The Columbian ARC vessel *Gloria* will be visiting the Maritime museum of San Diego November 1 thru 5. The training vessel for the Columbian Navy was commissioned in 1968 and has since visited ports around the globe.

*Gloria* will be open free to the public.

Pete Sharp, Mike Hervey and Alex Saikowski train as part of the mizzen mast crew.

After years of anticipation, November 2013 is finally here. More than likely, no one living in 1863 would have thought that a ship from that era would still be sailing a century later. There’s a good chance they didn’t much care. As iron and then steel became the main building material of ships during the later half of the nineteenth century, the life expectancy of ships went from an average of 30 to 40 years to an unknown. That unknown is testified by the survivors, vessels as the *Balclutha*, *James Craig*, the *Falls of Clyde* (which continues to struggle for its existence) to San Diego’s own *Star of India*.

The *Star of India* is the oldest of them all.

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
Launched on November 13, 1863, the full-rigged ship was christened *Euterpe* at the shipyard of Gibson, McDonald, and Arnold in North Ramsey, Isle of Man. The “splendid specimen of naval architecture” was built for the trade routes to the Orient, but that life was short lived and she soon entered service in the New Zealand emigration routes. Here, she circumnavigated the globe 21 times. By the late 1890s she saw a brief foray into the coal and timber trade. This period was especially noted as she gained Hawaiian registry on the cusp of Hawaii being admitted into the United States. As the twentieth century began, she was purchased by the Alaska Packers’ Association, becoming an integral part of one of the greatest sailing fleets in the history of sail. Having been re-rigged as a bark, by 1906, she was renamed the *Star of India* to better fit the Alaska Packers’ preference of ships named, “Star of...”

By the second decade of the century, steam and mechanical engines were taking their toll on the sailing vessels of the world. They were slow in comparison and finding sailors skilled enough to sail them was becoming more problematic with each passing year. The *Star of India* was laid up in 1921, the Alaska Packers’ finally ending their use of sail in 1928 as the *Star of Alaska* (now *Balclutha*, located in San Francisco, CA) made her final voyage. The previous year, the *Star of India* had been purchased by the Zoological Society of San Diego and towed to her respective city. In San Diego, she would languish for years, avoiding several storms at sea.

The *Star of India* will be under the watchful eye of her skipper, Capt. Rich Goben.

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Greg Moore and Adrian Kinane flake line on the deck just as seamen in the 19th century would have.

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Financial support of the Maritime Museum of San Diego 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.
Training for the 150th anniversary, the foremast crew hauls on the port braces.

When asked if she could be re-rigged for such duty, Kortum responded that he had been planning that very thought the entire time. In 1976, on July 4, the *Star of India* sailed though the harbor and a sea of spectator boats.

Since then, the *Star of India* has routinely returned to the Pacific Ocean, maintaining the Guiness Book of World Records’ designation of oldest active sailing vessel in the world. Additionally, she has become such a fixture on the waterfront that a recent dry-dock resulted in a number of calls to the Maritime Museum of San Diego from concerned citizens that she may never return. 

In several weeks, it will be 150 years since she was launched.

As this editor once realized, it takes a crew to sail the *Star of India*. Since late September, the *Star of India* has been abuzz every Sunday with a large crew of volunteers, learning and training the evolutions required to sail the 1197 ton bark.

Her customary companion on her annual sail, *Californian*, will be alongside again. To the entire museum’s dismay, HMS *Surprise* will not be joining in. In late September, the US Coast Guard, over growing concern on the integrity of her hull, elected to revoke her Certificate of Inspection or COI. Responding to this and its appreciation of its volunteer crew, the Maritime Museum decided to have all crew of *Surprise* move to the *Star of India*, a crew which will be divided up over the weekend celebration. Everyone gets to sail.

The entire global maritime community will celebrate on November 9, 10, and 11 as the *Star of India* sails again. The newsworthy event will take place over the weekend with an additional celebratory acknowledgement of her actual launch day of November 14.

