



EXTENDED REMOTE VIEWING

"THE JOURNEY INWARD CONTINUES"

ERV TARGET SESSION #1 BEACON TARGET

YOUR COORDINATES ARE:

2011

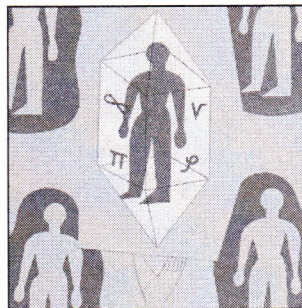
7653

I. SPECIAL INSTRUCTIONS TO VIEWERS:

- a. This target is to be viewed in present time.
- b. Concerning the ethics of conduct during this target. Do not attempt to access the Beacon's mind or invade the Beacon's personal space at all. You have been given permission by the Beacon to see the Beacon, and use the Beacon to find the target. You have not been given permission to enter the Beacon: consider you are looking over the Beacon's shoulder and seeing what the Beacon is seeing. Live with honor and integrity, take only love and compassion with you on this journey.

III. FOCUS QUESTIONS for this target session:

- a. Access the Beacon and **describe the location and surroundings** of the Beacon.
- b. **Describe the activities** of the Beacon.
- c. **Describe the Beacon physically.** Describe what the Beacon looks like, what the Beacon is wearing, eating, drinking, doing, et cetera. If emotional aspects of the Beacon seep into the session, it is okay—the Beacon has agreed to this; however, do not attempt to extract this information from the Beacon if it is not passively present.



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BEACON TARGET



Your Beacon was Master Remote Viewer, Rommel Lozano. He lives in San Diego, and is a psychiatric counselor working with teens. Today Rommel visited the *Star of India* in San Diego harbor.



Star of India was built in 1863 as *Euterpe*, a full-rigged iron windjammer ship in Ramsey, Isle of Man. After a full career sailing from Great Britain to India then to New Zealand, she became a salmon hauler on the Alaska then to California route. After retirement in 1926,^[2] she was restored between 1962 and 1963^[4] and is now a seaworthy museum ship ported at the San Diego Maritime Museum in San Diego, United States. She is the 2nd oldest ship that still sails regularly and the oldest iron hulled merchant ship still floating.^[citation needed] The ship is both a California and United States National Historic Landmark.^[3]

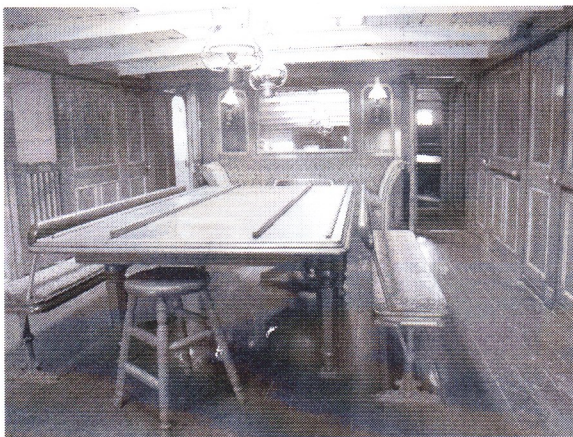
Named for Euterpe, the muse of music, she was a full-rigged ship (a ship that has 3 masts and is square-rigged on all 3 masts) built of iron in 1863 by Gibson, McDonald & Arnold, of Ramsey, Isle of Man, for the Indian jute trade of Wakefield Nash & Company of Liverpool. She was launched on November 14, 1863, and assigned British Registration No.47617 and signal VPJK.



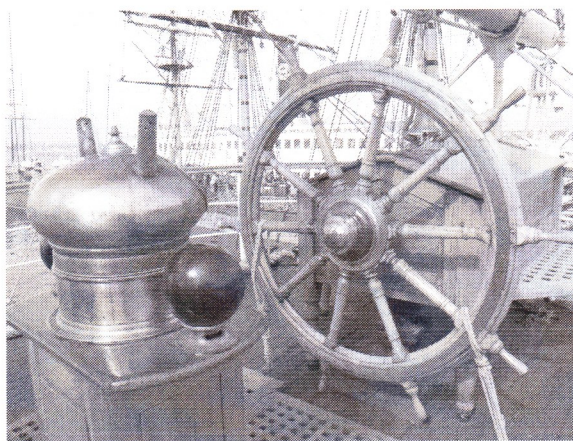
TARGET FEEDBACK



Euterpe's career had a rough beginning. She sailed for Calcutta from Liverpool on January 9, 1864, under the command of Captain William John Storry. A collision with an unlighted Spanish brig off the coast of Wales carried away the jib-boom and damaged other rigging. The crew became mutinous, refusing to continue, and she returned to Anglesey to repair; 17 of the crew were confined to the Beaumaris Jail at hard labor. Then, in 1865, *Euterpe* was forced to cut away her masts in a gale in the Bay of Bengal off Madras and limped to Trincomalee and Calcutta for repair. Captain Storry died during the return voyage to England and was buried at sea.



After her near-disastrous first two voyages *Euterpe* was sold, first in 1871 to David Brown of London for whom she made four more relatively uneventful voyages to India, then again (displaced by steamers after the opening of the Suez Canal) in 1871 to Shaw, Savill & Company of London. In late 1871 she began twenty-five years of carrying passengers and freight in the New Zealand emigrant trade, each voyage going eastward around the world before returning to England. The fastest of her 21 passages to New Zealand took 100 days, the longest 143 days. She also made ports of call in Australia, California, and Chile. A baby was born on one of those trips en route to New Zealand, and was given the middle name *Euterpe*.



