On the ‘Tween Deck

• Surprise Gets Busy
• Swift Boat Sailors Reunion
• San Salvador Update
• Knots redux - The Tugboat Hitch

My wife and I recently returned from a trip to Ramsey, on the Isle of Man, birthplace of the Star of India. There are easy flights from London to Castletown, then a 45-minute drive up to Ramsey. I just wanted to see the town, the shipyard, and if possible, meet some of the locals; i.e. I wanted to get

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
a feel for the people and the place that built such a remarkable ship. Discussing my plans with Ray Ashley, he put me in touch with John Donnelly, the Ramsey Town Administrator. This turned out to be a real gem! John and his wife Lorraine adopted us and served as both our hosts and tour guides during our stay on the Isle of Man. As a member of the sail crew, I was treated as a very special guest in Ramsey, and John was able to make some introductions and to set up some opportunities that I would have otherwise missed.

Right after we arrived and got settled in our hotel, we took a brief stroll around the town. The Town Hall was closed at the time, but we noticed that every window of the Town Hall was plastered with photos relating to the Star of India. John Donnelly explained that they are already getting geared up for the 150th anniversary of the Star and the window display is a part of this. Among the photos that caught my attention was one of a plaque commemorating the birthplace of our ship. I set out to locate that plaque and easily found it on the waterfront, directly across from the slipways at the shipyard. Obviously, the people of Ramsey are well aware of the status of Euterpe/Star of India as the world’s oldest active sailing ship and they are justifiably proud.

There does seem to be some uncertainty regarding how much the slipways have changed over the years. It seems amazing, but not impossible, that as large a ship as Euterpe could have been built and launched in such a restricted space. However, I could see no other possible location that appears more promising. I took several photos hoping to compare today’s slipways with the historic photos of the launching of Euterpe, but...
have yet to convince myself one way or the other.

On Friday morning, John took us to the Office of the Town Commissioners. The entire lobby of the building is being given over to a display of photos and paintings of *Euterpe/Star of India*. The celebration of the 150th anniversary is still six months off, yet the display is already taking shape nicely. I can only imagine what it will be like in November.

John arranged introductions with some of the enthusiastic members of the Town Commission. Margi Bird and her husband Paul Bolton are planning on representing the Ramsey Town Commissioners in San Diego for the 150th anniversary sail. She is fluent in Manx Gaelic and suggested that she might be able to teach us a sea shanty in that language. I am hoping that somebody from our sea shanty group (i.e. someone who can carry a tune better than I) takes her up on that offer – how appropriate to be singing in Manx Gaelic as we put out to sea!

I also met Capt. Nigel Malpass, chairman of the Town Commissioners, shown here wearing the rather impressive symbol of his office. He is a seafaring man and is suitably impressed by the longevity of *Euterpe/Star of India*. I think he was most impressed by the fact that the Star’s bilges remain fairly dry even after her long hard years of service. He has become interested in locating Islanders who are direct descendants of those individuals who built the ship. He has been pouring through documents in the Manx Museum in Douglas searching for any information that might help in identifying shipyard workers of 1863.

Posing with Capt. Malpass is Heather Ruffino, who has the lead in collecting and displaying images of the Star that are taking over the Town Hall lobby. He has also located what may be some additional photos of the launching, so perhaps we will be able to better answer the question about the location of the original slipways.

The Town Commissioners seemed rather excited to have a member of the sail crew visiting Ramsey, and John had arranged for the local radio station to interview me, with Capt. Malpass and Heather. We informally discussed plans for the 150th anniversary sail in San Diego and accompanying events in Ramsey. I have not heard the final edited version of the interviews, but my understanding is that there has been so much interest that it has been rebroadcast several times.

A major highlight of the trip for me was the opportunity to tour the shipyard. This is not generally open to visitors, but John Donnelly was able to set up a special tour just for us, including meeting the current owner. Glyn Jones purchased the yard about five years ago and continues to operate it on a limited basis.
I think he has less than a dozen employees today. Obviously, they are not building big iron sailing ships anymore. A swing bridge was built across the inlet in the 1890’s and today it would be impossible to get such a large ship up the channel to the shipyard. But they do some repair and salvage work on smaller vessels. In this shot, Glyn is showing us the slipways (John Donnelly is partially hidden behind Glyn). The shipyard seems very quiet and peaceful today, what with swans swimming in the inlet, and it’s difficult to imagine what it must have been like back in the 1860’s with a workforce of hundreds (or thousands?).

