missions of the Port is to activate the waterfront. We hope residents from all across San Diego County come to experience the Festival of Sail.”

Pilot was readied for the Festival just in the nick of time after mechanical issues waylaid her on the hard just prior to the weekend. Pilot is consistently the most
active and accessible vessel at the museum during a normal day, routinely taking visitors on a 45-minute cruise on the bay up to five times a day. This capacity makes her an invaluable asset during the busy Festival of Sail and the 2013 fest was no different.

In addition to the tallships, the parking strip in front of the museum was host to a vast sea of vendors offering anything from foods to souvenirs.

Calculated, close-hand engagements with the gun battery at the end of the barge made each canvas laden battle a close-up explosive episode of shock and awe.

Being a staff member of the Maritime Museum, this editor gained a unique perspective of the festival by working overnight security. As the sunset and crowds dispersed, the crews of the visiting ships finally had the chance to gain some rest. For one walking the waterfront after dark, he or she would have been treated to another historical seaman tradition, the chantey. Accompanied by occasional laughter, the traditional verses of life under sail through song could be heard across the quiet
Festival of Sail Highlights

bay. Personally, it’s an aspect of the festival that nearly everyone, save a few, and me, were honored to hear.
From the Block Locker

You may have noticed that the 20” block making up part of the burton tackle on the foc’sl of the Star of India has a five pointed star for its pin cover. The block is not original to the Star of India, but is a replacement for the previous blocks which were 15” blocks. I wondered where it came from. The pin cover itself appears to be manufactured. Recently another 10” triple block arrived in a shipment of blocks which came from Alameda. It had the same star and it was apparent that it had never had another pin cover. What ship did they come from? All of the Alaska Packers fleet were named “star of something” but did any of them have “Star” in their original names? A check with the library may have revealed that answer. The only five members of the “Star” line owned by the Alaska Packers which had “Star” in their original names, were the Star of Russia, Star of France, Star of Italy, the Star of Poland and Star of Bengal. Those five vessels were all commissioned by James P. Correy & Co. and were built by Workman & Co. in Belfast. They may all have had star pin plates. The other 14 ships were launched with a different names and were renamed “Star” by the Alaska Packers.

The Star of Poland was lost in a wreck in 1908. Her blocks would probably not have made it to Alameda.

The Star of Bengal was likewise lost in a storm in 1918 with 36 crew and 110 fishermen aboard. 110 died in the wreck. The “Russia”, the “Italy” and the “France” were all sequestered at Alameda in the 1920s.

The Star of Russia was one of the first two ship purchases of Alaska Packers in 1901 and was the flagship of the fleet. She was an iron hulled British vessel with a displacement of 1881 tons, originally built in 1874. In 1886-1887 she was registered in Belfast to J.P. Correy & Company. She was sold by the Alaska Packers and sailed away in 1926. She was essentially intact when she sank off New Caledonia and is now a dive wreck. Most of her blocks probably went down with her.

I don’t know much of the fate of the Star of Italy. She was an iron hulled ship of 1844 Tons by J.P. Correy & Co. in 1877. Only a few photos exist. She was purchased in 1905 and sold in 1927. Last seen she was a floating hulk in Buenaventura, Columbia.

The most likely candidate for being the source of
A Few More Knots: The Marlingspike Hitch

In addition to the basic knots that Maritime Museum sailors are required to know (bowline, figure eight knot, square knot, clove hitch, two half hitches, stopper hitch and becket hitch), there are others that are very useful aboard ship.

How do you pull on a piece of string? A marlingspike (or “marlinespike”) hitch allows you to pull on line that is too small to grip hard with your hands. It’s used to tighten seizures and lashings tied in marline, seine twine or other small stuff. This is ancient technology and it’s still the best tool for the job. It was used to lash boats together long before the invention of metal fasteners.

To tie, follow the instructions in the figures. With a little practice, it can be tied quickly in one continuous motion. To untie, simply pull the spike out and the hitch will vanish.

This hitch is only suitable for pulling in one direction. If you pull the other way, it will slip and you’ll see that the marlingspike hitch is actually a slipknot drawn up against the spike.