In 1897, after 21 round-the-world trips, *Euterpe* was sold, first to Hawaiian owners, then in 1899 to the Pacific Colonial Ship Company of San Francisco, California and from 1898 to 1901 made four voyages between the Pacific Northwest, Australia and Hawaii carrying primarily lumber, coal and sugar. She was registered in the United States on October 30, 1900

In 1901, *Euterpe* was sold to the Alaska Packers' Association of San Francisco, who re-rigged her as a barque (converting the square-rigged aftermost mast to fore-and-aft) and in 1902 began carrying fishermen, cannery workers, coal and canning supplies each spring from Oakland, California to Nushagak in the Bering Sea, returning each fall with holds full of canned salmon. In 1906, the Association changed her name to be consistent with the rest of their fleet, and she became *Star of India*. She was laid up in 1923 after 22 Alaskan voyages; by that time, steam ruled the seas.



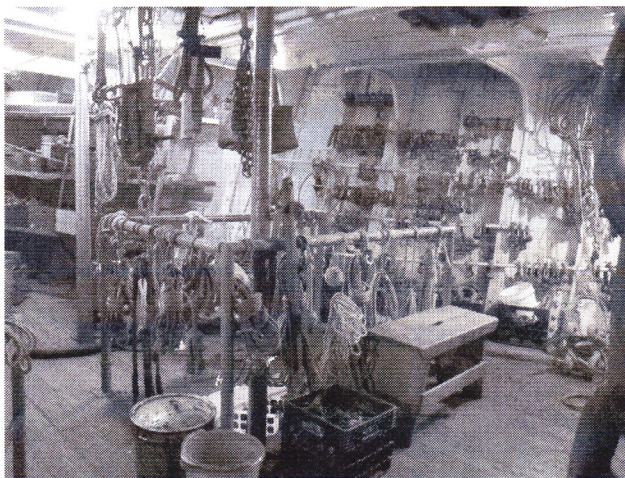
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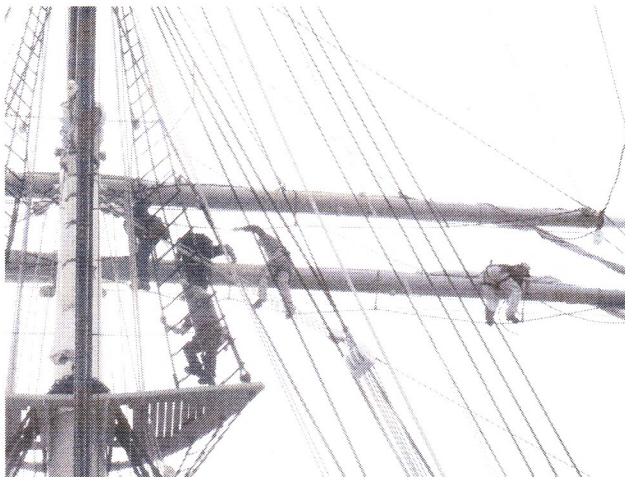
TARGET FEEDBACK



In 1926, *Star of India* was sold to the Zoological Society of San Diego, to be the centerpiece of a planned museum and aquarium. The Great Depression and World War II caused that plan to be canceled; it wasn't until 1957 that her restoration began. Alan Villiers, a windjammer captain and author, came to San Diego on a lecture tour. Seeing *Star* decaying in the harbor, he publicized the situation and inspired a group of citizens to form the "*Star of India* Auxiliary" in 1959 to support the restoration of the ship. Progress was still slow, but in 1976, *Star of India* finally put to sea again. She currently houses exhibits for the Maritime Museum of San Diego, is kept fully seaworthy, and sails at least once a year. With the many other ships now in the Museum, she hosts frequent docent-led school tours (over 6,000 children a year) and also a Living History Program in which students "step back in time" and are immersed in history and teamwork activities during overnight visits.



The 1863 *Star of India* is the fourth oldest ship afloat in the United States, after the 1797 *USS Constitution*, the 1841 *Charles W Morgan*, and 1854 *USS Constellation*, and is the second oldest ship in the entire world that still sails regularly. Unlike many preserved or restored vessels, her hull, cabins and equipment are nearly 100% original.

