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

On the ‘Tween Deck

- Surprise Hosts Captain Cook
- Ballast Point Anniversary
- History Pages
- Knots redux - The Sheet Bend

Star of India Hits ComicCon

Crew “stand about smartly” unaccustomed to the open space of the orlop deck.

The Maritime Museum of San Diego and its crown jewel, the Star of India, were invited to be one of the highlights this year at the San Diego Comic Convention. The Star of India will masquerade as the ship Jackdaw, a fictional vessel in the upcoming game release Assassin’s Creed IV: Black Flag.

In the midst of preparing for her 150th anniversary, the crew and bark interrupted themselves to prep as much open deck space as possible. This included the removal of the exhibit space and walls on the orlop deck revealing an unusually open area, emphasizing its hidden largess.

The San Diego Comic Convention has become

Continued on Page 2
the largest convention of its kind according to Forbes magazine, broadening outside of the comic book genre into pop culture entertainment. It is also the largest convention to fill the convention center in San Diego. In the past, extracurricular activities related to the convention have been held at the Maritime Museum, this year marks the first time the Museum has played an integral part in on-site events.

The Star of India will be moored behind the convention center, open exclusively to convention attendees. Cosplayers (Costume players), weapon demonstrations will join demonstrations and introductory media to the game.

While numbered IV, the latest Assassin’s Creed is the sixth in franchise began in 2007 by Ubisoft. The series has proved to be a successful series taking place in various parts of history. Black Flag represents the first time the franchise will portray a traditionally rigged ship and

David Clark instructs a gang on the proper rigging and hoisting of a barrel.

The Euterpe Times was first launched aboard the Euterpe by passengers voyaging to New Zealand. Resurrected 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.
John Hall leads the haul on the gantline, in preparations for moving the Star of India to the convention center.

events that takes place aboard one.

*Star of India* will be moved to the convention center Tuesday, July 16, a day prior to the convention’s opening. The convention will last thru the following Sunday, July 28.

Captain Cook and PBS to Film on *Surprise*

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

The Maritime Museum of San Diego and her replica British Naval frigate HMS *Surprise* will

Volunteers James Thayer and Art Pryor haul up the fore course.
host film crews of the the Public Broadcasting System (PBS) as they film scenes for an upcoming documentary centering on the historical exploits of Captain Cook.

Volunteers of the MMSD in readying HMS 
Surprise after her recent dry-dock, have had several milestones to meet. Initially, it was the simple fact of rerigging the full-rigged ship. It has become a routine affair prior to dry-dock to downrig the mizzen mast as the boat lift at Marine Group will not accommodate it.

Mid-Fall will see Surprise accompanying Californian and the Star of India to sea as the Star celebrates her 150th anniversary.

In between, getting the topsides, rigging and even below deck areas squared away to meet the requirements for PBS’ film crews. In June, a casting call was made for an actor to portray Cook, “Ideal applicants should be: tall (Cook was above 6ft -- probably 6ft 1 or 2), dark haired (preferably brown, but not a must), and brown-eyed, medium to large build.”

Surprise is no stranger to film work, having appeared in two major motions pictures, Master and Commander: The Far Side of the World and Pirates of the Carribean: On Stranger Tides as well as a number of television commercials.

Cook’s three voyages between 1768 to 1779, explored and mapped uncharted areas of the Pacific Ocean as well as a number of scientific and additional exploratory achievements. He was killed in Hawaii in a fight with Hawaiians during his third exploratory voyage in the Pacific in 1779.

The casting call also hinted at some further production details, “Shoots will take place both on land, and on board various watercraft (tall ship, smaller boats etc.), so applicants MUST be comfortable on watercraft and able to swim. Will need to handle replicas of 18th century navigational instruments, therefore quick learners are preferred.

Applicants must be available during a two-week window (August 5 to 17, 2013) and willing/ able to travel (shoots will take place in San Diego, and up the California coast from San Diego to San Francisco).”

Currently, a title for the documentary or release date is known.

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

David Litzau aboard HMS Surprise takes a moment to observe Fred Bast working on the mizzen mast on Star of India.
County’s Waterfront Landmark To Celebrate 75th Anniversary

They’re little windows into the past.

