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parliament and great traditions - nobody knew how long they might be good for, and there were still sceptics who held that ^{iron ships} they would not float at all. So they built them solid ~~wood~~ and they built them good. Good iron looked after may be made to last almost for ever. Stout iron plates and iron wire rigging have shown themselves to be remarkably durable, nowhere more so than in the Star of India. For sixty years she roamed the highways of the seven seas, round the Horn ~~and~~ round the Cape, running her Basting down (as sailors used to say) in violent gales, sweltering in Doldrums calm on the Line, nudging the ice aside with her sharp ~~iron~~ cutwater in cold Alaskan seas. On 22 round voyages, she carried immigrants to New Zealand - a long, ~~long~~ ^{hard} haul outwards from England - for Shaw Saville's, a famous British shipping line. Jute from India, ~~sugar~~ sugar from Hawaii, lumber from Puget Sound ~~filled~~ ^{filled} the huge hold and piled high on the main deck, coal out 'round the Horn for San Francisco, canned salmon by the thousand cases to that same port for the famed Alaska Packers' Line - all these cargoes she safely delivered. All these hard ~~voyages~~ ^{voyages} she safely made, without fuss, with little bother, almost without accident - just an old iron 'windjammer' going quietly and efficiently ~~about~~ ^{about} her share of ~~the~~ world's sea-borne trade. And finally the winds blew herto San Diego, where she is - I hope - to see her second century out, an inspiring relic of a great age, when strong wind blew in her stout rigging and men knew how to make effective use of it for the delivery of passengers and cargoes over long voyages at sea.

Well, her story is here. Jerry MacMullen - Director of Junipero Serra Museum and president of the San Diego Maritime Museum Association - is the man to write it. ~~He has done a~~

fine job o



Alan Villiers

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