

Euterpe-Star of India Log Book Collection

DRAFT

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Maritime Museum of San Diego
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Descriptive Summary

Creators:

George Edward Hoyle (Captain), William Paterson (1st Mate), H. W. Boorman (Captain), Thomas Bowling (Captain), George Swanson (Captain), Sam Christiansen (Captain), Roland Streeter (Captain), Thomas Richmond (1st Mate), Alexander Banks (Captain), Hugh Longmuir (Captain), David Sloane (1st Mate), T.W. Sanderson (1st Mate), James A. Symmers (1st Mate), C. G. Saxe (Captain), Olaf Rod (1st Mate), T. Thomson (1st Mate), S. Christensen (Captain), John Johnson (1st Mate),

Title:

Euterpe-Star of India Log Book Collection (1884-1923)

Extent:

3 archival boxes, containing 19 items

Repository:

MacMullen Library & Research Archives
Maritime Museum of San Diego
1492 North Harbor Drive
San Diego, CA 92101
E-mail: librarian@sdmaritime.org
URL: <http://www.sdmaritime.org>

Language:

English

Administrative Information

Access

Collection is open for research

Acquisition Information

The collection items were received by the Maritime Museum of San Diego from the Alaskan Packers association on or around 1927.

Historical Note:

The *Euterpe* was built in the town of Ramsey on the Isle of Mann located in the Irish Sea, off the northwest coast of Britain in 1863. The *Euterpe* is a full-rigged, iron-hulled windjammer vessel, which served Great Britain well making numerous trips to India hauling jute and New Zealand transporting passengers. During these first three decades of service the *Euterpe* made 21 round-the-world trips. In 1897 it was sold to the Pacific Colonial Ship Company of San Francisco, California and the *Euterpe* made

voyages from the Pacific Northwest to Australia and Hawaii transporting lumber, sugar, copper ore and coal.

In 1901 the *Euterpe* was sold to the Alaska Packers Association based in San Francisco. The *Euterpe* rigging was changed and fitted as a bark and began to ferry fisherman, cannery workers, coal, supplies and equipment from Oakland, California to Nushagak, Alaska in the Bering Sea. In 1906 the name of the *Euterpe* was changed to the *Star of India* to match the other vessels in the Alaska Packer Fleet. *The Star of India* made over 22 Alaskan voyages.

By the 1920s steam power superseded wind as the preferred propulsion method for sea going vessels and the *Star of India* quickly became obsolete. Jerry MacMullen a San Diego waterfront reporter and a group of supporters purchased the vessel in 1926. The group wanted to turn the ship into a museum but due to a failing economy in the United States and World War II the plan was abandoned. In 1959 with the urging of an old windjammer captain the *Star of India Auxiliary* was formed, funds were raised and restoration efforts began. In 1976 the *Star of India* put to sea once again. The *Star of India* currently occupies a place of honor at the Maritime Museum of San Diego as a centerpiece of maritime history and is maintained in sail-ready condition.

Scope and content:

Euterpe - Star of India: Log Book Collection, dated 1884 through 1923, consists of original documents associated with the voyages of the Windjammer *Euterpe* and Bark *Star of India* while in the service of Great Britain and under the ownership of the Pacific Colonial Company and the Alaska Packers Association. The collection includes 19 vessel log books, which describe the movement of the vessel by latitude and longitude coordinates, identify ports of call and dates of arrival and departure. Detailed entries include notes about ocean current, wave, wind and weather conditions, sail configuration, rigging condition, ship maintenance, crew duties and assignments, comments on marine life, annotations on vessel sightings and contacts, plus seagoing incidents during each voyage.

Organization and Arrangement

The collection is arranged chronologically by document type within the following series:

Series I – Series I – Log Books

Container List

A0244.1 Series I – Log Books (1884-1923)

A0244.1.01 (Item 1)

Title on Binding: Log Book *Star of India*, Volume 1, 1884-1887

Title on Official Log: *Log of the Euterpe of Southampton*, dated 1884, April 9 through 1887, January 31

Creator: George Edward Hoyle, Master (Captain)

Published by D. M'Gregor & Company, Nautical, Optical & Stationery Warehouses (Glasgow and Liverpool)

Description: One volume of the *Euterpe* vessel log prepared by Captain George Edward Hoyle (186 pages), includes handwritten entries on a daily basis. Entries begin on April 9, 1884 and end on January 31, 1887.

Log Entry Summary: On April 9, 1884, *Euterpe* is taken in tow by the vessels *Flying Hurricane* and *Flying Cloud* and leaves Glasgow, Scotland bound for Otago, New Zealand. After getting underway the *Euterpe* strikes the Steamer *Canadian* that ran aground. The *Euterpe* returns to Glasgow for repairs. On April 19, 1884, *Euterpe* is taken in tow by the vessels *Flying Owl* and *Flying Spear* and leaves Glasgow, Scotland bound for Otago, New Zealand. On August 1, 1884, *Euterpe* arrives in Otago Harbor and is taken in tow by the tugboat *Plucky* and sets anchor at Port Chalmers in Dunedin, New Zealand.

On September 23, 1884, *Euterpe* is taken in tow by the tugboat *Plucky* and leaves Port Chalmers bound for Napier, New Zealand. On October 3, 1884, *Euterpe* arrives in Napier, New Zealand. On October 28, 1884, *Euterpe* is taken in tow by the vessels *Sir Donald* and *S.S. Bella* and moves three miles north to another anchorage. *Euterpe* remains in port through November 30, 1884.

On December 1, 1884, *Euterpe* leaves Napier, New Zealand bound for London, England. On April 9, 1885, *Euterpe* is taken in tow by the tugboat *Glen Lomond*... [illegible]. On the morning of April 10, 1885, *Euterpe* anchors at Gravesend on the Thames River. On April 11, 1885, the *Euterpe* docks in London, England.

On July 8, 1885, *Euterpe* is taken in tow by the vessel *Victor* and leaves London, England bound for Auckland, New Zealand. On November 6, 1885, *Euterpe* is taken in tow by the vessel *Arnhina*... [illegible] and arrives in Auckland, New Zealand and anchors at Queens Wharf. The *Euterpe* was moored at Queens Wharf until November 30, 1885.

On December 1, 1885, *Euterpe* is taken in tow by the vessel *Arnhina*... [illegible] and leaves Auckland, New Zealand bound for Napier, New Zealand. On December 5, 1885, *Euterpe* arrives in Napier, New Zealand. The *Euterpe* remains in Napier, New Zealand until March 5, 1886.

On March 5, 1886, *Euterpe* leaves Napier, New Zealand bound for London, England. On June 24, 1886, *Euterpe* is taken in tow by the tugboat *Anglia*. On June 25, 1886, *Euterpe* arrives in London, England and anchors at Gravesend on the Thames River. On June 26, 1886, *Euterpe* arrives at East India Docks.

On August 20, 1886, *Euterpe* is in tow by the vessel *Robert Bruce* and leaves London, England bound for Auckland, New Zealand. On December 12, 1886, *Euterpe* arrives in Auckland, New Zealand.

On January 10, 1887, *Euterpe* is taken in tow by the vessel *Arnhina*... [illegible] and leaves Auckland, New Zealand but suffers damage to forward top sail and must make repairs and anchors in Rangitoto Channel. On January 16, 1887, *Euterpe* is taken in tow by the vessel *Arnhina*... [illegible] and leaves Auckland, New Zealand bound for Napier, New Zealand. On January 22, 1887, *Euterpe* arrives in Napier, New Zealand and anchors off Cape Kidnappers in Hawke Bay.

On January 27, 1887, *Euterpe* leaves Napier, New Zealand bound for Lyttelton, New Zealand on the South Island. Pages in the log are torn out. It is difficult to determine when the *Euterpe* arrives in Lyttelton, New Zealand but the *Euterpe* is taken in tow by the tugboat *Lyttelton* on January 30 or 31, 1887.

The last four pages contain course charts that document the movements of the *Euterpe* for May 1884, August 1885, May 1886 and September/October 1886. Each chart includes longitude and latitude readings, plus course and current notes.

The volume has missing pages: page 107 and 108 torn out, page 179 and 180 a portion torn out.

Extent: 1 original hand-written paper document, bound in book format with heavy book board covers (186 pages); physical dimensions measure 32 x 27 cm. (all dimensions are height-by-wide)

A0244.1.02 (Item 2)

Title on Binding: Log Book Star of India, Volume 1, 1884-1885

Title on Official Log: *Log of the Euterpe*, dated 1884, April 9 through 1885, March 31

Creator: George Edward Hoyle, Master (Captain) and William Paterson, 1st Mate

Published by D. M'Gregor & Company, Nautical, Optical & Stationery Warehouses (Glasgow and Liverpool)

Description: One volume of the *Euterpe* vessel log prepared by Captain George Edward Hoyle and 1st Mate William Paterson (260 pages), includes handwritten entries on a daily basis. Entries begin on April

9, 1884 and end on March 31, 1885. This log contains corresponding information to item **A0244.1.01**. The entries were written by 1st Mate William Paterson and include more detail than the log prepared by Captain Hoyle for the same time period.

Log Entry Summary: On April 9, 1884, *Euterpe* is preparing to get underway, the crew is cleaning the vessel and loading passenger luggage. On April 9, 1884, *Euterpe* is taken in tow by the vessels *Flying Hurricane* and *Flying Cloud* and leaves Glasgow, Scotland bound for Otago, New Zealand. After getting underway the *Euterpe* strikes the stern of the Steamer *Canadian* that ran aground. The *Euterpe* returns to Glasgow for repairs. On April 19, 1884, *Euterpe* is taken in tow by the vessels *Flying Owl* and *Flying Spear* and leaves Glasgow, Scotland bound for Otago, New Zealand. On April 20, 1884, three stowaways, Neil Smith, John Campbell and Hugh Duff were found onboard and subsequently put to work.

On April 28, 1884, steerage passenger Robert Drysdale reports the theft of a pocket book containing a check for £30, 9 pounds gold and two letters of recommendation from a black bag. On May 5, 1884, 3rd Mate Henry Allan observes suspiciously activity by steerage passenger Frank Ross (a.k.a. Frank Ross De Rhodes). Captain Hoyle, 1st Mate Paterson and 3rd Mate Allan conduct an investigation and inquiry and determine Frank Ross is responsible for the theft of several items from passengers and crew on the *Euterpe*. In the end, Frank Ross acknowledges his wrongdoing.

On June 26, 1884, stowaway John Campbell goes aloft to clear the rigging on the main royal yard and falls to the deck. Campbell suffers serious injuries. He never regains consciousness and dies on June 29, 1884. Campbell is buried at sea.

July 20 and 21, 1884, *Euterpe* encounters hurricane force winds and mountainous seas south of Australia, damages to sails and rigging and heavy quantities of water washing over the rails and onto the deck. July 26, 1884, 1st class passenger Francis Orr dies at sea, Captain Hoyle performs a service in cabin and the passenger is buried at sea. July 30 and 31, 1884, *Euterpe* encounters hurricane force winds with heavy hail. The wind carries away the lower fore topsail and yard, which lands on the deck. Crew sights land at Cape Saunders off the coast of the Otago Peninsula on the South Island of New Zealand.

On August 1, 1884, *Euterpe* arrives in Otago Harbor and is taken in tow by the tugboat *Plucky* to an anchorage off Taiaroa Heads to wait for the rising tide. At high tide the tugboat *Plucky* tows the *Euterpe* to an anchorage near Rocky Point mooring at Port Chalmers, the main port in Dunedin, New Zealand. On August 2, 1884, passengers disembark and the crew washes down the decks.

On August 4 through September 20, 1884, crew and stevedores unload cargo onto various barges and vessels, take on ballast and perform repairs and general maintenance to the *Euterpe*. On September 6, 1884, Seaman John Baird suffers an injury to his hand while unloading a cargo of iron pipe. September 16, 1884, seaman Malcolm Livingstone deserts and goes ashore in Dunedin, New Zealand.

On September 23, 1884, *Euterpe* is taken in tow by the tugboat *Plucky* and leaves Port Chalmers bound for Napier, on the North Island of New Zealand. On October 3, 1884, *Euterpe* arrives in Napier, New Zealand. October 4 through 25, 1884, crew scraps paint and beats off rust, caulks and repaints the upper haul of *Euterpe*. On October 28, 1884, *Euterpe* is taken in tow by the vessels *Sir Donald* and *S.S. Bella* and moves three miles north to anchorage. October 28 through November 29, 1884, crew and stevedores load cargo from various barges and vessels onto the *Euterpe* and crew prepares vessel to get underway.

On December 1, 1884, *Euterpe* leaves Napier, New Zealand bound for London, England. On February 18, 1885, *Euterpe* meets and boards the Barque *Ameer* at the equator near the west coast of Africa to receive bread and sugar. On March 31, 1885, the *Euterpe* is off the southwest coast of England at latitude 48.50 south and longitude 8.46 west, the log ends with no further entries.

Extent: 1 original hand-written paper document, bound in book format with heavy book board covers (260 pages); physical dimensions measure 32 x 27 cm.

A0244.1.03 (Item 3)

Title on Binding: Log Book Star of India, Volume 2, 1887-1888

Title on Official Log: *Log of the Euterpe from London*, dated 1887, October 3 through 1888, August 7

Creator: Unknown (probably H. W. Boorman, Master (Captain) or Thomas Bowling, Master (Captain))
Published by unknown party

Description: One volume of the *Euterpe* vessel log prepared by an unknown party, probably Captain H. W. Boorman or Captain Thomas Bowling (150 pages), includes handwritten entries on a daily basis. Entries begin on October 3, 1887 and end on August 7, 1888.

Log Entry Summary: On October 3, 1887, *Euterpe* is taken in tow by the steam tugboat *Scotia* and leaves London, England from the Royal Albert Dock bound for Melbourne, Australia. On October 14 through 16, 1887, *Euterpe* encounters very heavy seas about 500 miles off the coast of Spain. The vessel is laboring under the force of the sea and wind, waves wash onto the deck, a companion door bursts open and sea water floods the saloon cabin.

November 17 through 20, 1887, *Euterpe* encounters heavy seas about 1000 miles off Rio de Janeiro, waves wash over the bow and water floods the main deck. The vessel suffers extensive damage. The violent wind blows away a jib sail, mizzen lower topsail and spanker boom sheets, splits the forward top gallant sail and main royal sail and high seas wash a harness cask (food cask) overboard. The winds reach hurricane force and the *Euterpe* is diving violently into the waves causing the forecabin head to be under the sea most of the time and the main deck full of water. November 21 through 25, 1887, the crew makes repairs to rigging and sails.

On January 13, 1888, *Euterpe* is off the southern coast of Australia and passes Cape Otway lighthouse. On January 15, 1888, *Euterpe* sets anchor near Melbourne Heads. On January 16, 1888, *Euterpe* arrives in Melbourne, Australia.

On January 18, 1888, *Euterpe* is taken in tow by an unknown tugboat and moors at the Williamstown Wharf. January 19 through February 19, 1888, local stevedores unload cargo and the crew perform various maintenance tasks aboard the vessel. While in Melbourne ten of the crew goes ashore for discharge from service aboard the *Euterpe*. The crew loads the vessel with ballast (sand), supplies, fresh water and cargo for the upcoming trip to Port Chalmers, New Zealand. "Swenson", an able-bodied seaman deserts his post while the vessel is in port. On February 18 through 22, 1888, nine able-bodied seamen join the crew.

On February 24, 1888, *Euterpe* is taken in tow by the tugboat *Hercules* and leaves the harbor at Melbourne, passing through the Melbourne Heads bound for Port Chalmers, the main port in Dunedin, New Zealand. On March 10, 1888, *Euterpe* passes Cape Saunders, proceeds to the entrance of Otago Harbor. On March 11, 1888, *Euterpe* is taken in tow by an unknown tugboat and arrives at Port Chalmers Wharf.

March 12 through May 2, 1888, *Euterpe* moors at Port Chalmers Wharf. The crew unloads the current ballast (sand), loads new ballast (stone) and performs a number of preventative maintenance projects aboard the vessel. The crew and stevedores load bales of wool and additional cargo and prepares the vessel for the voyage to London, England. Three able-bodied seamen desert and two able-bodied seamen join the crew.

On May 3, 1888, *Euterpe* is taken in tow by the steam tugboat *Plucky* and leaves Port Chalmers, New Zealand bound for London, England, passing Cape Saunders on the Otago Peninsula at noon.

On August 6, 1888, *Euterpe* is taken in tow by the steam tugboat *Burmak*... [illegible] and arrives in London, England. On August 7, 1888, *Euterpe* passes Gravesend on the Thames River and moors at East India Docks.

The volume has several blank, unused pages at the end of the document.

Extent: 1 original hand-written paper document, bound in book format with heavy book board covers (150 pages); physical dimensions measure 34 x 28 cm.

A0244.1.04 (Item 4)

Title on Binding: Log Book Star of India, Volume 3, 1888-1890

Title on Official Log: *Log of the Euterpe from London*, dated 1888, December 22 through 1890, March 18

Creator: Thomas Bowling, Master (Captain)

Published by unknown party

Description: One volume of the *Euterpe* vessel log prepared by an unknown party, probably Captain Thomas Bowling (306 pages), includes handwritten entries on a daily basis. Entries begin on December 22, 1888 and end on March 18, 1890. The log includes a list of the officers and crew onboard the *Euterpe* and identifies them by rank and occupation and a list of passengers traveling from London, England to Wellington, New Zealand.

Log Entry Summary: The log entries begin on December 22, 1888, the *Euterpe* is in the South Atlantic Ocean, latitude 34.30 south and longitude 20.13 west. The log fails to document when the *Euterpe* leaves London, England (probably mid October or early November 1888). The *Euterpe* is bound for Wellington, New Zealand.

On December 22, 1888, *Euterpe* encounters fierce squalls that pummel the vessel and carry away the fore royal and fore topsail sheets and the main topmost stay sail.

On February 12, 1889, *Euterpe* approaches Farewell lighthouse off the northern end of the south island of New Zealand. On February 14, 1889, *Euterpe* is abreast of Brothers Island lighthouse at the entrance to the Cook Straits and anchors off Pencarrow Head near Wellington, New Zealand. On February 16, 1889, the crew raises the anchor and *Euterpe* sails toward Wellington Harbor, New Zealand. On February 19, 1889, *Euterpe* moors at Queens Wharf, Wellington, New Zealand. February 20 through May 25, 1889, the crew unloads cargo, loads ballast and cargo and performs general vessel maintenance. On May 26, 1889, the crew prepares the vessel to get underway, one able-bodied seaman deserts and two able-bodied seamen join the crew.

On May 31, 1889, *Euterpe* is taken in tow by *S.S. Mana* and leaves Wellington, New Zealand bound for Port Pirie, South Australia. On June 10, 1889, *Euterpe* is hit by a severe squall and high waves. The cargo begins to shift below decks and the crew works to secure it. On June 17, 1889, the crew sights Cape Borda lighthouse on Kangaroo Island off the coast of South Australia. On June 20, 1889, the crew sights Wedge Island at the entrance to the Spencer Gulf. On June 22, 1889, *Euterpe* is taken in tow by the *S.S. Nelcebee* and arrives in Spencer Gulf and anchors near Port Germein. June 24 through 26, 1889, the crew unloads 175 tons of coal onto another vessel.

On June 27, 1889, *Euterpe* is taken in tow by the *S.S. Nelcebee* and arrives in Port Pirie and moors at the wharf. The crew unloads another 30 tons of coal onto another vessel. June 28 through July 14, 1889, the crew continues to unload coal, load ballast and prepare the ship for the upcoming sea voyage.

On July 15, 1889, *Euterpe* is taken in tow by the *S.S. Nelcebee* and leaves the Port Pirie wharf and moves to an outer anchorage off Point Lowly lighthouse. On July 16, 1889, *Euterpe* leaves the anchorage and proceeds south through the gulf to an anchorage near the Middle Banks in Spencer Gulf. On July 17, 1889, *Euterpe* passes the city of Wallaroo, South Australia on the western side of Spencer Gulf.

On July 19, 1889, *Euterpe* exits Spencer Gulf in South Australia and is off Kangaroo Island bound for Iquique, Chile. On August 20, 1889, *Euterpe* encounters heavy seas and fierce gales, which blow away the forward topmast stay sail and the lower forward top sail yard.

On September 12, 1889, *Euterpe* arrives in Iquique, Chile and anchors in the harbor. September 13 through November 19, 1889, the crew cleans the decks, scrapes and paints the outside, overhauls blocks, performs normal maintenance and unloads ballast and takes on cargo (nitrate). On September 21, 1889, able-bodied seaman Scott is brought before the local counsel, arrested and placed in jail, he is released on September 25, 1889.

On November 20, 1889, *Euterpe* leaves the harbor at Iquique, Chile bound for Falmouth, England. On January 5, 1890, *Euterpe* encounters high seas with large waves washing onto the deck, flooding several cabins. On February 21, 1890, the crew sights Flores Island, Azores.

On March 9, 1890, the crew sights Lizard Point lighthouse off the southwest coast of Cornwall, England, the *Euterpe* is taken in tow by the tugboat *Triton* and moves to an anchorage near St. Anthony's Head at the entrance to Falmouth Harbor, Cornwall, England.