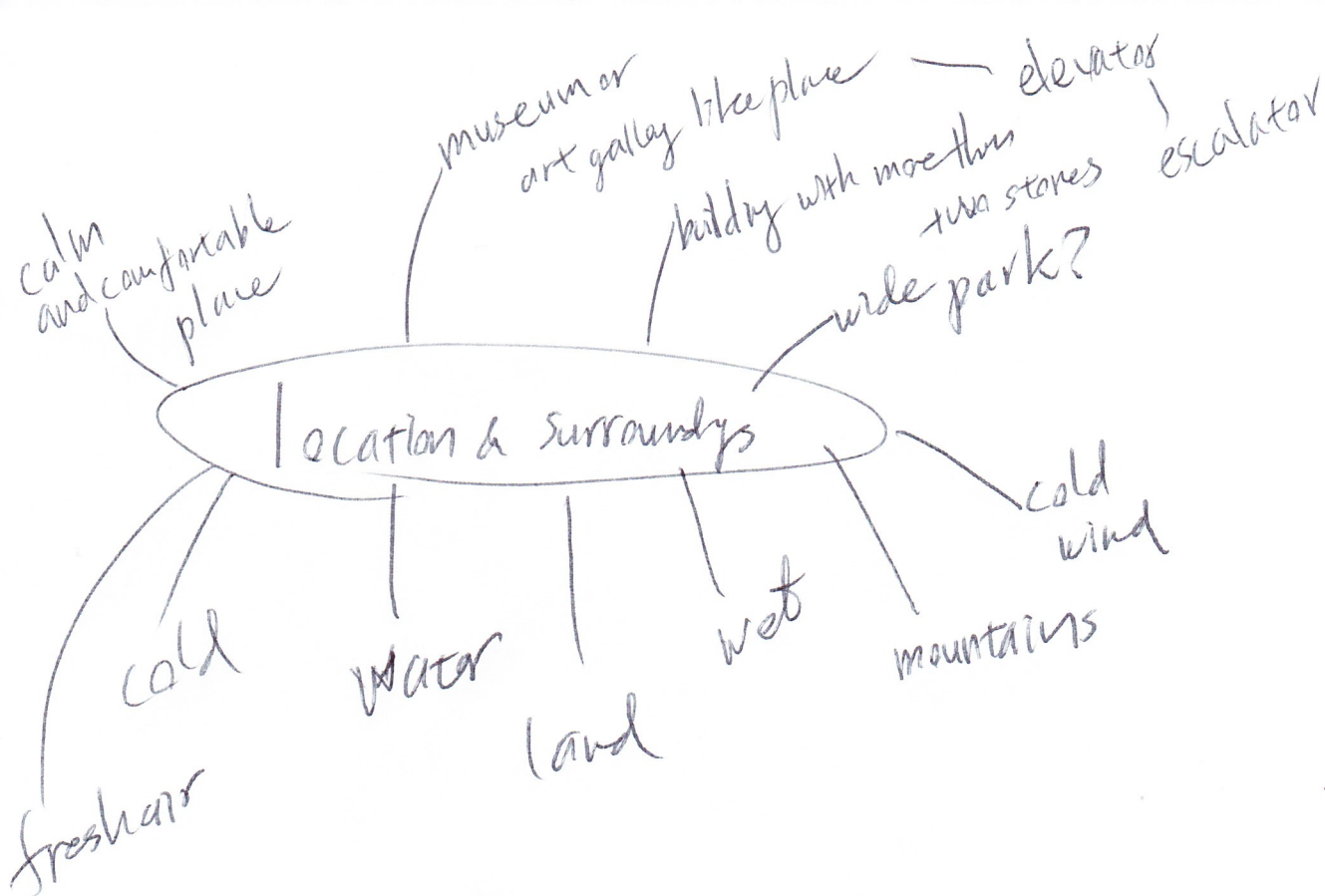


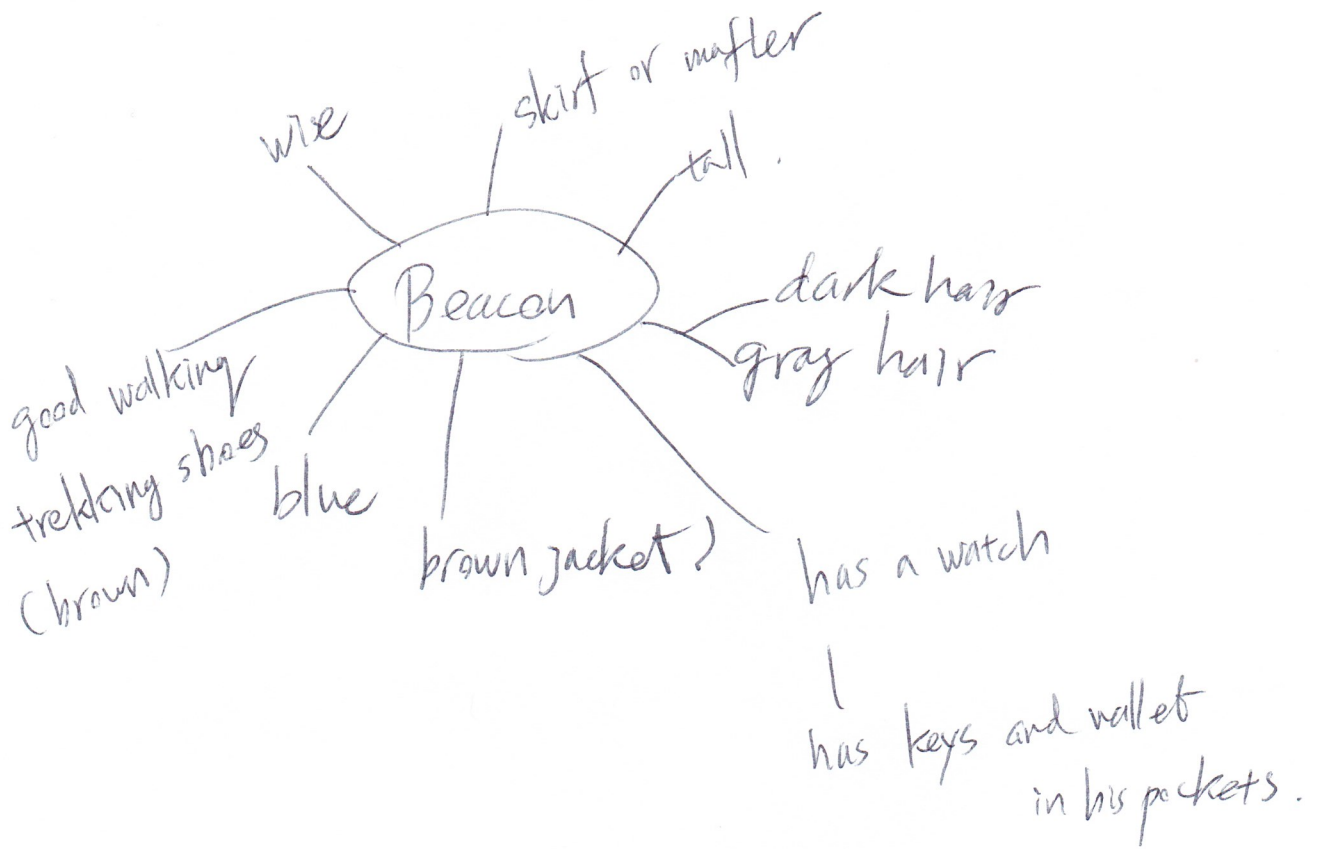
http://en.wikipedia.org/wiki/Star_of_India_%28ship%29