The vintage postcards may be tiny, but each tells its own story of San Diego’s grand, waterfront landmark: the County Administration Center. The colorful cards record the evolution of a city and a historic building that since 1938 has survived so much change—and has been a source of such great pride.

The postcards (see several below) are part of a collection by County employee Todd Adams, and will be featured Tuesday as the County celebrates the historic building’s 75th Anniversary.

Exactly seven and a half decades earlier to the day, on July 16, 1938, President Franklin Delano Roosevelt dedicated the stately new structure at a waterfront ceremony attended by more than 25,000 San Diegans. Originally built as a joint home for both the City and County of San Diego, by the 1960s the City of San Diego had relocated to City Hall and the building had officially become the San Diego County Administration Center (CAC).

To commemorate that important moment, County Board of Supervisors Chairman Greg Cox on Tuesday will make a special presentation during the Board of Supervisors meeting. He will also host a picnic at noon in the center’s East Plaza Courtyard.

“Time has passed and San Diego has changed, with more and larger skyscrapers dotting our
17th Anniversary Party and Beer Festival

SUNDAY AUGUST 11TH, from 1-5PM
at the Maritime Museum of San Diego

Join Ballast Point for a unique beer festival experience to celebrate our 17th anniversary aboard the vessels of the Maritime Museum of San Diego.

This is a beer festival in an un-paralleled setting. What better way to enjoy some beers than aboard historic ships and submarines. Attendees will be able to walk aboard each of the vessels and sample beers at different locations throughout the museum.

We will feature around 40 Ballast Point beers including some rare and limited options we’ve been saving for just this type of special occasion.

 대하여 Live Music on several stages  대하여 Food for purchase from local vendors  대하여

Tickets are $40 and include:
- Admission to Maritime Museum of S.D.
- 15 3-oz beer tasters
- Souvenir taster glass
All proceeds will benefit the Maritime Museum of S.D.
Must be 21 to attend and ID required

For more details & to purchase ticket go to: www.sdmaritime.org
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“skyline,” Cox said. “But 75 years have not dimmed the luster of this shining beacon on the waterfront.”

Among the special touches Tuesday: a custom-designed poster of selections from Adams’ collection.

**Overcoming Challenges**

As early as 1902, civic leaders began talk of creating a joint local government complex. By that time, the old City Hall on Fifth Avenue was quickly becoming too small and the County lacked a main building, according to “Bridging the Centuries: The Jewel on the Bay,” the County’s historical book on the CAC.

Civic leaders had to overcome more than a few challenges to bring the idea to life, including World War 1 and questions over the building’s location and how to pay for it. The chosen site became the target of a lawsuit that ended up at State Supreme Court, but was eventually dismissed. One benefit: the suit prolonged the process of securing funding for the project.

By 1930, the country was plunging into the Great Depression and voters were cautious about spending money to develop the site. But the federal government was interested in supporting local public works projects. With help from powerful advocates at the state level, President Roosevelt toured the site in late 1935, and a week later approved nearly $1 million in funds for the project. The County and City were to chip in $250,000 each.

A design was approved and construction began in early 1936. Great care and enthusiasm went into construction of

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**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 Clark
the building. A January 1936 San Diego Union article described workers going to special, unpaid two hour weekly classes to receive additional instruction on the project. Engineers went to great lengths to ensure the safety of the building’s foundations by using steel rather than wood pilings to ensure it could withstand earthquakes.

“They are doing more than merely working on a job,” noted the Union. “They are constructing a building in which they are taking pride.”

The last phase of construction finished early, and the building was completed in 1938 at a total cost of $1.73 million. The work had employed more than 300 people.

In his remarks at the dedication ceremony, Roosevelt made a point of praising a line engraved on the building: “The noblest motive is the public good.”

“I think if we all carry that motto in our hearts, in every city and community in the land, there is no question but the proper thing, American democracy, will survive,” he said.

Collecting Pieces of History

Adams’ collection began 10 years ago with a single vintage postcard from an antique shop in Ocean Beach. He had stumbled upon the card about five years after he started working for the Civil Service Commission at the CAC. He was surprised and intrigued to find it.

“I just thought, oh my God, I had no idea there were any postcards of this building,” he said. “It really struck a chord with me.”