Mizzen maestro Bob Ross and Bob Stevens fine tune their skills on the mizzen mast.
LAUNCH AT THE ISLE OF MAN

LAUNCH AT THE ISLE OF MAN. - On Saturday last, Mesrs. Gibson, McDonald, and Arnold launched from their ship-building yard at North Ramsey, Isle of Man, an iron ship of the following dimensions: -Length 202 feet, beam 35 feet, depth of hold 23 feet 6 inches. A large company assembled to witness the launch. At half-past twelve o'clock the ship glided off the stocks, and was named the Euterpe by Mrs. R. H. Brown, wife of one of the owners. After the launch the company adjourned to the spacious sail-loft of the establishment, where a luncheon was provided, to which about 60 persons sat down. Mr. Gibson presided, and the vice chair was occupied by Capt. R.H. Brown. After the usual loyal and patriotic toasts, the chairman proposed "The Bishop and Clergy of the Island," which was responded to by Mr. McDonald; "The Harbour Com-

missioners," "The Strangers," &c. The Euterpe is a full-rigged ship of 1246 tons register and is built to class A1 12 years at Liverpool Underwriters' Association. She is the property of Messrs. Wakefield, Nash, and Co., of Liverpool, and is fitted up in the most expensive style, no pains have been spared to make her a splendid specimen of naval architecture. Her spacious poop cabin is fitted with panels of polished walnut, with mouldings of maple, and is exceedingly handsome. She is built entirely of iron, and her lofty 'tween-decks (seven feet high) render her specially adapted for troops or passengers. Messrs. Gibson, McDonald, and Arnold have on the stocks another similar ship for the same owners, and are commencing to lay down a third ship of the same class, as well as a screw steamer of about 600 tons. These are the largest ships that have been built in the Isle of Man, and they seem likely to bring that island into repute for the building of first-class ships.

Courtesy of the Liverpool Mercury
November 17, 1863
Star of India Over the Years
A BRIEF GLIMPSE AT THE HISTORY OF THE STAR OF INDIA

1863, November 14 - The full-rigged ship, Euterpe is launched at the shipyard of Gibson, McDonald, and Arnold in North Ramsey, Isle of Man, assigned British Registration No.47617, and signal VPJK.

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

1865, November 26 - Euterpe is overtaken by a cyclone, nearly foundering before her topmasts were cut away. After jury-rigging sails, she would make her way to Trincomalie, arriving on December 4 for repairs.

1866, March 5 - After encountering a cyclone off of Madras in November of 1865, Euterpe departs Trincomalee with jury-rigged sails bound for Calcutta for more extensive repairs.

1866, March 15 - Euterpe arrives in Calcutta, requiring extensive repairs.

1866, August 7 - Suffering from an unknown tropical disease, Euterpe’s first master, Capt. William J. Storry dies at sea.

1871, October 3 - Euterpe is sold to Shaw, Savill for the emigrant trade to New Zealand.

1871, December 23 - Euterpe begins her first voyage on the New Zealand emigration routes under the ownership of Shaw, Savill & Albion.

DEVON HOUSE, M. ROSS.

NEW SPRING AND SUMMER DRAPERY,
SELECTED PERSONALLY FROM THE LATEST
SHIPMENTS,
PER ‘CONFLICT,’ ‘EUTERPE,’ ‘J. A. THOMPSON,’ AND
‘St. LEONARDS.’

DRESS MATERIALS in all the newest fabrics and styles
LADIES’ MADE UP COSTUMES, POLONAISES, LACE and
CASHMERE MANTLES, FANCY SKIRTS
HATS.

LEGHORN, RICE, and STRAW HATS, the latest styles
BONNET SHAPES, latest fashion and old style

LADIES’ RIDING HATS
FLOWERS, FEATHERS, RIBBONS
DRESS CAPS
HAT ORNAMENTS, pearl, jet, and steel
YAK LACE, RUFFLES, COLLARETTES, SCARVES
1873, April 14 - *Euterpe* arrives in Dunedin, New Zealand with immigrants. She is halfway thru her first of 21 circumnavigations.

1879, August 1 - Passenger Stead Ellis and his family begin their trek to the London docks to board the emigrant ship *Euterpe*. The voyage would be the best documented of her existence.

1879, September 13 - Aboard *Euterpe*, passengers Stead Ellis and Joshua Charlesworth publish the first issue of the *Euterpe* Times.