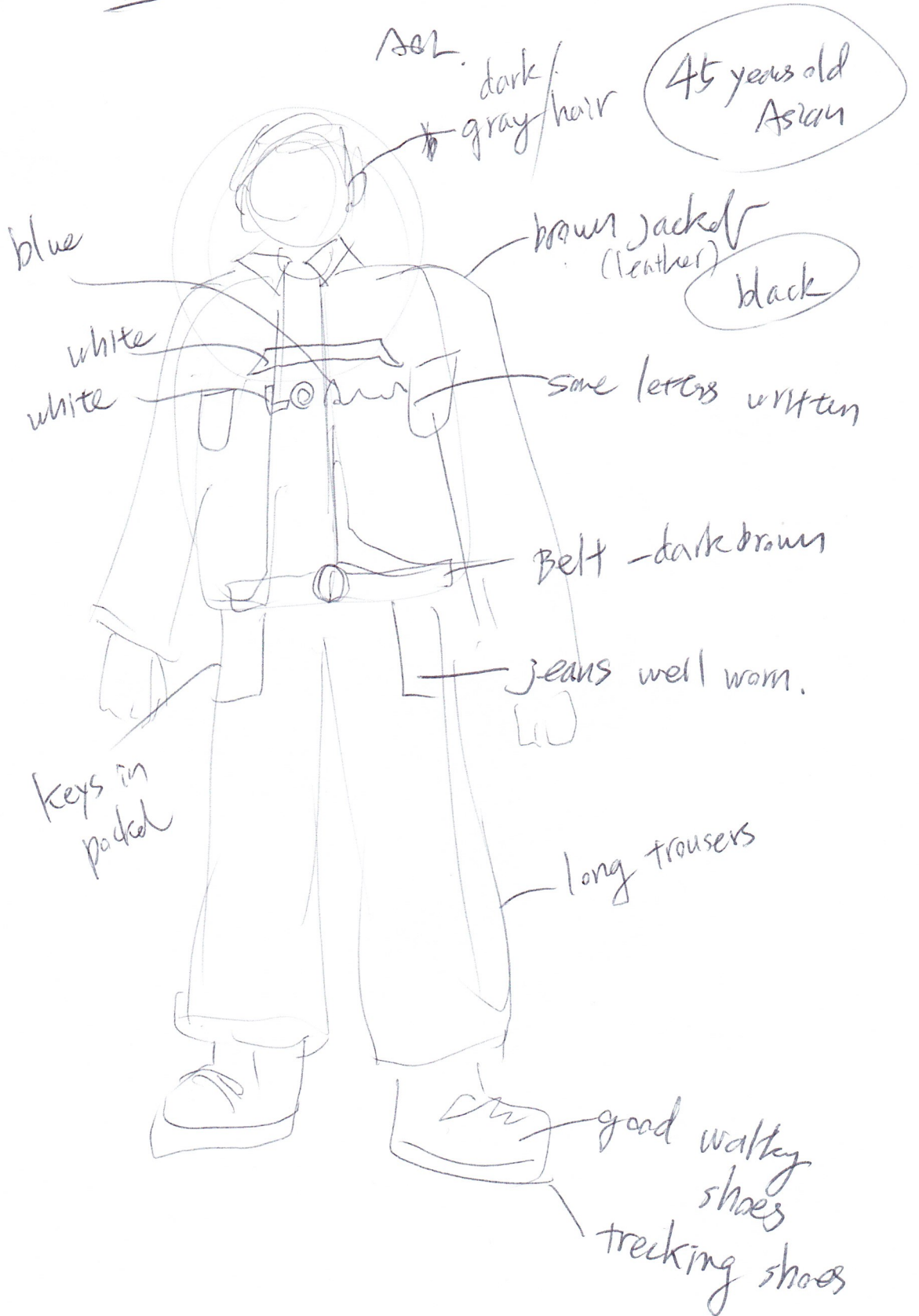
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