He bought the postcard for $3, and figured there must be more out there. So Adams started going hunting at least once or twice a month at antique shops around town and also online.

Turns out the East Coast native has always had an interest in history. He spent part of his childhood near Philadelphia, where his Mom would take him to key historic sites. In college, he minored in history.

He may have also had a genetic predisposition towards collecting. Growing up, Adams’ parents would take him to flea markets where he would search out coins and stamps for his collections of each. His mom collects vintage postcards of their other hometown: Ocean City, New Jersey.

Over the years, his collection grew to 14 postcards, each with a different image of the CAC. They’ve sparked in him a greater interest in the history of the CAC and the appreciation for the building.

Looking at the postcards, it’s clear how much pride the community has felt for the CAC since its start. The cards offer sweeping views of it from all different angles, some incorporating views of the water, its tidy landscaping or its iconic Guardian of Water statue on the west side.

Most of the cards date from the 1930s, 40s and 50s. Looking at them, it’s remarkable how little has changed about the building. If it weren’t for the vintage cars parked in front of the building on what is now Pacific Highway, the vintage military aircraft flying above it or the lack of surrounding development, one may think they are modern day shots.

One of Adams favorite parts of collecting the postcards is finding personal messages scrawled on the backs. They offer interesting little insights into the era, and usually a brief report of a vacation in San Diego and clues about what they were doing here.

“They sometimes tell an interesting story,” he said.

Adams keeps some of his cards framed on a wall in his office. That’s how word got around about the collection and what ultimately led CAC 75th Anniversary organizers to call him and ask to borrow the cards. The County Communications Office custom designed a poster for the occasion using them. It will be on display at the picnic on Tuesday.

Courtesy of San Diego County News Center
DISTRICT NEWS.

(From Our Various Correspondents)

There still seems remaining amongst our citizens a disposition not to allow such an important event as the abolition of the tonnage dues to pass over with a demonstration in honor of the event. A meeting was held at the court house on Tuesday afternoon, at which it was resolved that a procession should be formed of friendly societies and citizens, on a day to be set apart for that purpose, and that sports and amusements should be arranged for the occasion. The meeting was well attended, and a

The New York Courier and Enquirer questions the truth of the late telegraphic report from Washington, announcing that the above named gentleman had been dismissed from the revenue service on the coast of California and Oregon. The grounds on which the intelligence is doubted are the exemplary character heretofore borne by Capt. Frazer, the improbability that so severe a sentence would have been pronounced without giving him a hearing in defense, and the fact that the Secretary of the Treasury was absent from the department at the time the dismissal is alleged to have occurred.

Courtesy of the North American and United States Gazette
Thursday, July 17, 1851

The captain of the ship Euterpe, arrived at Bombay, reports having experienced two shocks of earthquake at sea, in lat. 3 deg. N., long. 66 deg. 33 min. E., on March 23. The ship had a tremulous motion, as though grinding over a hard bottom.

Courtesy of the Colonist
Friday, July 28, 1871

DISMISSAL OF CAPTAIN FRAZER

Sunday, the 2d day of July, they had sight of California; they were delayed in crossing over by the weather, which was not very favorable, almost four days; they anchored the following Monday, on the third of the same, off the Point of California, and were here two days, and from this place they reached the port of San Lucas [San Lucas Bay] the following Thursday, and took in water; they saw these days no Indian; they say that this port is in 23 degrees, and from the point to the port it is clear and soundable, and the land is bare and rugged [as at present].
committee was formed by those present to carry out the necessary arrangements.

The barque Springbok, which has obtained so much notoriety of late, arrived safely in port on Thursday morning from Cleveland Bay, in command of Navigating-Lieutenant Waters. Captain Harrison has returned with the Springbok, and was warmly welcomed back to Newcastle by many of his old friends.

In consequence of the number of vessels in harbour and the length of time she would have to wait for a berth at the cranes, the large ship Euterpe, which arrived on Thursday last from Melbourne, proceeded to sea in ballast for San Francisco on Tuesday morning.