The channel between the shipyard and the town of Ramsey is really quite narrow. This shot shows the town of Ramsey as viewed from the shipyard, and it is difficult to imagine launching a ship as large as Euterpe on these ways.

However, this old photo of the shipyard (circa 1970) emailed to me by John Donnelly, seems to indicate that there might have been sufficient room prior to the construction of the swing bridge seen in the background. It would have to be done at high tide and it would be necessary to use tugs to tow her out of the channel relatively quickly, but it seems possible.

Glyn has an appreciation for old things and he has saved and restored some of the tools and machinery of earlier times. For example, rather than just discarding the old riveting and blacksmithing tools, he has mounted them on one wall of his machine shop in a rather attractive display. I get the impression that his machine shop may be an important aspect of the shipyard’s current business. The place seems rather timeless, with a combination of old and new equipment.

There is much to see and do on the Isle of Man but I have focused on those aspects of our trip that seem most directly related to Euterpe/Star of India.

When we left the Isle of Man, I came away with the impression that these are tough, self-reliant, seafaring people who are proud of their heritage and keenly aware that their ancestors built a special ship that managed to survive a long and difficult history. If we were not...
The steam yacht *Medea* departed Marine Group on June 21. 1904, the mid-hulled steam first stage of luxury vessel Scottish proceeded to world wars and to be interim busy history, used as a luxury vessel. The 134 foot vessel still routinely departs the museum on chartered special events.

PS: John recently sent me another example of the locals’ recognition of the Star’s place in Ramsey’s history. At a recent event of the Manx Model Boat Club, Doug Davidson proudly displayed his wonderful model of the *Star of India*.

~ Carl Scragg, MMSD Volunteer

**Medea Returns Home**

MMSD volunteer Paul Fiedler waits at the mizzen top to help guide the royal yard aloft.

On her return from dry-dock last month, the full-rigged ship HMS *Surprise* was swarmed over by a busy crew as her mizzen topmast was re-stepped and re-rigged.

As impressive as the boat lift at Marine Group is, it cannot accomodate the height of her mizzen.

**CLICK HERE** to view The Port of San Diego’s video of her dry-dock in 2010.

*Surprise’s* routine dry-dock schedule, and hence it’s regular down-rigging of her mizzen has become one of the best opportunities for topman to gain....
experience. And not just them, crew working the deck also have the chance to learn and re-educated themselves as well, as that yards are given a complete overhaul during her dry-dock.

All this comes together upon her return as all the puzzle pieces need to be put back together again.

Scott Goldman leads the deck gang.

All ahnds haul the gantline, hoisting the royal yard aloft.

Additional crew finish the rigging on the deadeye lanyards.
Lori Davis and Art Pryor continue work on the spanker.

From deadeye lanyards, footropes to hoisting yards back aloft, and subsequently her sails.

This year, the busy bees occupying Surprise are also engaged with busy aloft work on Star of India as she prepares to sail again this November in celebration of the 150th anniversary of her launch. The museum’s schooner Californian and Surprise will join in, in honor of the Grand Old Lady.

Elsewhere...

HMS Surprise isn’t the only place at the MMSD busy as a hornet’s nest. The Star of India’s birthday is more or less the birthday of the Maritime Museum as well.

Volunteer James Thayer works a companionway...

...Bob Stevens chips rust from the floating dock...

Pete Sharp is at the highest point on Star of India’s mizzen mast, the truck.
The deck work around the foremast is roughly finished with final repairs to the forward side of the galley to be completed.

The 'tween deck under the main hatch begins to look ready for furniture.

The foremast itself gets her sailed bent on.

Meanwhile at *San Salvador Village*...
The Swift Boat Sailors Association held its annual reunion at the Maritime Museum of San Diego between May 8 thru 12. One of the highlights of the reunion was the newly restored PCF-816, which served as a training vessel here in San Diego during the Vietnam conflict.

Donated by the Armed Forces of Malta last year, PCF-816 just returned from Marine Group after a

Shipwrights are now finishing up wales and covering boards.

The deck planks have been installed.

The complex joinery of the stern are in progress.

