As mentioned last month, the Maritime Museum of San Diego is celebrating perhaps the most notable of milestone’s in sailing history. This year, in November to be specific, the Star of India turns 150. As the world’s oldest active sailing vessel, she will again in November in celebration of her launch, she will put to sea. The Star of India, like any boat, does not sail itself, it needs a crew.

In a moment of reflection, that last thought is what exactly brought this editor to the museum. Watching a televised account of the Star of India sailing, that exact thought popped into my head, she must needs a crew.

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
She will not be sailing alone either, the MMSD has two other traditionally-rigged tallships that will be joining her. From the maintenance crew, for those wishing to, qualifying for sail crew opens the window to sail aboard either the *Star of India*, HMS *Surprise* or *Californian*.

On March 3, the first of two main testing days for sail crew began in earnest. Some crew had their favorite ship in mind, others were hoping for new opportunities as one could finally qualify to lay aloft for the first time, expanding on their wealth of knowledge aboard these ships or some might have been comfortable at where they were. If anything, the testing, especially the first round, allows one to realize where they stand.

The Maritime Museum’s sail crew qualifications are broken up into three segments: Written exam; Knots and belay; and physical. The physical portion is broken down into three sub-categories:

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.
Hauling; Hang/Pull-up/Recovery; and Aloft Climbover.

These tests are to ensure the accurate and safe maintenance of the volunteers and the ship’s history. Volunteers are typically one of the first opportunities a visitor may have to ask questions regarding anything in the museum. They are the first ambassadors.

And there can never be too much said about safety, which is bound within every knot, hitch, belay or foot that leaves the deck.

Over the next month, crew missing out on the initial qualification day will have secondary chances. Soon, the Star of India, HMS Surprise and Californian will have their crews.

**HMS Surprise, PCF-816 Return Home**

Chari Wessel evaluates Ron Lindsay on the jib-boom version of the climbover.

Even through the waning months til November, one can re-apply for further qualification. For now, the first step is taken. For those passing, maintenance continues and the waiting game is in drive until the selection process is completed. Soon, the Star of India, HMS Surprise and Californian will have their crews.

HMS Surprise returned from Marine Group Boatworks in Chula Vista on March 19. For more
than a month, volunteers and crew scrapped, sanded, and caulked among the myriad of other tasks at

PCF-816 was amidst her thorough restoration in preparation for her return to the museum in time for the Swift Boat Sailor’s Association’s Annual Reunion which is to be held at the museum in May. The swift boat was completed and put back in the water and on her way back to the museum on April 24.

The Maritime Museum of San Diego is keeping Marine Group busy. Just as Surprise and PCF-816 return home, the 1904 steam yacht Medea is on her way in.

Retired Congressman Duncan Hunter brought out of retirement to assist in the restoration of our Swift Boat.

Right to left, Congressman Duncan Hunter (ret), Bob Brown, Mark Gallant, Tom Matyn. Behind them is the Swift Boat enclosed in a dust curtain.
Pirate Party
on the
Embarcadero

Maritime Museum to host event
May 18 & 19

Embarcadero - A two day celebration for kids and adults will include kids costume contests, carnival games, cannon firings, weapon demonstrations, sword fights, mermaid grotto and scavenger hunt for pirate treasure. Tickets are $16 for adults and $8 for kids 3-12, kids 2 and under are free which includes admission to the museum and all pirate activities. Kids and adults who wear pirate or mermaid costumes to the event will receive a $2 admission discount. Adults carrying replica weapons must have them peace tied.

A 45 minute Historic Bay Cruise on San Diego Bay aboard the Pilot boat with pirates on board is available for just $5 plus the cost of admission. Activities take place Saturday and Sunday, May 18 & 19 from 10:00 a.m. – 4:00pm.

The Maritime Museum of San Diego enjoys a worldwide reputation for excellence in restoring, maintaining and operating historic vessels. The museum has one of the world’s finest collections of historic ships, including the world’s oldest active ship the Star of India. The telephone number for general inquiries is 619-234-9153. Additional information can be found on the museum’s website at www.sdmaritime.org

A Few More Knots:
The Sheet Bend

The midshipman’s hitch, also known as the rigger’s hitch, creates a loop that can be adjusted, yet will hold securely under load. It can be used to make fast a line under tension when no belaying pin or bitt is available.

