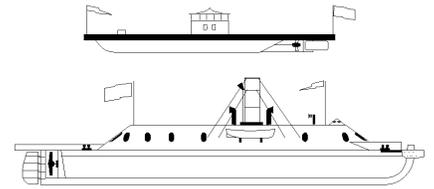


# Hampton Roads Ship Model Society

# Logbook



No. 290

WWW.HRSMS.ORG

AUGUST, 2010

## From The Bridge



I hope everyone is enjoying their summer. It is hard to believe that summer is drawing to a close and that fall is just around the corner. Summer always seems to fly by. Let's all enjoy what is left of the warm weather as it leads us into the fall.

The other day I went to my local hobby shop to purchase some paint and wood for one of my ship models. This hobby shop has been around for approximately 20 years and I always enjoy my visits there. I enjoy walking down the aisles looking at all of the kits, tools and building supplies they have in stock. It was not too many years ago that there were numerous hobby shops in the Richmond area. Now there are only two. Just like so many other localities, the brick and mortar hobby shops are a dying breed. Just about everything you need for your hobby can be purchased over the internet and usually at a lower price than what you can purchase it for locally.

I have to wonder just how well the internet hobby shops are doing. For most of July, Model Expo ran a 40% off sale on Model Shipways kits and 50% off kits from their other manufacturers. In all of my years dealing with Model Expo, I have never seen such deep discounts. I hope Model Expo will be around for a long time to come. I will continue to support them as well as my local hobby shop.

I want to thank Ron Lewis for his presentation at the last meeting on the Nemi Ships. It was an interesting topic and it was really a shame that they were destroyed in WWII. At least some of the artifacts and photos of the ships still exist. I look forward to seeing everyone at the meeting Saturday. If you can, please bring your current modeling project to show the members.

Ryland

Hampton Roads Ship Model Society Picnic  
Saturday September 11, 2010  
Newport News Park

Signup and planning at the August meeting.  
Point of contact Bill Dangler, (757) 245-4142

## Mystery Photo



Mystery Photo #289: It's not everyday that a fine looking bark sails through the Mystery Photo. Looking at this image, it being all grey scale and overcast, you may be tempted to think 'old ship captured by black and white photography,' but if you look closer you see a couple of things that are guaranteed to put your mind squarely into the 21<sup>st</sup> century.

Here we see a ship in superb condition out for a sail—her paint is seems fresh, her sails are relatively unstained and not patched, she rides high in the water so her holds are empty, and she flies the US ensign from the spanker gaff. She is rigged as a three-masted bark and is employing an impressive spread of canvas in light air. And her deck is not heaved in the slightest. At the risk of speaking heresy, she must be one the United States fleet of (gulp) tall ships.

Now I don't know about you but the first thing that I find out of place, really out of place, is that large mob on the quarterdeck. From everything that I've read about life on sailing ships, the quarterdeck is the exclusive domain of the captain and those he invites to walk it with him. The second thing I find out of place is the small white-hulled vessel somewhat ghosting behind this bark. Her stern is visible near our vessel's counter. It looks way too modern to allow this photograph to have age. I don't see masts hiding behind the lower spanker, so she could be motorized, but her shape suggests sail. And of all things she might be made out of that new-fangled 2-part, cloth-impregnated-resin stuff called fiberglass—ships, real ships, are made from iron and wood and steel and tree bark and otter skins and blood and sweat and tears and the like, not plastic.

As for replies, there were three. Tony Clayton submitted the first reply, phrased in his own unique way: "Not much of a mystery here!!!!!!!!!! You left the name on!---- STAR OF INDIA." Ulrich Guenther, following closely on Tony's heels had this and only this to report: "The mystery photo of the July issue of our Logbook is the Star of India. No

*(Continued on page 2)*

## MEETING NOTICE

**Date:** Saturday August 14, 2010  
**Place:** Mariners' Museum  
**Time:** 1400 Hours

(Continued from page 1)



Mystery Photo

doubt!” Lastly, Tim Wood also replied; a reply which conveniently removes him from suspicion of supplying this image. While his reply could be a red herring, he correctly identifies the vessel and earns his way into this column; the real message of his reply will appear later. There was no reply (or even a phone call) from the Archival Bill Clarke concerning this Mystery. Perhaps the absence of the big deck gun kept him away. His motto might be: “No Haze Grey, I stay away.”