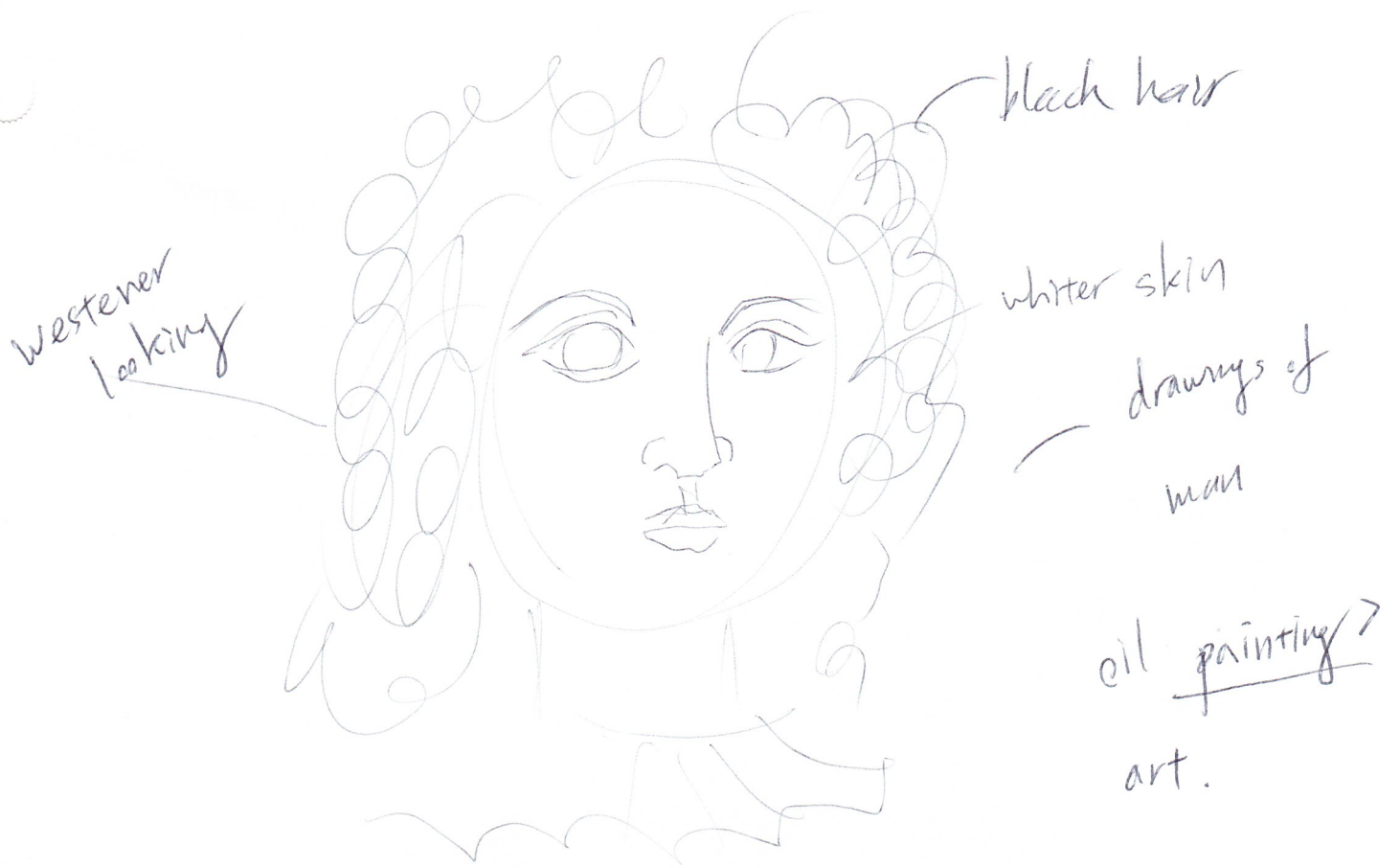




