

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Star of India

AND/OR COMMON

Star of India

2 LOCATION

STREET & NUMBER

1306 North Harbor Drive

NOT FOR PUBLICATION

CITY, TOWN

San Diego

VICINITY OF

CONGRESSIONAL DISTRICT

40th

STATE

California

CODE

06

COUNTY

San Diego

CODE

073

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- MUSEUM
- COMMERCIAL
- PARK
- EDUCATIONAL
- PRIVATE RESIDENCE
- ENTERTAINMENT
- RELIGIOUS
- GOVERNMENT
- SCIENTIFIC
- INDUSTRIAL
- TRANSPORTATION
- MILITARY
- OTHER

4 OWNER OF PROPERTY

NAME

Maritime Museum Association

STREET & NUMBER

1306 North Harbor Drive

CITY, TOWN

San Diego

VICINITY OF

STATE

California

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC

San Diego County Registry of Deeds

STREET & NUMBER

CITY, TOWN

San Diego

STATE

California

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Star of India, 1,200 gross tons, 205 feet long, was built by Gibson, McDonald & Arnold at Ramsey, Isle of Man 1863 as a full-rigged, three-masted ship Euterpe, the Star of India is the oldest iron-hulled sailing ship afloat. The vessel, owned by the British firm of Wakefield, Nash & Company of Liverpool, first sailed in the India trade and then carried emigrants to New Zealand and occasionally to Australia.

In 1898 the Euterpe was purchased by the Pacific Colonial Ship Company of San Francisco (J. J. Moore & Company), placed under Hawaiian registry, and carried lumber from Puget Sound, Washington, to Australia.

In 1901 the Alaska Packers Association of San Francisco acquired the vessel and changed its name to the "Star of India." The Star of India carried cannery employees and fishermen to and from the Alaska fisheries until 1923, when the ship was finally laid up. In 1926 the Star of India was purchased by the late James Wood Cofforth as the nucleus for a maritime museum.

As part of the Alaska Packer's Star Fleet of 8 vessels, The Star of India's rig was reduced from that of a full rigged ship to a bark, so that she might be handled by a smaller crew. A long extension was built onto her poop, carried forward almost to the mainmast, to provide quarters for the 45 fishermen; the remainder of employees, the 250 Chinese and Mexican cannery hands, slept packed in the 'tween-deck' where she had formerly carried steerage-class emigrants.

In 1962-63 the Star of India was carefully restored as a bark. The ship is in excellent condition and is open to the public.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

1901-1923

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Built in 1863, the iron-hulled, three-masted bark Star of India is the only surviving example of a type once common in the Alaska salmon fleet and on the trade-routes of the world. She is also the oldest iron-hulled merchantman afloat.

HISTORY

Two ships, the Balclutha and Star of India, are the last surviving vessels of the Alaska Packer's Association's great salmon fleet of the 1893-1920 period.

From 1867 to 1873 the Pacific Coast Salmon canning industry was concentrated solely on the Columbia River, but in 1874 it began to spread to four other major salmon producing areas. In 1874 a cannery was opened on the Sacramento River in California, in 1876 two canneries appeared on the Fraser Sound, Washington. The last of the great salmon producing areas to be opened was Alaska; In 1878 the Francis Cutting Packing Company of San Francisco established the first Alaska commercial salmon cannery at Old Sitka on Baranof Island in Southeastern Alaska. Its pack for that year was 8,159 cases. The industry developed slowly in Alaska, however, until the 1880's. In 1888 Alaska emerged as the greatest salmon producing area of the Pacific,--a position it was to maintain thereafter. In 1889 Alaska's 37 canneries packed 719,196 cases representing a value of \$2,786,929. In 1900 its 42 canneries packed 1,548,139 cases and by this date salmon canning had surpassed the fur trade and evolved into Alaska's second major industry, exceeded only by gold mining.

The movement toward combination and consolidation advanced rapidly in the Alaska Salmon industry during the early 1890's. After an era of violent physical and economic warfare, individual cannery owners entered into cooperative agreements, formed marketing pools, and restricted production as to a means to stabilize prices and profits. These steps led to an even more thorough-going re-organization, with the formation in 1892 of the Alaska Packers' Association of San Francisco, which represented a merger of 90 per cent of the canneries operating in Alaska. Individual companies surrendered their plants, received capital stock in the Association in return, and accepted a single unified management. A number of less efficient canneries were closed, cutthroat competition was largely brought to an end, and production was held at profitable levels. The Association was a financial success from the beginning, and from 1893 to 1920 it controlled one-half to three-fourths of the total pack of Alaska salmon. From 1900 to 1920 the Alaska Packers' Association produced well over a million cases annually, out of a total pack of from two to three million cases a year.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- Bancroft, Hubert H., History of Alaska, San Francisco, 1886.
 Greely, A.W., Handbook of Alaska, its Resources, Products, and Attractions, New York, 1909.
 Hulley, Clarence C., Alaska, 1741-1953, Portland Oregon, 1953.
 Johansen, Dorothy O., and Gates, Charles M., Empire of the Columbia, New York, 1957.
 McArthur, Last Days of Sail on the West Coast, San Francisco Harbor, San Francisco, 1929.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY .2
 UTM REFERENCES

