San Salvador Construction Update

San Salvador has progressed rapidly over the months. See inside for a photographic update on her progress.

On the ‘Tween Deck

- The History Pages
- Knots redux

Crew Trains for Annual Sail

The sail crew for the Maritime Museum of San Diego began its sail training in earnest this past month. After qualifying for positions through several rounds of physical and written testing, crews were assigned slots aboard HMS Surprise and Californian. Star of India will be missing her 149th birthday at sea as she is stood down for maintenance-related aspects in preparation next year’s 150th anniversary sail.

To be held on the weekend of November 10 and 11, the annual sail will consist of Surprise and Californian plying the waters off of Point Loma. The annual sail celebrates the Star of India’s launch on the Isle of Man on November 14, 1863. The MMSD attempts

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
to sail the Star of India along with the other vessels annually on or about her birthdate. This also maintains her reputation as the oldest active sailing ship in the world.

The crew will continue to train each and every Sunday leading up to the sail. For some, it’s an old habit learned over the years, for others, there are new lines, shipmates and commands to be learned. Some will find a new forte, skill or preference.

Some will even stay behind in order to continue the maintenance and restoration projects aboard the 1863 bark. Star of India will not be completely absent from her own birthday party. A cake will be served and available to the public on November 14.
San Salvador Photographic Update
Before a ship is docked, light heaving lines are hitched onto the mooring lines. At the Maritime Museum, this is done with the highwayman’s hitch. The other end of the heaving line has a weighted monkey fist knot or sandbag to help it carry farther when thrown to the pier. The dockhands then use the heaving line to haul the mooring line ashore.

To tie the hitch, follow the instructions in the figures. To untie, pull the bitter end and the hitch will come apart, allowing it to be cleared off the mooring line easily. Notice that this hitch is tied “in the bight”, that is, without reeving the bitter end through the knot.

As noted in Figure 1, don’t tie the hitch into the eye of the mooring line – the heaving line might well get trapped on the cleat or bollard when the mooring line is made fast. Instead, tie the hitch above the eye of the mooring line.

The highwayman’s hitch gets its name from its supposed use as a quick release hitch for bandits to tie their horses to a hitching post. One tug on the end and the outlaw could make a quick getaway! That said, there’s no evidence the hitch was ever actually used for that purpose.

NOTE: This is optional material. It is not on the list of basic knots that Maritime Museum sailors are required to know. Before you spend any time learning this knot, make sure that you are completely confident of your ability to tie the required basic knots, which include the bowline, figure eight knot, square knot, clove hitch, two half hitches, stopper hitch and becket hitch. First things first!

~ David S. Clark
Official Log of the Euterpe from London towards Bombay

Tuesday October 31st, 1869
8 AM

While towing from Blackwale Mustered the hands, and found that Frederick Mutt AB and James Turner AB did not answer their names. Ordered the Boatswain to search the Forecastle and look all around the ship for the before named man, when after a while the Boatswain and Officers reported them, not to be found. At 10 anchored off Gravesend landed and proceeded to Shipping Office, reported the above names as not being on board, and shipped James McGowan and Peter Thompson in their room. At 11 45 hove up the anchor and proceeded down the river in tow.

At noon saw the man "James Turner" for the first time, who declares that he joined the ship at Blackwale, told him that he had been written off the articles and that he must be landed at Dover or by the first opportunity, having in consequence of his not appearing when the hands were musteried been forced to detach the ship at Gravesend, and ship a man in his room.

William Cosens
Commander
given in the action of damage brought by Messrs Shaw, Savill, and Co., of London, the owner's of the Euterpe, a sailing ship of 1197 tons register, against Mr James White, of North Shields, the owner of the Telford, a screw steamship of about 1130 tons register, and 150-horse power.

Mr A. Cohen, Q.C., M.P., with Mr Clarkson, appeared for plaintiffs; and Mr Butt, Q.C., with Mr Myburgh, for the defendants.

