

P R E F A C E

I am pleased to write a brief foreword for Jerry MacMullen's story of the good ship Star of India, ex-Euterpe. It is the port of San Diego's privilege that the old ship chose that beautiful harbor for her last long lay-up. What chance gave to them, now the citizens are going to preserve, and it is a grand thing that this should be so. It was ships such as this, ~~which opened~~ ^{and their rugged, minute (by modern standards) hard-sailing predecessors}

which opened, up the trade routes of the world, which made all the great discoveries, which fought most of the decisive sea battles of ~~the world~~. We are the last generation to which the art and science of handling them, and with it a true understanding of them, may be handed down. We are the last and there will be no more, for such ships are gone. It behoves us, therefore, to do what we can to preserve all forms of knowledge of these deepsea sailing-ships while it may still be done, and, above all, to hold on, here and there, to such few as ~~are~~ ^{by} the good fortune still survive. ~~There~~ Here and ~~there~~, a handful may still be found - in the Baltic ports of Stockholm and Mariehamn, the ship af Chapman and the four-masted barque Pommern; in Gothenburg, the four-masted barque Viking; in West Germany, the far-masted barque Passat; in the U.S.S.R., the four-masted barques Padua and ~~Kommandor~~ Magdalene Vinnen, renamed and used as training-ships; in Portugal the big barque Sagres and in Spain the Galatea, both elderly Cape Horners, still in use as training-ships. P.T.O.

But ~~the~~ Star of India is the doyen of all these, almost a century old! What a record! Metal ships were not built to last that long. Indeed, in 1863 when she was built at Ramsey in the Isle of Man - a holiday island in the Irish Sea, with its own