A	1 1	4 8 3 8 0 0	3 6 1 9 6 2 0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

As movable object the boundary of the Star of India is coterminus with its dimensions.
 (Currently moored at 1306 North Harbor Drive, San Diego California.)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE Boundary prepared by Patricia Heintzelman, Architectural Historian, Landmark Review Project, original form prepared by Charles Snell, 1965.
 ORGANIZATION Historic Sites Survey DATE
 STREET & NUMBER 1100 L Street TELEPHONE 523-5464
 CITY OR TOWN Washington STATE D.C.

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL

Landmark Designated Nov. 13, 1964
Boundary Certified Mar 23, 1978
[Signature]
 DATE

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

(NATIONAL HISTORIC LANDMARKS)

FOR NPS USE ONLY	
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER	DATE <u>11/24/78</u>
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION	DATE
ATTEST:	DATE
KEEPER OF THE NATIONAL REGISTER	

(NATIONAL HISTORIC LANDMARKS)

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CONTINUATION SHEET Star of India ITEM NUMBER 8 PAGE 1

History

Libby, McNeil and Libby, and the Pacific American Fisheries, Inc. operating from the cities of the Northwest and San Francisco, also acquired a number of canneries and established themselves as the other big concern in the Alaska salmon trade.

In 1906 there were 3,405 fisherman, 6,863 cannery employees and 474 transporters engaged in the Alaska salmon industry. They produced 2,219,014 cases valued at \$7,896,392. In 1910 the value of the annual salmon pack (2,413,054 cases) reached \$11,086,322, and increased rapidly thereafter to more than \$18,920,000 by 1914.

The largest fleet engaged in the salmon fisheries of Alaska from 1893 to 1920 was that owned by the Alaska Packers' Association. In 1894 the company operated 26 sailing vessels and thereafter for many years the company annually dispatched an average of 30 ships to the fishing grounds. Steamers were used for the first time in 1926 and thereafter began to rapidly replace the sailing vessels.

In the spring these sailing ships, loaded with supplies for the canneries in Alaska, left San Francisco. The passage to the fishing grounds, a distance of about 2,500 miles, was usually made in 25 to 30 days. Arriving at the scene of operation, the fishermen, cannery employees, and supplies were landed and all preparations were made to receive the fish, which usually began to run in the early part of July. The "run" or period in which actual fishing was carried on, lasted for 2 or 3 weeks. At the close of the season, the catch, cooked, canned, labled, and packed ready for the market, was loaded on the ships, together with the fishermen and cannery employees.

Putting out to sea, the vessels raced for San Francisco, usually making the return trip in 20 days. Cargoes were discharged, the larger part being transshipped direct on the transcontinental railroads to the East. After being cleaned and fumigated, the vessels were returned to their winter quarters and overhauled in preparation for the next voyage to the North in the following year. In 1904 the Alaska Packers' Association operated 23 out of the 55 canneries in Alaska and employed over 7,000 hands; its salmon pack worth about 5 million dollars that year.

The last survivors of the great Alaska Packers' Association fleet are sailing ships Balclutha docked at San Francisco, and the Star of India berthed at San Diego.

Isle of Man, as a full-rigged ship named Euterpe, she sailed as a general trader to India and then, for 35 years, carried emigrants and cargo to New Zealand and Australia. In 1898 the Euterpe was purchased by the Pacific Colonial Ship Company of San Francisco, placed under Hawaiian registry, and carried lumber from Puget Sound to Australia. The Alaska Packers' Association, of San Francisco, acquired the vessel in 1901. Although by then under the American flag, it was not until 1906 that, by Special Act of Congress, her

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HISTORY

name was changed to Star of India. She carried cannery employees and fishermen to and from Alaska each year until 1923, when she was finally laid up.

In 1926 the Star of India was purchased by the late James Wood Coffroth as the nucleus of a maritime museum, and in 1959-63 she was carefully restored by the Maritime Museum Association of San Diego. Moored at the Embarcadero in that city, the vessel is open to the public.

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Snell, Charles W., "A Brief History of the Salmon Canning Industry on the Pacific Coast, 1822-1913," (NPS Typescript, San Francisco, 1964).