Mark Gallant, whose strong efforts on behalf of the MMSD to ensure preservation and donation of PCF-816, acted as host aboard PCF-816 over the weekend.
During the reunion, swift boat veterans became the first passengers aboard PCF-816.

There is still much to manage for the complete restoration of the swift boat. There is, however, still work to be done as the MMSD seeks to obtain a USCG Certificate of Inspection (or COI) in order to provide daily bay tours a la Pilot.

In opposition to Pilot, however, PCF-816 will concentrate on the history of San Diego’s relationship with the United States Navy.

Throughout the weekend’s activities a special COI allowed veterans to be the first passengers on board for regularly, but special for the weekend only, outings on the bay. More than one veteran probably trained on this vessel, more than one assuredly helped secure her preservation and efforts in restoration.

The Work Isn’t Done

There is still much to manage for the complete restoration of the swift boat.

CLICK THE GRAPHIC to see what you do to help.

New Art Exhibit to Open

Maritime Museum to display new works by Joe Gleason

EMBARCADERO—Forty inspiring Gleason paintings generously loaned to us from The Kelton Collection and the artist’s family. Exhibition curator, Marcus De Chevrieux, is adding to this exhibit personal artifacts from the Gleason family to give visitors more of the story behind this remarkable multi-talented man.

About the artist: A sixth generation Californian, Joe Duncan Gleason, 1881-1959, was a true renaissance man. Equally adept at landscapes and portraits, he is best known for his marine and harbor scenes. More than an accomplished artist, Gleason was also a philanthropist, historian, author, musician and world class gymnast. He won the international Championship on the Roman Flying Rings eleven times. He worked as a production design artist for MGM and Warner Brothers studio helping to create such seafaring classics as “Yankee Clipper” (1926) and “Captain Blood” (1935). You will learn more about Gleason in this engaging exhibit which is not to be missed. Picture of painting Homeward Bounder is attached.

Entrance to the exhibit is included with normal museum admission and
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 Clark
The Bark Colooney and H.M.Steamer Driver.

An occurrence in our harbor a day or two since, and the representations thereof affecting correctness appearing in print, have caused much feeling among a highly respectable portion of our community, and given rise to some complaint. We deferred giving the particulars as they were generally accredited, and we have been subsequently made sensible of the misconception which we first formed. We now “present them below, in the letter of Capt. Fraser. From an article which appeared in the columns of the Pacific News yesterday morning, it might be inferred that Messrs. Starkey, Janion & Co, merchants of this city, were the agents and consignees of the bark “Collooney.” We are enabled however to state, upon the best authority, that the Firm in question has never been in the slightest degree connected or interested in that vessel nor were they even informed of her movements upon the occasion which has given rise to our contemporarie’s remarks.

U.S. REVENUE BRIG LAWRENCE,
San Francisco, May 2, 1850.

Messrs. Editors: Having noticed in one of the newspapers of yesterday an article which reflected with great severity upon Capt. Johnson, of H.B.M. Steamer “Driver” and his officers, in connexion with the removal of the British bark Collooney from this anchorage, I felt it a duty to present the facts connected with the case, in order to relieve a gallant officer and most, estimable gentleman from unjust censure, particularly, as he sailed from this port before the article was published. The Editor of the paper was most assuredly misinformed upon the subject. The facts are these, the bark “Collooney” had been under seizure for violating the navigation laws of the United States and the case had been submitted to the decision of the proper authorities at Washington City. In order that the vessel might be employed the Collector consented to take bonds in the fall amount of the vessels value, as security, in case the legality of the seizure should be confirmed.

The bonds were to have been executed on the day the vessel was removed.

Capt. Johnson was in town and the steamer at Soucilito [sic]. He was waited on by the agent of the Vessel and informed that the British bark Collooney was ready for sea, that it was impossible to procure men, and was requested to furnish an officer and crew, for the purpose of navigating the vessel to Valparaiso, whither the steamer was also bound.

Capt. Johnson, as was his duty promised to furnish the necessary assistance provided the vessel could be removed to Soucilito, as he was fearful of the desertion of his own crew should he send them to town. The vessel was so removed and made ready for sea. I reached Soucilito just in time to prevent her departure, and on representing the case to the commanding officer of the Steamer, be expressed the greatest indignation at the deception which had been practised upon them, and surrendered the vessel to me immediately.