To tie, take a turn around an object, and then tie a stopper hitch (with a final half hitch) around the standing part. The hitch should be tied against the lay of the rope. In the figures, a round turn has been taken around the rail to provide extra friction.

This is another example of the economy of using a familiar knot to learn a new one. It’s like the relationship between the clove hitch and the two half hitches, which is made with a turn around an object, then a clove hitch around the standing part.

Many knots, like this one, have more than one name, and different knots may be known by the same name. To avoid confusion, writers often specify knots by their listing numbers in the Ashley Book of Knots (ABOK). Ashley’s book is the most comprehensive account of practical and decorative knots and rope work ever written. It’s a lively, humorous, indispensable reference for knot enthusiasts and is available in the MMSD bookstore. The midshipman’s hitch appears as ABOK #1729, #1855, etc.

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, and stopper hitch. First things first!

~ David S. Clark
The motion picture Phantom opened in theaters on March 1st to largely poor reviews. Still, however, the MMSD’s B-39 served as the backdrop for nearly 80% of the film. Co-starring with the B-39, the 1914 Pilot also appears in the film. Starring David Duchovny, Ed Harris and William Fitchner, “A cast of solid actors do what they can to elevate the material, but Phantom’s script is too clunky and devoid of tension to bear comparison to its thematic predecessors,” states the website Rotten Tomatoes. Reviews seemed similar across media outlets.

It’s difficult to describe positive results in such a large swath of negativity, but once again, the Maritime Museum of San Diego has once again shined on the big screen. The tops’l schooner Californian has appeared in the film Amistad, while HMS Surprise has appeared in two major motion pictures, Master and Commander: The Far Side of the World and Pirates of the Caribbean IV: On Stranger Tides. There are not very many places where a 19th century tops’l schooner, and 18th century British Naval frigate and Soviet-era submarine are located this close to the scouting eye of Hollywood. Soon, what appears to be an eclectic collection will be joined by San Salvador, a replica of a 16th century galleon. One wonders how long before this vessel will make it to tinseltown.

Further Reading:
- Sub thriller filmed at Maritime Museum
- Sub Sets the Scene
- Film Trailer
The crops in the Lake district have been over estimated. Labor is much wanted. The Euterpe brings 160 passengers and the Lutterworth 104, most of them for Brogden. The Paterson takes them to Moeraki at once. There was one death and three births on board the Euterpe during the voyage.

Dunedin, Sunday

Courtesy of the Wellington Independent
April 7, 1873
COMMERCIAL

DUNEDIN. The “Daily Times” of the 7th, reports: “Business during the week has been fairly brisk, only that importers have annoyingly felt the difficulty that exists in supplying demands for goods, stocks of which have run, in some cases, very low, while in others they are cleared out of the market altogether. The Euterpe is looked to for meeting some immediate requirements from her large general cargo. Bottled stout of popular brands is well cleared out of first hands; but there are shipments in the vessel just named, of this, as of ale, which have come to a good market, and will meet with ready sale.

Courtesy of the Press
Wednesday, April 9, 1873

A fine lot of pure-bred Lincoln sheep, selected from several celebrated flocks in Lincolnshire, arrived at the Invercargill railway station on Tuesday, 8th inst., enroute for Messrs. Sutton Brothers’ farm at New River. The mob comprised six rams and fourteen ewes. The sheep were brought from England under the care of one of the Messrs. Sutton, in the Euterpe, which arrived at Port Chalmers on Friday, 4th inst., after a passage of 120 days. Notwithstanding the long passage all the sheep shipped arrived in good condition. These sheep show an evenness of appearance which is always a mark of good and careful selection and pure breeding. We are informed that the flocks from which they were procured contain the strain blood of Messrs. Kirkham, Topham, Chaplin, and Robinson’s flocks, all well-known names in the county of Lincoln as first-class breeders of this description of stock.