On March 10, 1890, the captain receives orders to leave Falmouth Harbor, England and proceed to Hamburg, Germany. On March 16, 1890, *Euterpe* is taken in tow by the tugboat *Goliath* and enters the Elbe River on the way to the harbor in Hamburg. On March 18, 1890, *Euterpe* is taken in tow by the tugboats *Goliath* and *Cyclops* and arrives in Hamburg, Germany and moors dockside.

On May 21 through 28, 1890, the crew loads cargo onboard the vessel. On May 29, 1890, *Euterpe* leaves Hamburg, Germany bound for Melbourne, Australia. The vessel log ends with no arrival date or location.

Extent: 1 original hand-written paper document, bound in book format with heavy book board covers (306 pages); physical dimensions measure 34 x 28 cm.

A0244.1.05 (Item 5)

Title on Binding: Log Book Star of India, Volume 4, 22 May 1890 - 17 May 1892

Title on Official Log: *Log Book of the Ship Euterpe*, dated May 21, 1890

Creator: Thomas Bowling, Master (Captain)

Published by J. Seager, Ship and General Stationer, Bookbinder & Co. (London)

Description: One volume of the *Euterpe* vessel log prepared by Captain Thomas Bowling (380 pages), includes handwritten entries on a daily basis. Entries begin on May 22, 1890 and end on May 17, 1892. The log includes a list of the officers and crew onboard the *Euterpe* and identifies them by rank and occupation. In addition, the log includes a number of useful maritime references including lists of signal stations, semaphore locations and life boat stations; Board of Trade Regulations for Preventing Collisions at Sea: Rules Concerning Lights, Rules Concerning Signals and Steering and Sailing Rules; Diagrams to Illustrate the Use of the Lights Carried by Vessels at Sea; Instructions for the Guidance of Masters and Seaman when using the Mortar and Rocket Lines for Saving Life from Shipwreck; article by Joseph H. Hodgson: *To Rescue Drowning Persons* (Journal of the Life-Boat Institute); *Treatment of the Apparent Drowned* (Royal National Life-Boat Institute, London, May 1878); *On the Management of Open Rowing-Boats in a Surf* (compiled from information obtained by the Royal National Life-Boat Institute) and an advertisement for Captain Ward's Cork Life Belt for Ship's Crews.

Log Entry Summary: On May 22, 1890, *Euterpe* is taken in tow by the tugboat *Atlas* to Brunshausen on the Elbe River. May 23 through 28, 1890 the crew is loading cargo and preparing the vessel for the upcoming sea voyage.

May 29, 1890, *Euterpe* is taken in tow by the tugboats *Centaur* and *Maynet* ... [illegible] and attempts to leave Hamburg but is forced to anchor off Cuxshaven lighthouse due to severe weather. On June 4, 1890,

Euterpe is taken in tow by the tugboat *Centaur* and leaves Hamburg, Germany with a crew of 27 including officers and seamen bound for Melbourne, Australia.

On June 9, 1890 the crew sights South Foreland lighthouse as the *Euterpe* moves south through the English Channel. On August 6 and 7, 1890, *Euterpe* encounters fierce squalls, hail and high seas approximately 1000 miles west of South Africa. On August 13, 1890, *Euterpe* is hit by fierce squalls and heavy seas off the coast of South Africa, a large wave strikes and crushes an aft starboard lifeboat. On September 27, 1890, *Euterpe* encounters fierce squalls, rain and high seas with large quantities of water washing onto the deck and flooding deck houses about 1500 miles off the southwest coast of Australia in the Indian Ocean.

On September 11, 1890 the crew sights Cape Wickham and Cape Otway lighthouses and the *Euterpe* enters the Bass Straits off the southern coast of Australian not far from Melbourne, Australia. September 12 through 15, 1890, *Euterpe* passes through the Melbourne Heads, enters Port Phillip Bay, proceeds to Hobson Bay and anchors off Williamstown, Australia. On September 16, 1890, *Euterpe* is taken in tow by the tugboats *Rescue* and *Falcon* up the Yarro River and docks in Melbourne.

September 17 through October 5, 1890 the crew and stevedores unload cargo. During this period several able-bodied seaman desert and one able-bodied seaman, Oscar Alander ... [illegible] breaks a customs seal on the forward hatch and tampers with cargo. The local police arrest Oscar Alander, find him guilty and the seaman receives a three-month prison sentence for the offense.

October 6 through 28, 1890 the crew continues to unload cargo and loads wood, ballast, fresh water and supplies and prepares the vessel for the upcoming sea voyage.

On October 29, 1890, *Euterpe* is taken in tow by the tugboat *Rescue* and moves down the Yarro River to an anchorage off Williamstown, Australia. On October 30, 1890 the crew makes final preparations for the sea voyage. On October 31, 1890, *Euterpe* is taken in tow by the tugboat *Rescue* and proceeds through the harbor to an anchorage off Queenscliff, Australia.

On November 1, 1890, *Euterpe* leaves Port Phillip Bay in Melbourne, Australia bound for Napier, New Zealand. On November 8, 1890 the crew sights Farewell Spit near the northern end of the south island of New Zealand. On November 9 and 10, 1890 the crew sights numerous landmarks (Cape Palliser, Pencarrow Head and Brothers Island) as the *Euterpe* passes through the Cooks Straits between the North and South Islands of New Zealand in route to Napier, New Zealand. On November 11, 1890, *Euterpe* arrives in Napier, New Zealand and anchors at Ahuriri Bluff.

November 12 through November 21, 1890 the crew perform a number of projects aboard the vessel such as removing sails, splicing lines, repairing rigging, painting, discharging ballast and loading cargo (wool). On November 22, 1890, *Euterpe* moves to an inner anchorage.

November 23 1890 through January 2, 1891 the crew is stacking dunnage, performing general duties onboard the vessel and helping the stevedores load and stow bales of wool from various vessels including S.S. *Ahuriri*, S.S. *Le Napier*, S.S. *Result* and the Lighters (barges) *Why Not*, *Maid of the Mill* and *Fairy*. Two able-bodied seamen William Mc Ivoy ... [illegible] and James Riley desert the *Euterpe* and 2nd mate, W. Duncan falls and requires a visit to the hospital and stays ashore. Three able-bodied seamen join the crew and a new 2nd mate, J. Brander arrive onboard the *Euterpe*.

On January 3, 1891, *Euterpe* leaves Napier, New Zealand and passes Cape Kidnappers in the early morning bound for London, England.

On February 2 and 3, 1891, *Euterpe* is hit by moderate to heavy squalls with winds reaching hurricane force as the vessel rounds Cape Horn off the coast of South America. On February 13, 1891, *Euterpe* encounters severe squalls and high seas approximately 2000 miles off the coast of Argentina.

Throughout the voyage the crew is cleaning the ship, chipping iron and painting woodwork, masts and yards, repairing sails, overhauling and tarring the rigging, securing ratlines to shrouds, scrubbing and polishing all brass and performing general sailing duties. On April 24, 1891, Captain Bowling orders Chief Officer H. Willis Jones to his cabin for refusing to obey his orders given through the second officer. The following day Chief Officer Jones is back on duty.

On April 30, 1891 the crew sights Start Point lighthouse near southern Devon, England in the late evening. On May 1, 1891 the crew sights St. Catherine's and Beachy Head lighthouses as the *Euterpe* is taken in tow by the tugboat *Conquer of London* near Dungeness off the coast of Kent, England. On May 2, 1891, *Euterpe* arrives at Gravesend for customs inspection and proceeds up the Thames Rivers to East India Dock, London, England.

At this point, there is a gap of several months in the vessel log from May 2, 1891 to March 21, 1892. The log entries resume on March 21, 1892 and the *Euterpe* is in the South Atlantic Ocean approximately 500 miles off the coast of South America near Salvador da Bahia, Brazil, latitude 16.50 south and longitude 29.44 west. The log fails to document when the *Euterpe* leaves London, England (according to vessel log **A0244.1.06 (Item 6)** the *Euterpe* leaves London, England on July 1, 1891 bound for Wellington, New Zealand).

As the log entries resume on March 21, 1892, *Euterpe* is in route from Wellington, New Zealand to London, England.

March 21 through May 2, 1892 the carpenter is repairing the deck and the crew is scraping and painting the yards, spars, rails, moldings, deck lockers, bulwarks and iron works, holy stoning and oiling the decks, cleaning and varnishing bright work, overhauling various blocks and performing general sailing duties. On May 3, 1892, *Euterpe* encounters severe gales and squalls and high seas. The waves wash over the deck, smash down the engine room door, fill the galley and deck houses with water and flood the cargo hold.

On May 14, 1892 the crew sights Lizard lighthouse in Cornwall, England. On May 15 and 16, 1892 the crew sights Eddystone, St. Catherine's and Beachy Head lighthouses as the *Euterpe* sails along the southern coast of England.

On May 16, 1892, *Euterpe* is taken in tow by the tugboat *Iona* ... [illegible]. On May 17, 1892, *Euterpe* arrives at Gravesend and moors at a buoy and then continues up the Thames River in tow by the tugboat *Iona* and arrives at the East India Dock, London, England.

The volume has several blank, unused pages at the end of the document.

Extent: 1 original hand-written paper document, bound in book format with heavy book board covers (380 pages); physical dimensions measure 33 x 28 cm.

A0244.1.06 (Item 6)

Title on Binding: Log Book Star of India, Volume 5, 13 July 1891 - 2 March 1892

Title on Official Log: *A Log Book*, No date

Creator: Thomas Bowling, Master (Captain) and Roland Streeter, Master (Captain)

Published by Norie & Wilson Publishers of Charts and Nautical Works (London)

Description: One volume of the *Euterpe* vessel log prepared by Captain Thomas Bowling and Captain Roland Streeter (198 pages), includes handwritten entries on a daily basis. Entries begin on July 13, 1891 and end on March 20, 1892. This vessel log is a continuation of log **A0244.1.05 (Item 5)**.

Log Entry Summary: On July 13, 1891, *Euterpe* is taken in tow by the tugboat *Victor* and leaves the East India Dock, London, England and moves down the Thames River to the Powder Grounds below

Gravesend. The Board of Trade officials come aboard the *Euterpe* to inspect the vessel magazine and give permission to load explosives, which include powder, fuses and cartridges. The *Euterpe* is taken in tow by the tugboat *Victor* and leaves London, England bound for Wellington, New Zealand. July 14 through 16, 1891 the crew sights St. Catherine's, Portland and Start lighthouses as the *Euterpe* moves along the southern coast of England.

On September 4 and 8, 1891, *Euterpe* encounters heavy gales and hard squalls with high seas and waves wash over the deck. Throughout the voyage the crew is overhauling blocks and braces, scraping, stripping and painting various parts of the vessel, repairing rigging, scraping and oiling decks, cleaning and varnishing brightwork and performing general sailing duties.

On October 24, 1891 the crew sights Farewell lighthouse off the northern tip of the South Island of New Zealand. As the *Euterpe* approaches the west entrance to Cook's Strait the crew sights Stephens Island and Brother's Island lighthouse. On October 25, 1891 the crew sights Pencarrow lighthouse and *Euterpe* arrives in Wellington, New Zealand. The *Euterpe* moors at an anchorage near Somes Island outside Wellington Harbor, New Zealand.

On October 26, 1891 the Wellington Health Officer and Harbor Master arrive onboard the *Euterpe* and certify the captain and crew are free of contagious disease and the ship receives clearance to enter the port. The crew begins to unload the gunpowder and explosives. On October 27, 1891, *Euterpe* is taken in tow by the steam tugboat *Mana* and moors at the wharf in Wellington Harbor.

October 29 through November 27, 1891, *Euterpe* moors in Wellington Harbor. During November the crew unloads cargo at the wharf and onto the S.S. *Kiwi* and S.S. *Queen* and the crew loads ballast. Able-bodied seaman A. Smith is absent without leave and deserts the ship. On November 28, 1891, *Euterpe* is taken in tow and with the assistance of the steam tugboat *Mana* performs a running moor operation (letting go anchors and heaving in cable in turn until there is the same amount of chain out on both anchors).

November 28 through December 10, 1891, the crew cleans and paints the ship, trims the ballast, transfers dunnage between decks, cleans the vessel hold and unloads cargo onto the S.S. *Kiwi*. On December 11, 1891, *Euterpe* is taken in tow by the steam tug boat *Mana* and moves to a mooring at the railway wharf. December 12, 1891 through January 12, 1892, the crew loads cargo (wool, flax, hides, tallow and coal) trims the ballast and continues to clean, scrap and paint the ship in preparation for the upcoming sea voyage.

On January 13, 1892, the steam tugboat *Mana* comes alongside the *Euterpe* to begin the tow to sea but the captain must delay the operation because several members of the crew are absent without leave. On January 15, 1892 most of the crew returns and *Euterpe* is taken in tow by the steam tugboat *Mana* and leaves Wellington, New Zealand bound for London, England.

On January 24 and 25, 1892, *Euterpe* encounters severe gales, squalls and high seas, the vessel tumbles about violently and large volumes of water wash onto the decks. The log entries end on March 20, 1892, the *Euterpe* is in the South Atlantic Ocean approximately 500 miles off the coast of Brazil, latitude 18.23 south and longitude 29.80 west. The vessel log fails to document when the *Euterpe* arrives in London, England.

Extent: 1 original hand-written paper document, bound in book format with heavy book board covers (198 pages); physical dimensions measure 35 x 29 cm.

A0244.1.07 (Item 7)

Title on Binding: Log Book Star of India, Volume 6, 25 August 1892 – 15 October 1893

Title on Official Log: *Log Book of the Euterpe*, No date

Creator: Unknown (probably Roland Streeter, Master (Captain))

Published by an unknown party

Description: One volume of the *Euterpe* vessel log prepared by an unknown party, probably Captain Roland Streeter (266 pages), includes handwritten entries on a daily basis. Entries begin on August 25, 1892 and end on October 15, 1893.

Log Entry Summary: The log entries begin on August 25, 1892, the *Euterpe* is in the North Atlantic Ocean, approximately 500 miles off the coast of France, latitude 45.19 north and longitude 9.40 west. The log fails to document when the *Euterpe* leaves Glasgow, Scotland (probably early or mid August 1892). The *Euterpe* is bound for Dunedin, New Zealand.

On September 3, 1892 the crew sights Madeira Island, approximately 500 miles off the coast of Morocco.

Throughout the voyage the crew is overhauling blocks and braces, scraping, stripping and painting various parts of the vessel, repairing rigging, scrubbing, scraping and oiling decks, cleaning and varnishing brightwork and performing general sailing duties.

The *Euterpe* cargo includes coal, which is prone to spontaneous heating and can ignite without proper ventilation. During the voyage the crew is frequently checking the coal temperature and venting the main cargo hold to reduce the chance of an onboard coal fire.

November 6 through 18, 1892, *Euterpe* encounters high seas and winds reaching hurricane force near the Cape of Good Hope, South Africa. The vessel tumbles about violently and waves come over the bow and flood the decks. A high cross sea strikes the rudder on the *Euterpe* and knocks the sailor manning the steering wheel to the deck and breaks several spokes off the wheel.

On December 7, 1892, *Euterpe* is approximately 1200 miles off the southern coast of Australia and the crew sights an iceberg. On December 18, 1892 the crew sights the Snares Islands and Stewart Island off the southern end of the South Island of New Zealand. On December 19 and 20, 1892 the crew sights Nugget Point and Cape Saunders as the *Euterpe* moves up the east coast of the South Island of New Zealand. On December 22, 1892, *Euterpe* is taken in tow by the steam tugboat *Plucky* and arrives in Otago Harbor and moors at Port Chalmers, New Zealand.

December 24, 1892 the crew unloads coal onto the Lighters (barges) *Henry* and *Thomas*. December 26 through 29, 1892 the crew continues to unload coal and general cargo. On December 30, 1892, *Euterpe* is taken in tow by the steam tugboats *Plucky* and *Kopitai* ... [illegible] and moves down the harbor to the wharf in Dunedin, New Zealand.

January 3 through 29, 1893 the crew and local workers unload cargo (pig iron and coal), clean the vessel and load and trim ballast. Apprentices Richard Fallowfield, Robert MacPherson and Edward Perry and able-bodied seaman James Smith are absent without leave and desert the ship, three able-bodied seamen transfer to another vessel.

January 31, 1893, the crew hauls the *Euterpe* down the wharf alongside the vessel *Canterbury* and unloads cargo bound for Wellington, New Zealand. February 1 through 19, 1893 the crew and local workers continue to unload cargo, trim ballast, transfer dunnage between decks, clean the cargo hold, caulk and paint various parts of the vessel and load cargo (tallow). On February 20, 1893, *Euterpe* is taken in tow by steam tugboats *Plucky* and *Kopitai* ... [illegible] and moves up the harbor to Port Chalmers, New Zealand and moors at the wharf. February 21 through April 12, 1893 the crew cleans, scrapes and paints the vessel, loads cargo (wool, wheat, tallow, pelts) from shore and the steam ships *Brunner* and *Invercargill* ... [illegible], trims ballast, prepares for the upcoming voyage and seamen A. Beaton, J. Carter, Jansen, McDonald, Todd, F. Renaut, J. McKenzie, D. McLeod and McCowan ... [illegible] join the crew.

On April 13, 1893, *Euterpe* is taken in tow by the steam tugboat *Plucky* and leaves Port Chalmers and clears Taiaroa Head in the late evening bound for London, England.

On April 28, 1893 the crew sights the Antipodes Islands, approximately 550 miles southeast of the South Island of New Zealand. On May 26, 1893, *Euterpe* encounters a strong gale and squalls with high seas approximately 200 miles off the coast of Chile. The vessel tumbles about violently and waves wash onto the decks. The crew is battling an infestation of rats during the voyage and on June 17, 1893, thirty-two rats were caught in the traps. Throughout the voyage the crew is cleaning, scraping and painting various parts of the vessel, repairing rigging, holystoning and oiling the decks, cleaning and varnishing brightwork and performing general sailing duties.

On September 8, 1893 the crew sights Bishops Rock and Lizard lighthouses and Portland Bill just off the coast of Cornwall, England. On September 9 and 10, 1893 the crew sights St. Catherine's, Beachy Head and Dungeness lighthouses as the *Euterpe* sails along the south coast of England. On September 11, 1893, *Euterpe* anchors off South Foreland Head near Dover, England.

On September 12, 1893, *Euterpe* arrives in London, England and is taken in tow by the steam tugboat *Shamrock* and moves up the Thames River to Gravesend and moors at the East India Docks just outside London, England.

On October 4, 1893, *Euterpe* is taken in tow by the tugboat *Renoron* ... [illegible] and leaves the East India Docks, near London, England and moves down the Thames River. At Gravesend, the *Euterpe* is taken in tow by the tugboat *Fibernia* ... [illegible] and continues down river to an anchorage. On October 5, 1893, *Euterpe* is taken in tow by an unknown tugboat and moves to an anchorage in The Downs, which is an area along the eastern coast of Kent from Dover to the North Foreland in southern England.

On October 9, 1893, *Euterpe* leaves The Downs bound for Glasgow, Scotland. On October 10, 1893 the crew sights Beachy Head and St. Catherine's lighthouses and the Isle of Wight as the *Euterpe* sails along the south coast of England. October 11 through 13, 1893, the crew sights Anvil Point, Start Point and Wolf Rock lighthouses as the *Euterpe* sails around the southwestern tip of England. On October 14, 1893, *Euterpe* is taken in tow by the steam tugboat *Flying Sprite* and the crew sights Saint John's Point and South Rock lighthouses off the northeast coast of Ireland as the *Euterpe* moves up the west coast of England toward Corsewell Point off the west coast of Scotland, approximately 75 miles north of the Isle of Mann.

The log entries end on October 15, 1893, as the *Euterpe* is taken in tow by the steam tugboat *Flying Irishman* near Pladda Island, off the south coast of the Isle of Arran in the Firth of Clyde. The Firth of Clyde is the entry point to the River Clyde and the ports of Dumbarton and Glasgow, Scotland. The vessel log fails to document when the *Euterpe* arrives in Glasgow, Scotland.

The volume has several blank, unused pages at the end of the document.

Extent: 1 original hand-written paper document, bound in book format with heavy book board covers (266 pages); physical dimensions measure 35 x 29 cm.

A0244.1.08 (Item 8)

Title on Binding: Log Book Star of India, Volume 8, 8 April 1895 – 27 March 1896

Title on Official Log: *Log Book of the Euterpe of Southampton*, April 8, 1895

Creator: Thomas Richmond (1st Mate) and Alexander Banks, Master (Captain)

Published by Norie & Wilson Publishers of Charts and Nautical Works (London)

Description: One volume of the *Euterpe* vessel log prepared by 1st Mate Thomas Richmond and Captain Alexander Banks (360 pages), includes handwritten entries on a daily basis. Entries begin on April 8, 1895 and end on March 27, 1896.

Log Entry Summary: On April 8, 1895, *Euterpe* is taken in tow by the tugboat *Brilliant Star* and leaves the West Waterloo Dock, Liverpool, England bound for Wellington, New Zealand. *Euterpe* moves down the River Mersey to the Powder Ground and loads gun powder. On April 9, 1895, the crew discovers two stowaways and signals an inbound ship off the coast of Drogheda, Ireland, the stowaways transfer from the *Euterpe* to the inbound vessel and back to Liverpool, England. On April 12, 1895, *Euterpe* is off the coast of Ireland and the crew sights Wicklow Head lighthouse approximately 50 miles south of Dublin, Ireland.