1884, July 2 - *Euterpe* logs 286 miles with an average of 12 knots.

1886, June 26 - Stowaway, James Campbell falls to his death from the main topgallant mast head. His ghost is reported to haunt the *Star of India* to this day.

1887, July 2 - *Euterpe* is reportedly sold to Lincoln Spencer, acquiring a temporary Hawaiian registry.

1897, December 3 - *Euterpe* leaves England for the last time.

1898, March 27 - *Euterpe* arrives in Port Chalmers on her last voyage as a New Zealand emigrant ship.

1898, May 4 - The British ship *Euterpe* is chartered in Newcastle, New South Wales, Australia to load cargo for San Francisco.

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

1898, November 20 - *Euterpe* begins her first voyage as a timber ship for the Pacific Colonial Shipping Company.

**The Euterpe Times.**
1899, August 17 - The attorney general of the Republic of Hawaii gives “an opinion that the provisional registers were not recognized.”

1899, September 1 - *Euterpe*, under Hawaiian Registry arrives at Seattle, WA.

1900, October 30 - *Euterpe* becomes an American registered vessel.

1901, January 16 - *Euterpe* is sold to the Alaska Packers Association.

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

1901, March 18 - Now rigged as a bark, *Euterpe* begins her first voyage in the salmon industry for the Alaska Packers’ Association.

1902, March 21 - *Euterpe* returns to San Francisco after three days at sea in distress. She had encountered a northwestern gale, carrying away her fore rigging.

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.

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*. 
June 29 - The bark *Euterpe* is officially renamed *Star of India* by Public Law 365, 59th Congress, signed by U.S. President Theodore Roosevelt.

1918, May 16 - *Star of India*, becomes locked in ice on the Nushagak River, Alaska.

1918, May 28 - *Star of India*, is freed from being locked in ice for 12 days, towed by the barge, Nushagak to the Naknek anchorage.

1920, May 5 - *Star of India*, embarks on her northern passage to Alaska, the latest date she ever departs.

1920, August 17 - As they clear Unimak Pass, Alaska, Captain Marzan of the *Star of France* challenges the *Star of India* to a race in their return to San Francisco.

1920, September 9 - *Star of India* enters San Francisco on September 9th, 3 days ahead of the *Star of France* after an unofficial race is provoked by Captain Marzan of the *Star of France* as the two barks cleared Unimak Pass, Alaska.

1923, September 6 - The tugboat *Sea Queen* tows the *Star of India* to Alameda after arriving at San Francisco on August 30th. The voyage to Alaska of 1923 would be her last sail as a working vessel.

1927, July 9 - Having been purchased by the San Diego Zoological Society to serve as a floating aquarium, *Star of India* arrives in San Diego, CA.

1957, October - Maritime legend Alan Villiers visits the *Star of India* and is astonished at her current state. He admonishes the city as a whole regarding her care and value as a historical landmark. His tirade leads to the complete restoration of the vessel and return to sailing status.

1961, August 14 - General public fundraising for the restoration of the *Star of India* begins with a luncheon at the El Cortez Hotel.

1976, July 4th - The restored *Star of India* sails for the first time in fifty years.
THE COLLISION BETWEEN THE EUTERPE AND TELFORD

The following judgment was given in the action of damage brought by Messrs Shaw, Savill, and Co., of London, the owner’s of the Euterpe, a sailing ship of 1197 tons register, against Mr. James White, of North Shields, the owner of the Telford, a screw steamship of about 1130 tons register, and 160-horse power.

Mr A. Cohen, Q.C., M.P., with Mr Clarkson, appeared for plaintiffs; and Mr Butt, Q.C., with Mr Myburgh, for the defendants.
His Lordship, Sir J. Phillimore, consulted the Trinity Masters, and, in delivering the judgment of the Court, said: This is a case of collision which took place between two vessels, one called the Euterpe and the other the Telford. It happened in the River Thames, off Gravesend, on August 2nd, 1579, in the anchorage ground off Gravesend Roach. There is some dispute as to the state of the weather. It appears on the whole that the vessels were at some distance from each other. The Euterpe was lying properly moored to one of the Conservancy buoys, and the Telford ran into her with her stem, and struck her on her starboard bow.

