In November 2013, the bark Star of India will celebrate her 150th anniversary of the day she was launched. As the oldest active sailing vessel on record, this milestone will be one of the most significant events in maritime history and preservation. Between now and then, unknown, lost documentent milestones will be crossed. Her design, keel-laying every small milestone leading up to her launch has been lost. More than likely, small, unkown 150th anniversaries have already been marked known only to the Grand Old Lady herself.

Suffice it to say, it will be a very important year, and busy one at that, for the Maritime Museum of San Diego, and the sailing world as a whole.
And there is also, a ship to prepare, repair, and maintain, a crew to select and train along with the myriad of tasks for the remainder of the museum, events and its fleet to think about. Two ships, Surprise and Medea, are due haul-outs (See Surprise article). It will be the large volunteer crew that will ensure that this happens, supported for the logistical and experience-based guidance of museum staff.

The Star of India was originally launched as the Euterpe on November 14, 1863 at the shipyard of Gibson, McDonald, and Arnold on the Isle of Man. “She is built entirely of iron,” stated the Liverpool Mercury on November 17. She was, and still is, one of the first ships whose hull was made of entirely of iron. It is the iron, that has not only made her unique but was an important contribution to her survival. Iron doesn’t deteriorate as wood does. Additionally, the use of iron as a shipbuilding material was short-lived as only a few decade saw the incorporation of steel as a superior building material.

Through her years, men and women have sailed on her, as crew and passenger. She has seen the waters of Orient and the mythical tea trade, endured a typhoon, and circumnavigated the globe 21 times. She has seen the Pacific lumber trade at its height and served lastly in one of the greatest legendary sailing fleets in maritime history. Men and women have come to her cause as the Alaska Packers’ Association put her to pasture for the last time in 1923. Certain individuals risked criminal charges in order to keep her afloat and safe from World War II scrap efforts. Men and women again proceeded to tear her down and build her back up again as a static element, but quietly certain men were fitting her out to do what she was made to do, sail on the open water.

The last stage, the one
we see now every Sunday began prior to her restored sail in 1976, by the way of another surviving iron ship, the Elissa. Restored and sailed out of Galveston, Texas, it was the crew of Elissa that inaugurated, as volunteers, the Star of India’s returned to sailing glory. It was this group of “Geezers and geezerettes” that motivated a young Jim Davis to develop a similar volunteer program to Eliss’s parent, the Texas Seaport Museum.

Since 1976, the Star of India has continued to sail on a regular basis and has become such an indelible landmark to the San Diego waterfront, that during her absence several years back for dry-dock, many San Diegan’s had feared the worst on viewing the empty slip next to the Berkeley.

Its 150 years of service, work and seeing the world change around her that will be celebrated, globally, by tall ships around the world in November. For the MMSD, its hands-on, sweat and probably tears that will conclude a hectic but satisfying year ahead.

Seaman’s Knife Sharpening Class

What’s worse than a tall ship sailor without a seaman’s knife? Answer: It’s a tall ship sailor with a dull seaman’s knife. Already have dull a seaman’s knife or planning to buy a new knife and want to keep it sharp? Meet with Charlie Robertson on orlop deck after 1230 muster.

HMS Surprise Sails to Marine Group

The full-rigged ship HMS Surprise went into dry-dock at the end of January. Volunteers and staff worked through the month unshipping her mizzen
Send the mizzen down has become a semi-annual tradition as the lift at Marine Group is unable to accommodate it. This, however, allows the mizzen gear to get a complete overhaul whenever she is in dry-dock. Its not very often one select area of a vessel can receive such thorough and routine maintenance.
A Few More Knots: The Sheet Bend

Bends are used to tie two lines together end to end. The sheet bend is likely the most commonly used bend in the sailor’s tool kit.

Take a close look at the sheet bend. It’s a bight in one line trapped by a loop in the other. That’s the same structure as the bowline and the becket hitch, but in this case it’s used to bend two lines together, rather than make a fixed loop in the end of a line. The similarity to knots you already know makes it easy to learn.

