Bounty Lost to Sandy

The replica HMS Bounty was lost with two hands during hurricane Sandy on 29 October. Aboard, was a former MMSD volunteer.

On the ‘Tween Deck

- The History Pages
- Knots redux

Star of India Celebrates 149

On the weekend of November 10 and 11, the tops’l schooner Californiaian and full-rigged ship HMS Surprise departed the Maritime Museum of San Diego to celebrate what volunteer and Bosun George Sutherland has described as “the hope diamon of the sailing world.”

While not sailing this year, the iron-hulled bark Star of India is the world’s almost active and oldest sailing vessel. Launched on November 14, 1863, she was one of the first complete iron hulls to be fitted to a ship of any kind. This makes her a valuable resource not only to the sailing world but she is a time capsule to another age. The iron ship lasted only a brief time, steel quickly following up as the preferred metal in shipbuilding. Formerly launched as the Euterpe on the Isle of Man, she is now a priceless commodity in the historical arena.

Crews that had tested in Spring, trained through the summer and early fall now had their reward for their hardwork. A weekend of sailing the vessels that they hold dear, have worked, sweated and on occasion bled into them.

This year’s sail marked a turning point in the attitude at the museum. From hence forward, the Star of India will be on the final approach to her milestone

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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
150th birthday. Save for the USS Constitution, there is nothing afloat that make this claim anytime soon.

HMS Bounty Sinks During Hurricane, MMSD Volunteer Aboard

The replica ship, infrequent but welcome visitor to the MMSD, HMS Bounty was lost at sea on October 29, 2012 during the catastrophic hurricane Sandy. Two hands were lost including Captain Robin Walbridge. A former MMSD volunteer, John Svendsen was serving as first mate and was counted as one of the survivors.

The full-rigged ship was making an effort to avoid damage of the impending hurricane by putting to sea in an effort to avoid the hurricane. She departed New London, fresh from dry-dock, on October 25. On October 29, Bounty’s however had lost contact with the

The Euterpe Times was first launched aboard the Euterpe by passengers voyaging to New Zealand. Ressurected 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
A Few More Knots: The Highwayman’s Hitch

The tugboat hitch allows you to make a mooring line fast without using the end of the line. It can be quickly and easily tied in the bight, and can be cast off under heavy load. Aboard the Maritime Museum’s schooner Californian, mooring lines one and four are made fast to bitts on deck with the tugboat hitch.

Follow the instructions in the figures as Captain Chris Welton demonstrates how to tie the tugboat hitch. Note that it may be necessary to take the turns the other way around on the bitt to ensure a fair lead. To untie the hitch, cast off the loop over the top of the bitt, and then ease the line around the bitt.

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

As details emerged, the last three crewmen aboard, including John Svendsen were washed overboard. John suffered a broken arm. Crewman Claudene Christian was hoisted from the water in an unresponsive state and was later decalred deceased.

The Coast Guard searched for 90 hours, covering 12,000 overlapping square nautical miles, but were never able to locate Capt. Walbridge, later declaring him as lost at sea. The search was called off on November 1.

The Coast Guard will convene a formal hearing Feb. 12 to Feb. 21 at the Renaissance Portsmouth Hotel and Waterfront Conference Center to investigate the sinking.

Swift Boat Heads to Yard

On the weekend of November 10 and 11, the top of operation vessels and the family at the MMSSD, PCF-816 has headed to Marine Group in Chula Vista for a complete restoration.

The complete restoration, in time for the Swift Boat Sailor Association reunion in May of 2013, will see the completed craft again under her own power. It is expected that some time in 2013, she will gain a COI to begin taking passengers for harbor tours.
The Annual Report of the Secretary of the Treasury

Congress having extended the revenue laws to Oregon, and created Astoria the port for that district, in aid of the execution of these acts, the revenue cutter Cornelius W. Lawrence was ordered to that coast, under the command of Captain Alexander V. Fraser, an officer of talent, zeal, and fidelity. The coast survey was also extended there, and through its aid, the buoys will be located there, and lighthouses constructed, as directed by Congress. The revenue laws not having extended to California, no duties could be collected there; but the department exercised all its authority by issuing the circular hereto annexed, opening free trade under the constitution, between its ports and those of the rest of the Union, at the same time guarding the revenue from loss, as far as practicable.

It is recommended that besides Astoria, collection districts be authorized at San Diego, Monterrey, Puget Sound, and San Francisco, upon the Pacific. Our maritime frontier upon the Pacific is now nearly equal to our Atlantic coast, with many excellent bays and harbors, admirably situated to command the trade of Asia, and of the whole western coast of America.

Courtesy of the Weekly Herald
Saturday, December 16, 1848

Official Log of the ship Euterpe
Laying in Trincomolie

December 9th, 1865  Trincomolie

Certified that the men whose names are here mention are the Bona-fide crew of the Ship Euterpe as per articles left at Wead and that the said articles, Ships Register, and other papers, belonging to the ship were left at that Port, in consequence of the Ship having to slip, and that after slipping encountered a severe cyclone, which swept away the whole contents of the Cabin. Ships Log Book included.