Beacon

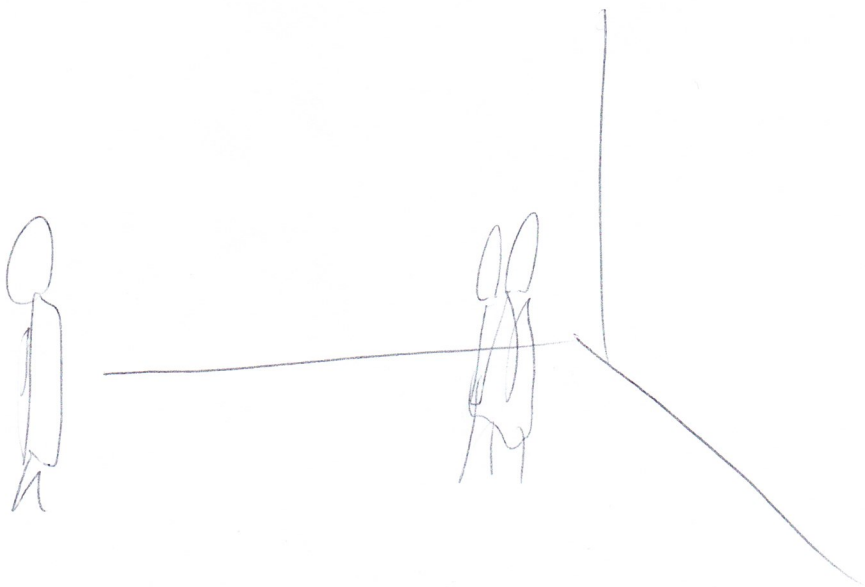


what beacon saw



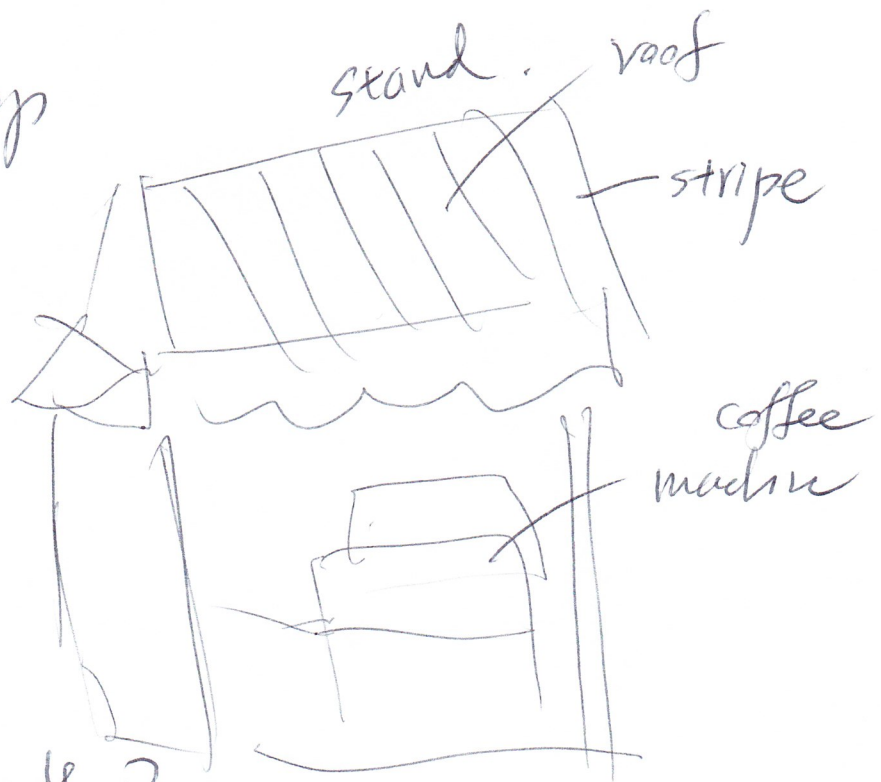
woman in red jacket
a couple.

a lot of people
walking
around.



The beacon.

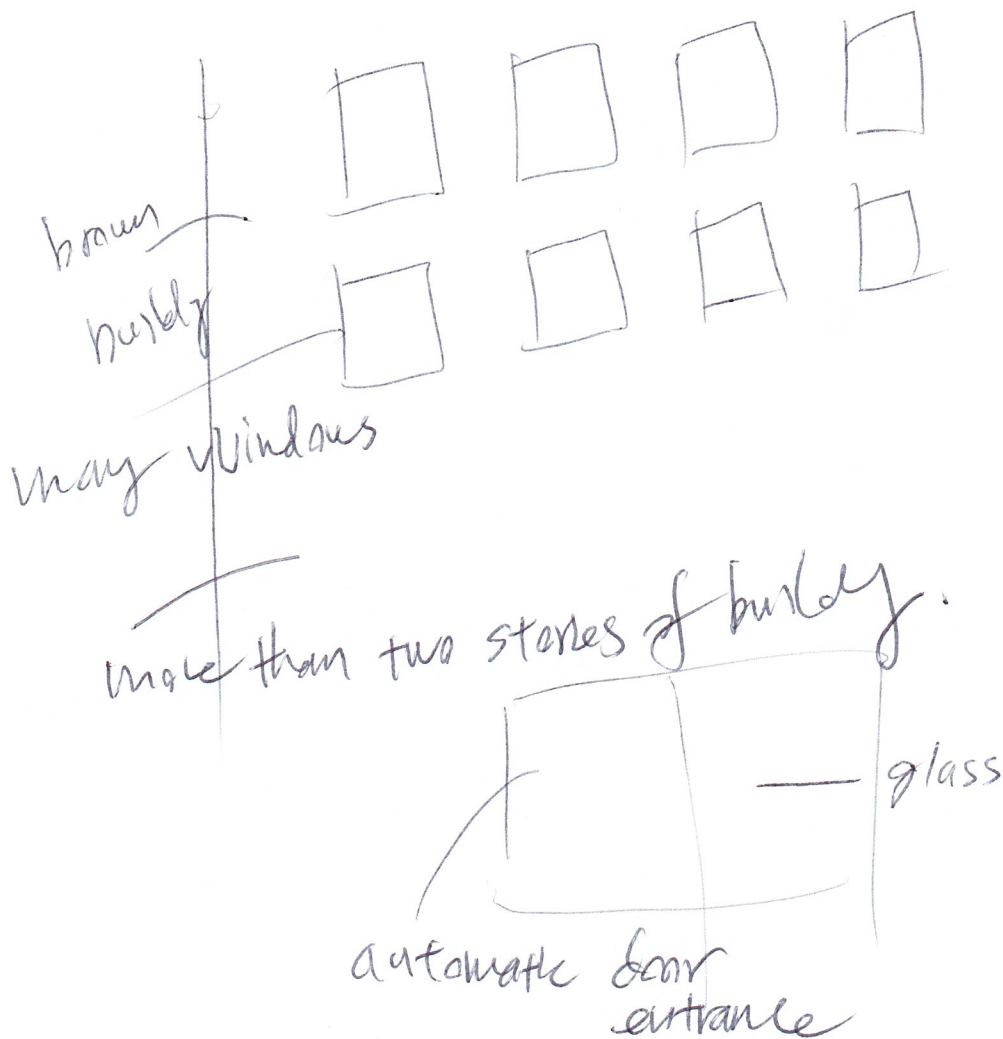
- holds some ticket? or paper.
- wears a watch. (silver, black faced)
man's watch.
- he was tandy metallic object, brown
cold. rough
- looks at statue.
- red.
- rubbish bin
- automatic door.
- ticket office indoor
- day
- coffee shop