On April 22, 1895 the crew sights Porto Santo Island, approximately 500 miles off the coast of Morocco. May 29 through June 3, 1895, *Euterpe* encounters heavy rain, strong squalls and high seas approximately 1500 miles off the coast of Uruguay. The vessel tumbles about violently, waves wash onto the decks, a heavy squall strikes the main sail and carries it away and two harness casks wash overboard. June 10 through 14, 1895, *Euterpe* encounters moderate to severe gales and high seas off the coast of South Africa. The vessel is rolling and straining against the heavy seas and the waves wash over the forecastle as the bow plunges into to sea. June 16 through 19, 1895, *Euterpe* continues to pass through severe gales and heavy squalls of hurricane force with hail and high seas approximately 2000 miles east of South Africa. The vessel is rolling and laboring in the mountainous sea and waves wash over the bow and flood the decks. On June 20, 1895 the crew sight two icebergs, one off the port and one off the starboard bow about 6 miles, lookouts are on duty around the clock.

On June 26 and 27, 1895, *Euterpe* encounters heavy gales and fierce squalls of hurricane force with tremendously high seas approximately 2000 miles southwest of Australia. The vessel is rolling and diving into the high seas, at times completely submerging the jib boom and forecastle. The high waves coming over the bow tear the sail from the jib boom and the severe waves wash water below decks and flood the cargo hold. On June 28, 1895 the crew surveys the damage to cargo (several casks broken), pumps the hold dry and secures all goods. July 6 through 14, 1895, *Euterpe* encounters severe gales, violent squalls, heavy rain and high seas approximately 500 miles south of Australia. The vessel rolls and strains against the force of the high seas and waves wash onto the decks. The force of the waves breaks down the engine room doors, damages the port side cabin doors and washes a steward off his feet, hurting his shoulder.

Throughout the voyage the crew is cleaning berths, cabins and decks, oiling donkey engine, steering gear, winches and windlass, repairing sails and rigging, overhauling braces and blocks, making boat covers for life boats, painting backstays, life boats, booms, bulwarks, deckhouse, masts and yards and performing general sailing duties.

On July 25, 1895 the crew sights the Snares Islands approximately 125 miles south of New Zealand's South Island. On July 28 and 29, 1895 the crew sights the Banks Peninsula, Cape Campbell and Kaikoura Peninsula as the *Euterpe* sails north up the northeast coast of the South Island of New Zealand toward Wellington. On the afternoon of July 29, 1895, *Euterpe* passes Pencarrow Head lighthouse near the entrance to Wellington Harbor and anchors in the Powder Grounds. On July 30, 1895 the Wellington Health Officer arrives onboard the *Euterpe* and certifies the captain and crew are free of contagious disease and the ship receives clearance to enter the port. The crew begins to unload the gunpowder and explosives. The captain goes ashore on business. On August 1, 1895, *Euterpe* is taken in tow by the steam tugboat *Mana* and moors at the wharf in Wellington Harbor.

August 2 through 26, 1895, the crew unloads cargo, repairs the donkey engine, removes all limbers in the forward, main and after cargo holds, bales out water and thoroughly cleans the cargo holds, loads and trims ballast, transfers dunnage and loads cargo (flax).

On August 27, 1895, *Euterpe* is taken in tow by the tugboat *Duco* and leaves Wellington, New Zealand bound for Dunedin, New Zealand on the South Island.

On August 29, 1895 the crew sights Otago Heads near the entrance to the harbor at Dunedin, New Zealand. The *Euterpe* is taken in tow by the tugboat *Plucky* and anchors off Port Chalmers, New Zealand.

On August 30, 1895, *Euterpe* is taken in tow by the tugboats *Plucky* and *Koputai* and moves to the Dunedin Wharf, the crew prepares the rigging to unload cargo. August 31 through September 18, 1895 the crew unloads cargo, cleans all decks and berths, loads and trims ballast, removes all limbers in the after cargo hold and thoroughly cleans the cargo hold.

On September 19, 1895, *Euterpe* is taken in tow by the tugboat *Plucky* and leaves Dunedin, New Zealand bound for Napier, New Zealand. On September 22, 1895 the crew sights Banks Peninsula and Akaroa lighthouse as the *Euterpe* sails north up the east coast of New Zealand's South Island. On September 27, 1895 the crew sights Cape Kidnappers on the east coast of New Zealand's North Island near Napier and by the afternoon the *Euterpe* anchors at the Ballast Grounds. September 28 through October 3, 1895 the crew unloads 190 tons of ballast (earth) overboard and removes all limbers and cleans the pump well. On October 5, 1895, *Euterpe* arrives in Hawke Bay, Napier, New Zealand.

October 6 through December 17, 1895 the crew scrubs, chips, scrapes and paints the vessel inside and out, loads cargo (wool), overhauls braces and blocks, loads ballast (metal) from Dredger *J-T-O* ... [illegible] and trims ballast, washes and cleans all decks and berths and several vessels including S.S. *Ahuriri*, S.S. *Weka*, S.S. *Fairy*, S.S. *Tekapu*. S.S. *Result*, S.S. *Te Kapu*, S.S. *Fanny* and Schooners *Admiral* and *Maid of the Mill* come alongside and stevedores load cargo (wool and tallow) onto *Euterpe*. Able-bodied seaman C. Herman commits assault while ashore and is sentenced to one month in prison; he is released December 14, 1895.

On December 18, 1895, *Euterpe* leaves Napier, New Zealand under sail bound for London, England.

Throughout the voyage the crew is tarring the decks, oiling the steering gear, windlass, winches and donkey engine, cleaning the decks, berths and all teakwood, cleaning and painting lifeboats and gear, repairing sails and rigging, securing ratlines to shrouds, blacking the rigging and chain work, painting stays, backstays, masts, yards, bulwarks, cabin roofs and the outside of the ship, cleaning donkey engine boiler, varnishing and oiling bright work and performing general sailing duties.

On January 4 and 5, 1896, *Euterpe* encounters severe gales and squalls, heavy rain, at times hail and high seas in the South Pacific midway between New Zealand and Cape Horn. The vessel rolls and strains against the force of the high seas and waves wash onto the decks. On January 16 and 17, 1896 the crew sights the Ildefonso Islands and Diego Ramírez Islands, near Cape Horn as the *Euterpe* sails around the tip of South America. On January 18, 1896, *Euterpe* makes contact with the barkentines *Clan Macleod* of Glasgow, *Theodor Fischer* of Bremen and the *Marion Crosbie* of Glasgow.

On January 30, 1896, *Euterpe* signals the barkentine *Glamis* of Dundee 41 days out of Melbourne approximately 1000 miles off the coast of Argentina. On February 6, 1896, *Euterpe* signals the three-mast clipper *Loch Ryan* of Glasgow 45 days out of Melbourne approximately 500 miles off the coast of Brazil. February 8 through 10, 1896, *Euterpe* encounters heavy squalls and fierce gales near Rio de Janeiro that split the top gallant sails and force the vessel to lay over so far the crew furls many sails.

On March 3 and 4, 1896, *Euterpe* signals the S.S. *Mark* of Bremen and S.S. *Burton* ... [illegible]. March 10 through 18, 1896 the crew sights Cape St. Antonio and Cape St. Augustine, Bahia and Pernambuco and Fernando de Noronha Islands, Pernambuco as it sails north up the coast of Brazil. On April 15, 1896, *Euterpe* signals the sailing ship *J.B. Walker* of Thomaston, Maine and the barkentine *West Australian*. On April 21 and 22, 1896, *Euterpe* encounters a moderate to strong gale with high seas in the North Atlantic approximately 600 miles west of France. The vessel dives into the swells and strains against the force of the sea and heavy amounts of water wash onto the decks. On April 23, 1896, *Euterpe* signals barkentine *Chile* of Dunedin.

April 26 through 28, 1896 the crew sights Bishop Rock, Wolf Rock, Lizard, Start Point and St. Catherine's lighthouses and Beachy Head as the *Euterpe* moves along the southern coast of England into the English Channel.

On April 29, 1896, *Euterpe* is taken in tow by the steam tugboat *Dilwara* off Folkestone in Kent, England and by evening *Euterpe* enters the Thames River and reaches Gravesend. In the early morning of April 30, 1896, *Euterpe* anchors at Long Reach off Gravesend to wait for the tide to rise. By midday *Euterpe* is taken in tow by the steam tugboat *Dilwara* and arrives at the East India Docks, London, England and moors at the wharf.

On May 19, 1896, *Euterpe* is taken in tow by the tugboat *Oceana* and leaves the East India Docks in London bound for Glasgow, Scotland.

On May 20 and 21, 1896 the crew sights North and South Foreland Heads, Dover, Dungeness and Beachy Heads and St. Catherine's and Portland lighthouses as the *Euterpe* sails along the south coast of England. On May 22, 1896 the crew sights Eddystone, Lizards and Wolf Rock lighthouses. On May 23, 1896 the crew sights the Scilly Islands and speaks with the S.S. *Lyonesse* bound for Penzance, England as the *Euterpe* sails around the southwestern tip of England.

On May 25, 1896, *Euterpe* is taken in tow by the tugboat *Hercules* of Glasgow and moves toward the River Clyde. On May 26, 1896 the crew sights Tuskar lighthouse off the coast of Ireland, Chicken Rock lighthouse on the Isle of Mann and Mull of Galloway lighthouse on the coast of Scotland. On March 27, 1896, *Euterpe* arrives in Greenock, Scotland on the River Clyde and anchors to wait for the tide to rise. By late evening *Euterpe* is taken in tow by the tugboat *Coot* ... [illegible] and arrives in Glasgow, Scotland and moors at the Cessnock Dock.

The volume has several blank, unused pages at the end of the document.

Extent: 1 original hand-written paper document, bound in book format with heavy book board covers (360 pages); physical dimensions measure 32 x 26 cm.

A0244.1.09 (Item 9)

Title on Binding: Log Book Star of India, Volume 9, 19 June 1896 – 29 May 1897

Title on Official Log: *Log Book of the Euterpe of Glasgow*, June 19, 1896

Creator: Thomas Richmond (1st Mate) and Alexander Banks, Master (Captain)

Published by S. Straker & Sons Export Stationers & Printers (London)

Description: One volume of the *Euterpe* vessel log prepared by 1st Mate Thomas Richmond and Captain Alexander Banks (338 pages), includes handwritten entries on a daily basis. Entries begin on June 19, 1896 and end on May 29, 1897. The log includes a list of the officers and crew onboard the *Euterpe* and identifies them by rank and occupation.

Log Entry Summary: On June 19 and 20, 1896, *Euterpe* is taken in tow by the tugboat *Hercules* and moves to an anchorage at the Powder buoys to load dynamite and detonators. On June 21, 1896, *Euterpe* is taken in tow by the tugboat *Hercules* and leaves Glasgow, Scotland bound for Dunedin, New Zealand.

June 22 through 25, 1896, the crew sights the Maidens lighthouse, Blackhead cliffs and Copeland lighthouse, the Calf of Man Island off the southern coast of the Isle of Mann, various lightships, Taskar lighthouse and Lucifer Banks as the *Euterpe* sails south down the east coast of Ireland.

Throughout the voyage the crew is cleaning all decks and berths, fitting new jib sheets, repairing running gear, sails and rigging, oiling the steering gear, windlass, winches, donkey engine and other machinery, running new buntlines, overhauling blocks and donkey engine and performing general sailing duties.

On July 1, 1896 the crew signals the barkentine *Berwickshire* approximately 300 miles off the coast of Spain. On July 15, 1896, *Euterpe* makes contact with the sailing ship *Port Jackson* 19 days out of Rotterdam approximately 500 miles off the coast of North Africa. On July 17, 1896 the crew signals the barkentine *Aline* ... [illegible] 20 days out of London about 400 miles off the coast of North Africa.

August 2 through 7, 1896, *Euterpe* encounters hard squalls and high seas approximately 600 miles off the coast of Sierra Leone, Africa. The vessel plunges into the swells and labors against the force of the sea and heavy amounts of water wash over the bow and onto the decks, at times completely submerging the forecastle.

August 12 through 14, 1896, *Euterpe* encounters heavy squalls and strong gales with high seas approximately 2000 miles off the west coast of South Africa. The ship rolls violently and strains against the force of the sea and heavy amounts of water wash over the bow and flood the decks.

August 27 through September 5, 1896, *Euterpe* encounters strong gales, fierce squalls and high seas as the vessel sails down the west coast of South Africa, around the Cape of Good Hope and into the Indian Ocean. The vessel dives into the swells and struggles under the force of the sea. The waves wash over the forecastle, flood the deck and damage the forward hatch, allowing water to get below.

September 19 through 23, 1896, *Euterpe* encounters gales of hurricane force, squalls of snow and hail and high seas approximately 1000 miles off southern coast of Western Australia. The vessel rolls and strains violently and waves flood the decks. September 29 and 30, 1896, *Euterpe* encounters a whole gale with violent wind gusts and mountainous seas about 500 miles off the southeast coast of Tasmania, waves of water flood the decks at regular intervals.

On October 2, 1896 the crew sights the Snares Islands approximately 100 miles south of New Zealand's South Island. On October 4, 1896 the crew sights Nugget Point, Otago Headlands, Cape Saunders lighthouse and Taiaroa Head as the *Euterpe* sails north up the east coast of New Zealand's South Island and approaches the entrance to Otago Harbor, Dunedin, New Zealand. Late in the evening the *Euterpe* is taken in tow by the tugboat *Plucky* and moves to the Powder Ground anchorage.

October 5 through 13, 1896 the crew unloads cargo onto the hulk (ship in use as warehouse) *Elinor Vernon*. On October 14, 1896, *Euterpe* is taken in tow by the tugboats *Plucky* and *Koputai* and arrives in Port Chalmers, Dunedin, New Zealand and moors at Victoria Wharf. October 15 through 28, 1896 the crew unloads cargo and loads ballast.

On October 29, 1896, *Euterpe* is taken in tow by the tugboats *Plucky* and *Koputai* and leaves Dunedin, New Zealand bound for Wellington, New Zealand. October 30 through November 1, 1896 the crew sights Akaroa lighthouse and Lyttelton Headlands as the *Euterpe* sails north up the coast of New Zealand's South Island to Wellington.

On November 2, 1896, *Euterpe* passes Pencarrow Head at the entrance to Wellington Harbor and anchors just off the wharf area. On November 3, 1896, *Euterpe* is taken in tow by the tugboat *Duco* and moors at the wharf in Wellington Harbor, New Zealand.

November 4 through 19, 1896 the crew unloads cargo and trims ballast. Between November 20, 1896 and January 11, 1897, *Euterpe* is taken in tow by the tugboat *Duco* on several occasions, and moves to various wharfs and anchorages in Wellington Harbor to load cargo and complete vessel repairs. November 21 through January 13, 1897 the crew trims the ballast, loads cargo (tallow and wool), secures all movables and completes several maintenance duties onboard the *Euterpe* in preparation for the upcoming voyage. The crew chips paint and rust from the sides and cargo holds of the vessel and paints the outside, mast, yards and poop deck of the ship, cleans and oils the decks and cleans all cabins and berths. On January 14, 1897, able-bodied seaman, Patrick Laughlin is found drowned in the early morning hours, after his night watch.

On January 15, 1897, *Euterpe* is taken in tow by the tugboat *Duco* and leaves the wharf area and moves to an anchorage in the harbor. On January 17, 1897, *Euterpe* leaves Wellington Harbor, New Zealand and passes Pencarrow Head bound for London, England.

Throughout the voyage the crew is oiling the steering gear, windlass, winches, donkey engine and other machinery, cleaning and painting all life boats, overhauling the windlass, cleaning all decks and berths, scrapping and painting masts, jib boom and bulwarks, scraping deadeyes, repairing running gear, sails and rigging, securing ratlines to shrouds, blacking down all chain work, foot ropes and backstays, cleaning all teakwood, oiling the decks, cleaning all brass work, varnishing bright work and performing general sailing duties.

January 24 through 26, 1897, *Euterpe* encounters whole gales with hard squalls and high seas approximately 1000 miles west of New Zealand. The ship rolls violently and strains against the force of the sea and heavy amounts of water wash over the bow and flood the decks. On February 1, 1897 the crew witnesses an eclipse of the sun as the *Euterpe* sails across the South Pacific.

On February 20, 1897 the crew sights Diego Ramírez Islands, off the coast of southern Chile as the *Euterpe* rounds Cape Horn, South America. On February 24, 1897 the crew signals the sailing ship *Creedmoor* from St. John's approximately 50 miles east of the Falkland Islands. On March 8, 1897, the British Bark *Orari* of London, 51 days out of Sydney bound for Boston hails the *Euterpe* about 1500 miles off the coast of Uruguay and requests a few tins of beef and reports a young seaman Alfred Lambert went overboard, falling from the main yard at Cape Horn and is lost at sea.

On March 29, 1897 the crew signals the sailing ship *Ben Vorlich*, 60 days out of Chile bound for Hamburg, Germany, about 1000 miles off the coast of Rio de Janeiro, Brazil. On April 11, 1897 the crew sights St. Paul's Rocks located approximately 600 miles off the coast of Rio Grande do Norte, South American near the equator. On May 11, 1897 the crew signals sailing ship *Commonwealth* of London, 115 days out of Antofagasta, Chile, about 700 miles off the west coast of France, the ship requests supplies of biscuits and flour. On May 13, 1897 the crew signals the sailing ship *Oakworth* of Liverpool, 121 out of Corumba, Brazil, approximately 500 miles off the west coast of Ireland.

On May 24, 1897 the crew signals the steamship *Dordogne* of Cardiff, England, about 100 miles south of Plymouth, England and requests the captain to report *Euterpe's* pending arrival. On May 26, 1897 the crew sights Start Point lighthouse, Portland Bill and St. Catherine's lighthouse as the *Euterpe* sails along the southern coast of England.

On May 27, 1897, *Euterpe* is taken in tow by the tugboat *Zealandia* near Shoreham-by-Sea, England, while in-tow the crew sights Beachy Head, Dungeness and South Foreland as the *Euterpe* moves along the English Channel toward entrance to the Thames River. On May 28, 1897, *Euterpe* arrives at Gravesend, England on the Thames and moors at a buoy to wait for the tide to rise. On May 29, 1897, *Euterpe* is taken in tow of the tugboat *Zealandia* and arrives in London, England and moors at the East India Docks.

The last page of any written record in the log is an entry for a voyage beginning in Newcastle, Australia towards Honolulu, dated June 19, year unknown.

The volume has several blank, unused pages at the end of the document.

Extent: 1 original hand-written paper document, bound in book format with heavy book board covers (338 pages); physical dimensions measure 32 x 26 cm.

A0244.1.10 (Item 10)

Title on Binding: Log Book: Star of India, Volume 10, 4 October 1897 -- 30, September 1900

Title on Official Log: *Log Book of the Ship Euterpe of Glasgow*, no date

Creator: Hugh Longmuir (Captain), David Sloane (1st Mate), T.W. Sanderson (1st Mate), James A. Symmers (1st Mate) and C. G. Saxe (Captain)

Published by S. Straker & Sons Export Stationers & Printers (London)

Description: One volume of the *Euterpe* vessel log prepared by Hugh Longmuir (Captain), David Sloane (1st Mate), T.W. Sanderson (1st Mate), James A. Symmers (1st Mate) and C. G. Saxe (Captain) (402 pages), includes handwritten entries on a daily basis. Entries begin on October 4, 1897 and end on September 30, 1900. The log includes a list of the officers and crew onboard the *Euterpe* and identifies them by rank and occupation.

Log Entry Summary: On October 4, 1897, *Euterpe* is taken in tow by the S.S. *Scotia* at the East India Dock and leaves London, England bound for Glasgow, Scotland. The crew sights North Foreland, Dover, Dungeness Head, Beachy Head, St. Catherine's lighthouse, Portland Bill, Prawle Point, Eddystone lighthouse and Lizard Point as the *Euterpe* sails along the southern coast of England.

On October 6, 1897, the crew sights Tuskar Rock lighthouse off the southeast coast of County Wexford, Ireland. On October 7, 1897, *Euterpe* is taken in tow by the steam tugboat *Flying Huntress* near St. John's Point, Ireland. On October 8, 1897, *Euterpe* enters the River Clyde and arrives in Greenock, Scotland and sets the port anchor. At daybreak, *Euterpe* moves up river and moors at the Terminus buoy at Glasgow, Scotland. The captain discharges the crew. There are no additional entries in the ship log until November 25, 1897.

On November 25, 1897 the crew arrives onboard and *Euterpe* casts off from the wharf at Glasgow, Scotland and moves down the River Clyde and anchors at the Powder Buoy. On November 26, 1897, the S.S. *Lizzie* comes alongside the *Euterpe* and the crew loads 760 cases of dynamite, 15 cases of detonators and 2 cases of carbonite.