Courtesy of the Southland Times
Friday, 11 April, 1873

TO ARRIVE.
Per City of Bombay, Euterpe, and Chattamoga.
36 casks Oyster’s Porter, 3 to 6 grains
24 do Silica’s Port
20 do M. & S. Haryawan
100 cases Whisky
60 do Rock
70 casks Brandy, Hennsey’s, O’Hara’s, and M’Gonigles
250 cases do, do, and do
300 cases Whisky, Campbell and Glenlivet
400 cases Townsend & Songhurst
210 barrels Crushed Loose Sugar
400 casks Sydland’s Teyling Wife, Nos. 5, 7, and 8
40 do Galvanized Iron, Morewood’s, Lyons & Co., &c.
500 cases Cement
15 do Harrell’s and Howell’s Malt
14 do pocket Gas, 1971
40 cases Nails, nails and fuses
60 boxes Tin Plate
20 boxes Cornacks
100 gallons Oil
30 do Printing Paper
15 do Brown Paper
100 cases Wine Corks
50 barrels Whaling
40 casks Carbonate of Soda
20 cases Tannic Acid
20 do Soap Powder and Black Lead
600 do Bessia, Palmer’s, and Bell’s Black
2 superior Plinas, Hopkinson’s
20 casks Day and Martin’s Blacking
12 do Soap Powders
22 barrels Molasses
5 tons Castile Soda
70 casks Balsam of Peru
15 casks Gypsum’s Black Cigars
150 casks Chamberlain’s Vinegar
100 cases
50 do Killie’s Confectionary—Jubes and Candied Peel
250 packages Currants, Raisins, Figs, Nuts, and Almonds
40 casks Taylor’s Chocolates and Cocoa
199 do Salted Oil, Raisins, and other Olives
75 do Sago, Arrowroot, Macaroons, and Salmon

W. and O. TURNBULL and Co.
11th February, 1873.

SHIP EUTERPE
FOR LONDON.

The Shaw, Savill and Albion Company’s ship Euterpe, Captain Hoyle, cleared at the Customs for London yesterday, and at 10 o’clock this morning got under way for London. The Euterpe has been here for three months, having arrived on
the 5th December, and during that time Captain Hoyle has made many friends, all of whom, we feel sure, will unite with us in wishing him and his officers a pleasant voyage home.

The following is a summary of her cargo from here:

Shipped by Messrs Kinross and Co.

<table>
<thead>
<tr>
<th>L</th>
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<tbody>
<tr>
<td>1157 bales greasy wool</td>
<td>14047</td>
<td>0 8</td>
</tr>
<tr>
<td>428 bales scoured wool</td>
<td>5232</td>
<td>16 0</td>
</tr>
<tr>
<td>4 bales greasy skins</td>
<td>28</td>
<td>2 6</td>
</tr>
<tr>
<td>2 cases effects, valued at</td>
<td>15 0 0</td>
<td></td>
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Shipped by Messrs Murray, Roberts and Co.

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<tr>
<td>1232 bales, 823 pockets greasy wool, valued at</td>
<td>14810</td>
<td>0 4</td>
</tr>
<tr>
<td>186 bales greasy skins, valued at</td>
<td>2534</td>
<td>2 0</td>
</tr>
<tr>
<td>90 casks tallow, valued at</td>
<td>457</td>
<td>18 2</td>
</tr>
<tr>
<td>95 bales greasy skins, valued at</td>
<td></td>
<td></td>
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<tr>
<td>1241</td>
<td>5 0</td>
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Shipped by Messrs Williams and Kettle.

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<tr>
<td>514 casks tallow, valued at</td>
<td>3470</td>
<td>0 0</td>
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<tr>
<td>59 bales, containing</td>
<td></td>
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<tr>
<td>9502 greasy skins, valued at</td>
<td>566</td>
<td>10 0</td>
</tr>
<tr>
<td>477 bales greasy wool, valued at</td>
<td>5054</td>
<td>4 1</td>
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Shipped by Messrs Common, Shelton and Co.

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<tr>
<td>311 bales greasy wool, valued at</td>
<td>3622</td>
<td>14 0</td>
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<tr>
<td>5 bales scoured wool, valued at</td>
<td>52</td>
<td>6 0</td>
</tr>
<tr>
<td>1 bale greasy skins, valued at</td>
<td>11</td>
<td>17 6</td>
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Shipped by Land and Loan Company.