Take a moment to notice that the enormous forces on the masts of our ships are controlled by the clever application of leverage to set up the standing rigging. The shrouds are tensioned by the lanyards, which are made off above the upper deadeyes by cow hitches, which are in turn secured by throat seizures that are hove taut with ... marlingspike hitches. So the last link in the chain of leverage that keeps the masts up is completed by one person pulling on a bit of twine with a spike!

~ David S. Clark

our “star” blocks is the Star of France. Built in 1877 in Belfast by J.P. Correy & Co, she was purchased by the AP in 1902 and sold at Alameda in 1932. The Star of France had a displacement of 1844 Tons. Prior to being sold in 1932 she was “stripped of all her useful gear” and converted to a fish barge. That might explain the blocks found at Alameda. Interestingly too, she is not far away. She sank just off the harbor entrance in Los Angeles in 30 fathoms of water after being rammed by a Japanese steamship in September 1940.

~ Dr. John Kerley, MMSD Volunteer
Voyage of the San Salvador

The Thursday following they proceeded about 6 leagues by a coast running north-northwest and discovered a port inclosed and very good, to which they gave the name of San Miguel. It is in 34° 13′ degrees; and after anchoring in it they went on shore, which had people, three of whom remained and all the others fled. To these they gave some presents; and they said by signs that in the interior had passed people like the Spaniards. They manifested much fear. This same day at night they went on shore from the ships to fish with a net, and it appears that there were here some Indians, and they began to discharge arrows and wounded three men.

The next day in the morning they entered further within the port, which is large, with the boat, and brought away two boys, who understood nothing by signs, and they gave them both shirts and immediately sent them away.

And the following day in the morning there came to the ship three large Indians; and by signs they said that there were traveling in the interior men like us, with beards, and clothed and armed like those of the ships; and they made signs that they carried crossbows and swords, and made gestures with the right arm as if they were throwing lances, and went running in a posture as if riding on horseback, and made signs that they killed many of the native Indians, and that for this they were afraid. This people are well disposed and advanced; they go covered with the skins of animals. Being in this port there passed a very great tempest; but on account of the port's being good they suffered nothing. It was a violent storm from the west-southwest and south-southwest. This is the first storm which they have experienced. They were in this port until the following Tuesday. Here Christians
Log of the Lawrence

Monday Septr. 1st 1851

Commences with light airs from the SW and clear.

Recd on board one ton of coal; Boatswain & Boat's crew employed lifting chain belonging to the large anchor; a paymaster came on board from the Custom House and paid off the Officers & Crew for the Months of July and August; discharged Thos Cahill & Wm Parker seamen; shipped Francis Madden & Wm__. Stewart in their places, rated Wm Davis (seaman) as Gunner.

Ends light SW airs and cloudy; N.B. omitted to insert in the Transcript for the month of August the discharges of Dr Lee & Actg Lieut Wilson of the 31st of that month; 3rd Lieut Richmond has not yet reported for duty his leave of absence having expired.

Served 29 Rations.

Henry Wilkinson 3rd Lieut.

Medical Log, 1866

Log Ship Euterpe from Calcutta toward London

Sep. 6"th

Lat. 200 43' S.
Long. 67-51 E.

A. Lopez has continued ill up to this date with no improvement. Our Medicines being run out boarded the Dutch Ship "Dodrecht," to try and procure some and finding that there was a Medical Man on board he was asked to come and see our sick and prescribe for them to which he at once consented. Saw this Man and prescribed for him. The medicines which he gave us were exhausted on the 12th Septr. 1866, still there was (sic) no visible improvement. Tried to make the Island of St. Helena to procure Medicines for him and rest of the Sick but passed it, owing to thick hazy W; and having no observation, for Several days, bore away for Ascension which we reached on the 13th September 1866 at 7 PM Boarded H. M. S. "Floral" and procured some Medicines viz. Chalk Mixture, Dovers Powders & Laudunum, also Medical advice, from the Surgeon who came on board and seen (sic) them, he still continued ill our Medicines again being exhausted we were boarded from the Ship "Walmer(?) Castle" in Lat. 9-14 N Long. 20-56' W. and procured some. The Doctor came on board and seen (sic) him and pronounced him very ill & did not
An inquest was held at the Morgue, Wellington, on the 21st inst., before the City Coroner, Dr Johnson, on the body of the man which was found in the Bay on Sunday. The first witness called was the man who discovered the body. He stated that it was in the water, but exposed, and he pulled it out and then gave information to the police. The third officer of the Euterpe identified the deceased by his clothing, &c, to be Archibald Sinclair, late quartermaster on the Euterpe. The steward of the ship deposed that he last saw the deceased on Saturday, the 5th inst., about 7 p.m., when he met him on the wharf, and Sinclair said he was going on shore to get a nobbler; he was then under the influence of drink. The jury returned a verdict of found drowned. The deceased was a native of Scotland, forty-eight years of age, and married. The captain of the ship was present at the inquest, and at the close of the proceedings remarked on the insufficient lighting on the wharf.