To tie, follow the instructions in the figures. The method shown here can also be used to tie a bowline by the so-called “fingertip bowline” method. To untie, slide the top of the bight away from the loop and work the bitter ends loose. Note that both ends must be on the same side of the bend, as shown in the figures. If it’s tied with the ends on opposite sides, it’s known as a left hand sheet bend, and it’s not as secure as the sheet bend.

When tied in slick synthetic line, it’s more secure to use the double sheet bend, Figure 4, which uses a double loop to trap the bight. It’s just a sheet bend with the loop end tucked through a second time.

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

Spring Sailor’s Days for the Whole Family

Maritime Museum is the Place for fun this Spring

EMBARCADERO—The Star of India as well as other ships this spring will be having Sailor’s Days everyday from March 16th thru 31st from 9am-2pm. Adults and children alike can experience first hand various activities such as what it is like to make rope for sailing, move cargo, raise and lower huge sails, tie sailor’s knots, climb through a steam engine and many more fun things to see and do. Each child can participate in a scavenger hunt around the ships learning about history while having fun. Each child wins a prize of their choice from our treasure chest.

All activities are included with regular admission prices; adults $16 and children $8. Tickets may be purchased at the gate as well. Rides on the Pilot can be added to regular admission for only $5 more. For more information the public can call: 619-234-9153 ext. 101 or check the Maritime Museum’s website at www.sdmaritime.org.

The museum is located on the North Embarcadero in downtown San Diego at 1492 North Harbor Drive, San Diego, CA 92101. The telephone number for general inquiries is 619-234-9153. Additional information can be found on the museum’s website at www.sdmaritime.org.
Remembering
Gary Keller

Longtime volunteer Gary Keller passed away on January 9. A Memorial service will be held on Saturday February 9th at 2pm, at University City United Church.

B-39 To Feature in Film

Featuring the B-39 and Pilot, The Phantom starring David Duchovny and Ed Harris will open on March 1.

More Value for Midway Members!

Did you know there are more than 100 Navy ship museums in the country, all part of the Historic Naval Ships Association? That’s a fact and now nearly all of them are extending free admission to USS Midway Museum Members.

It’s part of a reciprocal admission policy recently established. So the next time you’re planning a road trip, here’s a partial list of visit opportunities. More complete information is available at www.hnsa.org.

USS Alabama, Mobile, AL
USS Albacore, Portsmouth, NH
Amphib LCI 713 Forces Memorial Museum, Portland, OR
Arkansas Inland Maritime Museum, North Little Rock, AR
Battleship New Jersey Museum, Camden, NJ
HMS Belfast Imperial War Museum, London, England
USS Bowfin, Honolulu, HI
USS Turner Joy, Bremerton, WA
Buffalo Naval & Maritime Museum, Buffalo, NY
Destroyer Escort Historical Museum, Albany, NY
1ST Division Museum, Wheaton, IL
Great Lakes Naval Memorial Museum, Muskegon, MI
Historic Ships in Baltimore, Baltimore, MD
USS Hornet, Alameda, CA
Independence Seaport Museum, Philadelphia, PA
USS Kidd, Baton Rouge, LA
USS Lexington, Corpus Christi, TX
Mare Island Historic Park, Vallejo, CA
The Mariners Museum, Newport News, VA
Maritime Museum of San Diego
USS Massachusetts Museum, Fall River, MA
USS Missouri, Honolulu, HI
Muskogee Memorial Park & Museum, Muskogee, OK
National Liberty Ship Memorial, San Francisco, CA
USS Wisconsin, Norfolk, WI
National Museum of the Pacific War, Fredericksburg, TX
USS Orleck Naval Museum, Lake Charles, LA
USS Yorktown, Patriots Point, SC
USS Texas, LaPorte, TX
At the last meeting of the Timaru and Gladstone Board of Works, the following is reported in the Timaru Herald, to have passed concerning the proposed Bridge over the Waitaki.