Capt. Johnson had not the slightest idea of the circumstances and had they been made known to him, would have rather taken measures to prevent her departure, than to have given aid in violating our laws. You will be pleased to give publicity to this, and very much oblige,

Your obed’t servant,
Alex. V. Fraser, Captain.

Courtesy of the Daily Alta Californian
Friday, 3 May, 1850.
Log of the Lawrence

Monday  June 4th

Commences with moderate breezes and misty weather. (Sgd) E.C.Kennedy 2d Lt
From 4 to 8 fresh breezes with thick cloudy weather with mist of rain. Sgd W R Pierce 2d Lt
From 8 to 12 moderate breezes and cloudy. Set top sails and trysail. (Sgd) I.S.S.Chaddock 1st Lt
From 12 to 4 fresh breezes and mists of rain. Wind hauling aft, furled the trysail. (Sgd) E.C.Kennedy 2d Lt
From 4 to 6 moderate winds & cloudy. (Sgd) W R Pierce 2d Lt
From 6 to 8 moderate winds with light showers of rain. (Sgd) I.S.S.Chaddock 1st Lt
From 8 to midnight moderate breezes and misty weather. At midnight hauled her up to NW. (Sgd) E.C.Kennedy 2d Lt
Served 37 rations.

Dist. by log- 143 miles, Lat D R 52.53S., Long D.R. 83.57 W.
Barom. Max 30.10, Min 30.05, Mean 30.07
Thermo. Air Max 39 degrees, Min 38, Mean 38.5
Water " 42 degrees " 41 " 41.6

Order -- U.S. Rev. Brig Lawrence - At Sea June 4th 1849

Sir, Your report of this date that there is now on hand about twenty nine hundred gallons of water is received. From the present appearances of the weather our position, and the comparative rapid progress we are making, we shall in all probability be able to replenish and supply in a few days. Should we called upon assistance to others. Under these circumstances you will cause the allowance to be increased to three quarts per man per diem until further ordered, and have this recorded upon the Journal. Very respectfully, Your Obt Servt. (Sgd) A.V.Fraser Capt.
I.S.S.Chaddock Esq 1st Lt
U.S.Rev.Brig Lawrence

OFFICIAL LOG

of the Ship Euterpe from Liverpool towards Calcutta

June 3rd 1864

Calcutta

This day discharged Quilty, Pagani, Walker, Howard & Makmollen, James Hannah & Smarin returned to their duty.

Chas Allen, having taken ill when undergoing punishment, was removed to the Genrl Hospital when his time expired.

W J Storry Master
Chas Sinclair Mate
May 16th 1865
At 8 A.M.

James Mullinger having left his work of his own accord the Mate ordered him to go to his Duty, he said that he would not go to his Duty. At 11 A.M. I sent for him & told him myself to go to his Duty when he blankly refused to work but requested permission to go on Shore but assigned no proper reason for going.

I told him that I would not allow him to go on Shore as he thought proper, that I had given him permission the Day before when he had not returned at the time appointed he still persisted in not doing any more Duty

W J Storry Master
Arthur John Whiteside 1st Mate
at full prices, the quality giving general satisfaction. Current quotations for ale in bulk (in bond) are: Bass's No. 3, L7; No. 4, L7 10s; Melvin's Edinburgh Nos. 3 and 4, L6 10s; Marian's, L7. Ale, Colonial, from L4 10s to 7 10s. Porter, Colonial, L5 to L6 10s. Ales in glass, Colonial, 10s all over; Tennent's, quarts (in bond), 10s 3d to 10s 6d; Younger's, 7s 6d to 8s. Porter in glass - Colonial, 19s all over; Guinness, quarts, 11s to 11s 6d. Pig Brand, quarts, 9s 6d; Blood's, quarts, 9s 6d; Machen's, 9s 6d; Younger's, 7s 6d to 8s.

Courtesy of the Otago Daily Times
Wednesday, May 14, 1873

Larceny. John Lewis, who had been arrested for drunkenness, was further charged with having stolen a church service and some clothing, the property of Wm. Jennings. The evidence showed that the prisoner was a seaman on board the Euterpe with the prosecutor. He left his ship on Tuesday morning. Shortly afterwards prosecutor missed some clothes and other things from his chest. He did not give prisoner leave to take anything from his chest. Constable Daley proved arresting the prisoner, and on searching him, finding the articles produced - a church service and some clothing. As there were some other clothes which had evidently been sold, and which the prisoner had sold, a remand was asked for in order that the purchaser of the goods might be forthcoming. The Bench remanded the prisoner until Saturday.