On November 29, 1897, *Euterpe* is taken in tow by the tugboat *Flying Irishman* and moves down the River Clyde and anchors near Lamlash Lough (small bay or inlet) on the Isle of Arran in the late evening. On December 1, 1897, *Euterpe* is taken in tow by an unknown tugboat, proceeds to sea and leaves Scotland bound for Dunedin, New Zealand.

On December 2 and 3, 1897, as the *Euterpe* sails south through the channel between Scotland and Ireland the crew sights Corsewall Point and the Mull of Galloway in Scotland, St. John's Point and the towns of Arklow and Blackwater and passes Hook Peninsula at the entrance to Waterford Harbor in Ireland.

December 15 through 19, 1897, *Euterpe* encounters heavy gales and high seas with violent gusts of wind, plus thunder and lightening approximately 250 miles off the coast of Portugal. The ship is rolling from rail to rail and waves wash onto the decks both fore and aft. The vessel's mizzen mast sail and cross-jack are blown away, harness casks separate from the lashings under the force of the sea and several lanyards in the main rigging give way from the severe wind.

Throughout the voyage the crew is repairing and refitting running gear, sails and rigging, cleaning sail locker, overhauling bowsprit shrouds, bobstay and footropes, cleaning all paint work, bright work and ironwork, cleaning and painting blocks, overhauling current blocks and making new blocks, caulking poop deck and forecandle head, cleaning all decks and berths and performing general sailing duties.

On January 15, 1898 the crew sights the Fernando de Noronha Islands approximately 220 miles off the northeast coast of Brazil. On January 24, 1898 the crew sights Trinidad Island approximately 1000 miles off the east coast of Brazil and signals the four-mast sailing ship *Crocodile*. On January 25, 1898 the crew signals clipper ship *Atalanta* bound for New York near Rio de Janeiro. On February 7, 1898 the crew sights Gough Island approximately 1500 miles off the east coast of South Africa. February 20 through 22, 1898, *Euterpe* encounters heavy gales, lightening and high seas approximately 800 miles off the southern coast of South Africa. The ship is rolling from rail to rail and straining against the force of the sea and heavy amounts of water flood the decks.

March 5 through 10, 1898, *Euterpe* encounters brisk to heavy gales, hail, violent squalls and extremely high seas about 1000 miles off the southern coast of Australia. The ship is rolling violently and straining against the force of the sea and waves wash onto the decks both fore and aft. On March 12, 1898 the crew sights the Aurora Australis, the magnificent polar light display continues for about 20 minutes. March 17 through 21, 1898, *Euterpe* encounters heavy gales and violent squalls of rain and hail and high seas approximately 400 miles off the southern coast of Tasmania, waves wash over the bow and flood the decks fore and aft.

On March 23, 1898 the crew sights the Snares Islands just off the southern coast of New Zealand's South Island. On March 25, 1898, the crew sights Cape Saunders as the *Euterpe* moves up the east coast of New Zealand's South Island. *Euterpe* anchors near Taiaroa Headland, at the mouth of the Otago Harbor, New Zealand. On March 27, 1898, *Euterpe* is taken in tow by the tugboat S.S. *Plucky* and anchors near Port Chalmers, the main port in Dunedin, New Zealand.

On March 28, 1898 a lighter (smaller vessel or barge) comes alongside the *Euterpe* and the crew unloads cases of dynamite and carbonite. Able-bodied seaman Charles McAllear is removing the block from the forward mast head and falls, striking the rail and goes into the water. Apprentice sailor William Hodgson jumps in the water with a lifebuoy and rescues McAllear. McAllear is taken ashore for treatment of his injuries.

March 29 through April 1, 1898, a vessel comes alongside the *Euterpe* and the crew unloads more explosives and general cargo. On April 2, 1898, *Euterpe* moves to Victoria Wharf, Dunedin, New Zealand. April 3 through 14, 1898 the crew and stevedores unload cargo and the crew paints the outside of ship, repairs rigging and loads, shifts and trims ballast. On April 15, 1898 the crew receives their pay and goes ashore.

On April 18 and 19, 1898 stevedores trim ballast and unload dunnage (wood). In the late afternoon of April 19, *Euterpe* is taken in tow by the tugboats *Plucky* and *Koputai* and with the help of a shore gang moves the vessel to an anchorage near Port Chalmers. On April 20, 1898, *Euterpe* is taken in tow by the tugboat *Koputai* and leaves Port Chalmers, New Zealand bound for Newcastle, Australia.

On April 22, 1898 the crew sights the Banks Peninsula as the *Euterpe* moves north up the east coast of the New Zealand's South Island. On April 24, 1898 the crew sights Cape Campbell on the northeastern coast of New Zealand's South Island and Brothers Island Lighthouse as the *Euterpe* sails through Cook Strait. On April 26, 1898 the crew sights Cape Stephens lighthouse, at the top of New Zealand's South Island as the *Euterpe* passes through Cook Strait. On April 28, 1898, able-bodied seaman J. D. Campbell falls through a hatch and badly bruises his arms and legs but remains on duty.

On May 4, 1898, *Euterpe* arrives in Newcastle, Australia and is taken in tow by an unknown tugboat, passes Nobby Headland, proceeds into Newcastle Harbor and anchors at a berth in the North Harbor. The crew is discharged and goes ashore.

On May 12, 1898 the harbor pilot, twelve shore men and two crew members board the *Euterpe* and the vessel is taken in tow by two unknown tugboats and moors at the Ballast Jetty. May 12 through 14, 1898 the crew unloads ballast, washes the decks and able-bodied seamen William Brown, Frank Pelz, David Thomas, M. Brady, Lewis Jones, Robert Owens and Frank Deane join the crew. May 15 through 19, 1898 the crew unloads ballast, scrubs and paints the outside of the vessel, cleans the lower holds and repairs rigging and sails.

On May 20, 1898, *Euterpe* is taken in tow by an unknown tugboat and moves to the No. 8 Coal Crane and receives 35 tons of coal. On May 21, 1898, *Euterpe* is taken in tow by two unknown tugboats and moves to the No. 3 Berth. May 22 through 28, 1898 the crew and laborers continue to unload ballast, clean the holds and wash the decks. On May 31 and June 1, 1898, *Euterpe* moves back to the No. 8 Coal Crane and the crew loads its final cargo of coal. On June 2, 1898, *Euterpe* is taken in tow by two unknown tugboats

and moors at the Government Buoy. The crew although still intoxicated from the previous night's revelry clears the decks and prepares for the upcoming voyage. On June 8, 1898 T. W. Sanderson joins the *Euterpe* crew as Chief Officer (1st Mate).

On June 9, 1898, *Euterpe* is taken in tow by the steam tugboat *Stormcock* and leaves Newcastle Harbor and moors at a buoy outside the harbor. On June 10, 1898, *Euterpe* is taken in tow by the tugboat *Stormcock* and leaves Newcastle, Australia bound for Honolulu, Hawaii.

June 23 through 25, 1898, *Euterpe* encounters strong to moderate gales, extremely high winds, rain and lightening, plus high seas approximately 250 miles north of New Zealand's North Island (*Euterpe* crosses the 180th Meridian thus, June 24, 1898 appears twice in this log). The vessel labors against the force of the sea, waves wash onto the decks and water enters the hold. The force of the waves is so great the back ropes giveaway at the dolphin striker.

Throughout the voyage the crew is repairing rigging and running gear, repairing sails, cleaning all paint work, cleaning forecabin, painting cabins and bulwarks, blacking down rigging, cleaning all life boats and performing general sailing duties.

On July 30, 1898 the crew sights the Hawaiian Islands, abeam about 25 miles. On July 31, 1898 the crew sights the Island of Oahu and *Euterpe* passes Diamond Head, by early afternoon the *Euterpe* is taken in tow by an unknown tugboat and arrives in Honolulu, Oahu and moors in the harbor.

August 1 through 6, 1898 the crew is cleaning, scrubbing and painting the ship and carpenter is caulking the deck. On August 8, 1898, *Euterpe* moves to a cargo discharging berth and the crew rigs the cargo gear and begins to unload cargo (coal). In the late afternoon, the donkey engine breaks down and work ends for the day. August 9 through 11, 1898 the crew repairs the donkey engine and unloads cargo. On August 12, 1898 the Hawaiian Islands officially become a United States Territory with the raising of American flag over 'Iolani Palace, Honolulu, Oahu and a holiday is declared onshore. August 13 through 29, 1898 the crew unloads cargo with a shore engine (donkey engine onboard breaks its crank), cleans the holds and loads ballast. On August 23, 1898 1st Mate T. W. Sanderson falls from the deck into the cargo hold (no injury reported).

August 30 through September 3, 1898 the crew is loading and trimming ballast, cleaning the ship and preparing the vessel for the upcoming voyage. During this period several entries in the log detail various incidents involving crew members On August 30, 1898, able-bodied seaman, William Brown is brought back onboard from leave by a local policeman. On August 31, 1898, two incidents occur. Ordinary seaman, William Ross deserts the *Euterpe* but is caught trying to board another vessel as it leaves port. Ross is sent to the local police station and held until he returns to duty on September 2, 1898. Able-bodied seaman Lewis Jones assaults the 2nd Mate, James McNishe. On September 1, 1898, able-bodied seaman Charles Linder cuts his foot while trimming ballast and is off duty until September 11, 1898.

On September 6, 1898, *Euterpe* is taken in tow by an unknown steam tugboat and leaves the wharf in Honolulu, Oahu, Hawaii and passes the Barber's Point Lighthouse bound for Royal Roads, Victoria, British Columbia, Canada.

September 21 through 24, 1898, *Euterpe* encounters strong gales and heavy squalls with high seas about 1000 miles off the west coast of Oregon, USA. The vessel is laboring and rolling from the force of the high seas and wind is straining all standing rigging and backstays.

Throughout the voyage the crew is cleaning between decks, painting masts and blocks and performing general sailing duties.

On September 28, 1898 the crew sights Cape Beale Lighthouse approximately 40 miles off the west coast of Vancouver Island, British Columbia, Canada. On September 29, 1898 the crew sights Cape Flattery

and Race Rocks Lighthouse as the *Euterpe* sails south along the western coast of Vancouver Island, British Columbia, Canada and through the Juan de Fuca Straits toward Royal Roads. In late evening, the harbor pilot and health officer arrive onboard and *Euterpe* arrives at an anchorage in Royal Roads, Victoria, British Columbia, Canada.

September 30 through October 3, 1898 the crew washes the decks, pumps the bilge, releases all sails to dry, scrubs the outside of the ship and brings up coal from the hold to heat the *Euterpe* while at anchorage.

On October 4, 1898, *Euterpe* is taken in tow by an unknown tugboat and moves to an anchorage in Townsend Harbor, near the northeastern tip of the Olympic Peninsula in the State of Washington, USA. On October 5, 1898, *Euterpe* is taken in tow by the tugboat *Robert Holyoke* and moves south through the Puget Sound past Seattle, Washington and anchors in Quartermaster Harbor, in Vashon Island, southern Puget Sound, in the State of Washington, USA. The *Euterpe* Captain Longmuir discharges from duty able-bodied seaman James Deane, who is sick, since leaving Newcastle, Australia, June 1898.

On October 6, 1898 the Lloyd's Surveyors come onboard to inspect the spars and hull, the crew rigs the cargo gear, unloads ballast and able-bodied seaman Charles Maritt deserts the ship.

October 7 through 10, 1898 the donkey engine breaks down and the crew unloads ballast by hand, paints yards, varnishes rails on poop deck and moves dunnage from hold to between decks. On October 11, 1898 the crew repairs the donkey engine and continues to unload ballast. A barge comes alongside with a shore engine and stevedores assist the crew to unload ballast, leaving 300 tons onboard. October 12 through 14, 1898, *Euterpe* moves to the dry dock (Quartermaster Harbor), workers scrap the vessel bottom and apply two coats of paint (14 feet up the sides), the crew cleans all interior timbers, lays down floor and begins to trim ballast. *Euterpe* leaves the dry dock and moves to an anchorage in the harbor. On October 15, 1898 able-bodied seaman, Lewis Jones strikes 2nd Mate, James McNishe and uses threatening language to address, 1st Mate T. W. Sanderson.

On October 17, 1898, *Euterpe* is taken in tow by an unknown steam tugboat, leaves Quartermaster Harbor and moves to an anchorage buoy in Tacoma, Washington, USA and the crew levels all ballast. By early evening the ship moors at a loading berth on the wharf. October 18 through 22, 1898 the crew rigs the cargo gear, levels ballast, paints outside of ship, washes decks and cleans ship, prepares vessel for final survey inspection and stevedores begin to load cargo (lumber).

On October 23 and 24, 1898, able-bodied seaman, William Brown is drunk and disorderly and threatens assault with a knife. Brown is arrested, convicted and sentenced to 18 days in jail, a \$30.00 fine and court costs. On October 25, 1898, 1st Mate T. W. Sanderson leaves the ship on his own account and able-bodied seaman Lewis Jones is absent without leave.

On October 26 through 29, 1898 stevedores continue to load lumber. The crew cleans between decks, chips paint on the fore peak and paints yards, carpenter repairs the windlass and crew receives their pay.

The ship log entries end on October 29, 1898, *Euterpe* is in Tacoma, Washington, USA. There are two blank pages in the ship log and entries resume on March 6, 1900, *Euterpe* is in route from Port Ludlow, Washington, USA bound for Fremantle, Australia and the vessel is approximately 100 miles off the southern coast of West Australia.

March 9 through 20, 1900, *Euterpe* encounters moderate to violent gales, heavy squalls and high seas about 100 miles off the southern coast of West Australia near the city of Albany. The violent winds carry away the foresail. Waves wash over the bow and flood the forward deck. The force of the water breaks down the starboard cabin door and floods the entire cabin. The crew temporarily repairs the door with planking and canvas.

On March 29, 1900 the crew sights Rottneest Island Lighthouse, about 11 miles off the west coast of Fremantle, Australia and by late evening the *Euterpe* is taken in tow by an unknown tug boat and anchors offshore at 10:00 p.m. On March 30, 1900, *Euterpe* is taken in tow by an unknown tugboat and arrives in Fremantle Harbor, Fremantle, Australia and moors alongside another vessel. On March 31, 1900 the crew cleans and washes the decks and the Captain Saxe discharges the 2nd Mate and crew.

April 1 through May 9, 1900 the stevedores rig the cargo gear and unload lumber. The crew scrubs, scrapes and paints the outside of the ship, washes the decks, repairs sails, paints masts and yards and loads and trims ballast and the carpenter makes a new main lower topsail yard.

On May 10, 1900, *Euterpe* is taken in tow by an unknown tugboat and leaves Fremantle, Australia, passes Rottneest Island Lighthouse bound for Newcastle, Australia. On May 30, 1900 the crew sights Cape Wickham Lighthouse on Wickham Island just off the northwest coast of Tasmania. May 31 through June 2, 1900 the crew sights Sugarloaf and Rodondo Islands, Deal Island Lighthouse and Devils Tower Rock as the *Euterpe* sails through the Bass Straits along the southern coast of Australia.

On June 12, 1900, *Euterpe* is taken in tow by an unknown tugboat and arrives in Newcastle, Australia and anchors in Newcastle Harbor in the mid morning. At 6:00 in the evening, *Euterpe* is taken in tow by an unknown tugboat and moves to a berth in Newcastle Harbor.

On June 13, 1900, *Euterpe* is taken in tow by two unknown tugboats and moves to the Stockton side of Newcastle Harbor and moors alongside another vessel. On June 14 and 15, 1900, the crew rigs the cargo gear and begins to unload ballast. Sailors Mc Cloud and Rosendal ... [illegible] are ashore without leave and subsequently paid off. June 16 through 20, 1900 the crew unloads ballast. On June 21, 1900, *Euterpe* is taken in tow by two unknown tugboats and moves under No. 10 Crane and the vessel receives 61 wagon loads of East Greta coal, by early evening the *Euterpe* moves from the crane area and moors in the harbor. On June 22 through 28, 1900 stevedores unload ballast and the crew paints the outside of the ship. Sailors A. Dixon, Fred Nilson and A. Anderson ... [illegible] did not come aboard until noon and upon arrival are drunk and unable to work.

On June 29, 1900, brigantine *Sir John Franklin* strikes the stern of the *Euterpe* and tears off 15 feet of rail and breaks two stanchions, the captain of the *Sir John Franklin* receives notice of his responsibility for repairs. June 30 through July 2, 1900 the stevedores unload ballast. The crew repairs the rigging and prepares the vessel for additional coal. On July 3, 1900, *Euterpe* is taken in tow by two unknown tugboats and moves to No. 12 Crane and the ship receives more coal. On July 4, 1900, *Euterpe* is taken in tow by two unknown tugboats and moors at the No. 3 buoy and repairs to the stern of the ship are complete. On July 5, 1900, another vessel moors alongside the *Euterpe*. On July 6, 1900 strong gales, winds and rain engulf Newcastle Harbor. During the storm, *Euterpe* and the vessel alongside collide, damaging the *Euterpe* stern chock, rails and stanchions. July 7 through 9, 1900 the carpenter and a crew member repair the damage to the *Euterpe* and the rest of crew prepare the vessel for the upcoming voyage.

On July 10, 1900, *Euterpe* is taken in tow by an unknown tugboat and leaves Newcastle Harbor, Newcastle, Australia bound for Kahului, Maui, Hawaii. On July 14, 1900 the crew sights Lord Howe Island approximately 370 miles east of Australia.

On July 16, 1900, *Euterpe* encounters strong squalls, heavy rain and high seas. The waves flood the decks and the high winds carry away the main and forward royal sails. July 17 through 20, 1900 the crew repairs the damage to the rigging and sails. On July 21, 1900, *Euterpe* crosses the International Date Line (180 degree of longitude). On July 25, 1900, *Euterpe* encounters moderate squalls, heavy rain and high seas. The decks flood and the violent winds blow away the forward and main royal sails. July 26 through 28, 1900 the crew repairs the damage to the rigging, main gallant yard and sails. On August 12, 1900, *Euterpe* encounters moderate squalls and the high winds carry off the flying jib and jib sails.

Throughout the voyage the crew is scraping and painting masts, repairing sails and rigging and performing general sailing duties.

On August 15, 1900 the crew sights Vostok Island in the central Pacific Ocean approximately 2,000 miles south of the Hawaiian Islands. On September 15, 1900 the crew sights Kauiki Head, near Hana Bay, Maui, Hawaii.

On September 16, 1900, *Euterpe* arrives in Kahului, Maui, Hawaii, just outside Kahului Harbor. The pilot flag is flying but no pilot vessel in sight. *Euterpe* sails near shore and runs aground, although soundings by able-bodied seaman A. Dixon show five fathoms depth forward and aft. By mid-morning the pilot arrives onboard and signals for assistance. The *Euterpe* is taken in tow by the Steamer *Mokolii* and another steamer but could not move the *Euterpe*. The Steamer *Mokolii* anchors at the site and *Euterpe* moors to the vessel to prevent further movement onto the reef. The 1st Mate of the *Euterpe* goes to Honolulu, Oahu, Hawaii to obtain an assistance agreement to fund the vessel rescue effort.

On September 17, 1900 the 1st Mate returns from Honolulu on the tugboat *Fearless*. The crew onboard the *Euterpe* begins to unload coal over the side and into the water. On September 18, 1900, at 3:30 a.m., with about 100 tons of coal overboard the *Euterpe* floats free of the reef and is taken in tow by the tugboat *Fearless*. In the process, the *Euterpe* strikes the reef or a rock and the rudder lifts up through the deck causing severe damage to the vessel. During the ordeal, the *Euterpe* loses two anchors, sustains severe damage to the rudder and deck and begins to take on water. The *Euterpe* is taken in tow by the tugboat *Fearless* and leaves Kahului, Maui, Hawaii bound for Honolulu, Oahu, Hawaii for repairs. At 5:30 p.m., *Euterpe* passes Diamond Head, receives the pilot onboard and arrives in Honolulu Harbor, Oahu, Hawaii.

On September 19 and 20, 1900, the crew is painting the outside of the vessel, Lloyds Surveyors come onboard to inspect damage and the water in the hull is holding at 9½ inches. On September 21 and 22, 1900, a diver goes into the water and inspects the hull of the *Euterpe* and finds no damage to the bottom of vessel. However, the rudder is out of place, the heel that supports the rudder is severely bent upwards inhibiting rudder movement. On September 25, 1900, *Euterpe* is taken in tow by the tugboat *Eleu* and moves to the railroad wharf and stevedores rig the cargo gear to unload coal. September 26 through 30, 1900 the stevedores and four of the crew unload coal, divers makes repairs to the rudder and the crew receives their final pay.

The volume ends with no further entries.

Extent: 1 original hand-written paper document, bound in book format with heavy book board covers (402 pages); physical dimensions measure 32 x 26 cm.

A0244.1.11 (Item 11)

Title on Binding: Log Book: Star of India, Volume 11, 13 November 1898 -- 4, November 1899

Title on Official Log: *Log Book Voyages of the Ship Euterpe*, no date

Creator: C. G. Saxe (Captain) and Olaf Rod (1st Mate)

Published by an unknown party

Description: One volume of the *Euterpe* vessel log prepared by C. G. Saxe and Olaf Rod (126 pages), includes handwritten entries on a daily basis. Entries begin on November 13, 1898 and end on November 4, 1899. The log includes a list of the officers and crew onboard the *Euterpe* and identifies them by rank and occupation.