The following letter, and copy referred to therein, were read:

Superintendent Office
Dunedin 30, 1867

Sir — I take the liberty of enclosing herewith copy of a letter addressed by me to his Honr the Superintendent of Canterbury under date April 4, 1867, relative to the erection of a Bridge across the river Waitaki.

Presuming that there is little probability of the Provincil Government of Canterbury now doing anything in this matter, I have the honor to inquire whether or not your Board will be disposed to co-operate with the Government of Otago in carrying out an undertaking so important to both Provinces upon some such terms as these indicated in the letter referred to.

From statements which have been recently made to me, I am disposed to think that a suitable bridge could be constructed for a considerably lower figure than was perviously estimated as the probable cost.

In the event of your reply being favorable, I will take steps to procure suitable plans and estimates to be submitted for the approval of your Board. - I have, &c.

James Macandrew, Superintendent,
To the Chairman of the Timaru and Gladstone Board of Works, Timaru.

Province of Otago, Superintendent
Sir - As the Provincial COuncil of Otago will shortly be in session, I am desirous of placing before it some practical proposition for the erection of a bridge across the river Waitaki. With this view I beg to submit to you the following propositions: -

1st. The bridge to be constructed by the Otago Government, the plans to be approved of by you; cost not to exceed L20,000.

2nd. Canterbury to pay over one-half the cost in debentures at current market value.

3rd. Scale of tolls to be fixed by the two Governments, the tolls to be collected by the Otago Government, and after defraying the cost of collection to be applied to keeping the bridge in repair. If insufficient for this purpose the Otago Government to make up the deficiency.

Shoulld your Honor feel disposed to concur in the plan now indicated, I shall be glad to take the necessary steps to give effect to it, if otherwise, perhaps you will be good enough to favour me with your views upon the subject at your earliest convenience, as it is desirable that no time should be lost in setting about a work which will be of vast importance to both Provinces, and which will, I trust, lead to drawing them closer together in the bonds of unity which it is for the material interests of each to cherish. - I have, &c.

James Macandrew,
Superintendent.
His Honor W.S. Moorhouse, Esq.
RESIDENT MAGISTRATES COURT.

Otago Harbour Board v. British and New Zealand Loan and Mercantile Agency Company (Limited). Claim L68 143 lid. for towage charges in connection with the ship Euterpe. Mr Maegregor appeared for plaintiffs, Mr Sinclair for defendants who pleaded that the items had been overcharged. After evidence had been given Mr Sinclair raised the nonsuit point that there was nothing to show that the agents of a ship were liable for such charges. His Worship held that the agents were not liable, and nonsuited the plaintiffs.

Courtesy of The Otago Daily Times
Tuesday, 20 January, 1885

SINGULAR ACCIDENT ON A SHIP

Auckland, Dec. 12.

The ship Euterpe, which left for Napier yesterday, put back to Rangitoto Reef this morning, on account of an accident which happened last night. The main top-sail yard fell while being hoisted, and was broken in two. A boy belonging to the ship, who was seated on the yard, had a miraculous escape from injury.

Courtesy of the Marlborough Express
Wednesday, January 12, 1887

PROJECTED DEPARTURES

The ship Euterpe, Captain Bowling, sailed for London on Saturday at 4 p.m. Mr Brander, formerly fourth officer of the Morayshire, replaced Mr Duncan as second officer. The latter is still in the hospital, suffering from the effects of the accident he received while assisting at the rigging of the new top-mast. The Euterpe took from here 4718 bales of wool, 415 bales wool, 186 bales flax, and two bales hops.

