



64-23A

Bark STAR OF INDIA
Maritime Museum of the Zoological Society
of San Diego

*Aquarium Committee
in Charge of Vessel*

W. C. CRANDALL, *Chairman*
CAPT. W. P. CRENNAN
JOSEPH W. BRENNAN
LIEUT. J. M. McNULTY
GERALD MACMULLEN
MRS. LETA CLEGGY

IN PORT
SAN DIEGO, CALIFORNIA

15 November 1935

From: Master, STAR OF INDIA.
To: Chairman Aquarium Committee.
Subject: Report on condition of vessel.

1. From the time of the arrival of the STAR OF INDIA at this port until this year, little in the way of major repair or upkeep has been done, aside from renewal of some of the running rigging with surveyed navy cordage, and the tarring and painting of standing rigging done while Mr. Le Vesque was on board. In spite of this, the ship has gone along fairly well, and the present caretaker, Mr. Harry Minor, while not a seafaring man, appears to be satisfactory. All running rigging with the exception of lifts and braces has been removed. Footropes, ratlines, etc.; above the main yard are in poor condition, and as a result, climbing in the rigging has been prohibited, as a safety measure. There appears to be little danger of falling spars; standing yards (course and lower topsail) are in good condition, and the upper yards are lowered onto the tops, where their weight is supported by solid material, instead of being carried on rigging.

2. About a year ago, the chamber of commerce appointed a "Marine museum committee" composed largely of former naval officers, who met and discussed the vessel at some length. Their findings, while based on good naval practice, were entirely impractical from the standpoint of the ship for the purpose for which she is intended -- a museum, and an example of the sailing ship at the time of its highest development. For instance, they thought that for from \$20,000 to \$25,000 she might be placed in "a semi-presentable condition," and then could be kept that way, for a few years, with a "skeleton crew of from six to eight men." They also believed that, not being in active commission, she had no right to have any masts or rigging; it was recommended that all of her spars be removed, and that a shed be built over the vessel -- which, it seems, is the proper procedure for a naval sailing vessel "in ordinary." The committee did not meet after that, which perhaps is just as well.

3. Early this month, Capt. Thomas W. Sheridan -- who, incidentally, gets \$100 a day for his services as a marine expert -- kindly consented to look over the vessel, and give his views. Capt. Sheridan served as mate in the sailing ships ACME, DAYLIGHT, HOMESWARD BOUND and others; he was superintendent of the New York

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