Now the defense is, first of all, that the Euterpe was moored in the way described without any light, and was only observed at a distance of from 200 to 300 yards. That is the principal defense. It is also said by way of defense that the collision was caused by the pilot who was in charge of the Telford at the time of the collision. I have conferred with the Elder Brethren of the Trinity House, and have gathered from them some information, as well as a considerable amount of assistance on the nautical points of the case. They point out to me that in order to facilitate the navigation of the river Thames in Gravesend Beach a line of buoys is placed, and a proper road is thus drawn over the buoys. Where the water is navigable pilots are instructed to navigate. In their opinion, if the Telford had been 50 navigated as she ought to have been, there would have been no collision, and, if it were necessary to go into that part of the case, even if she had not exhibited a proper light, there ought to have been no collision. We are of opinion that she had her riding light exhibited some time before the collision. The Elder Brethren are further of opinion that the Euterpe was moored to one of the mooring buoys placed there for the purpose of assisting the navigation. There is, as usual, a great conflict of evidence, but it seems to us to resolve itself into this. We are of opinion that the riding light was exhibited some time before the collision, but it had been taken down to trim during three or four minutes before the collision. The Telford, as has been admitted by the pilot, had been wrongly navigated in being to the northward of the buoys and that mainly caused the collision. Now as to the contributory negligence, the pilot of the Telford says if the riding light had been in its proper position he would have seen it sooner than he did. We are of opinion that it was in its proper place when the Telford was at a proper distance for him to have seen it to avoid the collision. There was in our opinion contributory negligence on the part of the crew. It is not necessary to go into the statutory question of whether it was compulsory on the vessel to take a pilot. The judgment will be for the plaintiffs.

Courtesy of the Otago Daily Times
October 4 1880
A Sailor Arrested on Suspicion

The police received information yesterday afternoon that an assault had been committed on a little girl in France-road. From what we can learn the child was going home from school when a man (whose somewhat erratic movements had been viewed with suspicion by the residents in the vicinity) rushed at her, struck her on the face, tore her hat from her head, and then commenced handling her in a rough and familiar manner. The little one screamed loudly, and eventually taking advantage of an opportunity made her escape to the house of a neighbor. A young woman hearing the outcry ran out, but the man addressed some foul language to her and she retired, closing the doors. When a man came along and asked the fellow what he was doing he pretended stupidity and returned a number of evasive answers. He took up his position under some trees in front of a house in the vicinity, but when the owner threatened him with violent ejection he departed. When an examination was made of the little girl it was found that she had received a number of bruises and was suffering greatly from the shock. Later on the police were communicated with, and a description of the assailant given, with the result that a seaman named Charles Herman, an A.B. on board the barque Euterpe was arrested by Constable Harvey on the Union Company's wharf at the Port. He will appear at the S.M. Court this morning.

The Southern Pacific's new ferry steamer Berkeley ran amuck last night and nearly scared the life out of the passengers who were aboard. Something went wrong with the machinery and the
The ship Euterpe was formerly a constant trader here, and was a very popular vessel, especially under Captain Phillips's command. She was sold to foreigners some few years back, and has since been trading between Australia and the Pacific Islands. Recent Californian news states that she narrowly escaped shipwreck off Honolulu. The report states that on September 16 she struck on a reef, while coal-laden from Newcastle to Honolulu. The tug Fearless despatched from Honolulu to the ship's relief, found the Euterpe in a bad state. The lines that were holding her off-shore had parted, and she was going farther in. She lay on the reef at Kauau, pounding very heavily, with seas breaking over her, and it seemed that a few hours must finish her. The Fearless pulled from about 5 o'clock in the afternoon till 3 next morning before she got the Euterpe into deep water. Captain Brokaw, of the tug, adopted the policy of backing and then going ahead full speed, hoping the jerks would do the business. About 1 o'clock in the morning the ship moved about 70ft forward, and the master of the tug began to have high hope. At 3 o'clock the job was finished, and the iron ship, with her rudder considerably damaged, and leaking slightly, rode at anchor in deep water. The Euterpe arrived at Honolulu on September 18 in tow.