A. J. Whiteside  1st Mate
Joseph Byrne    2nd Mate
Themas Kennod   Carpt.
Charles Kata    Bosun.
Jrs Gavin       Sailmaker
W. McNeill      Steward
Samuel Swete    Cook
John Frank      A. B.
Henry Breathm   "
Charles Moore   "
John Nelson     "
Antonio Lopez   "
Gervana Grandamarino "
John Crane      "
John Smith      "
Charles Rounce  "
Hanry Smith     "

Saturday, Dec. 16th Commences with moderate breezes & hazy. A heavy head sea. At 1:30 shook the reefs out of the topsails. (Sgd) E. C. Kennedy 2d Lt. From 4 to 6 fresh gales & passing clouds. (Sgd) W. R. Pierce 2d Lt. From 6 to 8 fresh gales & cloudy with lightning in the South. reefed foresail and main trysail & furled the jib. (Sgd) J. S. Chaddock 1st Lt.
At 2 p.m. yesterday the numbers of Messrs Shaw, Savill & Co.'s long looked for ship Euterpe were hoisted at the Flagstaff, and as soon as the tug cast off from the Waiters she went out to bring the Euterpe in, and brought her up to her anchorage at 4.45 p.m. The Euterpe's passage has been a long one, 133 days, and many who had friends on board were beginning to get somewhat anxious about her. It will be remembered that the Euterpe was in collision with a steamer off Gravesend, and sustained some damage necessitating her return to London for repairs. Ill luck seemed to attend her, as it was not for 19 days, after leaving London a second time, that she got clear of the Channel, and not till after she had a very narrow escape from a collision off the Start. However, yesterday all fears were allayed by the appearance of the vessel with all well on board, there having been no deaths or sickness during the voyage. The passengers were mustered, as usual, and all passed with one exception, that of a girl 13 years of age, quite an imbecile. All on board looked remarkably well, and the passenger accommodation appeared to be very fair, there being plenty of room and light and the places all clean. The passengers of whom there are 12 in the saloon and 154 second cabin and steerage, seem to have had very pleasant times on board. All the passengers testified to the kindness and courtesy of our old friend Captain Phillips, who is still in command of the Euterpe, and in order that their good feeling might take a more lasting effect, presented him with a particularly neatly illuminated address, wherein the appreciation of kindness and attention was set forth. The address is a most creditable piece of work, the illuminating being executed very tastefully. The Surgeon of the ship, Mr W. B. Davis, was also very attentive where his services were required, and he also was a recipient of a testimonial from the passengers conveying their thanks for his kindness and attention. Three weeks ago the vessel was only 100 miles from the Snares, and these rocks were sighted on Dec. 13, since which time very adverse winds were encountered. In fact easterly weather was met with from Dec. 5 up to Dec 21, then winds from every quarter, northerly predominating. One great cause of anxiety to Captain Phillips was the discovery that the jibboom was broken. This unpleasant fact
was ascertained on Sept. 27 in 4 north 18 west. It was secured with chains and spars, but continued a source of much anxiety throughout the tedious passage. The Euterpe has a large quantity of cargo aboard, and comes consigned to Messrs Edwards, Bennett and Co.

The following is Captain Phillips report of the passage: — Left London on August 2, and when off Gravesend was in collision with a steamer, sustaining damage, and necessitating return to London for repairs. Left London again on August 12, landed pilot off Dartmouth on August 21, and on August 30 was off Seilly, final departure being taken therefrom on August 30, westerly winds and fogs having been met with down Channel.

Had moderate and fine weather across the Bay, passed the meridian of Madeira on Sept. 9, picked up the north-east trades in 31deg north, and carried them, to 18deg north on Sept. 17, then had southerly weather; took the south-east trades in 2 deg north, and crossed the equator in 21 deg west on Sept. 30; the trades were moderate, and left the ship in 21 deg south, 35 deg west, on Oct 12. Thence had moderate northerly winds. Crossed the prime meridian on Oct.30 in 40deg. south and that of the Cape on Nov4 in 42 deg. south, the westerlies having been met with in 12 deg. west 30 deg. south. They were steady, and held up to 158 deg. east in 47 deg.30min. south on Dec. 5, when they gave out, the wind shifting to the eastward and continuing from that quarter in varied strength. Sighted the Snares on Dec. 12, and on Dec.19 had only

made as far as Naggett Point, the wind then being north east. Passed Otago Heads on Dec. 21, and had the wind from aft quarter chiefly from the north and north-west west thence to the Coast. Made the Peninsula yesterday morning and was towed up to an anchorage in the afternoon.

When in 43 south, 61 east, on Nov 4, with the wind south-west, a sea struck the ship, and washed away the main hatch companion, tore away a large ventilator from the deck, flooding the 'tween decks, it also smashed the ventilator skylight on the house, and washed away some of the topgallant bulwarks.