Log Entry Summary: On November 13, 1898, *Euterpe* (with cargo of lumber) is taken in tow by the tugboat *Pioneer* and leaves Port Townsend, Washington, USA bound for Adelaide, Australia.

On November 14, 1898, *Euterpe* anchors in Clallam Bay, Washington, USA, near the entrance to Juan de Fuca Straits. November 15 through 19, 1898, while at anchor *Euterpe* encounters strong gales and heavy squalls with rain and high wind as the crew prepares the vessel for the upcoming voyage.

On November 20, 1898, *Euterpe* is taken in tow by the tugboat *Pioneer* and proceeds to sea and passes Cape Flattery Lighthouse. November 21 through 24, 1898, *Euterpe* encounters strong gales, heavy squalls, severe winds and high seas about 100 miles off the coast of the State of Washington, USA. The winds carry away the jib sail. The waves wash onto the deck and flood the forward cabin, the partition between the storeroom and dining room and supplies topple into the dining area. Captain Saxe is hurt by the falling stores. On November 26, 1898, Captain Saxe is better and up and about. The *Euterpe* sails south along the California coast and the vessel continues to encounter strong gales, squalls, high seas and heavy rain through December 1, 1898.

On December 28, 1898 the crew sights Molokai Island near Oahu, Hawaii. On December 29, 1898 the crew sights Lae O Ka La'au Point Lighthouse, Molokai, Hawaii and the *Euterpe* passes Diamond Head and arrives in Honolulu, Oahu, Hawaii in the early morning. The Honolulu pilot arrives onboard and directs the *Euterpe* to an anchorage. On December 31, 1898, *Euterpe* is taken in tow by the tugboat *Maui* and proceeds to sea under sail bound Adelaide, Australia.

On January 9, 1899 the crew sights Washington Island in the central Pacific Ocean approximately 1,500 miles south of the Hawaiian Islands. On January 29, 1899 the crew sights Hunter Rock about 180 miles east of New Caledonia. February 3 through 7, 1899, *Euterpe* encounters strong gales, heavy squalls, high seas and rain about 250 miles east of Australia. On February 8 and 9, 1899 the crew sights Balls Pyramid and Lord Howe Island in the Tasman Sea approximately 370 miles east of Australia. February 20, 1899, *Euterpe* encounters strong gales and heavy seas. The force of the wind blows away the main top mast stay sail.

On February 21 and 22, 1899 the crew sights Deal Island Lighthouse, Sugarloaf and Redondo Islands and Cape Otway as the *Euterpe* sails through the Bass Straits along the southern coast of Australia. February 27 through March 1, 1899, *Euterpe* encounters strong gales, violent squalls and tremendously heavy seas. The waves wash onto the vessel and flood the decks. Due to the violent weather and high seas the vessel lies over on her beam with the rails in the sea most of the time.

On March 5, 1899 the crew sights Cape Borda, Althorpe, Cape Marsden and Troubridge Lighthouses as the *Euterpe* sails about 30 miles off the coast of South Australia toward Adelaide. On March 6, 1899, *Euterpe* is taken in tow by an unknown tugboat and arrives in Port Adelaide approximately 9 miles northwest of Adelaide, Australia and moors at a harbor buoy. On March 8, 1899 the pilot comes onboard and hauls the *Euterpe* to a mooring at the wharf.

March 9 through April 8, 1899, *Euterpe* is in Port Adelaide. The crew and stevedores unload cargo (lumber, pickets and lathe). The crew removes the main royal yard for repair. Captain Saxes dismisses the cook from his duties for poor performance. Several of the crew receive their pay and go ashore. The crew begins to come back onboard and resume their normal duties, which includes chipping and painting the outside of the ship. The crew loads cargo (bags of flour and copper ore) and washes the entire vessel.

On April 9, 1899, *Euterpe* is taken in tow by the tugboat *Euro* and anchors at a nearby roadstead (secure anchorage). April 10 through 13, 1899 the carpenter and crew repairs a broken lower top sail yard and crane and prepares the vessel for the upcoming voyage.

On April 14, 1899, *Euterpe* leaves the Port Adelaide roadstead bound for Newcastle, Australia. April 15 through 21, 1899, the crew sights Mount Lofty, Troubridge, Cape Broda and Cape Otway Lighthouses, Smith Island, Devils Tower and Deal Island as the *Euterpe* sails along the southern coast of Australia. On April 28, 1899 the crew sights Port Stephens Lighthouse as the *Euterpe* sails approximately 30 miles off the southeast coast of New South Wales, Australia. In the early morning hour, the pilot comes onboard

and *Euterpe* is taken in tow by an unknown tugboat and arrives in Newcastle Harbor, Newcastle, Australia and moors at the wharf.

April 29 through May 4, 1899 the crew washes the deck, rigs the cargo gear and unloads cargo (flour and copper ore), trims the ballast and prepares the hold for cargo (coal). May 5 through 8, 1899, *Euterpe* is taken in tow by an unknown tugboat and moors at the Ballast Ground. The crew trims the ballast and repairs rigging. On May 9, 1899, *Euterpe* is taken in tow by two unknown tugboats and moves to the No. 4 Crane and receives 400 tons of coal. On May 10, 1899, *Euterpe* is taken in tow by two unknown tugboats and returns to the Ballast Ground. May 11 through 14, 1899 the crew unloads ballast and washes the deck. On May 15 and 16, 1899, *Euterpe* is taken in tow by two unknown tugboats and moves to the No. 6 Crane and receives 1,684 tons of coal. The crew paints the outside of the ship. On May 17, 1899, *Euterpe* is taken in tow by two unknown tugboats and moors at the North Harbor buoy. On May 18 and 19, 1899 the crew washes the deck, sets up rigging and prepares the vessel for the upcoming voyage.

On May 20, 1899, *Euterpe* is taken in tow by two tugboats and leaves Newcastle Harbor, Newcastle, Australia bound for Honolulu, Oahu, Hawaii. On May 23, 1899 the crew sights Lord Howe Island and Balls Pyramid as *Euterpe* sails about 600 miles off the east coast of New South Wales, Australia into the Pacific Ocean. May 24 through 29, 1899, *Euterpe* encounters strong gales, heavy squalls and tremendously high seas. The waves wash onto the vessel and flood the decks. The ship strains against the force of the sea and rolls from side to side.

June 12 through 17, 1899, *Euterpe* encounters brisk gales, heavy squalls and high seas about 600 miles north of New Zealand's North Island. The waves wash onto the vessel and flood the decks. The force of the wind carries away the mizzen royal halyard and breaks the yard. On June 19, 1899 the crew sights Rorutu Island approximately 350 miles south of Tahiti. On July 9, 1899, *Euterpe* encounters strong winds and high seas and the force of the wind carries away the main royal sail and halyard. The following day the crew repairs the damage to sail and rigging.

On July 11 and 12, 1899 the crew sights Cape Kumukahi on the eastern coast and Upolu Point on the northern tip of the Big Island of Hawaii as the *Euterpe* sails north to Oahu, Hawaii. On July 13 and 14, 1899 the crew sights Maui and Molokai Islands of Hawaii as the *Euterpe* is in route to Oahu, Hawaii. On July 15, 1899 the crew sights Koko Head on the southern coast of Oahu and by the early morning the *Euterpe* arrives in Honolulu, Oahu, Hawaii and is taken in tow by an unknown tugboat and anchors in Honolulu Harbor.

July 16 through 18, 1899 the crew paints various parts of the vessel and rigs the cargo gear. On July 19, 1899 the pilot comes aboard and the *Euterpe* is taken in tow by an unknown tugboat and moves to a mooring at the wharf. July 20 through August 7, 1899 several crew and laborers unload cargo, sailor C. Norman and able-bodied seaman Ernst Gulich desert the ship, other members of the crew scrub and paint the vessel and clean the cargo holds and stevedores load ballast. On August 8, 1899 the pilot comes aboard and *Euterpe* moves from the wharf and moors alongside the Barkentine *Harvester* at the Pacific Mail Dock. The crew prepares the ship for the upcoming voyage.

On August 9, 1899, *Euterpe* is taken in tow by an unknown tugboat and leaves Honolulu, Oahu, Hawaii bound for Port Townsend, Washington, USA. By late evening *Euterpe* passes Kaena Point, on the western most tip of Oahu. On August 31, 1899, *Euterpe* encounters strong gales, squalls and high seas. The force of the wind carries away the jib sail, repairs complete the following day.

On September 7 and 8, 1899 the crew sights Tatoosh Island Lighthouse just off Cape Flattery, the northwestern tip of the Olympic Peninsula, Washington, USA, near the entrance to the Strait of Juan de Fuca. The *Euterpe* is taken in tow by the tugboat *Sea Lion*. Within the hour, the tow duty changes to the tugboat *Wanderer* and *Euterpe* passes Port Angeles, Washington and arrives in Port Townsend, Washington, USA and anchors in Port Townsend Harbor.

On September 9, 1899, *Euterpe* is taken in tow by the tugboat *Holyoke* and moves to Port Ludlow and moors at the wharf. The crew rigs the ballast gear and the Captain releases the crew from service. On September 11, 1899, five crew return and *Euterpe* is taken in tow by an unknown tugboat and moves to an anchorage at the Ballast Ground. September 12 through 16, 1899, with the aid of a donkey engine five crew and three shore men unload and trim the ballast.

On September 17, 1899, *Euterpe* is taken in tow by an unknown tugboat and with the aid of six shore men moves to Seattle, Washington, USA and moors at the Moran Brothers Wharf. September 18 through 30, 1899 the crew chips and paints various parts of the vessel, removes the forward yard for repair and several crew members are paid off and released from service. On October 1, 1899, *Euterpe* is taken in tow by the tugboat *Holyoke* and moves to an anchorage at Port Ludlow, Washington, USA.

October 2 through 25, 1899 two crew members and several stevedores load cargo (lumber) and the remaining crew paints the outside of the ship. On October 26 and 27, 1899, *Euterpe* moves from the anchorage and moors at the wharf. Ed Carter, 2nd Mate begins work and two crew and six shore men secure all deck lashings. On October 28, 1899, The *Euterpe* is taken in tow by the tugboat *Tacoma* and moves to an anchorage in Port Townsend and crew prepares the vessel for the upcoming voyage.

On October 30, 1899, *Euterpe* is taken in tow by the tugboat *Tyee* and moves west through the Strait of Juan de Fuca, passes Dungeness Lighthouse and leaves Port Ludlow, Washington, USA bound for Fremantle, Australia. On October 31, 1899 the crew sights Pillar Point and Cape Flattery as the *Euterpe* sails through the Strait of Juan de Fuca toward the Pacific Ocean.

On November 1 through 4, 1899, *Euterpe* encounters strong winds and an increasing gales accompanied by rain and high seas about 200 miles off the northwest coast of Washington State, USA. The force of the wind carries away the main top mast stay sail and the waves flood the decks as the ship labors to make headway in the heavy seas.

The volume ends with no further entries.

Extent: 1 original hand-written paper document, bound in book format with heavy book board covers (126 pages); physical dimensions measure 38 x 22 cm.

A0244.1.12 (Item 12)

Title on Binding: Log Book: Star of India, Volume 12, 5 November 1899 -- 5, March 1900

Title on Official Log: *Log Book Voyages of the Euterpe*, no date

Creator: C. G. Saxe (Captain) and Olaf Rod (1st Mate)

Published by an unknown party

Description: One volume of the *Euterpe* vessel log prepared by C. G. Saxe and Olaf Rod (64 pages), includes handwritten entries on a daily basis. Entries begin on November 5, 1899 and end on March 5, 1900. This log is a continuation of log **A0244.1.11 (Item 11)**.

Log Entry Summary: On November 5, 1899, *Euterpe* (with cargo of lumber) is approximately 250 miles off the northwest coast of Washington State, USA out of Port Ludlow, Washington bound for Newcastle, Australia. November 5 through 15, 1899, *Euterpe* encounters strong gales, heavy squalls and high seas with rain approximately 250 miles off the coasts of Oregon and California. The force of the wind carries away the forward upper top sail, inner jib sail and forward top mast stay sail.

On December 27, 1899 the crew sights the Samoa Islands of Upolu and Savai'i, midway between Hawaii and New Zealand. December 28, 1899 through January 3, 1900, *Euterpe* encounters severe gales and squalls with heavy rain, lightning and high seas approximately 200 miles southwest of the Samoa Islands. The force of the sea breaks several deck load lashings and the crew quickly resets the lashings to

secure the cargo. Throughout the voyage the crew is repairing sails and rigging and performing general sailing duties.

On January 20, 1900 the crew sights Balls Pyramid about 400 miles off the east coast of New South Wales, Australia. January 30 through February 2, 1900, *Euterpe* encounters moderate gales with rain, lightning and thunder and high seas about 100 miles off the east coast of Tasmania. February 12 through 17, 1900, *Euterpe* encounters strong gales and heavy squalls, strong winds and high seas about 200 miles south of Adelaide, Australia. The force of the wind carries away the jib sail and the high seas flood the decks. On February 26 and 27, 1900, *Euterpe* encounters heavy squalls, strong winds and high seas approximately 200 miles off Port Lincoln, South Australia. The force of the wind carries away the main gallant sail.

On March 5, 1900, *Euterpe* is approximately 250 miles southeast of Albany, Western Australia bound for Fremantle, Australia and there are no further log entries.

Extent: 1 original hand-written paper document, bound in book format with heavy book board covers (64 pages); physical dimensions measure 36 x 22 cm.

A0244.1.13 (Item 13)

Title on Binding: Log Book: Star of India, Volume 13, 1 October 1900 -- 8, September 1903

Title on Official Log: *Log of the Bark Euterpe*, no date

Creator: George Swanson (Captain) and T. Thomson (1st Mate)

Published by William Collins, Sons & Company, Limited (London)

Description: One volume of the *Euterpe* vessel log prepared by George Swanson and T. Thomson (196 pages), includes handwritten entries on a daily basis. Entries begin on October 1, 1900 and end on September 8, 1903.

Log Entry Summary: October 1 through 4, 1900, *Euterpe* is at port in Honolulu, Oahu, Hawaii. Three crew and stevedores unload cargo (977 tons of coal from main hold) at the railroad wharf. The crew prepares the main hold for the survey party, a diver installs a new wood lock on the vessel rudder and the crew cleans out the limbers and trims the coal in forward hold. On October 5, 1900, *Euterpe* is taken in tow by an unknown tugboat and moves to an anchorage on the reef. October 6 through 10, 1900 the crew trims the coal, removes the cargo rigging, stows the donkey engine below and loads ship supplies and dunnage lumber.

On October 11, 1900, *Euterpe* is taken in tow by the tugboat *Eliu* ... [illegible] and leaves Honolulu, Oahu, Hawaii bound for Kaanapali, Maui, Hawaii. On October 12, 1900, *Euterpe* arrives in Kaanapali, Maui, Hawaii and moors at an anchorage offshore. The crew hoists the donkey engine out of the hold and rigs the cargo gear.

October 15 through 18, 1900 the crew unloads cargo onto lighters (210 tons of coal), cleans out the limbers and after hold and lays out dunnage to prepare hold for outgoing cargo. October 19 through November 1, 1900 the crew loads cargo (9,019 bags of sugar) from lighters and continues to unload cargo (988 tons of coal) onto lighters. The crews cleans out the limbers and forward hold and lays out dunnage to prepare hold for outgoing cargo and loads cargo (3,732 bags of sugar). Able-bodied seaman A. Anderson sprains foot and goes ashore with the Captain for medical treatment.

November 1 through 6, 1900 Kaanapali, Maui encounters severe squalls with heavy rain, strong wind and high sea swells. The loading of cargo stops until the weather clears. November 7 through 9, 1900 the crew loads cargo (7,290 bags of sugar) and fresh water. On November 10 and 11, 1900 the weather becomes severe, with a blowing gale and rough seas. The loading of cargo terminates until fair weather returns. On November 12 and 13, 1900 the crew loads cargo (5,650 bags of sugar). November 14 through 18, 1900 Kaanapali, Maui is hit by a violent squalls and gales with heavy rain and wind. The force of the storm carries away the hawser and pulls free the aft bitts and tears holes in the poop deck. As the weather clears

the carpenter replaces the deck planks. November 19 through 22, 1900 the crew loads cargo (59 bags of sugar), removes the cargo gear, hauls in all stern moorings and prepares the vessel for the upcoming voyage. The Captain goes ashore to clear customs documents.

On November 23, 1900, *Euterpe* leaves Kaanapali, Maui, Hawaii under full sail bound for San Francisco, California.

November 24 through 28, 1900 the crew sights La'au Lighthouse on the Molokai Island, Makapu'u Point and Kahuku Point on the northeast coast of Oahu Island as the *Euterpe* sails north through the Hawaiian Islands. The *Euterpe* encounters strong squalls with heavy wind and the force of the storm carries away the main top gallant sail. The crew finds water leaking into the vessel, near the stern post and the crew bails out several buckets of sea water aft every other day. December 14 through 17, 1900, *Euterpe* encounters heavy squalls, gales and rain with accompanying strong winds and high seas. The force of the wind carries away the forward royal and gallant sails.

On December 18 and 19, 1900 the crew sights South Farallon Island and Farallon Lighthouse about 30 miles off the coast of San Francisco, California. On December 20, 1900, *Euterpe* arrives in San Francisco, California and anchors in San Francisco Harbor. The *Euterpe* is taken in tow by the tugboat *Sea Queen* and moves to Oakland, California and moors at the railroad wharf.

December 21 through 31, 1900 the crew receives pay and the crew and stevedores rig the cargo gear, unload cargo (sugar), clean limbers and load ballast. The Captain discharges the 2nd Mate, carpenter, cook and cabin boy and the *Euterpe* receives survey inspection.

On January 1, 1901, *Euterpe* is taken in tow by an unknown tugboat to Hunters Point Dry Dock so the crew can perform the work according to the survey order. January 2 through 8, 1901 the crew chips old paint and any other accumulation off the hull of the ship, trims the ballast, removes and replaces the rudder and paints the outside of the vessel. On January 9, 1901, *Euterpe* is taken in tow by an unknown tugboat and anchors at Sea Wall Section 3. January 10 through 16, 1901 the crew and stevedores load lumber, trim ballast and continue to paint the outside of the ship. **On January 16, 1901, *Euterpe* is sold to the Alaska Packers Association.**

On February 10, 1901, *Euterpe* is taken in tow by the tugboat *Sea Witch* and leaves San Francisco, California bound for Melbourne, Australia. The crew sights Point Bonita and Point Reyes Lighthouses as the *Euterpe* leaves San Francisco Bay and sails out to sea. On February 11, 1901 the crew sights Farallone Lighthouse about 20 miles off the coast of California.

On February 12, 1901 the crew discover two stowaways onboard, the ship is too far out to sea to return them to shore. On February 13 and 14, 1901, *Euterpe* encounters strong gales and high seas and the force of the wind carries away the forward lower top sail.

Throughout the voyage the crew is repairing sails and rigging, scrubbing paintwork and performing general sailing duties.

On March 14, 1901 the crew sights Malden Island approximately 300 miles south of the equator and 1,800 miles south of Honolulu, Hawaii. On April 8, 1901 the crew sights Norfolk Island about 1,000 miles off the east coast of New South Wales, Australia. On April 12, 1901 the crew sights Balls Pyramid approximately 500 miles off the east coast of New South Wales, Australia and 13 miles southeast of Lord Howe Island in the Pacific Ocean. On April 21, 1901 the crew sights Sisters and Deal Islands, just off the southern coast of Australia and north of Tasmania, in the Bass Straits.

On April 22 and 23, 1901, *Euterpe* encounters strong gales and squalls that reach hurricane force with accompanying heavy rain and high seas. The waves wash over the bow and flood the decks forward and aft. The force of the sea carries away a 24 foot plank and the poop deck ladder and damages the binnacle

for the compass, port ladder, ventilator and storeroom door. The high seas and the movement of the ship cause the deck load to shift and the crew acts quickly to secure the load to prevent any further losses. On April 24, 1901 the crew sights Point Wilsons Promontory and Rodondo and West Moncoeur Islands, about 20 miles off the south coast of Victoria, Australia, near Melbourne. On April 25 and 26, 1901 the crew sights Hogan and Curtis Islands just off the southern coast of Victoria, Australia.

The next entry in the log is for April 27, 1901 and *Euterpe* is approximately 150 miles northeast of Lord Howe Island bound for Newcastle, Australia. (It appears the log may be in error or pages are missing because it does not document the vessel landing in Melbourne or Newcastle, Australia and on the next day the *Euterpe* is 1,500 miles from Curtis Island near Lord Howe Island.)

The next entry in the log (on the following page) is for July 9, 1901 and *Euterpe* is in tow by an unknown tugboat leaving Newcastle, Australia, near Nobby Head at the entrance to Newcastle Harbor at noon bound for San Francisco, California.

On July 31, 1901 the crew sights Temoa ... [illegible] Island approximately 150 miles northeast of Tahiti in the South Pacific Ocean. On August 8, 1901, *Euterpe* crosses the equator into the northern hemisphere. On August 31, 1901 seaman, W. Miller falls on the deck and injures his arm.