This month’s Mystery Photo does reveal the *Star of India* which Tony reports “is currently part of the San Diego Maritime Museum where she often sails offshore California.” She must be headed there or home from there in this image. That large crowd on her quarterdeck and sprinkled elsewhere, if look closely, have paid for the privilege of a day’s sail. Tony reminisces how “Dorothy and I saw her when we lived in southern California, about 100 miles north of San Diego. *Star of India* is the fourth oldest ship afloat in the United States. The others are *USS Constellation* (1854), *Charles W. Morgan* (1841) and *USS Constitution* (1797).”

We all know through our association with the HRSMS that *Star of India* is just one of the attractions at the San Diego Maritime Museum. But we know her as *Star of India*. I for one thought that she was “always” the bark *Star of India*—just like *Charles W. Morgan* was always the whaler *Charles W. Morgan*. Tony sets the record straight. “She was built as a 3-masted square-rigged ship (windjammer) called EUTERPE in 1863, by [Gibson], McDonald & Arnold, of Ramsey, Isle of Man. She was sold five times before being bought by the Alaska Packers’ Association of San Francisco in 1901. They re-rigged her as a barque, and, in 1906, changed her name to “Star of India”. She was laid up in 1923 after 22 Alaskan voyages. In 1926 she was sold to the Zoological Society of San Diego, to be part of a planned museum and aquarium. However the Great Depression and World War 2 stopped that. In 1957, restoration was started and promoted by Captain Alan Villiers who was in San Diego on a lecture tour. Restoration was slow but by 1976 she was able to put to sea again...” Well, well, well!

## NAUTICAL TERM

**Lazy Jacks** Lines rigged from high on a mast to the boom on a fore-and -after, to facilitate dropping or scandalizing a sail quickly. It is probable that this device was invented by Hudson River sailors, whose sailing cargo boats were occasionally hit by squalls and sudden shifts of wind.

Submitted By: Tim Wood



The Internet provides a bit more history about *Euterpe*. For instance we find that her hull is made of iron. While she was one of the earliest vessels built using this material, it has allowed her to earn the distinction of being “the oldest, working sailing ship.” Elaborating on Tony’s remarks we see that “the original ship, the *Euterpe*, was a full-rigged ship, which meant it was a square rigged sailing ship with three or more masts, all of them square rigged. However, the *Euterpe* was modernized in 1901 and given a barque sailing system, as a result of having new owners. This system resulted in superior all-around performance with far smaller and less skilled crews.” Sign of the times. We also see that *Euterpe* was named for a Greek goddess. As built she was initially employed in the Indian jute trade. On her first voyage she suffered in both a collision and an attempted mutiny, she endured some damage on her second voyage by encountering a cyclone in the Bay of Bengal. After four more, uneventful, voyages she was sold in 1871 to “the Shaw Savill Line of London. For the next 25 years, the ship brought emigrants, a tough, hardy lot, to New Zealand, Australia, California and Chile, making 21 trips, through all kinds of weather.

In 1894, The *Euterpe* was chartered by explorer Archibald Campion for his polar expedition, because of the ship’s iron hull, and because the ship had both crew quarters and cargo holds. Interestingly, Archibald brought along his own invention, an electric motor with a variety of interesting attachments, which allowed the crew to power the ship through the ice, and also provided light and heat.”

*Star of India* boasts of these characteristics:

Displacement:

1197 tons gross, 1107 tons under deck (as *Euterpe*)

1318 tons gross, 1247 tons net (as *Star of India*)

Length: 62.5 m (205 ft 5 in) waterline, 84.8 m (278

(Continued on page 3)

feet) sparred length



Mystery Photo

Beam: 10.7 m (35 ft 2 in)

Draft: 6.6 m (21 ft 6 in) fully loaded

Height:

Full-rigged: 7.1 m (23 ft 4 in)

Barque rig: 6.5 m (21 ft 6 in)

(note that these heights refer to the railing of the weather deck, not mast height)

Mast height: 38.8 m (127 ft 4 in) mainmast above deck

deck

Main yard length: 22 m (72 ft)

This brings our understanding of *Euterpa* from the point where Tony mentions her sale to the Alaska Packers' Association and how she came to survive the demise of the sailing ship up to the present; a spot that conveniently brings us to a story that is decidedly different.