Courtesy of the Hawke’s Bay Herald
Monday, January 5, 1891

<table>
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<tr>
<th>PER SHIPS FROM LONDON</th>
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<tr>
<td>DUKE OF ARGYLE and NAIRNSHIRE</td>
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<tr>
<td>80 Cases Oilmen’s Stores</td>
</tr>
<tr>
<td>14 Crates Earthenware</td>
</tr>
<tr>
<td>PER EUTERPE, from Glasgow</td>
</tr>
<tr>
<td>An Assortment Cooking Stoves</td>
</tr>
<tr>
<td>PER ROSE M, from Newcastle</td>
</tr>
<tr>
<td>A Cargo of Best Screened Coal</td>
</tr>
<tr>
<td>JAS. UDALI, Consignee</td>
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REFUSED HAWAIIAN FLAG

McSTOCKER IS SUSTAINED IN MANDAMUS CASE.

Marshal Brown's Falls of Clyde Alone Glides Clear and May Eventually Get the Coveted Prize.

Collector General McStocker has won first blood in the number of mandamus a writs against him to compel the registration of different vessels. Judge Perry is the author of all the decisions. When the bills were filed, respondent came forward with answers. Plaintiffs then filed motions to have the answers quashed. In the case of the Euterpe, Star of Russia, Star of France and Will scott, the motions to quash answers are, in separate decisions, overruled. In the single case of the Falls of Clyde the motion of plaintiff to quash the answer of respondent, McStocker, is sustained, for the reason, "that the allegation in the answer that respondent is not satisfied that the ship Falls of Clyde is wholly owned by the petitioner, etc., is not a positive and direct denial of that material fact stated in the petition, and is insufficient."

The Honolulu courts are busy considering the demands of the owners of live vessels for Hawaiian registry. The San Francisco owned ships Star of Russia, Star of France, Euterpe, Will scott and Falls of Clyde all want to fly the Hawaiian flag and are determined to secure the privilege. Although it is a flag without a country and there is not a spot of land on the earth's surface over which it can float as anything but a memory or a pretty piece of bunting, yet property to the value of hundreds of thousands of dollars is fighting to get under its sheltering aegis. Without a country on the sea it still retains all the attributes of sovereignty, and ships entitled to fly it will in due time come under the stars and stripes.

The Star of France, Star of Russia and Euterpe were formerly British vessels, but were purchased by J. J. Moore of San Francisco and others. The two Stars went from here and the Euterpe from Australia to Honolulu. The Will scott was also a British vessel. While on her way from Japan to Oregon she was caught in a typhoon and dismasted. She was brought in here under jury rig and was later sold to Rosenfeld's Sons and others. The Falls of Clyde came here from London and was sold to Captain Matson and others.

Courtesy of the Hawaiian Star
Thursday, February 2, 1899

Courtesy of the San Francisco Call
Saturday, February 4, 1899
The ferry steamer Berkeley is on the California drydock. After she has been cleaned and painted she will go to the Union Iron Works, where propellers with a greater pitch than the present ones and a new dynamo will be put in. These additions are expected to greatly improve the vessel.

The Travelers' Insurance company of Hartford to enforce the payment of a policy for $10,500 carried by her husband in that company at the time of his death.

The complaint recites that the policy was paid up to January 22, 1911. It being in the form of an accident policy, with a death benefit clause. It appears that payment is contested on the theory of suicide having vitiated the policy.

Captain Norbom, a Berkeley mining engineer, and owner of mines in upper California, after a conference with Attorney Jerome B. White at the St. Francis hotel, left in the best of spirits to catch the 5:40 boat on the afternoon of January 13, 1911. In some mysterious manner it is supposed that a bottle of nitroglycerin purchased by Norbom for use in his mining operations came in contact with the partition in the lavatory. The explosion which mangled his body almost beyond recognition, and seriously injured three others in the lavatory, threw the passengers into a panic.

While suicide was mentioned as a possibility at the time, White, the last person with whom Norbom was known to have talked, declared that he gave no evidence of such an intention and expressed his belief that it was an accident. His widow, though unaware that he had any powerful explosive or his person, ridiculed the idea of suicide.

Mrs. Ragna H. Norbom, widow of Captain John O. Norbom, who was killed by a mysterious explosion of nitroglycerin or some other powerful explosive aboard the Southern Pacific ferry steamer Berkeley the afternoon of January 13, 1911, yesterday filed in the superior court a suit against
FERRY TALES

The news from China that the women of the Flowery Kingdom are about to surrender the freedom of pantaloons and submit to the restraining tyranny of skirts means, I suppose, the disappearance before long of our most picturesque commuter or commutationer - little Miss China.

