

San Diegans Pledge Help To Save 'Star'

By TIM SHEPARD

The goddess Euterpe, figurehead on the 96-year-old Star of India, may have her single wish granted—that of leading a proud ship again.

The first positive steps toward restoring the iron-hulled full-rigger were taken yesterday as a cross-section of the city donated labor to prepare her for her first dry docking in 36 years.

Twenty seven labor unions, firms and individuals offered an estimated \$2,700 worth of labor to remove several hundred tons of ballast from the holds of the 275-foot craft.

Harbor Department representatives assured a restoration committee that a new berth on the Embarcadero is waiting the Star if a dry dock

survey warrants restoration. Divers already have returned with optimistic reports on the condition of the ship's underwater plates.

Workmen will begin removing the rock ballast from the hull Monday. The job is expected to take a week. Then, the Star & Crescent Towboat Co. will tow the ship to the National Steel & Shipbuilding Corp., where she will be hauled out.

C. Arnholt Smith, president of National Steel, has offered the shipyard facilities for the dry docking.

"If the hull proves to be sound, we will start a general subscription drive to restore the ship as a San Diego tourist attraction," Jack A. Donnelley, chairman of the drive, said.

Jerry MacMullen, director of the Serra Museum, said full restoration cost for the rigging and hull has been estimated at \$165,000. He pointed out that the sailing vessel

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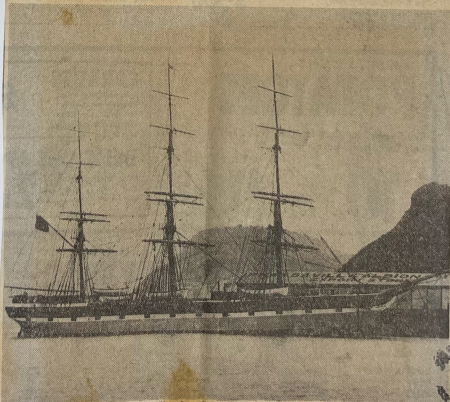
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Balclutha at San Francisco attracts some 200,000 paying visitors annually.

The Star of India was launched as the "Euterpe" in 1863 after being completed on the Isle of Man. Euterpe was the ancient Greek goddess of music.

But the ship was renamed when she joined the big fleet of square riggers operated by the Alaska Packers Association. She was brought to San Diego in 1926 and has been a museum ship since.

Those who contributed labor to the project of removing ballast from the Star are: Teamsters Union, Yale Kahn, Morgan Davis, Pacific Surplus Co., Harry Snyder, Fred Sherman, John D. Butler, J. A. Donnelley, Nielsen Construction Co., R. L. Clark Department Store, Butchers' Union, R. E. Hazard Contracting Co., Murray Goodrich, Cannery Worker's & Fisherman's Union, Hod Carrier's & Laborer's Union, K. G. Bitter & Sons, and Clairmont Co.



The 275-foot Star of India in the early 1900s was a proud ship that few would be able to recognize today as

she lies at her berth on Harbor Drive. Steps to restore the windjammer to her former condition are being taken.



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