First Mate Algernon Back (or Beck, standing) and Captain Thomas Eddes Phillips of the ship Euterpe.

EUTERPE FOR LONDON.
Port Chalmers, This day.
Sailed—Euterpe, ship, Captain Bowling, for London, with a cargo of 4550 bales wool, 120 ditto rabbitskins, 77 ditto sheepskins, 20 basils, 16 ditto flax, 640 casks tallow, 16 ditto pelts, 520 cases meat, 50 bags bones, and 10 packages sundries.

Courtesy of the Daily Telegraph
Thursday, May 3, 1888
THE HARBOUR BOARD and the TE ARO RECLAMATION.

The Harbour Board met at 3 o'clock yesterday afternoon to take further evidence on the question of the Te Aro reclamation. Present-Messrs. Levin (Chairman), Jackson, Fisher, Nathan, Lancaster, Krull, and Captain Rose. Messrs. O. O. Graham (Town Clerk), Baird (City Engineer), Jones (Harbour Engineer), and Captain Holliday (Harbourmaster) were also present.

The Chairman stated that Captains Campbell, Phillips, and Bowton had been asked to give evidence, and were in waiting for that purpose.

Captain PHILLIPS of the" Euterpe," was first called, and said he could only speak with reference to vessels from Home. He had seen the plans, and it was his opinion that, by carrying the reclamation out as far as proposed, vessels would be put to very great inconvenience in berthing during strong north west winds, because they had to anchor on the south side of the wharf, and the vessels tailed round. By having the land so far out, there was a chance of damaging vessels at anchor in the vicinity. The breastwork would not affect a vessel like his, because, if she dragged, she would go ashore before reaching the breastwork, but damage might be done to vessels lying about.

Mr. FISHER asked if the witness considered it a part of the navigation of a ship to warp up to the wharf, as he understood navigation to mean by means of sails.

Captain PHILLIPS considered warping up a part of the navigation of his ship.

and pointed out that there were other means of navigating a vessel than by sail, e.g., by steam.

In answer to Mr. Levin, Captain PHILLIPS asserted that the reclamation up to the point proposed would interfere with the easy moving about of ships, as there would be a lot of small vessels in the way, but if small vessels were not in the way the difficulty would be obviated, as ships could not reach the breastwork.

Courtesy of the Evening Post
February 22, 1882

SHAW, SAVILL AND ALBION COMPANY, LIMITED.

S.S. TAINUI FROM LONDON.
EUTERPE FROM GLASGOW.

ALL ACCOUNTS and CLAIMS against the above Vessels must be REMITTED in duplicate to the undersigned not later than THIS DAY, (TUESDAY), the 19th INST., otherwise they will not be recognised.

Accounts referring to provisions must be rendered to the 5th, 9th, and Albion Company's Store at Lyttelton, all others to the undersigned.

DALGETY AND COMPANY LTD.,

WESTPORT LETTER.
[FROM OUR CORRESPONDENT]

The Euterpe left Wellington for Port Pirie ten days ago with the second cargo of Westport coal for Port Pirie, South Australia, amounting to 1500 tons. This cargo, like the former, was supplied by the Westport Colliery on behalf of the Ngakawau Coal Company's contract, the latter mine not being able to deliver till the railway line is completed.

Courtesy of the Press
Wednesday, 19 June, 1889
THE EUTERPE.

One of the finest of the Shaw, Savill, and Albion fleet of steel clipper sailing ships, the Euterpe, was towed into port this morning in fine condition, berthing at the Quay-street Jetty shortly before noon. The ship is in command of Captain Streater, who is assisted by Mr T. Richmond as first officer, and Messrs Strickland and P. Mahony as second and third respectively. Many will remember Captain Streater as being here about six years ago in the Lutterworth, and even before as the first mate of the old trader Crusader. Of the present voyage the captain reports leaving Dunedin on the 3rd inst. with a moderate north-east wind and meeting with a succession of comparative calms till Thursday, when the wind hauled to the east. The following day, when in the vicinity of the East Cape, the wind settled into the north, blowing a strong gale, with heavy head sea, which drove the ship some two hundred miles off the land. This was followed by a succession of light baffling airs and variable winds, which lasted till the Friday afternoon, when the East Cape was rounded, Cuvier Island being sighted at 7 o'clock on the Saturday morning, and the ship coming to an anchorage in Rangitoto Channel the same evening. Messrs L. D. Nathan and Co. are the agents for the Euterpe, and she will receive quick despatch for London at their hands.