Throughout the voyage the crew is repairing sails and rigging, cleaning paintwork, painting inside the ship, scraping spars, scraping the main and poop decks and performing general sailing duties.

On September 14, 1901 the crew hears the steam whistle from Point Montara approximately 20 miles south of San Francisco, California. On September 15, 1901, *Euterpe* is about 40 miles southwest of San Francisco, California and there are no further log entries for this voyage.

The next entry in the log is for April 13, 1903 and *Euterpe* is taken in tow by the tugboat *Monarch* and leaves Fremont Street Wharf in San Francisco, California and passes the Farallon Island Lighthouse bound for Nushagak, Alaska.

April 21 through 24, 1903, *Euterpe* encounters heavy gales and squalls with rain and hail and high seas about 500 miles off the coast of Portland, Oregon. On May 5 and 6, 1903 the crew sights Unimak Island on the Alaska Peninsula as the *Euterpe* sails through the Unimak Pass and enters the Bering Sea.

On May 14, 1903 the crew sights several vessels heading for the Nushagak River and *Euterpe* arrives in Bristol Bay, Alaska and anchors just off the Pilot Station near Ekuk, 3 miles from Clark's Point. On May 15, 1903 the steamer *President* comes alongside the *Euterpe* and transports several fishermen ashore. On May 16, 1903, *Euterpe* is taken tow by the steamer *President* and moves to a mooring alongside Clark's Cannery on the Nushagak River.

On May 18, 1903 the *Euterpe* is at anchor and a large piece of ice comes downriver and carries away the port chain and anchor. On May 19 and 20, 1903 several Chinese go ashore, the Steamer *President* moors alongside the *Euterpe* and the schooner *Premier* arrives in port.

May 25 through June 2, 1903 the crew unloads cargo (barrels, empty cans, shooks and packages of tin), more Chinese and Japanese go ashore, *Euterpe* receives a load coal from the *Star of Italy* and the last of the cannery workers go ashore. June 3 through 5, 1903 the crew washes down the deck, cleans the paintwork, the schooner *Premier* comes alongside and receives a load of lumber and the crew shifts water casks from the main deck to the lower hold.

June 6 through August 18, 1903 the remainder of the crew goes ashore to the Scandinavian Cannery and the last of the fishermen go ashore. Log entries include the movements of numerous vessels such as the steamers *Kvichak*, *Thistle*, *Hilda*, *President*, *Queen*, *Saunik* ... [illegible], *Mary of Hume*, revenue cutter *Perry* and barkentine *Isaac Reed*, plus descriptions of fishing trips and passage in and out of port. During

this same period the crew loads thousands of cases of salmon and other cargo (machinery) onto the *Euterpe* and the fishermen arrive onboard.

On August 19, 1903, *Euterpe* is taken in tow by the steamer *President* and leaves Clark's Point in Bristol Bay, Alaska bound for San Francisco, California, while under tow the crew sights the bark *Bonanza*. On August 20, 1903 the crew sights the ship *Star of Italy* near Port Heiden, Alaska.

On August 25, 1903 the crew sights Akun Headland on Akun Island, Unimak Island and Scotch Cap Lighthouse as *Euterpe* moves through Unimak Pass and enters the North Pacific Ocean. On September 2, 1903 one of the Chinese onboard dies, Captain cites cause as old age.

On September 7, 1903, *Euterpe* is approximately 200 miles northwest of San Francisco, California and there are no further log entries.

The volume has several blank, unused pages at the end of the document.

Extent: 1 original hand-written paper document, bound in book format with heavy book board covers (196 pages); physical dimensions measure 35 x 29 cm.

A0244.1.14 (Item 14)

Title on Binding: Log Book: Star of India, Volume 14, 18 March 1902 -- 11, September 1904 (includes only March to September 1902, April to September 1903 and 1904)

Title on Official Log: No official title, no date

Creator: Sam Christianson (Captain), George Swanson (Captain) and T. Thomson (1st Mate)

Published by an unknown party

Description: One volume of the *Euterpe* vessel log prepared by Sam Christianson, George Swanson and T. Thomson (120 pages), includes handwritten entries on a daily basis. Entries begin on March 18, 1902 and end on September 11, 1904. This entire log features extremely obscure handwritten entries with numerous misspellings, making it very hard to read. This log contains corresponding information to item **A0244.1.13**. The entries were written by an unknown individual and include additional details not included in the log prepared by the Captain for the same time period.

Log Entry Summary: On March 18, 1902, *Euterpe* is taken in tow by the steamer *Monarch* and leaves San Francisco, California bound for Prince William Sound off the Gulf of Alaska on the southern coast of Alaska, east of the Kenai Peninsula. By late evening the crew sights South Farallon Island Lighthouse about 30 miles off the coast of San Francisco, California.

On March 19, 1902 all hands refuse to work, saying the vessel is unsafe for sea because it is overloaded. The Captain asks the men to sign a written order explaining each refuses to perform their duty. The Captain decides the *Euterpe* will return to San Francisco, California. March 20, 1902, *Euterpe* is taken in tow by the steamer *Monarch* and arrives in San Francisco, California and anchors in the harbor.

On March 21, 1902, *Euterpe* is taken in tow by an unknown tugboat and docks at Fremont Street Wharf. On March 22, 1902, *Euterpe* is taken in tow by an unknown tugboat and moves to an anchorage at Mission Rock. On March 25, 1902 stevedores unload coal from the *Euterpe* onto another vessel ... [illegible]. April 1 through 15, 1902, *Euterpe* is taken in tow by an unknown tugboat and moves to the Union Street dock area and moors alongside another vessel. The crew trims the coal, loads cargo, scrapes the decks and cleans the ship (portions of this handwritten log are extremely hard to read).

On April 16, 1902, *Euterpe* is taken in tow by an unknown tugboat and anchors off the Union Street Wharf. The crew prepares the vessel for the upcoming sea voyage. On April 17, 1902, *Euterpe* is taken in tow by an unknown tugboat and leaves San Francisco, California bound for Bristol Bay, Alaska.

Throughout the voyage the crew is washing the decks, scrubbing and painting various parts of the ship and performing general sailing duties.

On May 12, 1902 the crew sights Unimak Pass as the *Euterpe* sails through the Aleutian Islands and into the Bering Sea. On May 14, 1902 the crew sights Tigalda Island to the east and Cape Sarichef near the northwestern coast of Unimak Island as the *Euterpe* exits Unimak Pass. On May 20, 1902, *Euterpe* arrives in Bristol Bay, Alaska and sails into Nushagak Bay and anchors off Cape Constantine. On May 21 and 22, 1902, *Euterpe* is taken in tow by the steamer *President* and anchors at Clarke's Point on the Nushagak River. The crew rigs the cargo gear and prepares to discharge cargo.

The next entry in this log is for August 1902.

On August 22, 1902, *Euterpe* is taken in tow by an unknown tugboat and leaves Nushagak River in Bristol Bay, Alaska bound for San Francisco, California. On August 25, 1902 the crew sights Unimak Island. On August 27, 1902, *Euterpe* sails through Unimak Pass and enters the North Pacific Ocean. On September 10, 1902 the crew sights South Farallon Island Lighthouse about 30 miles off the coast of San Francisco, California.

The next entry in this log is for April 1903.

On April 13, 1903, *Euterpe* is taken in tow by the tugboat *Monarch* from Fremont Street Wharf and leaves San Francisco, California bound for Bristol Bay, Alaska. By late evening, *Euterpe* passes the Farallon Islands and Farallon Bar (shoal) about 30 miles off the west coast of California.

On May 2 and 3, 1903, *Euterpe* approaches and sails through Unimak Pass and enters the Bering Sea. On May 5, 1903, the crew sights Unimak Island to the south.

On May 14, 1903, *Euterpe* arrives in Bristol Bay, Alaska and anchors 12 miles off Ekuk village, near Clark's Point, Alaska. On May 16, 1903, *Euterpe* is taken in tow by an unknown tugboat and moves to Clark's Point Cannery (Nushagak Canning Company). The crew rigs the cargo gear.

The next entry in this log is for August 1903.

On August 19, 1903, *Euterpe* is taken in tow by the steamer *President* and leaves Nushagak River, Nushagak Bay in Bristol Bay, Alaska bound for San Francisco, California.

On August 22, 1903 the crew sights Amak Island. On August 25, 1903, *Euterpe* approaches and sails through Unimak Pass and enters the North Pacific Ocean. The last entry in the log for this voyage is September 8, 1903 and *Euterpe* is approximately 400 miles off the coast of San Francisco, California.

The next entry in this log is for April 1904.

On April 13, 1904, *Euterpe* is taken in tow by an unknown tugboat and leaves San Francisco, California bound for Bristol Bay, Alaska. By early evening, *Euterpe* passes Farallone Bar (shoal) about 30 miles off the west coast of California.

On April 17, 1904 a passenger jumps overboard about 200 miles off the coast of Eureka, California. The crew uses a life buoy and cable to rescue the passenger. May 4 through 12, 1904, *Euterpe* encounters extremely high winds and rain with high seas approximately 1000 miles off the coast of Vancouver, British Columbia and as the vessel sails north toward the Aleutian Islands. The waves wash over the rails and flood the decks. On May 6, 1904 a crew member (no name given) falls on the deck and breaks his leg.

May 17 through 22, 1904 the crew sights Scotch Cape Lighthouse on Unimak Island. The *Euterpe* encounters heavy winds as the vessel sails through Unimak Pass and enters the Bering Sea.

On June 3, 1904, *Euterpe* is taken in tow by the steamer *President* and arrives in Bristol Bay, Alaska and anchors off Round Island about 15 miles from the entrance to Kulukak Bay, Alaska. On June 4 and 5, 1904, *Euterpe* is taken in tow by the steamer *President* and an unknown steamer and moves to an anchorage at Clark's Point. The crew rigs the cargo gear.

The next entry in this log is for August 1904.

On August 16, 1904, *Euterpe* is at anchor at Clark's Point. The crew loads the remaining cargo and life boats and prepares for the upcoming voyage. On August 18, 1904 the crew sights the *Star of France* under tow by the steamers *President* and *Kvichak* toward a nearby anchorage.

On August 19, 1904, *Euterpe* is taken in tow by the steamer *President* and leaves Bristol Bay, Alaska bound for San Francisco, California. On August 23 and 24, 1904, *Euterpe* approaches and passes through Unimak Pass and enters the North Pacific Ocean.

On September 10, 1904 the crew sights the Farallon Islands and *Euterpe* passes Farallon Bar about 30 miles off the west coast of California. On September 11 and 12, 1904, *Euterpe* is taken in tow by the tugboat *Drifter* ... [illegible] and arrives in San Francisco, California and anchors off Meiggs Wharf.

The volume has several blank, unused pages at the end of the document.

Extent: 1 original hand-written paper document, bound in book format with heavy book board covers (120 pages); physical dimensions measure 37 x 22 cm.

A0244.1.15 (Item 15)

Title on Binding: Log Book Star of India, Volume 15, 14 Apr. 1906 -- 11 Sept. 1907

Title on Official Log: *Log Book: Voyages of the Bark Euterpe*, dated 1906, April 14 through 1907, September 11

Creator: George Swanson, Master (Captain) and S. Christiansen (Captain)

Published by unknown party

Description: One volume of the *Euterpe* vessel log prepared by Captain George Swanson (118 pages), includes handwritten entries on a daily basis. Entries begin on April 14, 1906 and end on September 11, 1907.

Log Entry Summary: On April 14, 1906, *Euterpe* is taken in tow by the tugboat *Sea King* and leaves San Francisco, California and passes the Farallon Islands in the early afternoon with a crew of 64 including officers, men and one fisherman bound for the Nushagak River in Bristol Bay, Alaska. The *Euterpe* is transporting 181 Chinese and Japanese workers to the cannery in Alaska. Two stowaways are found onboard the first night at sea.

On April 17, 1906, "Julius Unger" suffers an attack of delirium and is under the care of the captain and needs constant guard until recovery on April 23, 1906. April 22 through 27, 1906, *Euterpe* encounters severe weather and high seas. On April 25, 1906, the vessel's port bow is hit by a huge wave. Three men wash overboard and die at sea. On May 6 and 7, 1906, *Euterpe* encounters a severe storm, topsail split, rigging blows away and huge quantity of water washes onto the deck.

On May 15, 1906, the crew sights Unimak Island on the Alaskan Peninsula. On May 16, 1906, *Euterpe* is taken in tow by the steamer *Nushagak* to maneuver through Unimak Pass. On May 26, 1906, *Euterpe* arrives at Clark's Point near the mouth of the Nushagak River in Bristol Bay, Alaska and anchors near the Nushagak Packing Company.

On August 20, 1906, one crew member is dismissed from service for drinking and neglect of duty. On August 22, 1906, *Euterpe* taken in tow by the steamer *Nushagak* and leaves Nushagak River in Bristol Bay, Alaska with a crew of 60 including officers and men bound for San Francisco, California. The *Euterpe* is transporting 200 Mongolians and Asians to California.

On August 26, 1906, *Euterpe* enters the Unimak Pass and the crew sights Akun Island on the Alaska Peninsula. As the *Euterpe* moves through the passage into the Pacific Ocean the crew sights Cape Sarichef and Scotch Cap lighthouses.

On September 10, 1906, the crew sights the Farallon Islands off the coast of San Francisco, California and by mid-morning *Euterpe* anchors off the Presidio of San Francisco. The crew cleans the ship, furls all sails and the first mate, carpenter, fishermen, Mongolians and Asians go ashore. On September 11, 1906, *Euterpe* is taken in tow by an unknown tugboat and sets anchor at Mission Flats (near present day Pier 50) and the crew goes ashore by tugboat.

At this point, there is a gap of several months in the vessel log (page 37) from mid-September 1906 to April 1907.

The log entries resume on April 8, 1907. April 8 through 13, 1907 the crew prepares for the pending voyage. Stevedores load coal, *Euterpe* is taken in tow by unknown a tugboat and moves to Stuart Street Wharf and stevedores continue to load general cargo, ship stores and fresh water and fishermen and Chinese arrive and board the vessel.

On April 13, 1907, *Euterpe* is taken in tow by an unknown tugboat and leaves San Francisco, California with a crew of 94 including officers and men bound for the Nushagak River at Bristol Bay, Alaska. The *Euterpe* is transporting 100 Chinese and Japanese workers to the cannery in Alaska.

On May 2, 1907, the crew sights Scotch Cap lighthouse on Unimak Island, Alaska. On May 6, 1907, *Euterpe* arrives in Bristol Bay, Alaska and sets anchors. On May 7, 1907, several men go ashore to the cannery and the crew is busy cleaning the ship and performing general maintenance duties. May 7 through 15, 1907, *Euterpe* remains at anchor in Bristol Bay as ice flows from the mouth of the Nushagak River. On May 16, 1907, *Euterpe* is taken in tow by the steamer *Kvichak* and moves to anchorage at Clarke's Point.

May 17 through 30, 1907, the crew unloads cargo of livestock, coal, salt and general items for cannery. The Chinese and Japanese go ashore. May 31 through June 1, 1907, the crew cleans the vessel. On June 2, 1907, the majority of crew goes ashore.

On August 1, 1907, majority of crew returns to the *Euterpe*. August 2 through 10, 1907, the crew loads several thousand cases of salmon. August 11 and 12, 1907, the crew prepares the *Euterpe* for the upcoming voyage and the Chinese and Japanese come aboard.

On August 14, 1907, *Euterpe* is taken tow by the steamer *Kvichak* and leaves Clark's Point in Bristol Bay, Alaska with a crew of 93 including officers, men and fishermen bound for San Francisco, California. The *Euterpe* is transporting 100 Chinese and Japanese workers as well.

On August 22, 1907, the crew sights Cape Sarichef lighthouse on Unimak Island marking the northern entrance to Unimak Pass. On September 6, 1907, the crew sights Farallon Island lighthouse off the coast of California. On September 7, 1907, *Euterpe* is taken in tow by an unknown vessel and arrives in San Francisco and anchors at Mission Flats (near present day Pier 50). September 8 through 15, 1907, *Euterpe* remains at anchor. The log ends with no further entries.

The volume has missing pages: pages 19 through 22 were cut out. Volume has several blank, unused pages at the end of the document.

Extent: 1 original hand-written paper document, bound in book format with heavy book board covers (118 pages); physical dimensions measure 36 x 22 cm.

A0244.1.16 (Item 16)

Title on Binding: Log Book Star of India, Volume 17, 10 Apr. 1909 -- 4 Sept. 1911

Title on Official Log: *Log Book: Barkque Star of India*, dated 1909, April 10 through 1911, September 4

Creator: S. Christensen, Master (Captain) and John Johnson (1st Mate)

Published by Lewis Weule Company, (San Francisco)

Description: One volume of the *Star of India* vessel log prepared by Captain Christensen and 1st Mate John Johnson (144 pages), includes handwritten entries on a daily basis. Entries begin on April 10, 1909 and end on September 4, 1911.

Log Entry Summary: On April 10, 1909, *Star of India* is taken in tow by the tugboat *Sea Witch* and leaves Filbert Street Wharf, San Francisco, California bound for the Nushagak River in Bristol Bay, Alaska with a cargo of cannery supplies and fishermen.

On April 11, 1909, *Star of India* encounters a strong gale, heavy winds and high seas just off the coast of California. The force of the wind carries away the forward royal back stay and forward sail. On April 22 and 23, 1909, *Star of India* encounters another strong gale with fog, rain and high winds about 500 miles south of the Aleutian Islands. The force of the wind splits the forward royal sail. The crew drops the sail to the deck and completes the repair by noon.

On April 28, 1909 the crew sights Sanak Island on the Alaskan Peninsula as the *Star of India* approaches Unimak Pass. On April 29, 1909 the crew sights Scotch Cap Lighthouse on Unimak Island. On April 29 and 30, 1909, *Star of India* passes through Unimak Pass into the Bering Sea.

On May 4 and 5, 1909, *Star of India* sails north up the Alaskan Peninsula, the crew sights large ice flows and several vessels including the barkentine *St. Daniel*, steamer *Kvichak* and barkentine *Star of Iceland*. May 6 through 9, 1909, *Star of India* encounters numerous ice flows and heavy, constant snow. The crew makes contact with the sailing ship *Berlin* and barkentine *Star of Italy* and sights several vessels moving in the Nushagak Bay channel including the steamer *Kvichak*, plus 8 unknown steamers and barkentines.

On May 13, 1909 the crew sights land and the *Star of India* arrives in Bristol Bay, Alaska. On May 14 and 15, 1909, *Star of India* encounters hard squalls and strong gales. On May 16, 1909, *Star of India* anchors near Nichols Hill, Alaska about 10 miles south of the Nushagak River on the west shore of Nushagak Bay.

On May 17, 1909

The volume has several blank, unused pages at the end of the document.

Extent: 1 original hand-written paper document, bound in book format with heavy book board covers (144 pages); physical dimensions measure 40 x 26 cm.

THREE ADDITIONAL LOGS TO BE ADDED

People

Banks, Alexander (Captain)
Boorman, H. W. (Captain)
Bowling, Thomas (Captain)
Christiansen, S. (Captain)
Christensen, S. (Captain)
Hoyle, George (Captain)
Johnson, John (1st Mate)
Longmuir, Hugh (Captain)
Paterson, William (1st Mate)
Richmond, Thomas (1st Mate)
Sanderson, T. W. (1st Mate)
Saxe, C. G. (Captain)
Sloane, David (1st Mate)
Streeter, Roland (Captain)
Swanson, George (Captain)
Symmers, James A. (1st Mate)
Thomson, T. (1st Mate)

Subjects

Euterpe
Star of India

File: My Documents/Euterpe_Star_of_India_Log_Book_Collection_Finding_Aid_JVC

Misc. Crew Duties

[repairing and refitting running gear, sails and rigging, cleaning sail locker, overhauling bowsprit shrouds, bobstay and footropes, cleaning all paint work, bright work and ironwork, cleaning and painting blocks, overhauling current blocks and making new blocks, caulking poop deck and forecastle head, cleaning all decks and berths, oiling the steering gear, windlass, winches, donkey engine and other machinery, cleaning and painting all life boats, overhauling the windlass, scrapping and painting masts, jib boom and bulwarks, scraping deadeyes, securing ratlines to shrouds, blacking down all chain work, foot ropes and backstays, cleaning all teakwood, oiling the decks, cleaning all brass work, varnishing bright work]

Ship's Log Reference Notes:

Vessel Terms

“Abeam” refers to the side of the vessel, amidships.

“Azimuth” refers to an angular measurement in a spherical coordinate system. The vector from an observer (origin) to a point of interest is projected perpendicularly onto a reference plane. The angle between the projected vector and the reference vector on the reference plane is called the azimuth. An example of an azimuth is the measurement of the position of a star in the sky. The star is the point of interest, the reference plane is the horizon or the surface of the sea, and the reference vector points to the north. The azimuth is the angle between the north point and the perpendicular projection of the star down onto the horizon.

“Back Rope” refers to a rope that acts as a stay for the dolphin striker.

“Backstays” refers to cables or ropes stretched from a mast to the sides of a vessel to provide extra support to the masts.