The following information comes from an Internet site familiar with The San Diego Maritime Museum. It begs the question, Is *Star of India* haunted?

“According to the San Diego Visitor's Center, the Ship's staff, its crew, paranormal researchers such as Dr. Joe Nickell, and everyday visitors, some entities have never taken shore leave and continue to hang around the ship. One wonders, why?”

One would expect deaths on a battle sailing ship, (such as The USS Constellation), but I was a little surprised to read that working on a merchant sailing ship unfortunately also wasn't without risks, serious illness or accidents, which does make sense after thinking about it.

Sailors lose their footing and can fall. Accidents of all kinds can happen to people while at sea. A moment of not thinking can mean the difference of life or death. Unfortunately, people did die while working on board The *Star of India*.

1) The oldest known entity is believed to be a young man by the name of John Campbell. It seems that in 1884,

John Campbell, a teen-aged boy seeking adventure, stowed away on The *Euterpe*. He was eventually discovered and put to work to earn his keep. While tending to the masts, about 100 feet above the deck, his foot slipped and he fell to the deck below, breaking both legs. He died 3 days later in great pain.

a) Sometimes when the living stand near the mast where young John fell off of, they feel a cold hand touch them, as to warn them not to climb the mast, or perhaps just to let them know of his presence.

2) A horrible accident happened in the anchor chain locker, a dark storage compartment located below the main deck, toward the bow of the ship. A Chinese crewman was in this locker area going about his business when crewmen on the deck above began to start the machinery to raise the anchor. The chain filled the anchor chain storage locker, slowly crushing the Chinese crewman to death. No one heard his screams because of the noise of the machines and chains!

a) In the area around the chain locker a persistent cold spot is often noticed by the living.

3) Some crewmen throughout the years suffered horrible accidents, and some wasted away from fatal illnesses, spending their last hours alive in the cramped crew quarters where they died.

a) A sense of fear and anxiety as well as cold spots and a chilly room temperature are reported by the living and psychic-sensitive people, when they visit the crew's quarters.

4) An entity is still busy in The *Star of India*'s kitchen, which has not been used in years.

a) Pots and pans have moved by themselves, with no help from the living.

b) The smell of freshly baked bread sometimes fills the kitchen and dining area.

On October 28th, 2001 - Dr. Joe Nickell of CSI-COP -- Well known Paranormal Investigator, Dr. Nickell took a tour of San Diego's *Star of India* and visited known areas of manifestations on the ship, and found that entities were indeed haunting the ship.”

Strange, but true, haunted or not; who knows?

Tim Wood may know. His reply is a chilling, somewhat disturbing news article detailing tragedy aboard *Star of India*. Its timeliness speaks volumes in support of those who believe in paranormal phenomena. Here it is:

“San Diego News

Coast Guard Investigates Fatal Fall on Star Of India

Gregory Gushaw, 68, Fell 50 feet, Hit Head

POSTED: 4:20 am PDT July 20, 2010

UPDATED: 4:27 am PDT July 20, 2010

SAN DIEGO -- The U.S. Coast Guard Tuesday was investigating a volunteer worker's fatal fall off the *Star of India* docked into San Diego's bay.

Gregory Vance Gushaw, 68, of Coronado was conducting an annual test on the historic ship when he fell about 50 feet from its rigging around 10:15 a.m. Sun-

(Continued on page 4)



**Euterpe at New Zealand 1883**

(Continued from page 3)



Mystery Photo

day, authorities said.

Witnesses saw the accident and rescued Gushaw from the bay but not before he hit his head on the iron-hulled ship.

but she and man named Jim are “cruising” people and just happen to maintain a blog of their travels for all to enjoy and they just happened to be in San Diego harbor on a day when the *Star of India* made one of her sails. From Jan’s blog: “... There's an old ship, the *Star of India*, who turned 150 this



He was taken to a hospital, where he was pronounced dead, according to the county coroner's office.

Coast Guard Lt. Bill Fitzgerald of the marine investigation unit told The San Diego Union-Tribune that Gushaw's safety harness wasn't hooked when the accident occurred, and it is not believed that the fall was the result of any sort of equipment failure.

Gushaw was training to be recertified in anticipation of a sail the ship is scheduled to take in November, the Union-Tribune reported.

Though training has been suspended, the ship - a popular tourist attraction - remains open to the public.”