Courtesy of the Auckland Star
Monday, 18 June 1894

SHAW, SAVILL, AND ALBION COMPANY'S LINE.
FOR LONDON DIRECT.
The Fine Iron Ship
EUTERPE,
1,197 tons.
R. Streater, Commander.
Is due at Auckland in a few days, and will be placed on the berth for London.
Shipper are requested to make early application for space, as the vessel will have all possible despatch.
L. D. NATHAN & CO.
Agents.

SHAW, SAVILL, AND ALBION COMPANY
(LIMITED),
MONTHLY LINE OF EAST PASSENGER STEAMERS BETWEEN ALL PORTS OF NEW ZEALAND AND LONDON.
The following powerful new, steel-built Steamer are appointed to leave for LONDON DIRECT as follows:

<table>
<thead>
<tr>
<th>Steamer</th>
<th>Tonnage</th>
<th>Register</th>
<th>Laid Down</th>
<th>Commander</th>
<th>Date of Departure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tainui</td>
<td>5031 5000</td>
<td>J. J. Evans</td>
<td>June 28</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gothic</td>
<td>7730 5000</td>
<td>J. W. Jennings</td>
<td>July 26</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Diana</td>
<td>4794 5000</td>
<td>C. H. Kerwood</td>
<td>Aug. 23</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Calico</td>
<td>4436 5000</td>
<td>H. Lindsay</td>
<td>Sept. 20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ionia</td>
<td>4753 5000</td>
<td>W. H. Kidley</td>
<td>Oct. 13</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

In addition to above, Cargo Steamer will be despatched at regular intervals. The accommodation for all classes of passengers is unsurpassed. The Homeward Route will be via Rio de Janeiro and Teneriffe, and the time occupied should not exceed 30 days. PASSENGERS CARRIED AT LOWEST CURRENT RATES, and provided with coastal tickets from Auckland to port of departure free of charge.

Return Tickets at Greatly Reduced Rates.
The undersigned are empowered to grant passages from London to New Zealand, payment for which has been guaranteed in this colony.
An experienced Surgeon will accompany each steamer.
Full particulars regarding Freight or Passage money may be ascertained from
L. D. NATHAN & CO., CRICKSHANK & Co., A. HEATHER.
The ferry steamer Berkeley was again in trouble yesterday. Something went wrong in the engine room on the a. m. trip and she was laid off for two hours. The Piedmont took up her running until the necessary repairs were made, after which the Berkeley went back on the route.

The first of the expected Home ships made her appearance off Otago Heads early on Thursday morning in the shape of the Shaw, Savill, and Albion Company's ship Euterpe. She brings 1500 tons of cargo, of which 1200 tons are for Dunedin, and the remaining 300 tons for Wellington. All things considered the Euterpe has made a very excellent passage out, only 117 days having been occupied between Belfast Bay and Otago Harbour. Of course this would have been considerably lessened had it not been for the continuance of adverse winds and weather which she has encountered from the outset of her passage. The Euterpe comes into port in very pretty order, and reflects very great credit on Captain Streater and his officers.

The quantity of coil exported to foreign and intercolonial ports during the week ended this afternoon was 40,366 tons, as compared with 11,807 last week, a decrease of 14,451 tons the distribution was as follows:- Victoria, 8450 tons; Honolulu, 4841; South Australia, 6700; Tanzania, 490; Chili, 5541; New Zealand, 4240; Noumea, 2200; Manila, 1936; United states, 2290; Panama, 1910; Fiji, 927; Macassar, 1825. Total, 40356 tons.

The barque Edayfed arrived to-day from Simon's Bay to load a cargo of Wallsend coal for Tal Tal, the ship Jane Hurrid arrived from Santos to load Seaham coal for Manila, and the ship Treasurer arrived from Table Bay to load Lambton coal for Manila. The barque Ellora sailed to-day for Panama with 1910 tons of Duckenfield coal, and the barque Linwood sailed for Manilla with 1936 tons of Seaham coal.