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<tbody>
<tr>
<td>5 casks pelts, valued at</td>
<td>49</td>
<td>10 0</td>
</tr>
<tr>
<td>1 cask tallow, valued at</td>
<td>7</td>
<td>3 9</td>
</tr>
<tr>
<td>25 bales scoured wool, valued at</td>
<td>347</td>
<td>3 0</td>
</tr>
<tr>
<td>20 bales greasy wool valued at</td>
<td>195</td>
<td>1 6</td>
</tr>
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Shipped by Messrs Banner and Liddle.

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<tbody>
<tr>
<td>8 bales scoured wool, valued at</td>
<td>90</td>
<td>8 0</td>
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The following is a summary of her cargo from here:

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<td>51837</td>
<td>10 6</td>
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The Euterpe is now a full ship, and will clear at the Customs for London to-day, probably getting away to-night.

The following returns have been kindly furnished by Mr Mahon, House Steward. Sick Return. In hospital at last date, 15 males, 6 females, admitted during month, 16 males, 5 females; discharged, 8 males, 7 females; died, 4; remaining date, 19 males, 4 females.

Death Return. Jas. B. Hannah, April 7, aged 03, Inspector of Bridges, native of Scotland, late of Waipukurau, nephritis and vsyncope, ten days in hospital; John Farroil, April 9, aged 24, seaman, native of Liverpool, late of ship Euterpe, fever, one hundred nineteen days in hospital; Thos. Smith, April 9, aged 46, farmer, native of England, late of Napier, fever, five days in hospital; John Gimblett, April 15, aged 42, farm laborer, native of England, late of Petane, fever, nine days in hospital.

Courtesy of the Daily Telegraph

Friday, March 5, 1886

Friday, April 30, 1886

The Euterpe is now a full ship, and will clear at the Customs for London to-day, probably getting away to-night.

April 9, aged 24, seaman, native of Liverpool, late of ship Euterpe, fever, one hundred nineteen days in hospital; Thos. Smith, April 9, aged 46, farmer, native of England, late of Napier, fever, five days in hospital; John Gimblett, April 15, aged 42, farm laborer, native of England, late of Petane, fever, nine days in hospital.

Courtesy of the Daily Telegraph

Friday, April 30, 1886
The Shaw, Savill, and Albion Company's ship Euterpe leaves the export pier at noon to-day for London, with the following cargo: 5252 bales wool, 70 do rabbitskins, 40 do sheepskins, 25 do leather, 2 do glue pieces, 1000 sacks wheat, 144 bags antimony, 156 casks tallow, 58 do pelts, and 5 do oil.

Courtesy of the Otago Daily Times Thursday, April 13, 1893

Ferry Steamer Berkeley Does More Damage at the Union Depot.

The ferry steamer Berkeley ran amuck again on the 9:30 a. m. trip yesterday. On account of the tide she had to enter the slip at full speed. She gathered so much way that both screws going full speed astern could not overcome it and she crashed into the bulkhead. Two hours later the same thing happened, and consequence a great deal of damage was done. The new freight shed just completed for Wells, Fargo & Co. was moved eight inches by the concussion and all the windows were broken. Braces were snapped, fender piles broken short off and the flooring torn up. The steamer was not damaged to any great extent and continued running throughout the day.

Courtesy of the San Francisco Call Wednesday April 5, 1899

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SHAW, SAVILL AND ALBION COMPANY

LONDON, April 27.

The Shaw, Savill, and Albion Shipping Company, Limited, has declared a dividend at the rate of 5 per cent, per annum. The company has disposed of four ships, viz., Crusader, Euterpe, Glenora, and Hudson.

Courtesy of the Sydney Morning Herald Saturday, April 29, 1899

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EUTERPE REINSURED.

Longest Recorded Trip Between the Sound and Australia.

The Hawaiian ship Euterpe, which sailed from Port Townsend on October insured in San Francisco at the rate of thirty-five per cent. Many vessels that left on the same trip long after the Euterpe arrived at their destination long ago, and it was feared that the Euterpe had been lost. Just as the reinsurance began the Euterpe arrived, having made the longest trip on record between the Sound and Australia.