Courtesy of the Grey River Argus
Sunday, September 26, 1874

1879, Burying the Dead Horse

Tuesday 2nd. wind in favour and the weather very fine. The sailors month was up to day, and the dead horse was made it was made about the size of a donkey but very like a goat, only it had a long tail, it was taken to the middle of the ship and put up for sale, which they collected about fifteen shillings. One of the sailors was dressed like an old man with a long white coat and a long beard, made of tarred rope, when the rope was put through a pulley on the lower yard on
the main mast and tied to the man and horse as he was on its back, they were then drawn over the side of the ship and swung about for awhile. The rider then loosed the horse from under him and it fell into the sea, he was then lowered down, and then all sorts of amusements was carried on with until very late.

George Lister, On his passage from England to New Zealand In the Year 1879

**IMMIGRATION AND EMIGRATION RETURNS.**

We are indebted to the courtesy of Mr J. R. Macdonnell, immigration officer at Port Chalmers for the following returns for the month ending August 31, by which it appears that 428 persons have arrived at and one person sailed from Port Chalmers during that period. Of these 419 persons were from Great Britain — viz., 176 males and 243 females. Of these the ship Euterpe brought 28, the s.a. Tongariro 165, the s.s. Florida 187, and the ship Nelson 39:

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**Ship Euterpe.**

London, September 8.

The ship Euterpe which left Port Chalmers on April 13 for London and for the safety of which fears were entertained was spoken on Aug 6 in Lat 28°N, Long. 39°W.

She reported all well.

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**FEARLESS SAVED SHIP**

**Towed Euterpe Safe To Honolulu.**

**RESCUED FROM THE REEF**

**Alone and Unaided the Spreckels’ Tug Accomplishes a Difficult Task.**

(From Thursday's Dally.)

The ship Euterpe is off the reef! Spreckels’ powerful tug Fearless did it! Captain Brokaw of the Fearless is now having his horoscope cast. He wants to know how many more ships he will yank off the coral which fringes these glorious islands in the next few months. He pulled the Dunreggan of the Diamond Head reef last month and early yesterday morning he made the Euterpe jump her rocky bed near Kahului.

In the Dunreggan case the Iroquois and Eleu assisted the Fearless. In the present instance the Fearless did all the work herself and saved a valuable vessel with a big cargo of coal by her own unaided efforts. While there was talk of sending the Eleu and several Island steamers to the rescue of the Euterpe at Kahului, the
Fearless skipped off to the scene of the trouble and saved the day.

Last night about 6 o'clock the Fearless came into this harbor with the Euterpe in tow and left her at anchor, safe and comparatively sound, in the stream. About an hour before this the Eleu heard that the Euterpe was coming and hurried out of the harbor to bring her in. After getting out as far as the bell buoy, however, she saw the Fearless coming along with the Euterpe at the end of a line and so put back into the harbor. A rumor got around the waterfront that the Fearless was returning. Many people, not acquainted with the great power of the tug and the stick-to-itiveness of Captain Brokaw, thought at first that the Fearless had given up the job or that the Euterpe had drifted ashore near Kahului and gone to pieces. They were much surprised when they found that, although the Fearless was indeed returning, she was bringing the Euterpe with her.

The Euterpe went ashore about 9 o'clock on Sunday morning. She had all sail set when she struck and, as far as Captain Saxe was able to observe, it was all clear sailing. The steamer Mokolli was at Kahului at the time of the accident and immediately went to the ship's assistance. About 1 o'clock Sunday afternoon the Mokolli got a line on the Euterpe and tugged away bravely for about an hour. The Mokolli was by no means powerful enough however, to make any impression, and at 2 o'clock she started for Honolulu with the Euterpe's first mate to get assistance. Before she left she saw to it that the Euterpe was held from drifting any farther inshore by leaving one of the steamers anchors out with a five-inch line attached. Captain Saxe also ran out ninety fathoms of wire attached to the largest kedge he had aboard. To this he attached an eight inch line. But when the breeze sprang up later the lines parted and the Euterpe went further onto the reef.