Operations at the Government hydraulic cranes at the Dyke have been fairly active during the week, the average daily output having reached 9000 tons.
A "Man Overboard" Scare.

The captain and crew of the ferry boat Berkeley declare they were made the victims of a miserable hoax on the 11 a.m. trip yesterday. While the vessel was in mid stream the cry "A man overboard!" went up. The deckhand who heard the alarm at once signaled the pilot house. The Berkeley was stopped and a boat lowered. A search of the waters within a hundred yards of the ferry boat was made, but not a trace of a would-be suicide could be found. The captain left the chief officer in charge of the pilot house and made a personal canvass of the passengers, but not a soul who saw a man Jump overboard could be found. Instead there was some slight evidence that the whole thing had emanated from a band of practical Jokers, so the matter ended there. If it was a false alarm it was a very poor kind of a joke, if it was not, one more unfortunate has met his fate in the waters of the bay.

Courtesy of the San Francisco Call
Wednesday, May 2, 1900

HAWAII'S TERRITORIAL LAW

Full Text of the Bill Signed by President Wm. McKinley, April 30, 1900

Section 98. That all vessels carrying Hawaiian registers, on the 12th day of August, 1898, and which were owned bona fide by citizens of Hawaii, together with the following named vessels claiming Hawaiian register, Star of France, Euterpe, Star of Russia, Falls of Clyde, and Wilsott, shall be entitled to be registered as American vessels, with the benefits and privileges appertaining thereto, and the coasting trade between the islands aforesaid and any other portion of the United States shall be regulated in accordance with the provisions of law applicable to such trade between any two great coasting districts.

Courtesy of the San Francisco Call
Thursday, May 10, 1900
Supreme Court Decision.

In the registry cases of the owners of the ships Euterpe, Willscott and Falls of Clyde against Collector McStocker, the Supreme Court has decided that the Circuit Court was right in overruling the motion to quash the returns. The owners will now have to prove bona fide ownership.

Courtesy of the Evening Bulletin
June 5, 1899

1776 — 1899

HURRAH!

For the

Fourth of July

TO ARRIVE FOR THE

I. X. L.,

A LARGE STOCK OF EASTERN

FIREWORKS!

DECORATION BUNTING,
AMERICAN FLAGS, ETC.

1218

SHIPS OF
ALASKA SALMON
FLEET ARE
ALL SAFE AT
DESTINATIONS

Bristol Bay Is Crowded With Vessels of Many Rigs and Sizes - Owing to Late Ice the Season's Pack May Fall Short

The ships Alex Gibson, Hecla and Eclipse and the bark Nicholas Thayer were, on June 10, the only vessels of the Alaska salmon fleet not safely anchored at their destinations. This quartet was then in sight, outside, and by this time the tardy four undoubtedly have joined, the others at the cannery anchorages.

Bristol Bay at present is probably the busiest harbor on the Pacific. The water is crowded with vessels of all rigs and sizes, and the shore is black with an army of fishermen, cannery hands, laborers, tally clerks and bosses of high and low degree. The remote Alaska port is therefore fairly humming with Yankee activity in full action.

The big windjammers are being towed about from wharf to wharf, some discharging the cannery supplies they carried from here and Puget Sound, and others filling their holds with the clean, new cases, tightly packed with freshly canned salmon. The steamers, Kvichak, Nushagak, Naknek, President, Kadiak, Thistle and Gertie Storey are working overtime as towboats, and ashore and afloat all hands are hustling hard to make up for the time lost through the unwonted lingering in those latitudes of Jack Frost.

The ice this year acquired a greater thickness than usual and
was provocingly slow in taking its departure. Most of the steamers are of small tonnage and the presence of the ice has added heavily to the labor of towing the sailing vessels to where they discharge or load. On account of the lateness of the Ice it is feared that the Alaska red salmon pack for this season will fall short. The following vessels had arrived at Bristol Bay, June 10: Electra, Nicholas Thayer, Will W. Case, Skagit, Premier, Prosper, Kolchak, Nushajak, President, Kadiak, Thistle, Gertie Storey, Alex Gibson, Charles F. Moody, Tacoma, Sintram, Bohemia, Star of France, Eclipse, Santa Clara, Hecla, Indiana, Columbia, Isaac Reed, Palmyra, Euterpe, Fresno, Himalaya and Coalinga.