Courtesy of the Hawaiian Star Saturday, April 7, 1900
YOUTH DROWNS AFTER FALLING

ALAMEDA, March 5. While attempting to climb up to the bowsprit of the ship Euterpe, in the estuary near the United Engineering Works this afternoon, Alfred O'Brien, 19 years old, fell fifteen feet, struck upon the fluke of an anchor, dropped into the channel and was drowned.

- Arthur Horn of 891 Oak street, William Lane of 912 Park street and Herbert E. Evans of 2001 Clinton avenue were with O'Brien when he lost his life. Horn dived from a small boat and succeeded in dragging the limp form of his companion to the surface, but was unable to swim with him to a place of safety and was forced to relinquish his hold on the drowning youth for fear of being pulled down himself. O'Brien was an expert swimmer, but it is thought that he was rendered helpless when he hit the anchor fluke. The body was recovered this evening.

O'Brien was a native of this city and the son of Mrs. Annie O'Brien of 1105 Court street. He was a brother of Charles O'Brien, who was the fireman on the narrow-gauge train that ran through the

Euterpe Returns in Distress

The American bark, Euterpe which left here March 18 for Prince William Sound with a heavy cargo of cannery supplies and a number of white and Chinese laborers, returned to port yesterday in distress. Soon after she left here she ran into a northwesterly gale. When about forty miles west of the Farallones her fore rigging on both sides was carried away the loss of these supports caused the springing of the foremost, and the Euterpe returned to port for repairs. Part of her cargo will have to be discharged before the repairs can be made. It will be a week or ten days before she is ready to resume her voyage.

Alfred O'Brien Drops From Bowsprit, Hits an Anchor and Is Headend Helpless.

Courtesy of the San Francisco Call Friday, March 21, 1902
Webster street draw into the estuary fifteen years ago, when many lives were lost. Since that time the fireman has never been seen and his relatives do not know what has become of him. The boy was also a brother of Miss Ella O’Brien, formerly one of the brightest teachers in the local school department, who later became a priestess under Prophe Alexander Dowie in Zion City.

Courtesy of the San Francisco Call Monday, March 6, 1905

INVESTIGATE CRASH OF FERRY BOATS

Marine Inspectors Hold Inquiry, to Determine Responsibility for Collision

An investigation to determine the cause of the collision between the ferry steamers Berkeley and Encinal Thursday morning during a fog on the bay was held yesterday by Inspectors of Hulls and Boilers B.F. Boles and J.K. Bulger. Several witnesses, including the captains and mates of the two boats, were called to the stand, but no decision was reached by the inspectors.

James Blaker, captain of the Berkeley, was the first witness. He testified that he did not see the Encinal on account of the low fog until within a hundred feet of her. Captain Blaker said that his vessel was not under full way, as he had just left the slip. When he did see the Encinal he sounded the danger whistle and rang for the engineer to back the boat. His testimony was corroborated by Nicholas Nelson and Samuel Forsberg, first and second mates, who were in the wheelhouse with him at the time.

Captain William Murphy of the Encinal testified that he had seen the Berkeley leaving the slip and had sounded two whistles, but the view of the steamer was immediately cut off by a bank of fog that was suddenly blown from the southeast. He immediately stopped his engines, but seeing a moment later that there was to be a collision, he started the engines so that the boat would be thrown around to receive a glancing blow. His testimony was corroborated by Hans Anderson, first mate of the Encinal, who was in the wheelhouse at the time.

Courtesy of the San Francisco Call Sunday, April 18, 1909

Vessels Engaged in Salmon Trade Prepare to Depart

Vessels engaged in the salmon trade in northern waters are being put into condition for this season’s service. Within a short time the big fleet will sail northward. In all twenty-two vessels are being made ready. Some of those are in Oakland Creek, one or two are at Port Costa and the others are scattered
at different docks along the water front. The total registered tonnage of these craft is about **22,000** tons.

It takes hundreds of dollars to equip this collection of sea-goers, but in return they bring back salmon the value of which runs into the thousands.