The Mokolli arrived in Honolulu about 4 o'clock Monday morning. The first mate of the Euterpe went at once to the captain of the Fearless. The Fearless first towed the ship Great Admiral into the harbor from where she had been lying outside and then she was ready to hasten to the rescue of the stranded vessel from Newcastle. She left Honolulu about 9 o'clock Monday morning with the Euterpe's mate aboard and arrived at the scene of the trouble at about 5 o'clock in the afternoon of the same day. Half an hour later the Fearless had a brand new fourteen inch Manila line attached to the Euterpe and commenced tugging away with all her great strength. The Fearless did not pull steadily but pulled
at intervals with a sudden jerk, with the intention of jerking or jumping the vessel off the coral reef. Unlike the Dunreggan case, there was no preliminary argument concerning terms, the Euterpe needed help and needed it very badly and the Fearless simply handed her a line and pulled. When the tug began pulling the Euterpe's crew began to jettison her cargo. They commenced to throw the coal from the starboard side overboard first so as to give the vessel a list to port. Brokaw thought that in this manner it would be easier to get her afloat again. All Monday night the Fearless kept up her jerking and at five minutes after 3 o'clock yesterday morning her efforts proved successful and the iron ship floated in deep water. At 5 o'clock the Euterpe set sail and, in tow of the Fearless, started for Honolulu. The Fearless pulled her along at an easy speed, the ship's canvas serving to steady the vessel and ease the strain on the hawser. At dusk last night the Euterpe was safe at anchor, leaking only a little, and the Fearless was alongside her wharf while Captain Brokaw was figuring in a note-book concerning salvage: Dunreggan $20,000? - Euterpe $20,000? - Wela ka Hao!

Captain Saxe of the Euterpe came ashore about 7 o'clock last night. He told his story to an Advertiser reporter. He is not well acquainted with the coast of these Islands and, besides, the charts show no reef or shallow water where the Euterpe struck. The present chart of the Hawaiian Islands are very imperfect. Captain Saxe blames the charts entirely. When the Fearless reached the Euterpe that vessel was hard and fast amidship. Her headwater-draft is twenty-two feet. She was then one and a half feet out of the water and two and a half feet in the coral. She is an iron vessel and was pounding on the reef with great force. Every time she thumped on the hard bottom her masts would shake and tremble violently while her rigging rattled ominously. Captain Saxe did not sleep while his vessel was on the reef, he passed to and fro between the Euterpe and the Fearless in one of the ship's boats. He thought at first that it would be necessary to jettison the greater part of the vessel's cargo. 1700 tons of coal. He was not acquainted at that time, however, with the capabilities of the Fearless. The Euterpe was about a mile and a half off shore and was in momentary danger of going ashore and leaving her bones there before the tug got hold of her. A strong northeast wind was blowing at the time. After the vessel struck all sail was quickly taken in. The Euterpe left Newcastle on July 10 and was bound for Kahului when she went aground. She was towed into Honolulu harbor to be looked after should she have received any serious damage. Divers will examine her bottom to-day out in the stream. Captain Saxe's wife is in Honolulu. The captain did not know where she was staying when he came ashore last night. A friend of the family had been
EXCURSION ON THE BAY.

Visiting Odd Fellows Enjoy Trip to Navy Yard at Mare Island.

One of the pleasantest features of the encampment of the Odd Fellows and one that will perhaps linger longest in the memories of those fortunate enough to enjoy it was the bay excursion yesterday on the big ferry-boat Berkeley. At 9 o'clock a. m. the boat pulled out, bearing at least 800 persons looking forward to a day of enjoyment. At 5 o'clock last evening as happy a group of excursionists as ever stepped from steamer's deck to shore was landed.

Not an accident or unpleasant incident marred the pleasure of the day.

The weather was nearly perfect. In the early morning a haze hung over the bay and shore, but about the time the party started out the sun dispelled this. As the boat pulled out from her slip the band aboard playing patriotic airs the last trace of fog disappeared.