His Lordship, Sir R. J. Phillimore, consulted the Trinity Masters, and, in delivering the judgment of the Court, said: This is a case of collision which took place between two vessels, one called the Euterpe and the other the Telford. It happened in the River Thames, off Gravesend, on August 2nd, 1879, in the anchorage ground off Gravesend Reach. There is some dispute as to the state of the weather. It appears on the whole that the vessels were at some distance from each other. The Euterpe was lying properly moored to one of the conservancy buoys, and the Telford ran into her with her stem, and struck her on her starboard bow. The defence is, first of all, that the Euterpe was moored in the way described without any light, and was only observed at a distance of from 200 to 300 yards. That is the principal defence. It is also said by way of defence that the collision was caused by the pilot who was in charge of the Telford at the time of the collision. I have conferred with the Elder Brethren of the Trinity House, and have gathered from them some information, as well as a considerable amount of assistance on the nautical points of the case. They point out to me that in order to facilitate the navigation of the river Thames in Gravesend Beach a line of buoys is placed, and a proper road is thus drawn over the buoys. Where the water is navigable pilots are instructed to navigate. In their opinion, if the Telford had been 50 navigated as she ought to have been, there would have been no collision, and, if it were necessary to go into that part of the case, even if she had not exhibited a proper light, there ought to have been no collision. We are of opinion that she had her riding light exhibited some time before the collision. The Elder Brethren are further of opinion that the Euterpe was moored to one of the mooring buoys placed there for the purpose of assisting the navigation. There is, as usual, a great conflict of evidence, but it seems to us to resolve itself into this:—We are of opinion that the riding light was exhibited some time before the collision, but it had been taken down to trim during three or four minutes before the collision. The Telford, as has been admitted by the pilot, had been wrongly navigated in being to the northward of the buoys and that mainly caused the collision. Now as to the contributory negligence, the pilot of the Telford says if the riding light had been in its proper position he would have seen it sooner than he did. We are of opinion that it was in its proper place when the Telford was at a proper distance for him to have seen it to avoid the collision. There was in our opinion contributory negligence on the part of the crew. It is not necessary to go into the statutory question of whether it was compulsory on the vessel to take a pilot. The judgment will be for the plaintiffs.

MAGESTERIAL

Forgery and Uttering.—Samuel Mayfield was charged with forgery and uttering two 11s of exchange, one for £10 11s, the other for £15 16s. Accused was a passenger on the Euterpe, and had forged the name of a fellow passenger named Rosen. Sub-Inspector O'Donnell obtained a remand for eight days for the purpose of bringing the witnesses, who are out of town.
The S.S. & A Co's ship Euterpe, Captain Streater from London, arrived last evening. She left on the 13th July, and had moderate variable winds to the Equator, crossed on the 18th August, and continued to the Cape of Good Hope on the 16th of September. Cape Leuwin was passed on the 9th October, Tasmania on the 17th, and our harbour was made as above, after an uneventful passage, fair average weather having been experienced throughout. Having a quantity of powder on board she anchored in the powder ground. Messrs Turnbull & Co. are agents for her.

Courtesy of the Evening Post
Monday, October 26, 1891
WITNESSES TELL OF BAY COLLISION

How Steamship Columbia and the Berkeley Came Together.

Masters of Ships File Reports, and, of Course, Disagree as to Who Is to Blame for the Disaster.

The circumstances of the collision which occurred at 6 o'clock last Tuesday morning between the ferry steamer Berkeley and the steamship Columbia were investigated yesterday by Captains Holies and Bulger, United States Inspectors of local and foreign steam vessels.

P. A. Doran, master of the steamship Columbia, made the following written statement to the inspectors: "I came along the wharves in the usual manner, giving them a berth of 300 yards, and slowed at Vallejo-street wharf; tide about high water (slack), moderate southeast breeze, weather clear and bay smooth. When abreast of Jackson-street wharf the ferry boat Berkeley blew a long whistle on leaving the slip at Market street and immediately after gave one short blast, indicating our course to starboard. I answered with one whistle and ordered the helm aport and immediately after hard aport. The Berkeley a little later seemed to lose her headway, her stern swinging to port, and I then rang the indicator 'full speed astern,' and in about thirty to forty-five seconds later the Berkeley struck our bow with her port quarter, tearing away about eight feet or the hull, two frames and four or five plates, all above the water line. The headway of the Columbia was practically stopped at the time of the collision."

C. H. Blaker, master of the Berkeley, gave the following account: "I gave the signal to go to the right, which was answered by him, but he seemed to come right along, and struck us on the after port quarter bow, inflicting damage as yet unknown." James McLane, mate of the Berkeley, testified that the Columbia struck the ferry boat at right angles. After the Berkeley had obtained the right of way by blowing a whistle first Mate McLane remarked to the captain that "it was a mighty close shave." If the Berkeley had been going at her regular speed she would have passed clear of the Columbia, he said.

Other witnesses testified that the Berkeley after whistling gave a slow bell for fifteen seconds, then a full-speed bell and then a slow bell again.

The investigation will be resumed at 1 o'clock this afternoon.

Courtesy of the San Francisco Call Friday, October 5, 1900

The anchor and fifty three fathoms of chain lost by the bark Euterpe off Black point some weeks ago were picked up at San Francisco bay. September 23rd, by the red-stack tug Sea King, Captain Basmussen.

Courtesy of the Honolulu Republican Friday, October 4, 1901
SCHOONER PHOENIX RUNS INTO FERRY STEAMER OAKLAND.
Collision Occurs During a Heavy Fog.
RESCUED FROM THE REEF
Passengers Make a Rush for Life Preservers.
Thick Weather Paralyzes All Bay Traffic.