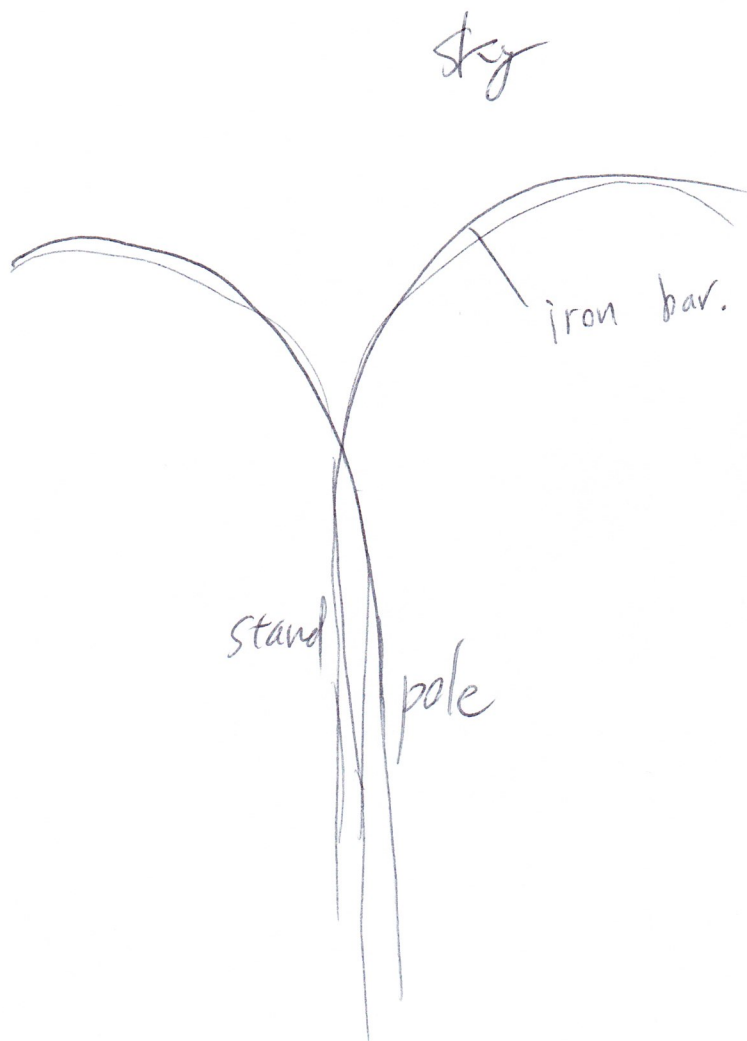
- had a coffee?
- has a wallet in the pocket - ~~US dollars~~?

The heacan

- holds some object.
hard, stone-like.
- keys in pocket?
- multiple keys for 7 keys?
- elevator?



- day
- smokers — two men smoky — smokers.
- westerners. — blade lady
- smoker
- holds safety in hand. (fighter)