Is this an accident or a coincidence? Is the ghost of John Campbell at work? Will the spirit of poor Greg Gushaw be added to the list of aberrant activity?

About the Mystery Photo:

The image, which I think we can safely say was so thoughtfully provided by our tireless editor, came from the Internet and from all places a blog of sorts. The image can be found at “Jan's Journal at [manana.mccorison.com/life\\_031002.html](http://manana.mccorison.com/life_031002.html).” Or you can simply Google images of *Star of India* and find it that way. Don't really know who Jan is

year. She leaves the dock 3-4 times a year and today was one of those days. We cruised out beyond Point Loma and into the ocean. Both she and another boat, The *Californian*, were out cruising and were so spectacular! Jim was able to get up close and personal...everyone on board had a camera going and it was actually quite funny as we all jockeyed for position on the flybridge to get just the right shot. We had lunch while out and didn't return until 1515.” The blog entry is dated November 15, 2003 so we know exactly how old this image is. Check out their blog, it's very interesting.

We finish this month with one last witticism from Tony: “John, I guess this was one of your “common” Mystery Ships, not a “rare” one.”

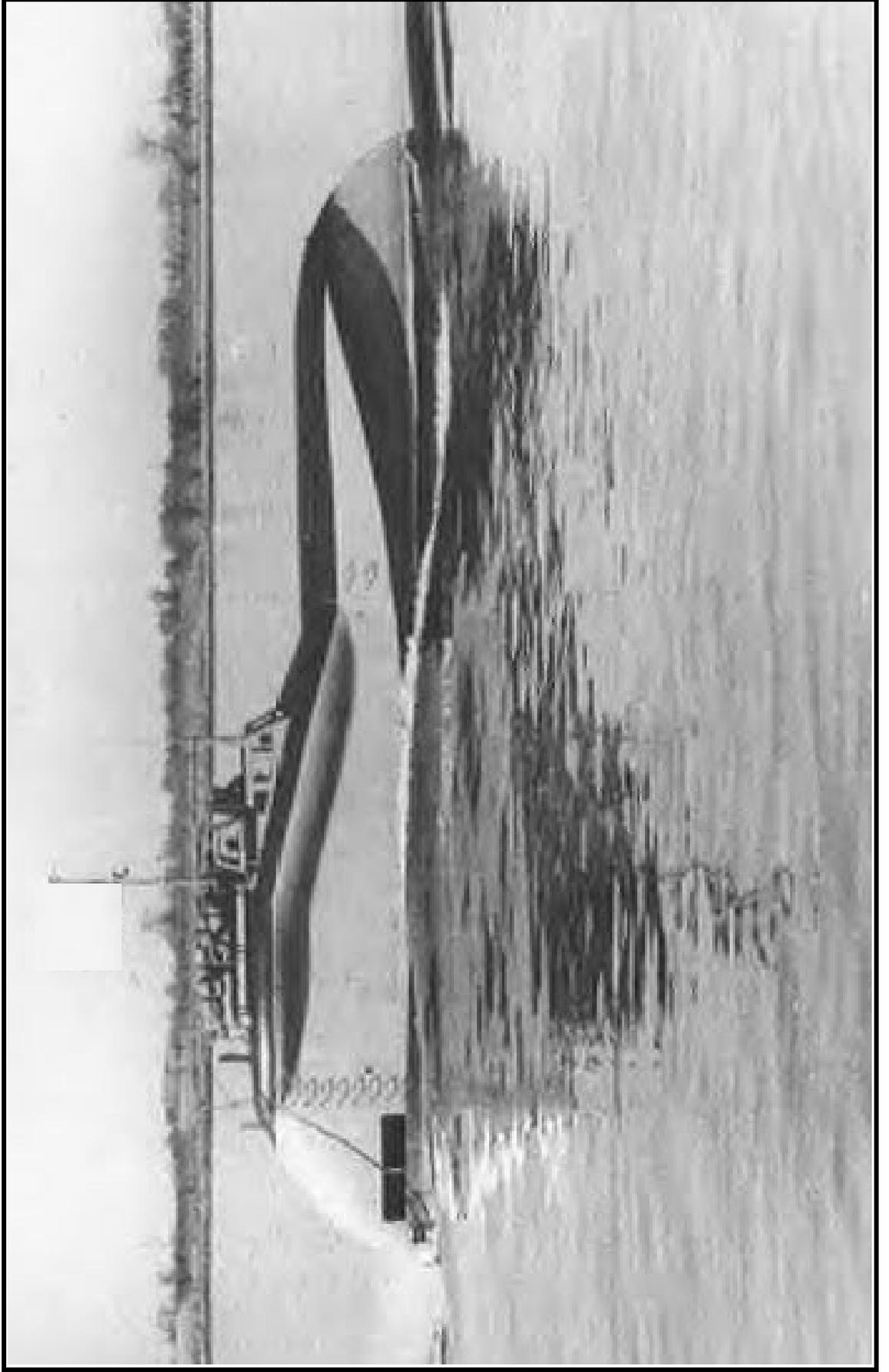
John Cheevers

## THE ANSWER

The answer to Mystery Photo 289:  
Star of India

## Mystery Photo

Contact John Cheevers by mail, e-mail or telephone if you know what it is. [jfcheevers@verizon.net](mailto:jfcheevers@verizon.net)



## NOTABLE EVENTS

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### AUGUST

- 14 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: TBD

### SEPTEMBER

- 11 **HRSMS** Monthly Meeting, Picnic, NN Park  
19 Talk Like a Pirate Day

### OCTOBER

- 9 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation, Ryland Craze  
16-17 IPMS Region 2 Model Contest, Fredericksburg, Va.

### NOVEMBER

- 13 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: Tony Clayton

### DECEMBER

- 11 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: John Cheevers

### JANUARY

- 8 **HRSMS** Monthly Meeting: Mariners' Museum  
Nomination of officers

### FEBRUARY

- 12 **HRSMS** Monthly Meeting: Mariners' Museum  
Election of officers

### MARCH

- 12 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation:

### APRIL

- 9 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation:

### MAY

- 14 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation:

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**WATCH, QUARTER  
AND  
STATION BILL**



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Skipper: Ryland Craze (804) 739-8804  