Following is a list of the vessels now being fitted out for this trade:

- Steamer Alitak, **73** tons; ship Bohemia, **1528** tons; bark Coalinga (renamed Star of Chile), **874** tons; steamer Chilket, **98** tons; barkentline Centennial, **1138** tons; bark Electra, **939** tons; bark Euterpe (renamed Star of India), **1247** tons; schooner Expansion, **51** tons; steamer George F. Haller, **81** tons; steamer Jennie, **69** tons; steamer Kadiak, **55** tons; schooner L.J. Morse, **127** tons; schooner Mizpah, **41** tons; ship Oriental, **1550** tons; steamer President, **425** tons; schooner Prosper, **229** tons; steamer Reporter, **26** tons; schooner Rita Newman, **120** tons; ship Star of Italy, **1474** tons; ship Santa Clara, **1458** tons; ship Star of Russia, **1898** tons; bark Star of Peru, **976** tons; ship Star of Alaska, **1554** tons; ship Star of France, **1522** tons; ship Standard, **1461** tons; steamer Thistle, **56** tons; and ship Tacoma, **1651** tons.

Courtesy of the San Francisco Call Monday, March 25, 1907

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**PANIC ON BAY WHEN FERRIES COME TOGETHER**

Bay City and Berkeley, Laden With Passengers, Collide in Clear Weather

Officers of Each Vessel Blame Other for Disregarding Course Signals

Hundreds of homebound Commuters became crazed with fear and rushed wildly for life preservers when the ferryboats Bay City and Berkeley crashed at 6:47 o’clock last night off Goat Island. Both vessels were badly damaged by the impact. Many women passengers became hysterical and fainted, but none was injured. Each captain shifts the blame to the other. There was no fog charging over the bay and the exact cause of the collision could not be explained.

Only the prompt action of the crews, assisted by special policemen and male passengers, prevented many from jumping from the ferryboats. In several instances it was necessary to use force in order to keep frightened men and women on the boats. Pandemonium reigned on both steamers and cries of the terrified could be heard far across the water.

Blame Not Fixed

The officers of the Bay City accuse the officers of the Berkeley of not heeding signals and of running off their proper
course. The Berkeley’s officers, on the other hand, say the Bay City ran off its course and gave a wrong signal.

Both the Berkeley and the Bay City are tied up for repairs. The extent of the damage to each could not be estimated last night.

Leaving Alameda at 6:35 o’clock for San Francisco, the Bay City, Captain Rogers in charge, arrived at a point southwest of Goat Island at about 6:47 o’clock. The Berkeley, Captain Jones in charge, left San Francisco for Oakland at 6:35 o’clock. Captain Jones was not in the pilot house at the time the ferry boats collided, the post having been turned over to First Officer Al Johnson.

Johnson’s account of the collision follows:

“So soon after the Berkeley left its slip on the San Francisco side, Captain Jones turned over the wheel to me. I proceeded along at the usual rate of speed, keeping a sharp lookout for passing craft. Just as I got abeam of Goat Island I saw the Bay City rounding the island. I gave the usual signal to denote that I would steer a course to the starboard. This was answered.

Story of Collision

“I kept on my course, and just before we were due to pass one another the Bay City’s quartermaster threw his wheel over, and that steamer started right across my course. I blew my whistle and threw the wheel off a little in order to give plenty of clearance and to allow for the swell. Instead of straightening up and steadying his vessel, the Bay City blew some sort of a signal and then sailed a course which was dead across mine.

“Fearing trouble, I then swung my tiller hard over. I would have cleared the steamer even then, if the Bay City pilot had kept his vessel steady. Instead he must have eased over, for his bow took me on the starboard nearly amidship. When I saw a collision was coming I rang my engine bell to go astern and just before we hit I rang my engine bell for full steam astern, to prevent further damage. My steamer rocked from the impact and I shipped some water over the forward bow.

“Captain Jones came to my relief then and took charge of the Berkeley.”

Contradictory Account

The story told by the officers in the pilot house of the Bay City directs the responsibility and blame for the collision upon the Berkeley.

Captain Rogers, in speaking of the affair, says:

“I left for San Francisco at the usual time and was swinging into my regular course around Goat Island. I had hardly reached a point off the island when the Berkeley hove into my course. I signaled for the Berkeley to respect my course and I got two whistles in answer. Instead of keeping off as he should have done and as he signaled he would, the Berkeley pilot came directly across my path. This is easily proved by the holes my bow made in his starboard midships.