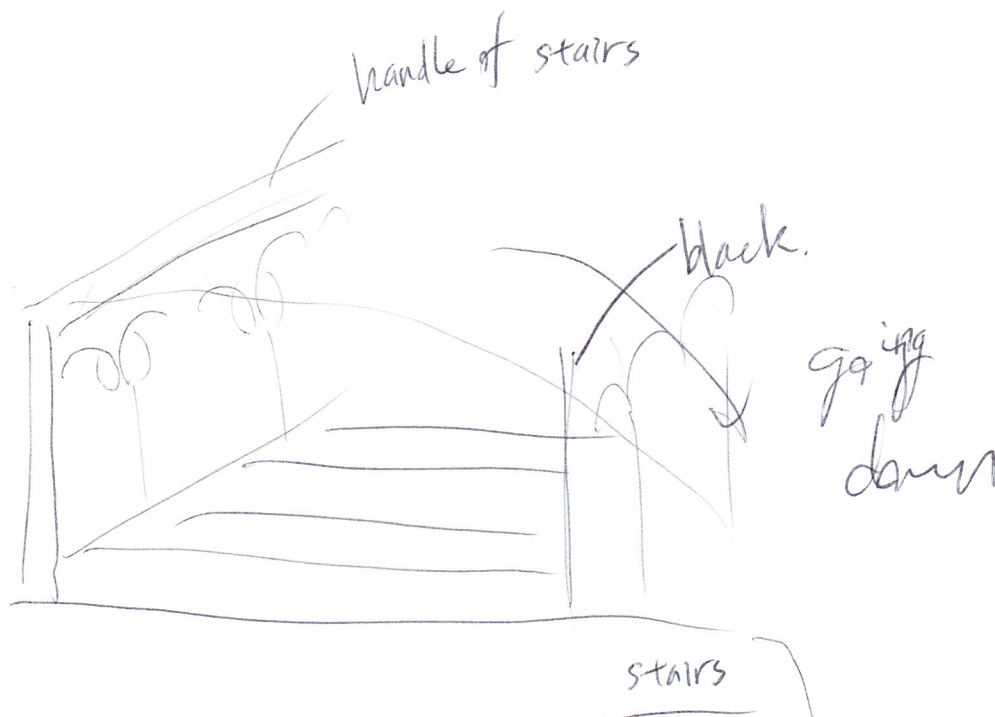


- cars - car park

- water

- wallystick old lady

- stairs



nice
carpet
on the floor.

inside the building

room 9

white wall

large brown object.

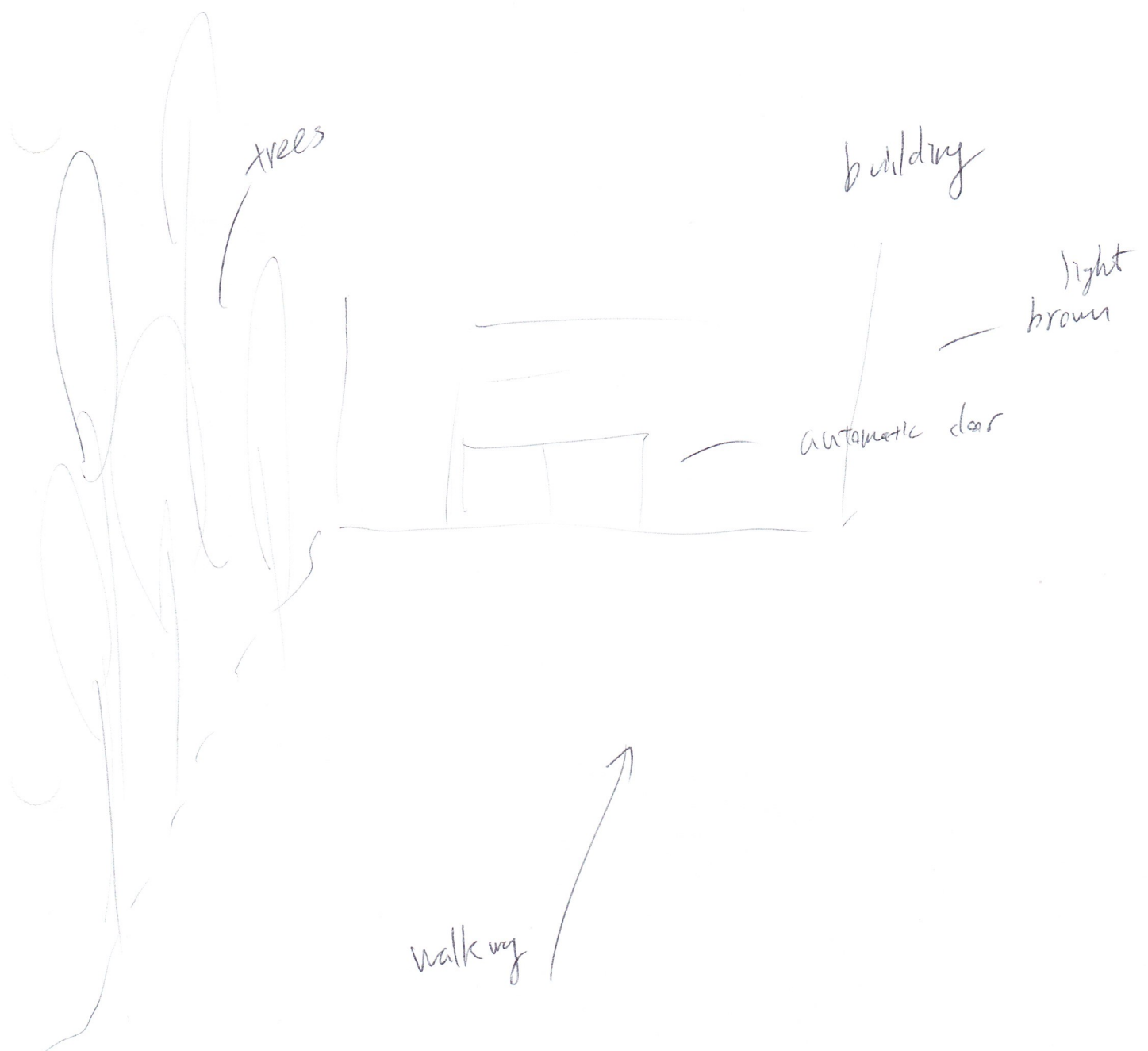
Hall way

copper-like

cold.

walking





old lady who is walking slowly, bending her back.

- 11
- The beacon ' reading magazine or looking at pictures or painting in a building room. - museum-like

- ~~stair~~ elevator / escalator



12
- Garden, park. + car park.

- trees

- mountains

- water (sea)

- structure near water

sky

mountains

water

museum-like

structure

cars

Target site

Indian Ship.

1863. She was a cargo ship.

- pics - parings. - hanging on the wall.
- stairs - carpet
- packers
- ticket office?