Courtesy of the San Francisco Call
Friday, June 24, 1904

Safe at Bristol Bay

The following ships of the salmon fleet were at Bristol bay on June 1: Isaac Reed, Levi G. Burgess, Electron, Indiana, L. J. Morse, Premier, Mango River, Tacoma, Star of Italy, James Nesmith, Bohemia, Star of Peru, Prosper, Star of Chile, Kadiak, Nushagak, Koichak, Star of India, Oriental, Standard, G. F. Haller, Expansion, Lehua, B.P. Cheney, Paramlta, Mizpah.

Courtesy of the San Francisco Call
Tuesday, June 16, 1908

Deckhand Is Fatally Injured

Simon Johnson, a deckhand on the ferry steamer Berkeley, was fatally injured, on the arrival of the boat at 7:15 o'clock yesterday morning, the accident being witnessed by the commuters and other passengers, the women among them screaming with horror.

Johnson was dragging a truck loaded with trunks from the boat, assisted by other men pushing behind. When crossing the apron one of the wheels of the truck broke and Johnson's head was crushed between the truck and the stanchion supporting the apron. He was hurried to the harbor emergency hospital, but died. On the operating table the body was removed to the morgue.

Johnson was about 50 years of age and lived in Bay avenue, Melrose.

Courtesy of the San Francisco Call
Saturday, June 25, 1910
May

1900, May 2 - The crew of the steam ferry Berkeley becomes the victim of a “Man Overboard” hoax.
1851, May 4 - The Campbell class revenue cutter, C.W. Lawrence, under the command of Alexander V. Fraser first arrives to her duty station in San Francisco, CA.
1898, May 4 - The British ship Euterpe is chartered in Newcastle, New South Wales, Australia to load cargo for San Francisco.
1920, May 5 - The bark Star of India, embarks on her northern passage to Alaska, the latest date she ever departs.
1904, May 11 - The lumber schooner Forester departs Kobe, Japan for Port Townsend.
1905, May 11 - The lumber schooner Forester loads lumber for Redondo where she arrives on May 27.
1918, May 16 - The bark Star of India, becomes locked in ice on the Nushagak River, Alaska.
2002, May 22 - A flooding accident aboard the diesel research submarine U.S.S. Dolphin and subsequent electrical failure require all hands to abandon ship.
1918, May 28 - The bark Star of India, is freed from being locked in ice for 12 days, towed by the barge, Nushagak to the Naknek anchorage.
1973, May 31 - The steam ferry Berkeley is towed out of San Francisco Bay enroute to her new home in San Diego as the main exhibit vessel for the Maritime Museum of San Diego

June

1794, June 1 - The French corvette L’Unite participates in the naval battle, the Glorious First of June. In 1796, she is captured by Great Britain and re-christened HMS Surprise.
1793, June 3 - The steam ferry Berkeley in San Diego, CA for restoration and subsequent use as the main exhibit space for the Maritime Museum of San Diego.
1851, June 7 - Captain Alexander Fraser of the United States Revenue Cutter C.W. Lawrence is relieved of command by Captain Douglass Ottinger.
1968, June 8 - The diesel powered research submarine, U.S.S. Dolphin is launched at Portsmouth Naval Shipyard, Portsmouth, N.H.
1917, June 15 - After being renamed the Corneille and fitted out as a patrol boat for the French navy, the steam yacht Medea is posted to the 2eme Escadrille at Cherbourg, France.
1849, June 20 - On her initial voyage, the United States Revenue Cutter C.W. Lawrence arrives at Valparaiso, Chile after a five week effort to round the horn.
1971, June 24 - The steam yacht Medea arrives at Rotterdam, Netherlands to be lifted onto a German container ship and transported to the Pacific Coast to be restored and donated to the Maritime Museum of San Diego.
1542, June 27 - Under the command of Juan Rodriguez Cabrillo, the Spanish ships San Salvador and Capitana depart Navidad, Mexico on an expedition to explore the northern Pacific Coast.
1906, June 29 - The bark Euterpe is officially renamed Star of India by Public Law 365, 59th Congress, signed by U.S. President, Theodore Roosevelt.