To eastern visitors these dignified and trousered daughters of the orient are objects of delighted interest. No matter how high the car step it offers no obstacle to the Mongolian maid who is equally indifferent to the direction and velocity of the wind. Her skirt stops at her hips and her hair is so arranged that it wouldn’t ripple in a typhoon. It is the simple effectiveness of her attire and the unruffled dignity of her poise that make Miss China an object of keen and kindly interest in a cosmopolitan seaport city like San Francisco.

All of which is merely incidental to a little comedy that developed the other day during a trip across the bay of the steamer Berkeley. Among the passengers was a Chinese matron, in her native costume. She was accompanied by five children, three girls and two boys. Each member of the family party could have posed as a fashion hint from Peking. They sat in a row on a seat near the center of the big upper deck salon.

Opposite them were two Berkeley women. From mole to ferry slip the Berkeley women discussed their Celestial fellow passengers. They commented on the Chinese mother’s looks and they dissected her costume. They envied her some of the jewelry that decked her and her daughters. They poked fun at the comfortable congress shoes in which the lady from Cathay had enclosed her pedestals. If they had been discussing lay figures in a waxwork show they could not have been more unrestrained in their remarks.

The Chinese woman sat through it all, serene and unruffled. She gave no sign of interest in the sometimes rather insulting comment exchanged in loud voices, by her occidental and opposite neighbors.

The boat entered its slip at the ferry. The two women reached the door of the salon ahead of the Chinese family. They opened the door and then stood aside and by signs invited the orientals to go through first. They wanted to take one more good look at them. The children passed through. The Chinese mother stopped on the threshold, turned to the two Berkeley women, and said: "Thank you very much. The children have a vacation today and I am going to give them a day in the city.”

And nobody that saw the twinkle in those almond eyes as the owner thus gently but plainly conveyed to her occidental sisters the knowledge,
that she had heard and understood all their remarks, will ever doubt that the Chinese woman possesses a well developed sense of humor. The two women, however, couldn’t see the Joke. They fled. LINDSAY CAMPBELL.

Courtesy of the San Francisco Call Saturday, February 1, 1913

**THIS MONTH**

**January**

1543, January 3 - Juan Rodriguez Cabrillo, captain of the expedition and flagship San Salvador, dies from complications of a broken shoulder.

1851, January 4 - Revenue Cutter *C.W. Lawrence* enters the harbor at Avalon, Santa Catalina Island.

1864, January 9 - The full-rigged ship, *Euterpe* begins her maiden voyage for Calcutta under the command of Captain William John Storry. A collision with a Spanish brig off the coast of Wales carried away the jib-boom and she returned to Anglesey to repair. During the repairs the crew became mutinous and had to be confined to the Beaumaris Gaol.

1901, January 16 - The full-rigged ship, *Euterpe* is sold to the Alaska Packers Association.

1851, January 19 - Revenue Cutter *C.W. Lawrence* arrives in San Diego Bay, departing February 15.

1898, January 25 - The keel laying ceremony for the steam ferry *Berkeley* took place at Union Iron Works in San Francisco, CA.

**February**

1982, February - While conducting two weeks of underway operations, the USS *Dolphin*s Emergency Main Ballast Tank Blow Valves developed air leaks and the ship returned to port for four weeks of repair.

1901, February 10 - The full-rigged ship *Euterpe* begins her last voyage in the timber trade.

1851, February 15 - Revenue Cutter *C.W. Lawrence* departs San Diego Bay for the Sandwich Islands (Hawaii).

1905, February 17 - Michael Carmody, a mentally ill man jumped from the ferry boat *Berkeley* and was struck by the propellers. He died shortly after.

1905, February 23 - The steam ferry, *Berkeley* collides with the schooner *Point Arena*.

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