Courtesy of the San Francisco Call Saturday, November 12, 1898

Takes Hawaiian Registry

Tacoma, November 3. The British bark Euterpe, loading lumber here for Australia, changed today from English to Hawaiian register. The change of register is made to get the vessel under the American flag when the substitution of American for Hawaiian shipping laws is made. J.J. Moore & Co. of San Francisco own the vessel.

Courtesy of the Evening Bulletin Monday, November 14, 1898
of the Fearless, having had a remarkable escape. Captain Saxe, the master, stated his charts did not inform him correctly of the depth of the water. The captain of the tug reported the Euterpe had, struck bottom two miles from shore, where it was supposed to be deep water, and where no shoals are laid down in the chart. The agents of the vessel have paid the owners of the tug 10,000 dollars for towing the Euterpe off the reef. During the floating operations 40 tons of coal were jettisoned from the ship.

Courtesy of the Otago Daily Times
Friday, November 2, 1900

AUTO DASHES BACKWARD TO DIVE OFF FERRY BOAT

J. C. Campbell, and His New $4,000 Machine Plunge Into The Bay

MAN SOON RESCUED

Thick Chain Is Snapped by Heavy Car in Its Seaward Flight

Fate went hunting yesterday afternoon, and succeeded in playing an almost unique trick on the owner of a brand new $4,000 Studebaker auto. Not content with her usual store of unkind tricks on humanity, she invented a new one, which dumped J. C. Campbell aud his nice new machine in the bay, and came very near costing Campbell his life.

Campbell and his friend, C. J. Dammney, both of them connected with a cement company in business in this city, were returning from a trip on the other side of the bay in which they had tested the qualities of the machine to the full. They recrossed the bay on the ferry boat Berkeley, in charge of Captain J. T. Jones, arriving at the slip in the ferry building shortly after half past 3.

They, in their machine, were the last on the lower deck, on the right side of the boat, and were forced to wait till every one else had left the decks and the incoming crowd began to swarm on the upper decks. Then Campbell gave a jerk to the lever. The machine refused to budge. He reversed and gave another jerk and immediately things happened.

With a flirt of its wheels the Studebaker flung itself backward. Just behind it was a heavy chain, running across the boat to guard against accidents. This snapped, there was a yell from Campbell, a gurgle from the engine of the auto and man and machine disappeared beneath the waters of the bay.

R. J. Vaughn, a deck hand, saw the trouble and threw Campbell, who rose to the surface. Almost immediately, a life buoy. Captain Jones, who had also seen the accident, ordered out the lifeboat and in three minutes from the time the machine vanished Campbell was hauled, dripping, on board the ferry boat. But only a column of air bubbles marked where the Studebaker lay. 20 feet below the surface.

It did not lay there long, for last night, when the boats stopped running, a steam pile driver hauled into the slip located the machine and sent down a diver, who slipped a line under it by which the
wayward automobile was hauled to the surface once more.

Courtesy of the San Francisco Call
Wednesday, November 13, 1907

THIS MONTH

November

1898, November 6 - The steam ferry Berkeley enters service and “became the first propeller-driven ferryboat on a bay full of sidewheelers.”

1848, November 11 - The Campbell class revenue cutter, C.W. Lawrence, under the command of Alexander V. Fraser departs Washington D.C. with orders to report to the newly created custom district house in San Francisco, CA.

1863, November 14 - The full-rigged ship, Euterpe is launched, assigned British Registration No. 47617, and signal VPJK.

1851, November 18 - The Campbell class revenue cutter, C.W. Lawrence wrecks off of Pt. Lobos, San Francisco.

1898, November 20 - The full-rigged ship, Euterpe begins her first voyage as a timber ship for the Pacific Colonial Shipping Company.

1542, November 23 - The fleet led by the flagship San Salvador and her captain, Juan Rodriguez Cabrillo, arrive back at Santa Catalina Island to winter and make repairs.

1865, November 26 - The Euterpe is overtaken by a cyclone, nearly foundering before her topsmasts were cut away. After jury-rigging sails, she would make her way to Trincomolie, arriving on December 4th for repairs.

Financial support is provided for this publication in part by the City of San Diego Commission for Arts and Culture.