“West bound steams from Alameda to San Francisco always have a little trouble on account of the current which sweeps around Goat Island under certain wind conditions, but it was unusually smooth this evening.

To dispute the statement of the Bay City captain, First Officer Johnson of the Berkeley says the former steamer’s pilot not only swung off his right path, but that he did not hold to a straight course even then.

LIFE PRESERVERS SEIZED

When the two ferry boats came together hundreds of passengers on both vessels wrenched life preservers from their lockers. Scores donned them, and others carried them and ran on deck. “A few seconds after the collision officers and hands of both vessels quickly passed among the passengers and quieted the more frightened and
March

1942, March - The 1904 steam yacht Medea ends her service with the Norwegian Navy during World War II.
1902, March 1 - During a heavy storm, the steam ferry Berkeley is blown into Long Wharf in Oakland.
1930, March 4 - George Kettenburg Jr. launches the first of his PC class sailboats named Scamp after one of his sisters.
1866, March 5 - After encountering a cyclone off of Madras in November of 1865, the full-rigged ship Euterpe departs Trincomalee with jury-rigged sails bound for Calcutta for more extensive repairs.
1905, March 5 - While attempting to climb up to the bowsprit of the ship Euterpe, Alfred O'Brien slips and falls, striking an anchor fluke. O'Brien subsequently drowns.
1849, March 7 - After making repairs, the United States Revenue cutter C.W. Lawrence departs Rio de Janeiro on her maiden voyage to San Francisco.
1866, March 15 - The full-rigged ship Euterpe arrives in Calcutta, requiring extensive repairs.
1905, March 16 - Capt. C.H. Blaker of the steam ferry Berkeley has his license suspended as a result of the collision with the Point Arena.
1902, March 18 - The bark Euterpe begins her first voyage in the salmon industry for the Alaskan Packers Association.
1902, March 21 - The bark Euterpe returns to San Francisco after three days at see in distress. She had encountered a northwestern gale, carrying away her fore rigging.
1898, March 27 - Euterpe arrives in Port Chalmers on her last voyage as a New Zealand emigrant ship.
1906, March 30 - Representative Julius Kahn of California introduces bill HR-17600 allowing the Alaska Packers Association to rename their fleet of ships, this included renaming the bark Euterpe to Star of India.

April

1796, April 1 - The French frigate L’Unite is captured by the British Navy and renamed HMS Surprise.
1906, April 9 - The schooner Fay Templeton collides with the steam ferry Berkeley.
1971, April 12 - The diesel-powered research submarine U.S.S. Dolphin deploys to the Bay of Alaska with the U.S.S. Baya and U.S.N.S S.P. Lecon a sonar and oceanographic expedition.
1982, April 12 - The diesel-powered research submarine U.S.S. Dolphin deploys in support of Upper Ocean Turbulence Experiments sponsored by the Naval Post Graduate School in Monterey, CA and the University of British Columbia in Vancouver.
1543, April 14 - The fleet of Juan Rodriguez Cabrillo’s Pacific Coast expedition returns to Navidad, Mexico. Led by the flagship, San Salvador, Cabrillo had died from an injury in January.
1873, April 14 - The full-rigged ship, Euterpe completes her first circumnavigation arriving in the city of Dunedin.
1909, April 15 - The steam ferry Berkeley collides with the steam ferry Enicinal.
1899, April 17 - Due to a rip current, the steam ferry Berkeley gets sideways and jams itself in her slip.
1906, April 18 - After the 8.3 earthquake in San Francisco, the steam ferry Berkeley joins 30 other ferries in disaster relief.
1992, April 22 - Underway for a two part exercise to test a new high resolution Radar system under development by Naval Ocean Systems Center., the U.S.S. Dolphin submerged to periscope depth off the Point Loma coast while tests were conducted to determine the detectibility of submarine periscopes by radar.
1888, April 25 - While conducting a Fast Cruise, the U.S.S. Dolphin experiences a runaway engine. Requiring a replacement engine block, the Dolphin required a dry-dock and hull cut.

This Month

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