The boat first headed for the Golden Gate and from its decks the excursionists had a splendid view of the water front and residences on the hillsides. Passing Angel and Alcatraz islands and the frowning forts at Black Point and the Presidio, the guests looked out through the Golden Gate and saw before them the broad expanse of the Pacific, calm and peaceful as its name implies.

Turning back, the steamer headed for Mare Island, where the guests aboard her had an excellent view of the vessel whose unexpected arrival in this harbor caused speculation and comment on two continents — the Russian cruiser Lena, now stripped of her fighting apparatus.

A stop of three hours was made at Mare Island and the members of the party were taken through the workshops. Many of them are from the interior and found the visit to the navy yard a liberal education. While the party was inspecting the shops the band which accompanied it gave a concert of patriotic airs.

Every possible courtesy was shown the visitors. Admiral McCalla entertained the members of the Sovereign Grand Lodge at lunch. It was with regret that the visitors again boarded the Berkeley to return to this city.

The homeward trip was without incident. The sun shone brightly from a cloudless sky and there was just sufficient breeze blowing to make it comfortable aboard the boat. The party passed close enough to Goat Island to get a good view of the naval training station there. A visit was also made to the Union Iron Works.

The affair was managed by a joint committee of Odd Fellows and Rebekahs made up as follows: Captain Jones, who had charge of the vessel: E.R. Moss, H. R. Wolff,
THIS MONTH

September

1899, September 1 - The full-rigged ship Euterpe, under Hawaiian Registry arrives at Seattle, WA.
1849, September 2 - On her initial voyage, the Revenue Cutter C.W. Lawrence sights the “island of Owyhee.”
1849, September 3 - The Revenue Cutter C.W. Lawrence enters the harbor at Diamond Head, island of Oahu.
1923, September 6 - The tugboat Sea Queen tows the Star of India to Alameda after arriving at San Francisco on August 30. The voyage to Alaska of 1923 would be her last sail as a working vessel.
1920, September 9 - The Star of India enters San Francisco on September 9, three days ahead of the Star of France after an unofficial race is provoked by Captain Marzan of the Star of France as the two barks cleared Unimak Pass, Alaska.
1975, September 9 - Final installation of the replacement silver-zinc main storage battery was completed on the U.S.S. Dolphin, pier side at the Naval Undersea Center, San Diego. This was the first time a silver-zinc battery replacement had been accomplished outside of a shipyard environment.
1879, September 13 - Aboard the full-rigged ship Euterpe, passengers Stead Ellis and Joshua Charlesworth publish the first issue of the Euterpe Times.
2008, September 15 - The replica full-rigged ship HMS Surprise departs the Maritime Museum of San Diego for her first out-of-area sail after becoming a part of the museum fleet.
1779, September 19 - The frigate HMS Rose is scuttled in the Tybee River in an attempt to block the French ships from aiding American forces in their attack on the British held Savannah, GA.
1799, September 20 - The British 28-gun frigate HMS Surprise, ex-L’Unite is dispatched from Port Royal Jamaica to intercept the Spanish frigate Hermione.
1873, September 24 - After departing New Zealand, the full-rigged ship Euterpe enters San Francisco Bay and is placed under the consignment of Dickerson, Wolf & Co. in order to obtain cargo.
1992, September 24 - To celebrate the landing of Juan Rodriguez Cabrillo, the Maritime Museum of San Diego launch the shallop Chalupa.
1940, September 25 - The steam yacht Medea is acquired by the British Ministry of War Transport and is reallocated for use at Peterhead, Scotland.
1850, September 27 - The Revenue Bark Polk arrives in San Francisco, freeing up the Revenue Cutter C.W. Lawrence for coastal survey and patrol.
1889, September 27 - The U.S.S. Dolphin departs San Diego to conduct Scripps Institute of Oceanography (SIO) Gravity experiment. This experiment was unique in that the data collected could possibly change the way the scientific community looks at gravity. Also this at-sea period was a benchmark for Dolphin being the longest independent at-sea operation in Dolphin history.
1849, September 28 - The Revenue Cutter C.W. Lawrence departs the Sandwich Islands to report to her assigned duty station, San Francisco, CA.
1542, September 29 - Juan Rodriguez Cabrillo aboard the San Salvador enters the bay of San Diego, landing at Ballast Point - naming it San Miguel.