Courtesy of the Star
Friday, December 26, 1879
Some uneasiness was caused in town yesterday afternoon by a rumour that had gained circulation to the effect that a full-rigged ship was ashore on the rocks near Takapuna but, fortunately, there was no serious mishap. The ship Euterpe, inward bound, 103 days out from London, with about, twenty passengers, was beating up the channel in charge of Pilot Cooper. She was seen to go rather close to the southern shore, and brought up on the bottom on the beach near Mr Williamson's house. The tide was flowing fast, and fifteen minutes later the Euterpe floated off. She continued her voyage inwards, and another piece of bad luck overtook her. Beating up the harbour she got very close to the shore off Urakei, and the wind shifting suddenly she took charge and once again went aground. The tide was still making, and in about 20 minutes the Euterpe was afloat, having apparently sustained little injury. The Euterpe eventually dropped anchor at the powder ground. Her passengers are all in good health, and they have, by testimonial, expressed their high appreciation of the kindness and attention shown by Captain Doyle during the voyage.

Courtesy of the Auckland Star
Monday, December 13, 1886

FOR HAWAIIAN REGISTRY

Two More Vessels Coming Under Obsolete Hawaiian Flag.

They are Barks Euterpe and Star of France

Same Owner as That of Star of Italy Lately Registered.

Kinney, Ballou & McClanahan have in hand the business of procuring Hawaiian maritime registry for two vessels. Lincoln D. Spencer, owner of the bark Star of Italy lately registered under writ of mandamus backed by a Supreme Court decision, is the applicant. There is no trouble about the registry of these other two vessels now. As Collector General McStocker said this morning: “What can I do? I was served with a writ of mandamus compelling me to register the Star of Italy.” This was in assenting to a remark that, until the United States took action in this matter as she had just done in that of Chinese immigration, presumably the Collector General could not help himself.

The present candidates for registry are the barks Euterpe and Star of France. The Euterpe is at 1200 tons register and some time ago was in the port of Honolulu. The Star of France is a vessel of 1400 tons, and is now in Australia. She will call here on voyage to the Coast and receive her Hawaiian papers and
Again the New Ferry Wharf Destroyer Berkeley Opens War on the Files of Her Slip.

The new ferry boat Berkeley had another setto with her slip-piles Saturday night. She was coming in with a huge load of passengers about 8 o'clock, and on nearing the landing on this side the passengers crowded on to the forward end of the boat. This lifted the after end, hoisting the then acting rudder sufficiently out of the water to render the vessel unmanageable. She ducked her head low like an enraged bull and charged the outer point of the slip, clipping about a dozen piles off close to the water's edge.

Captain Jones on the Warpath

Captain Jones, master of the Southern Pacific ferry steamer Berkeley, is looking for the meanest man on earth. When he finds him he and the hardy Norsemen of the Berkeley's crew would like to give the mean man the third degree before turning him over to the police. Every year about this time the Salvation Army places contribution boxes on the ferry boats for the accumulation of a fund for a Christmas dinner to the poor. Two days after these boxes were installed on the Berkeley the meanest man was a passenger and when he went ashore he took with him one of the boxes and the coin it contained. Every member of the Berkeley's crew has been ordered to keep a close watch on the remaining boxes and if the meanest man comes back for more he will receive a reception as vigorous as it will be warm.

CATCH OF ALASKA PACKERS’ IS LOW

The salmon pack of the Alaska Packers’ Association for 1906 reaches only 1,044,757 cases and
2005 barrels. This is the official report that is given out. This is far lower than was expected. The salmon did not come in reach of the salmon fishers in the expected numbers. The total given included the results of operations by the company in Alaska and in Puget Sound.

Alaska yielded 774,608 cases of red tails, 15,727 king tails, 46,389 Cohoe tails, 146,877 pink tails and other varieties of the edible fish, and relatively small product of Puget Sound together made up the total. The pack in 1905 reached 4,600,000 cases, in round figures.

Fully as interesting as the figures relating to the work of the big fish-catching concern for the present year is a statement that provision has been made that may insure a greater abundance of salmon in about two years. During the last six seasons 351,312,000 salmon eggs have been taken from the Fortmann salmon hatchery in Alaska and have been consigned to the waters of the rivers with the confident expectation that from this great number of eggs and from 288,000,000 fry that have been liberated to make their own way such schools of salmon will result after awhile as to resemble the enormous runs of fish in the earlier history of Alaska. From the Karluk hatchery 251,637,000 eggs and 195,000,000 fry have also been taken in eleven years. The experiments that are conducted on this great scale have at once mercantile and scientific

**THIS MONTH**

**December**

1897, December 3 - The full-rigged ship Euterpe leaves England for the last time.
1941, December 7 - Naval and land forces at Pearl Harbor, Hawaii are attacked by Japanese air units culminating in the entry of the United States into World War II.
1775, December 10 - A group of British marines, sailors, and women under the command of Captain James Wallace of the HMS Rose raid the town of Jamestown, Rhode Island.
1871, December 23 - The full-rigged ship Euterpe begins her first voyage on the New Zealand emigration routes under the ownership of Shaw, Savill.
1850, December 26 - The Campbell class revenue cutter, C.W. Lawrence, under the command of Alexander V. Fraser departs San Francisco, CA with orders to the Californian coast south to San Diego.

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