(The steam schooner Phoenix ran into the Southern Pacific Company's ferry steamer Oakland yesterday morning during a heavy fog. Panic seized the Oakland's passengers, who rushed for the life preservers and prepared to face the worst. Captain Anderson of the ferry steamer and his crew soon calmed the excited people and the Oakland later reached the mole with all on board alive and uninjured.

The Oakland was on her 9:20 a.m. trip from this side and fortunately was not particularly crowded with passen-
gdearys,bethineg tide of travel at that time of mostly in the other direction. The Phoenix, Captain Hendricksen in command, left the Oakland long wharf shortly after 9 o'clock for Jackson street wharf and apparently soon got lost in the fog, for she was far out of her course when she ran into the Oakland.

The collision occurred after the Oakland had passed Goat Island. Anderson Phoenix und. being exactly the sound, brought his vessel to a stand still. When the collision occurred, says Captain Anderson, the Oakland had no headway. The Phoenix came out of the fog with a sudden rush and struck the Oakland on the starboard side. Just forward of the paddle box. The people on the Oakland declare that the Phoenix appeared to be going at full speed and the hole in the Oakland's hull in a measure confirms their opinion.

According to Captain Hendrieksen, however, the Phoenix was going full speed astern at the time of the collision. What really did happen will not be known until the United States inspectors finish their investigation and place the responsibility.

After the collision the Phoenix disappeared in the fog. The Oakland proceeded to the mole under her own power, landed her passengers and was turned over to a repair gang. The Piedmont was put on the run in her place.

The fog paralysed traffic...
on the bay until nearly noon and there were many narrow escapes. As usual, the ferry steamer Berkeley, probably the most unmanageable of bay craft, figured in many of the complications. She nearly cut down the steamer Newark on one trip and on another narrowly escaped collision with the Key Route steamer Sun Jose.

The Cazadero stopped on one trip from Sausalito just in time to save herself from being cut in two by a steam schooner, which went whizzing across her bows as though there was no such thing as a fog.

Several times during the morning ferry boats, steam schooners and other craft bunched up in dangerous tangle off the ferry slips, but except for the mishap to the Oakland no serious accidents were reported.

Courtesy of the San Francisco Call
Thursday, October 26, 1905

---

The Alaska Packers' association's ship Star of Russia arrived yesterday. 11 days from Karluk. The Russia brought home a large number of fishermen and cannery hands, including 316 Filipinos. The Russia brought 40,000 cases of canned salmon. There are only two ships of the A. P. A. fleet, the Star of Erin and the Star of Scotland still to be heard from. The Star of Erin is at Fort Wrangell and the Star of Scotland at Loring and they will both start for this port about November 15.

Courtesy of the San Francisco Call
Sunday, October 16, 1910
SAILBOAT CAPSIZES AND MAN IS DROWNED

Victim Probably Henry Manstrom of Alameda

With the overturning of a small sailboat in the Racoon straits near the shore of Angel island late yesterday afternoon, a man, thought to be Henry Manstrom, who lived in Alameda, was drowned. A desperate attempt was made by several United States immigration inspectors and the crew of the tug Slocum to rescue the man, but he sank before they could reach him.

The boat was washed ashore and in a pocket of a coat was a paper with the address. “2204 East Twenty-first street, Oakland.”

The address is that of Charles Manstrom, second officer on the ferry boat Berkeley, who said:

“I gave my address to Henry Manstrom a short time ago. At that time he was working at the Union Iron works. He lives’ in Alameda, where he has a wife and several children.”

Courtesy of the San Francisco Call Wednesday, October 23, 1912

---

THIS MONTH

October

1871, October 3 - The full-rigged ship, *Euterpe* is sold to Shaw, Savill for the emigrant trade to New Zealand.

1848, October 11 - The United States Revenue Marine Service formally takes possession of the cutter *C.W. Lawrence*.

1898, October 18 - The steam ferry *Berkeley* is launched at Union Iron Works in San Francisco, CA.

1799, October 21 - The British 28-gun frigate *HMS Surprise* arrived off the harbor of Puerto-Cabello, and discovered the Spanish frigate *Hermione* moored head and stern between two strong batteries situated at the entrance of the harbor.

1872, October 21 - The full-rigged ship, *Euterpe* begins her first voyage as an emigrant ship to New Zealand.

1799, October 24 - The crew of the *HMS Surprise* under the command of Captain Edward Hamilton, cut out the Spanish frigate *Hermione*. Captain Hamilton eventually is knighted for the action.

1900, October 30 - The full rigged ship, *Euterpe* becomes an American registered ship.

1849, October 31 - The Campbell class revenue cutter, *C.W. Lawrence*, under the command of Alexander V. Fraser arrives in San Francisco, CA.

2007, October 28 - The full-rigged ship *HMS Surprise*, *ex-Rose* sets sail on her first sea trial after becoming part of the MMSD fleet.

---

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