Every available berth for the shipment of coal has for some time past as soon as vacant been immediately taken up, and vessels have been loaded with very great dispatch, but still there is no decrease in the amount of tonnage in the harbour. Quite a fleet of vessels came into port this day (Wednesday) including two more ships, the Schiedam and Rifleman, and the pilots have been kept busily engaged the whole day in providing suitable mooring places for them. The ship Teviotdale, 1200 tons, arrived on Tuesday from Melbourne, and a ship supposed to be the America, of 1400 tons register, is waiting outside now to be towed in there are reports of two large ships being about to leave the port in ballast, preferring doing so to remaining two months waiting for a cargo.

Wednesday afternoon, 2nd July.

Courtesy of The Maitland Mercury & Hunter River General Advertiser Thursday, July 3, 1873
The ship Euterpe, which arrived in port on Monday afternoon, reports having left Liverpool on the 8th April. Crossed the Equator on the 10th May and experienced S.W. winds with moderate weather till reaching the Cape, crossing the meridian on the 11th June. Experienced a succession of gales, principally from N.N.E. to W. Several large icebergs and small detached blocks were seen. Passed the meridian of Cape Leuwin on 4th instant, sighted the Snares on the 28th, Cape Campbell 29th.
sailed into Wellington harbour same day, and anchored in the powder ground at 4 pm. Captain Banks is in command, and the other officers are G. Richmond, first; P. Mahoney, second; F. Langlin, third.

LOST On steamer Berkeley Sunday morning, basket containing child’s dresses. Finder will be suitably rewarded by returning same to E. LHUETER, 46 Ellis st.

CANNOT SAIL TO LAHAINA

Ship Euterpe May not legally go there from Newcastle.

Lahaina is not a port of entry the Hawaiian Territory for foreign vessels, consequently a vessel from a foreign port desiring to come to these Islands must keep away from there.

Collector Stackable In receipt of the following concerning the ship Euterpe:

T. D. 22325.
Treasury Department, July
H. A. TAYLOR.
Assistant Secretary.

LOST On steamer Berkeley Sunday morning, basket containing child’s dresses. Finder will be suitably rewarded by returning same to E. LHUETER, 46 Ellis st.
Salmon Fleet at Bristol Bay

The following ships of the salmon fleet are reported safely arrived at Bristol Bay: Star of Iceland, Star of Italy, Star of Peru, Star of Chile, Star of India, Levi G. Burgess, Bohemia, Centennial, J. J. Morse, Prosper, Charles E. Moody, Isaac Reed, Tacoma, James Nesmith, Nushagak, Koichak, Kodiak, Indiana and Premier.

Courtesy of The San Francisco Call
Wednesday, July 7 1909
1542, July 2 - Under the command of Juan Rodriguez Cabrillo, the Spanish ships San Salvador and Capitana sight the coast of Alta California.

1884, July 2 - The full-rigged ship, Euterpe logs 286 miles with an average of 12 knots.

1897, July 2 - The full-rigged ship, Euterpe is reportedly sold to Lincoln Spencer, acquiring a temporary Hawaiian registry.

1976, July 4 - The restored Star of India sails for the first time in fifty years.

1849, July 7 - On her initial voyage, the United States Revenue Cutter C.W. Lawrence departs Valparaiso, Chile for the Hawaiian Islands.

1898, July 7 - President McKinley signs the Treaty of Annexation (of Hawaii) ending Hawaii’s right to register vessels.

1996, July 8 - The diesel powered research submarine U.S.S. Dolphin is underway to search and locate ex-U.S.S. AGHERHOLM (DD-845) (sunk on July 18, 1982 as part of a SINKEX). Ship located and photographed with underwater camera system.

1927, July 9 - The bark Star of India arrives in San Diego, CA.

1776, July 12 - The frigate HMS Rose continues her engagements against land based batteries on the Hudson River.

1798, July 13 - His Majesty’s Ship Surprize is ordered to the West Indies to protect the shipping trade.

1973, July 14 - The newly restored 1904 steam yacht Medea is re-introduced at the San Diego Yacht Club. She would be officially donated to the Maritime Museum of San Diego the following month.

1849, July 18 - On her maiden voyage, the United States Revenue Cutter C.W. Lawrence departs Valparaiso, Chile for the Hawaiian Islands.

1905, July 29 - The steam ferry Berkeley suffers damage after striking log piles from a runaway log raft.

1958, July 29 - Service for the steam ferry Berkeley ends.