

In 1863, *Star of India*, looking much different from what she appears today, was launched from the yards of Gibson, McDonald & Co., at Ramsey, Isle of Man. She was not the *Star of India* then; her name was *Euterpe*, and both her figure-head and the stained-glass panel in the after end of her skylight-dome show the goddess of the muse. Also, she was a full rigged ship—that is to say, she had yards and square sails on all three masts—instead of a bark, as she is rigged today. Her paint-work was typical of the British ships of her time; black bulwarks, then a band of white, with dummy gun-ports painted on it in black, and gray from there to the water line. The dummy ports, by the way, were the first effort at "camouflage." A ship so painted had the appearance of a msn-o'-war, and the Chinese pirates, who made things miserable for the traders in the East at that time, would leave her alone. Most vessels going out to China in the early days were painted that way, for their own protection.

The first owners of the vessel were Wakefield & Co., and W. Storey was her first master. In 1866 she was sold to D. Brown, who had her until 1872, disposing of her at that time to Shaw, Savill & Albion, a famous firm of British ship-owners, who are still in business and running a fine fleet of steamers out to Australia and New Zealand. Her first voyage was to India and back; Shaw, Savill & Albion put her into the New Zealand trade, and until 1898 she plied out to the Colonies from England, carrying cabin passengers, steerage passengers and general cargo. Her cabin passengers occupied the state-rooms; the steerage passengers were below, in the tween-decks, where the long rows of ports can be seen today. One can imagine that life for the steerage passengers, cooped up below for voyages of sometimes as long as four months, was none too pleasant.

During her Australian service, *Star of India*, or *Euterpe*, to give her the name she carried at that time, made a score of voyages out to New Zealand, going down the West coast of Africa, around the Cape and across the Indian Ocean. Homeward bound, she crossed the South Pacific, passed the Horn, and up the South and North Atlantic to England. It was not all smooth sailing; she has had sails blown away, she has lost spars and rigging, and on more than one occasion, a long bundle in canvas, quietly slid over the side as the ship lay with her main-yard aback, has been the last chapter in the career of some luckless sailor who fell from aloft, or some passenger who died before reaching the land of hope, far from his native England. She was not a fast vessel; in fact, the best record of speed we find is 268 miles for 24 hours, made in 1884, when she was down in the "Roaring Forties."

A glance at the figurehead will show that *Euterpe* has lost part of her left shoulder. It seems that while leaving Glasgow harbor, nearly half a century ago, the vessel became unmanageable. Before she could be stopped, she ran into the stern of the steamer *Canadian*, and damaged herself severely. Sad to say, it was not the last of her misfortunes—the pine railing which replaces the teak taffrail at her stern is there because, in the harbor at Fremantle, a barkentine stuck its jib-boom

through the railing; *Euterpe* lost some more of her anatomy in a collision on San Francisco Bay, years after, and various nicks and gouges about the vessel did not get there without attending excitement. She spent one night lying across a reef in the Hawaiian Islands, and another at the mouth of the Nushagak River, "tumping on the Battum," has her foreign mate later wrote it in the log.

In 1898, the vessel was sold to J. J. Moore & Co. of San Francisco, and the British colors were hauled down, being replaced by the flag of Hawaii. She operated in this service, between Puget Sound, Honolulu and Australia, for two years, when she was sold to the Alaska Packers' Association of San Francisco. They had purchased, meanwhile, other sailing vessels, among them a number whose names began with "Star." In 1906, *Euterpe's* name was changed, by special act of congress, to *Star of India*, in keeping with the other "Stars" of the fleet—*Star of France*, *Star of Italy*, and so on. Some time before that, her rig had been altered to that of a bark, for easier handling. The square yards were stripped from her mizzen mast, and in their place a spanker and ring-tail were substituted.

Until 1923, *Star of India* went up to Alaska every spring, and came back every fall, loaded to capacity with canned salmon. Outward bound, she carried box shoo, tin plate, oil, and other cannery supplies, while her old immigrant space was filled with as many as 300 cannery workers—Chinese, Mexican and whites. She had three galleys in those days, the regular galley for her officers and white crew, a Chinese galley in the 'tween-decks, and a Mexican gally, where the lamp-room is located today. In Aug. 30, 1923, she arrived in San Francisco on her last trip.

Some two years later, it was proposed to break the vessel up for her iron. Her plating, of Swedish iron, is an inch thick, and she had considerable value. However, when the idea of getting her for a marine museum was broached, Mr. Coffroth purchased her, and after numerous delays incident to making towing arrangements, she was brought to San Diego.

Some work has already been done—a good deal, in fact. She has been thoroughly fumigated (she needed it) her masts and spars have been gone over and painted, the berths have been torn out of the old "Mexican quarters" just forward of the cabin, and there has been a lot of cleaning up. Exhibits are coming in slowly. The most interesting one so far is the old boat which is stowed in the after part of the vessel. It is the race-boat from Farragut's old flagship, the U. S. S. Hartford. Meanwhile the Sea Scouts, an organization of older Boy Scouts, who have nautical leanings, are using the vessel as a training-ship. Under instruction from their own leaders and from the society, they are advancing in the study of seamanship and navigation. The time may come when America will once more call to her youth to play the leading part in the world's ocean commerce, and the boys who have been trained on the old bark will be just that much ahead, should any of them decide to go to sea.

*Star of India* is one of the first iron ships ever built, and for many