“Ballast Grounds” refers to an area to unload ballast or obtain ballast materials usually in or near a harbor.

“Binnacle” refers to the case and stand that houses the vessel’s steering compass.

“Beam” refers to the widest part of the ship. A ship thrown completely on its side is said to be on her beam ends.

“Bitt” refers to small posts or timber columns extending up from a base plate, attached to or extending through the deck of the ship and used to secure ropes, cables or hawsers.

“Blacking or Blacking down” refers to painting or coating the rigging with a tar, which is a mixture of two parts Stockholm tar, one part coal tar, one part tar oil.

“Bobstay” refers to a rope or stay connected to the stem post of a ship.

“Bowsprit” refers to one of the main spars of a ship that project forward from the stem, which support the forestays and bobstays.

“Bright work” refers to varnished woodwork and/or polished metal.

“Bulwarks” refers to the side planking around the deck that prevents people and/or goods from being washed overboard and protects the deck from the sea.

“Carbonite” refers to one of the earliest and most successful coal-mining explosives.

“Cross sea” refers to a sea state with two wave systems traveling at oblique angles. This may occur when water waves from one weather system continue despite a shift in wind.

“Deadeye(s)” refers to sturdy discs of wood with usually three holes (drilled) to receive ropes called lanyards, often used as blocks to connect the shrouds and channel plates.

“Dolphin Striker” refers to a small spar rigged at right angles beneath the bow sprit in large ships for extra staving of the bow sprit and jib boom.

“Dunage” refers to a name that applies to any material such as wood, cloth, paper, mat or burlap placed at the bottom of the hold to protect the cargo from damage or for purposes of ballast.

“Free Pratique” refers to the license given to a ship to enter port on assurance from the captain and clearance by the authorities that the captain, crew and passengers are free from contagious disease.

“Forecastle” refers to the forward deck that is above the main deck.

“Fore peak” refers to a space in the bow of a vessel, forward of the forecandle.

“Halyard” refers to a rope to hoist the yard.

“Harness Casks” refers to a container holding food for immediate use.

“Hawser” refers to a rope or cable that attaches to a vessel for the purpose of towing, anchorage or mooring.

“Hold” refers to the inner space of a ship where the cargo is stowed.

“Holystone or holy stoning” refers to a block of sandstone used for scrubbing the wooden decks of a ship; seamen had to get down on their knees to use them. Large holystones were known as Bibles, while smaller blocks to reach awkward places were known as Prayer Books.

“Hulk” refers to a vessel not in use at sea, primarily applies to older vessels often in use as storage facility, watch ship or warehouse.

“In tow” refers to the *Euterpe* being pulled by another vessel, typically the *Euterpe* was under tow when leaving or arriving in port.

“Lanyards” refers to pieces of rope in use at sea such as the ropes attached to deadeyes that connect the shrouds and channel plates which support the mast.

“Lighter” refers to a full bodied water craft with an open deck, similar to a barge, used to bring cargo alongside a vessel for transfer to the vessel.

“Limbers” refers to holes cut in the lower part of the floor-timbers, next the keelson, forming a passage for the water fore-and-aft, allowing water to drain away. Limber-boards or short pieces of planking are placed over the limbers, and are movable for cleaning purposes. A rope can be pulled fore-and-aft through the limbers, to clear them if necessary.

“Martingale” refers to a rope extending from a jib boom end downwards to a dolphin striker as a stay.

“Oil bags” refers to a bladder of oil often placed over a ship’s stern that allows oil to drip into the swells that are breaking onto a vessel. The theory being the oil will reduce the friction of the wind on the waves and prevent the swells from over running the ship.

“Pilot” refers to an individual qualified and licensed to take ships in and out of harbors, channels or rivers. Once the pilot is onboard a vessel he/she becomes absolute master of the ship.

“Powder Buoys or Grounds” refers to an anchorage area for the safe loading and unloading of gun powder and explosives, usually outside the harbor or wharf area.

“Preventer” refers to additional rope supporting another when that one is subject to unusual strain.

“Roadstead” refers to a place of anchorage that is adjacent to or parallel to the coastline, usually well protected from high winds and heavy seas and provides a good holding ground for anchors.

“Running moor” refers to letting go anchors and heaving in cable in turn until there is the same amount of chain out on both anchors.

“Shooks” refers to a set of parts for assembling a barrel or packing box.

“Stem” refers to the foremost timber of the ship.

“Yard” refers to a spar suspended to a mast for the purpose of extending a sail; it is elevated by a rope.

England

“Anvil Point” refers to an area of the Jurassic Coast near Swanage on the Isle of Purbeck in Dorset, England. The Jurassic Coast stretches over a distance of 95 miles, from Orcombe Point near Exmouth, in the west, to Old Harry Rocks, in the east.

“Beachy Head” refers to the headland on the south coast of England, close to the town of Eastbourne in the county of East Sussex. The cliff there is the highest chalk sea cliff in Britain, at a height of 530 feet above sea level. Two lighthouses are located at Beachy Head.

“Berry Head” refers to a coastal headland at the southern end of Torbay, to the southeast of Brixham, Devon, England and the location of a lighthouse, which forms part of the chain of south coast beacons.

“Bishop Rock Light” refers to a lighthouse that stands on a rock ledge, 4 miles west of the Scilly Isles, which are 28 miles off the coast of Cornwall, England (most westerly point in the United Kingdom).

“Carrick Roads” refers to a large waterway that leads to a large natural harbor which is navigable from Falmouth to Truro and is located on the southern Cornwall coast in England near Falmouth.

“Channel” refers to the English Channel.

“Dungeness” refers to a headland on the coast of Kent, England and the location of a lighthouse and small beach community. It shelters a large area of low-lying land known as Romney Marsh.

“East India Dock” or “E India” or “EI” refers to one of several dock facilities near London on the Thames River. The Georgian era (King Georges period 1714 to 1830) docks include the West India (opened 1802), the London (1805), the East India (1805), the Surrey (1807), St Katharine (1828) and the West India South (1829).

“Eddystone Lighthouse” refers to the lighthouse located on the treacherous Eddystone Rocks, offshore of Devon, England.

“Flores Island” refers to an island of the Western group of the Azores in the North Atlantic.

“Folkestone” refers to the principal town in the Shepway District of Kent, England.

“Gough Island” refers to a volcanic island in the South Atlantic Ocean and part of the British overseas territory of Saint Helena. It is uninhabited except for the personnel of a weather station which the South African National Antarctic Program has maintained continually on the island since 1956.

“Gravesend” refers to a port town in northwest Kent, England, on the south bank of the Thames, opposite Tilbury in Essex.

“Isle of Man” refers a self-governing British Crown Dependency, located in the Irish Sea between the islands of Great Britain and Ireland.

“Isle of Wight” refers to small island off Portsmouth, England.

“Land’s End” refers to a headland on the Penwith peninsula, located near Penzance in Cornwall, England. It is the most westerly point of the English mainland.

“Lizard Lighthouse” refers to the lighthouse on Lizard Point in Cornwall, England, built in 1752. Lizard Point in Cornwall is on the Lizard Peninsula, the southernmost tip of Great Britain.

“Long Reach” refers to a mooring and anchorage site in Gravesend on the Thames River.

“North Downs” refers to a ridge of chalk hills in southeast England that stretch for 120 miles from Farnham in Surrey to the White Cliffs of Dover in Kent.

“North Foreland of North Foreland Light” refers to a chalk headland on the east Kent coast of southern England. North Foreland forms the eastern end of the Isle of Thanet, which lays at the most easterly point of Kent, England.

“Portland” or “Portland Bill” refers to a narrow promontory (or bill) of Portland stone, which forms the most southerly part of Isle of Portland located in the county of Dorset, England. Three lighthouses have been built to protect shipping from its strong tidal race and shallow reef.

“Prawl Point or Prawle Point” is a coastal headland in south Devon, England.

“River Mersey” refers to a river in North West England. It is around 70 miles long, stretching from Stockport, Greater Manchester, and ending at Liverpool Bay, Merseyside.

“Round Island or Round Island Lighthouse” refers to the most northerly outpost of the Scilly Islands, which is a mass of granite that forms the platform for a lighthouse.

“Royal Albert Dock” refers to one of three docks in the Royal Group of Docks near east London. The Royal Group of Docks includes the Royal Albert Dock opened in 1880, the Royal Victoria Dock and the King George V Dock. The docks were constructed between 1855 and 1921 and allow entrance to the Thames River.

“Scilly Islands or Isles of Scilly” refers to an archipelago off the southwestern tip of the Cornish peninsula of Great Britain.

“Shoreham” refers to Shoreham-by-Sea, a small seaport town in the Adur District of West Sussex in South East England.

“St Agnes” refers to the southernmost populated island of the Isles of Scilly, England, United Kingdom and the location of a lighthouse, known as St. Agnes Lighthouse.

“St Anthony's Light” refers to a lighthouse on St Anthony Head on the eastern coast of the entrance to the harbor of Falmouth, Cornwall in England.

“St. Catherine's” refers to a medieval lighthouse at St. Catherine's Point located at the southernmost point on the Isle of Wight, near the village of Niton.

“Start Point light” refers to a lighthouse off Start Point in south Devon England, built in 1836.

“The Downs or Downs” refers to roadstead (a place outside a harbor where a ship can lie at anchor. It is an enclosed area with an opening to the sea, narrower than a bay or gulf) or area of sea in the southern North Sea near the English Channel off the east Kent coast, between the North and the South Foreland in southern England. It is an excellent anchorage for shelter from westerly gales.

“South Downs” refers to one of the four areas of chalk downland in southern England, which extend from the eastern side of Hampshire through Sussex, to the cliffs at Beachy Head.

“South Foreland Light or Head” refers to a Victorian lighthouse located on a chalk headland in the southern area of St. Margaret's Bay in Dover, Kent, England, used to warn ships approaching the nearby Goodwin Sands.

“West Waterloo Dock” refers to a dock on the River Mersey, England and part of the Port of Liverpool. It is situated in the northern dock system in Vauxhall and connected to Princes Half Tide Dock to the south and Victoria Dock is located to the north. The dock was designed by Jesse Hartley and opened in 1834 as Waterloo Dock and named after the Battle of Waterloo.

“Wolf Rock or Wolf Rock Light” refers to a treacherous rock, 9 nautical miles east of St Mary's, southwest of Land's End, in Cornwall, England and the location of a lighthouse, known as the Wolf Rock Lighthouse.

Scotland

“Calf of Man” refers to a small island (about one square mile), off the southwest coast of the Isle of Man. It is separated from the Isle of Man by a narrow stretch of water called the Calf Sound.

“Cessnock Dock” refers to a wharf on the River Clyde near Glasgow, Scotland that was renamed Prince's Dock in 1897 to honor of the Duke of York, who performed the opening ceremony. The area contains 35 acres of water space, plus numerous two-story warehouses, cranes, coal hoists and a maze of railway sidings.

“Chicken or Chicken Rock Light” refers to a lighthouse located on the Isle of Mann, which is in the middle of the northern Irish Sea, approximately halfway from the islands of Britain and Ireland.

“Corsewall Point or Corsewall Light” refers to the northern tip of the Galloway peninsula in the region of Dumfries where Loch Ryan and the North Channel between Ireland and Scotland meet and is the location of Corsewall Point Lighthouse.

“Dalmuir lighthouse” refers to a lighthouse located on the Clyde River near Glasgow, Scotland.

“Greenock” refers to the town and administrative centre in the Inverclyde council area, located in the west Central Lowlands of Scotland. It forms part of a contiguous urban area with Gourock to the west and Port Glasgow to the east.

“Lamlash Lough” refers to a small harbor on the Isle of Arran, in the Firth of Clyde, Scotland. Lamlash has a natural harbor offering very good shelter.

“Mull of Galloway Light” refers to a lighthouse located on the Mull of Galloway (Mull meaning rounded hill or mountain), which is the southernmost point of Scotland. It is situated in Wigtownshire, Dumfries and Galloway.

“Pladdar or Pladda Island or Pladda Light” refers to a small island off the south coast of the Isle of Arran located in the Firth of Clyde in Scotland and the location of a lighthouse. The Firth of Clyde is the entry point to the River Clyde and the ports of Dumbarton and Glasgow, Scotland.

“Princes Pier” refers to a port and dock in Greenock, Scotland.

Ireland

“Arklow” refers to a historic town located in County Wicklow on the east coast of Ireland. Arklow is situated at the mouth of the River Avoca in County Wicklow.

“Blackhead” refers to a black volcanic cliff near the seaside village of Whitehead, Ireland on the east coast of County Antrim, Northern Ireland, near the entrance to Belfast Lough.

“Blackwater” refers to a small town in County Wexford, Ireland.

“Copeland” refers to the Copeland Islands, a group of three islands in the north Irish Sea, north of Donaghadee, County Down, Northern Ireland and the location of Mew and Copeland lighthouses.

“Hook of Waterford” refers to Hook Head peninsula, in County Wexford, Ireland and is the location of the Hook Lighthouse, which is opposite Dunmore East, located at the entrance to Waterford Harbor.

“Lucifer Banks” refers to a swallow bank approximately 1 ½ miles by ½ mile off the coast of Wexford, Ireland.

“Maidens” refers to the two visible rocks situated approximately six miles off the coast of Larne, County Antrim, Northern Ireland and the location of a lighthouse.

“St. John’s Point” and “South Rock” refer to lighthouses off the northeast coast of Ireland near Dundrum Bay.

“Tuskar” or “Tuskar Rock” refers to a lighthouse located on a treacherous group of rocks about 7 miles offshore of the southeast coast of County Wexford, Ireland. It is suggested to be the most dangerous navigational hazard on the Irish coast, an area that has seen many shipwrecks in the past.

“Wicklow Head Light” refers to a lighthouse on Wicklow Head (275 feet high), approximately 1 mile southeast of the town of Wicklow, Ireland, which is 50 miles south of Dublin.

Germany

“Cuxshaven light” refers to a lighthouse near the mouth of the Elbe River west of Hamburg, Germany.

New Zealand

“Ahuriri” or Ahuriri Bluff” refers to an area of the earliest settlement in Napier, New Zealand.

“Akaroa Light” refers to a lighthouse on the waterfront near the Banks Peninsula. (Originally at entrance to Akaroa Harbor).

“Antipodes Islands” refers to volcanic islands to the south of New Zealand. The Antipodes Islands are approximately 550 miles to the southeast of the South Island of New Zealand.

“Banks Peninsula” refers to a large peninsula on the eastern coast of the South Island of New Zealand near Christchurch formed by volcanic activity millions of year ago.

“Brothers” refers to the Brothers Island Lighthouse which is New Zealand’s only rock station light, located on Brothers Islands at the western side of Cook Strait.

“Cape Campbell” refers to a point on the northeastern coast of New Zealand’s South Island, located in the Marlborough Region of New Zealand.

“Cape Kidnappers” refers to the headland at the southeastern extremity of Hawke Bay on the east coast of New Zealand’s North Island. It is located 12 miles southeast of the city of Napier.

“Cape Maria van Diemen” refers to the westernmost of the three points of land at the northern end of New Zealand, the other two being Cape Reinga and North Cape.

“Cape Palliser” refers to a headland near the southern tip of the North Island and the location of a lighthouse.

“Cape Saunders” refers to a prominent headland on the Pacific (ocean) coast of the Otago Peninsula on the South Island of New Zealand and the location of the Cape Saunders Lighthouse.

“Cape Stephens Lighthouse or Stephens Island Light” refers to a lighthouse that marks the northwestern approach to Cook Strait, at the top of New Zealand’s South Island.

“Cook Strait” refers to the strait between the North and South Islands of New Zealand. It connects the Tasman Sea on the west with the South Pacific Ocean on the east.

“Farewell” or “Farewell Spit” or “Farewell Light” refers to a narrow sand spit situated at the northern end of the South Island of New Zealand. A lighthouse stands on the northern end of the Karamea Bight on the north-western tip of the South Island of New Zealand.

“Flat Rock” refers to a light house located in Hauraki Gulf, which is a coastal feature of the North Island of New Zealand.

“Hawke Bay” refers to a region situated on the east coast of New Zealand’s North Island. The region is a large semi-circular bay which extends approximately 60 miles from northeast to southwest from Mahia Peninsula to Cape Kidnappers.

“Kaikoura Peninsula” refers to a location on the northeast of New Zealand’s South Island. It protrudes 3 miles into the Pacific Ocean. The town of Kaikoura is located on the north shore of the peninsula.

“Little Barrier Island” refers to an island off the northeastern coast of New Zealand’s North Island. It is 50 miles north of Auckland.

“Lyttelton” refers to a port town on the north shore of Lyttelton Harbor next to Banks Peninsula, a short distance from Christchurch on the eastern coast of the South Island of New Zealand.

“Lyttelton Head” refers to the headlands at the entrance to Lyttelton Harbor, the two headlands are also known as Godley Head and Adderley Head.

“Moeraki” refers to a small fishing village on the east coast of the South Island of New Zealand. It was once the location of a whaling station. Best known for the large boulders lying along a stretch of Koekohe Beach on the wave cut Otago coast of New Zealand between Moeraki and Hampden.

“Nugget Point” refers to one of the most famous landforms on the Otago coast. Located at the northern end of the Catlins coast down the road from Kaka Point, this steep headland has a lighthouse at its tip, surrounded by rocky islets known as The Nuggets.

“Otago Harbor” refers to the natural harbor of Dunedin, New Zealand, consisting of a long stretch of navigable water separating the Otago Peninsula from the mainland. It is home to the deep water port of Port Chalmers.

“Otago Heads” refers to the headlands just north of Jack’s Bay near the city of Makara, on New Zealand’s South Island.

“Pencarrow Light” refers to a lighthouse at Pencarrow Head in the Wellington Region of the North Island of New Zealand. It was the first permanent lighthouse (now decommissioned) built in New Zealand and was constructed from sections of cast iron that were shipped from England.

“Portland” refers to the original wooden lighthouse at Portland Island, now situated in the town centre of Wairoa, located in Eastland Province on the North Island of New Zealand.

“Port Chalmers” refers to the main port of the city of Dunedin, New Zealand.

“Poor Knights” refers to a group of islands off the east coast of the Northland Region of the North Island of New Zealand, located 30 miles to the northeast of Whangarei, New Zealand.

“Queens Wharf” refers to the dock in Wellington Harbor, New Zealand.

“Rangitoto Channel” refers to one of several passes between the islands of the inner Hauraki Gulf, close to the mouth of the Waitemata Harbor to the east of Auckland in New Zealand. The channel is an important stretch of water as it is the only deep water approach to Auckland.

“Snares or The Snares” refers to a small island group approximately 125 miles south of New Zealand's South Island.

“Somes Island” refers to the largest of three islands in the northern half of Wellington Harbor, New Zealand.

“Stephens Island” refers to an island located at the northern most tip of the Marlborough Sounds in the South Island of New Zealand.

“Stewart Island” refers to the third-largest island of New Zealand. It lies 19 miles south of New Zealand's South Island, across Foveaux Strait.

“Tairaroa Head” refers to a headland at the end of the Otago Peninsula in New Zealand (south island), overlooking the mouth of the Otago Harbor, which is within the city limits of Dunedin.

“Tiritiri” or “Tiri” refers to a lighthouse situated on Tiritiri Matangi Island in the Hauraki Gulf; this is the oldest operational lighthouse in New Zealand.

“Three Kings” refers to a group of islands named in 1643 by Dutch explorer Able Tasman, the first European to discover and name New Zealand.

“Victoria Wharf” refers to a dock area in Otago Harbor, Dunedin, New Zealand.

“Wellington Harbor” refers to a large natural harbor at the southern tip of New Zealand's North Island. New Zealand's capital, Wellington, is on the western side of Wellington Harbor. The harbor was originally named Port Nicholson.

Australia

“Althorpe Lighthouse” refers to a lighthouse on Althorpe Island off the York Peninsula. The Yorke Peninsula is a peninsula located northwest and west of Adelaide in South Australia, Australia, between Spencer Gulf on the west and Gulf St Vincent on the east.

“Aurora Australis” refers to the southern polar lights, which are only visible from high southern latitudes in Antarctica, South America, or Australia. Northern and southern polar lights or aurora are natural light displays in the sky.

“Balls Pyramid” refers to the remnant of a volcano and that formed about 7 million years ago. Balls Pyramid is 13 miles southeast of Lord Howe Island in the Pacific Ocean.

“Bass Straits” refers to the channel separating Victoria, Australia, from the island of Tasmania on the south. Its maximum width is 150 miles and its depth is 180–240 feet. King Island and the Indian Ocean lie at its western extremity, and the Furneaux Group are at its eastern end.

“Cape Borda Light” refers to a lighthouse on Kangaroo Island off the coast of South Australia.

“Cape Liptrap” refers to a lighthouse located on a rocky cliff on top of Cape Liptrap peninsula, on a solitary part of the South Gippsland coastline. The lighthouse warns ships of the rocks in treacherous Bass Strait.

“Cape Marsden Lighthouse” or Marsden Point Lighthouse refers to a lighthouse located on the northern coast of Kangaroo Island off the coast of South Australia.