Mate: Tim Wood (757) 934-1450  
Purser: Eric Harfst (757) 221-8181  
Clerk: Tom Saunders (757) 850-0580  
Historian: Bill Dangler (757) 245-4142  
Editors: John Cheevers (757) 591-8955  
Bill Clarke (757) 868-6809  
Tom Saunders (757) 850-0580  
Webmaster: Greg Harrington (757) 930-4615  
Chaplain: Alan Frazer (757) 867-7666

## MINUTES



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Hampton Roads Ship Model Society  
Monthly Meeting  
July 10, 2010  
Mariners' Museum  
Guest: Tom Gentry

Prior to the meeting a gentleman spoke to Bob Comet about donating several kits to the Society. He said that he would send them to Bob.

The meeting was called to order by the Skipper, Ryland Craze at 1410 hours. The Skipper recognized out guest, Tom Gentry, a coworker of John Cheevers. There were no corrections to the minutes. The Purser's was given by Eric Harfst, detailing expenditures for procurement of our laptop computer and notices sent to members delinquent in their dues. Greg Harrington gave the Webmaster's report. Greg talked about problems with our e-mail distribution and his desire to switch our web site host.

Old Business: The Skipper talked about his efforts to get vendors to produce name tags and shirts. Ryland asked John Cheevers about membership certificates. John said that he found the folder containing the certificates, but did not bring it to the meeting. Next, there was discussion of the position of Historian. There were inquiries as to the volume of materials in Len Wine's possession. Bill Dangler said that he would like to be Historian but could not house the library. One suggestion was to put the books currently in the library into the next auction. Ron Lewis showed the box for the Minicraft model of the *Titanic* that the Mariners' Museum Education Department needs to have built. Bill Clarke gave details of the Nautical Research Guild Conference. Bill Dangler said there was a possibility that he would not be present for the picnic. All planning for the picnic will have to take place at the August meeting.

New Business: The Skipper appointed Bill Dangler to be the new Historian and said that a place would be found to store all items other than the archival material.

Show & Tell: The Skipper showed a card from Karen Tagg expressing her appreciation for the Society's support at David's passing. Ron Lewis is looking to borrow a copy of the book, 32-Gun Frigate Essex (Anatomy of the Ship). John Cheevers showed the propulsion units for his current tugboat project and gave details of the machining process. Ulrich Guenther had several books and other material to give away. Bob Comet had cold copies of Sea History to give away.

The meeting was adjourned to the presentation, "Nemi Ships" by Ron Lewis.