“Cape Otway Light” refers to the lighthouse at the northern end of The Eye of The Needle, the oldest operational lighthouse with unbroken service on the mainland Australian coast until it was decommissioned in January 1994. The 52 mile passage between, Cape Wickham (on King Island) and Cape Otway is known as the "Eye of the Needle". It is the Western entrance to Bass Strait. Sea captains would hug the Victorian coast, to avoid being driven into King Island in bad weather, resulting in many wrecks.

“Cape Shank or Schanck” refers to small town near Melbourne, Australia. It is on the southernmost tip of the Mornington Peninsula. It is the location of the Cape Schanck lighthouse, built in 1859. A prominent rock outcrop is Pulpit Rock and stands out at the very tip of the cape.

“Cape Schanck light” refers to a lighthouse on the southern tip of the Mornington Peninsula. It is part of a triangle of Bass Strait lights, which include Cape Otway and Cape Wickham lighthouses.

“Cape Wickham Lighthouse or Wickham light” refers to Cape Wickham lighthouse, located at the northern tip of King Island, in Bass Strait. It marks the dangerous narrow western entrance, 52 miles wide, that ships had to go through to get into Bass Strait and to Melbourne.

“Curtis Island” refers to a granite island, with an area of about 370 acres, in southeastern Australia. It is part of Tasmania's Curtis Group, lying in northern Bass Strait between the Furneaux Group and Wilsons Promontory in Victoria, Australia.

“Deal Island” refers to a small island, which is part of the Kent Island group (Judgement Rocks, South West Isle, Erith Island, Dover Island, Deal Island and North East Isle) just off the southern coast of Australia, in the Bass Straits. It is the location of the highest lighthouse in the Southern Hemisphere, standing approximately 1000 feet above sea level.

“Devils Tower” refers to two small, rugged granite islands in southeastern Australia. It is part of Tasmania’s Curtis Group, lying in northern Bass Strait between the Furneaux Group and Wilsons Promontory in Victoria.

“Hobson Bay or Hobsons Bay” refers to a small bay located near Williamstown at the mouth of the Yarra River in Melbourne, Australia.

“Hogan Island” refers to a granite island, with an area of less than one square mile and a high point of 381 feet, in southeastern Australia. It is the largest of Tasmania’s Hogan Group, lying in northern Bass Strait between the Furneaux Group and Wilsons Promontory in Victoria, Australia.

“King Island” refers to one of the islands that make up the state of Tasmania, Australia. It is by far the largest of a group of islands known as the New Year Islands, which include King Island, New Year Island and Christmas Island to the northwest and smaller Councillor Island to the east.

“Lord Howe Island” refers to a small island in the Tasman Sea, 370 miles east of the Australian mainland.

“Lowly Point light” refers to a lighthouse that stands out on a point jutting into the northern end of the Spencer Gulf, near the city of Whyalla.

“Melbourne Heads” refers to the harbor entrance at Melbourne between Point Lonsdale and Point Nepean that is approximately 2 miles wide with reefs that project from these points that reduce the navigable width to just over a half mile. Within less than 1000 yards outside the Heads, there is a shallow rocky flat known as the Rip Bank. The water deepens outside this flat to about 96 feet and inside the Heads to as much as 300 feet. This variation of depth combined with tidal streams running up to 6 knots causes world-renowned dangerous conditions.

“Middle Bank” refers to a light beacon and anchorage in Spencer Gulf, South Australia.

“Mount Lofty” refers to the highest point in the Mount Lofty Ranges. It is located about 9 miles east of the center of the city of Adelaide in South Australia.

“Nobby Head or Nobbys Head” refers to a peninsula and headland at the entrance to Newcastle Harbor and is the location of a lighthouse on the south side of the entrance to harbor.

“Norfolk Island” refers to a small island in the Pacific Ocean located between Australia, New Zealand and New Caledonia. The island is part of the Commonwealth of Australia.

“North Harbor” refers to an area of Newcastle Harbor north of Kings Wharf.

“Port Germein” refers to a small town on the east side of Spencer Gulf in South Australia. It is famous for its long jetty, which is located approximately 16 miles north of Port Pirie.

“Port Phillip Bay” refers to a large bay (476,900 acres) with 164 miles of coastline. The bay is extremely shallow for its size, but navigable for the most part. The deepest area is only 80 ft, and half the region is shallower than 25 feet. The city of Melbourne, Australia is located at the north end of the bay.

“Port Pirie” refers to the sixth most populous city in South Australia, a seaport located on the east coast of the Spencer Gulf, 139 miles north of Adelaide.

“Port Stephens Light” refers to a lighthouse on Point Stephens at the entrance of Port Stephens, a large natural harbor about 99 miles northeast of Sydney in New South Wales, Australia.

“Queenscliff” refers to a city near the mouth of Port Phillip Bay near the Melbourne Heads.

“Rodondo Island” refers to a small island, which is part of the Rodondo Island group (Rodondo Island, West Moncoeur Island and East Moncoeur Island) just off the southern coast of Australia, in the Bass Straits.

“Rottneest Island” refers to a small island located 11 miles off the coast of Western Australia, near Fremantle; the island has several different lighthouses.

“Sisters Island” refers to a small island, off Sisters Beach on the northwest coast of Tasmania, southeastern Australia.

“Smith Island” refers to a small island near Port Lincoln in South Australia. Port Lincoln is a coastal city situated on Boston Bay at the southern extremity of the Eyre Peninsula, located approximately 175 miles from Adelaide.

“Spencer Gulf” refers to the westernmost of two large inlets on the southern coast of Australia, in the state of South Australia, facing the Great Australian Bight. The Gulf is 200 miles long and 80 miles wide

at its mouth. The western shore of the Gulf is the Eyre Peninsula, while the eastern side is the Yorke Peninsula, which separates it from the smaller Gulf St. Vincent. The largest towns on the gulf are Whyalla, Port Pirie, and Port Augusta.

“Sugarloaf Island” refers to a small island, which is part of the Curtis Island group (Curtis Island, Cone Island, Sugarloaf Rock and Devils Tower) just off the southern coast of Australia, in the Bass Straits.

“Troubridge Light” refers to a lighthouse on Troubridge Island, part of the Troubridge Shoals, on the main route to Adelaide through the Investigator Strait. It is the passage of water between Kangaroo Island and the Yorke Peninsula.

“Wallaroo” refers to a port town on the western side of Yorke Peninsula in South Australia.

“Wedge Island” refers to a small privately owned island in southeastern Australia. It lies between the southern tips of the Eyre and Yorke Peninsulas in South Australia at the entrance to Spencer Gulf. There is a lighthouse at the southeast end of the island.

“Williams Town Wharf” refers to a wharf in the Williamstown area. By 1870, Williamstown was known as the major cargo port of Victoria, with piers, slipways, shipwrights, and cargo handlers, all working along the shore opposite Nelson Place. Williamstown is a suburb in Melbourne, Victoria, Australia, about 5 miles south-west from Melbourne's central business district.

“Wilsons Promontory or Point Wilsons Promontory” refers to a peninsula that forms the southernmost part of the Australian mainland. South Point is the southernmost tip of Wilsons Promontory and of mainland of Australia.

“Yarra River” refers to a river in Victoria, Australia. The lower stretches of the river is where the city of Melbourne was established in 1835.

Alaska State, USA

“Akun Island” refers to an island in the Fox Islands group of the eastern Aleutian Islands in Alaska Peninsula in Alaska.

“Alaska Packers Association” or APA (1891-1981) refers to one of the largest salmon packers in Alaska with canneries that stretched from Bristol Bay, Chignik, Karluk, Cook Inlet, and the Southeastern peninsula. The company’s various canneries were identified as “Diamonds” followed by an initial. The Diamond NC was their Clarks Point cannery (after its originator the Nushagak Canning Co.), the Diamond E (Egegik), Diamond J and X (Kvichak), Diamond NN (South Naknek), Diamond W (Wrangell), P.H.J. (Nushagak) and etc. On their boats and frequently in company correspondence the word diamond was omitted and a diamond was drawn around the cannery initial.

“Alaska Peninsula” refers to a peninsula extending about 500 miles to the southwest from the mainland of Alaska and ending in the Aleutian Islands. The peninsula separates the Pacific Ocean from Bristol Bay, an arm of the Bering Sea.

“Amak Island” refers to an uninhabited island in Aleutians East Borough, Alaska. The island lies north of the western tip of the Alaska Peninsula, and northwest of the mainland city of Cold Bay.

“Bristol Bay” refers to a large body of water in the eastern part of the Bering Sea, in southwest Alaska. Bristol Bay is 250 miles long and 180 miles wide at its mouth. A number of rivers flow into the bay, including the Cinder, Egegik, Igushik, Kvichak, Meshik, Nushagak, Naknek, Togiak, and Ugashik.

“Cape Constantine” refers to a cape in the state of Alaska. It is the most southerly point on the Nushagak Peninsula, and defines the southern side of Kulukak Bay and the eastern point of Nushagak Bay.

“Cape Greig” refers to a geographical feature of the Alaska Peninsula in Alaska, where a 290 foot ridge juts into the Bering Sea. It is located on the Bristol Bay coast eight miles north of Smoky Point (Ugashik Bay) and 32 miles south of Goose Point (Egegik Bay).

“Cape Sarichef Light” refers to a lighthouse located on the northwestern coast of Unimak Island marking the northern entrance to Unimak Pass.

“Clark's Point” refers to a city near Dillingham, Alaska. Clark’s Point is located on the northeastern point of the Nushagak River.

“Ekuk” refers to a small Eskimo village about 3 miles from Clark’s Point, Alaska.

“Flounder Flat” refers to a city near Dillingham, Alaska. Flounders Flat is located on the northwestern side of Nushagak Bay near the mouth of the Nushagak River.

“Nichols Hill” refers to a small village about 15 miles south of Clark’s Point, Alaska, situated on spit of land on the west shore of Nushagak Bay.

“Nushagak” refers to the cannery that the Alaska Packers Association bought from the Nushagak Packing Company in 1893.

“Nushagak Bay” refers to a large estuary covering over 60 miles in southwest part of the state of Alaska and opens to Bristol Bay, a large body of water in the eastern Bering Sea north of the Alaska Peninsula. It is the location of Dillingham, Alaska.

“Nushagak River” refers to a river in southwest Alaska that begins in the Alaska Range and flows southwest 280 miles to Nushagak Bay, an inlet of Bristol Bay, and east of Dillingham, Alaska.

“Pilot Station” refers to the location of the river pilot that guides vessel up the Nushagak River.

“Prince William Sound” refers to a sound off the Gulf of Alaska on the south coast of the state of Alaska. It is located on the east side of the Kenai Peninsula.

“Round Island” refers to a small island about 15 miles off the southern coast of Alaska near the entrance to Kulukak Bay.

“Sanak Island” refers to an island in the Fox Islands group of the Aleutian Islands in Alaska.

“Sarichef Light” refers to a lighthouse located on the northwest tip of Unimak Island, approximately 630 miles southwest of Anchorage, Alaska.

“Scotch Cap Light” refers to a lighthouse located on the southwest corner of Unimak Island in Alaska.

“Tigalda Island” refers to one of the Krenitzin Islands, a subgroup of the Fox Islands in the eastern Aleutian Islands, Alaska. Tigalda is located about 19 miles east of Akutan Island, is 12 miles long.

“Unimak” refers to Unimak Island, the largest island in the Aleutian Islands chain of the United States, on the Alaska Peninsula.

“Unimak Pass” refers to the main passage through the Aleutian Islands between the Bering Sea and the Pacific Ocean.

California State, USA

“Farallon or Farallones” refers to a group of islands and rocks found in the Gulf of the Farallones, off the coast of San Francisco, California, approximately 27 miles outside the Golden Gate and 20 miles south of Point Reyes.

“Farallon Bar” probably refers to Fanny Shoal, a bank about 3 miles northwest of the North Farallone Island. The bank is approximately 2 miles in length with a depth of less than 120 feet and entirely submerged. Noonday Rock, which rises abruptly from a depth of 100 feet, provides only a clearance of 13 feet over it at low tide and is the shallowest point of Fanny Shoal.

“Farallon Light” refers to a lighthouse located on southeast Farallon Island near San Francisco, California.

“Filbarth Street Wharf” probably refers to the Filbert Street Wharf, a vessel dock at the foot of Filbert Street that was near present day Pier 19 in San Francisco, California on San Francisco Harbor.

“Fremont Street Wharf” refers to a vessel dock that was south of the present day Embarcadero area of San Francisco, California on San Francisco Harbor.

“Hunter’s Point Dry Dock” refers to the dry dock located on the San Francisco Bay, just south of the city of San Francisco.

“Meiggs Wharf” refers to a 1600 foot vessel dock built in 1853 at North Beach, extending from Francisco Street, near present day Piers 39 and 45.

“Mission Flats” refers to an anchorage that was near present day Pier 50 in San Francisco Bay, California.

“Mission Rock” refers to an anchorage that was near present day Pier 50, at the foot of Mission Rock Street in San Francisco Bay, California.

“Point Bonita Light” refers to a lighthouse located at Point Bonita at the San Francisco Bay entrance near Sausalito, California.

“Point Montara” refers to a headland in Montara, California, on the southern approach to the San Francisco Bay, California approximately 25 miles south of San Francisco.

“Point Reyes Light” refers to a lighthouse in the Gulf of the Farallones on Point Reyes in Marin County, California.

“Presidio” refers to the Presidio of San Francisco (originally, El Presidio Real de San Francisco or Royal Presidio of San Francisco) In 1906 the Presidio was America’s center for assembling, training, and shipping out forces to the Spanish American War in the Philippines. Today the Presidio is a park on the northern tip of the San Francisco Peninsula in San Francisco, California.

“Stuart or Steuart Street Wharf” refers to a dock area on the Embarcadero in San Francisco, south of North Beach.

“Union Street Wharf” refers to a vessel dock that was east of Battery Street at the foot of Union Street. This was the first Fisherman's Wharf built in 1884 specifically for the fishing fleets.

Canada

“Cape Beale Light” refers to a lighthouse off the west coast of Vancouver Island, British Columbia, Canada near the city Bamfield.

“Cape Flattery” refers to the farthest northwest point of the contiguous United States. It is in Clallam County, Washington, where the Strait of Juan de Fuca empties into the Pacific Ocean.

“Race Rocks Light” refers to a lighthouse built just off the west coast of Vancouver Island, British Columbia, Canada. The Islands of Race Rocks are located just off the southern tip of Vancouver Island, about 10 miles southwest of Victoria, British Columbia.

“Royal Roads” refers to a narrow channel that connects Esquimalt Harbor (entrance to the harbor is marked by Fisgard Lighthouse) to the Strait of Juan de Fuca, near Greater Victoria, British Columbia, Canada. In earlier times it described an anchorage located in the Strait of Juan de Fuca (latitude 48.25 north and longitude 123.27 west) near Victoria, British Columbia, Canada.

Brazil

“Cape St. Antonio and Cape St. Augustine” refers to coastal areas in the state of Bahia, Brazil.

“Diamond Head” refers to a volcanic tuff cone on the Hawaiian island of Oahu, near Honolulu, Oahu, Hawaii and is the location of a lighthouse.

“Island Fernando Noronha” refers to Fernando de Noronha, Pernambuco an archipelago of 21 islands and islets in the Atlantic Ocean, approximately 220 miles off the coast of the Brazil.

“Pernambuco” refers to a coastal state in Brazil.

“St. Paul's Rock(s)” refers to a small group of islands in the equatorial Atlantic Ocean located at latitude 0.56 north and longitude 29.21 west, approximately 590 miles from South America. The island group is about 50 square miles in size.

“Trinidad Island” refers to a small island (5 miles long and 3 miles wide) in the South Atlantic Ocean located at latitude 30.30 south and longitude 29.22 west, approximately 1000 off the east coast of Brazil.

Chile

“Diego Ramírez Islands” refers to a small group of lesser islands located in the southernmost extreme of Chile about 62 miles southwest of Cape Horn.

“Ildfonso Islands” refers to the Islas Ildfonso, a group of islands in Chile and part of Tierra del Fuego, located at latitude 55.44 south and longitude 69.26 west.

Hawaii State, USA and Other Pacific Islands

“Barber Point Lighthouse” refers to a lighthouse that stands on Barber's Point outside of Kalaeloa on the southwest tip of Oahu, Hawaii. The point is named for Captain Henry Barber whose ship wrecked on a coral shoal off the point on October 31, 1796.

“Cape Kumukahi” refers to the easternmost spot on the Big Island of Hawaii and also of the entire Hawaiian Island Chain, located in the Puna District on the east coast of the Big Island. The cape was spared from the 1960 lava flow that covered much of the area.

“Hunter Rock” refers to Hunter Island, one of a group of two small and uninhabited volcanic islands (Matthew and Hunter Islands) in the South Pacific, located 185 miles east of New Caledonia and southeast of Vanuatu archipelago.

“Kaena Point” refers to the westernmost tip of land on Oahu Island, Hawaii.

“Kaanapali” refers to a town on the northwest coast of Maui Island, Hawaii.

“Kahuku Point Oahu” refers to a point on the northeast part Oahu.

“Kauiki Head” refers to a headland near the entrance to Hana Bay on Maui Island, Hawaii.

“Kokco Head” refers to Koko Head, a headland on the eastern side of Maunaloa Bay along the southeastern side of the Oahu, Hawaii.

“La'au Point Light or Lae O Ka La'au Point Light” refers to a lighthouse on the southwest point of Molokai Island, Hawaii.

“Lahaina” refers to a town on the northwest coast of Maui Island, Hawaii, south of Kaanapali.

“Lanai Point” refers to a point of land on the southwest coast of Oahu Island, Hawaii just north of Hanauma Bay.

“Makapuu Point” refers to a projection of land that is the easternmost point of Oahu, located twelve miles east of Honolulu.

“Malden Island” sometimes called Independence Island refers to a low, arid, uninhabited island in the central Pacific Ocean, about 15 square miles in area. It is one of the Line Islands belonging to the Republic of Kiribati and is located 278 miles south of the equator and 1,761 miles south of Honolulu, Hawaii.

“Molokai” refers to an island in the Hawaiian archipelago. It lies east of Oahu across the 25 mile wide Kaiwi Channel.

“Opoulu and Savai” refers to the Samoa Islands that consists of the two large islands of Upolu and Savai'i and 8 smaller islands located about halfway between Hawaii and New Zealand in the Polynesian region of the South Pacific

“Roturu Island or Rurutu Island” refers to the northernmost island in the Austral archipelago of French Polynesia, and the name of a commune consisting solely of that island. It is situated 355 miles south of Tahiti.

“Temoa Island” refers to Makatea, a small island approximately 150 miles northeast of Tahiti, in the Pacific Ocean.

“Upolu Point” refers to the northern most point on the Big Island of Hawaii in the Hawaiian Islands. It is an extruding landform created by cooled lava from an eruption by the Kohala volcano.

“Washington Island” refers to Teraina Island (both names are correct), a coral atoll in the central Pacific Ocean and part of the Northern Line Islands which belongs to Kiribati.

“Wolstock Island” refers to Vostok Island one of the Line Islands, or Equatorial Islands, which is a chain of eleven atolls and low coral islands in the central Pacific Ocean, south of the Hawaiian Islands, stretching for 1,450 miles in a northwest-southeast direction.

Washington State, USA

“Cape Flattery” refers to the northwestern most point of the contiguous United States. It is in Clallam County, Washington on the Olympic Peninsula, where the Strait of Juan de Fuca joins the Pacific Ocean.

“Clallam Bay” refers to a small natural bay on the northern coast of the Olympic Peninsula in the Juan de Fuca Strait. Clallam Bay is also the name of a small community in Clallam County, Washington, USA, at the confluence of the Clallam River and Clallam Bay. Clallam Bay was founded in the 1880s as a steamboat stop.

“Dungeness Light” refers to one of the oldest lighthouses in the Northwest, located at the tip of the 5-mile long Dungeness Spit in Sequim, Washington. The lighthouse has been in continuous operation, providing navigational aids to ships in the Strait of Juan de Fuca, since 1857.

“Port Angeles” refers to a city in the State of Washington, USA and the largest city on the Olympic Peninsula.

“Port Ludlow” refers to a marine inlet in Jefferson County, Washington, USA, south of Port Townsend in Puget Sound.

“Pillar Point” refers to a spit of land on the northern coast of the Olympic Peninsula in Butler Cove about 12 miles east of Clallam Bay on the Strait of Juan de Fuca.

“Tatoosh Lighthouse” refers to a lighthouse located on Tatoosh Island just over a half mile off Cape Flattery, the northwestern tip of the Olympic Peninsula.

“Townsend Harbor” refers to a marine inlet off Admiralty Inlet at the northeastern extreme of the Olympic Peninsula in Washington State, USA. The name Port Townsend Bay is sometimes used to distinguish the bay from the city of Port Townsend on its northwestern shore. Another name is Port Townsend Harbor or Townsend Harbor.

“Quartermaster Harbor” refers to a small harbor located in southern Puget Sound, in Vashon Island, Washington State, USA.

Project Notes:

Compare the contents of the Euterpe-Star of India original log books to book written by Jerry MacMullen entitled *Star of India: The Log of an Iron Ship* and the Star of India abstracts (see Box 5, folder 52) contained in the MacMullen Collection, Box 1 through 19.