Volume 10 No. 1

Winter 1958

The Log of Mystic Seaport



The Marine Historical Association, Inc.

Mystic, Connecticut

The Log

OF MYSTIC SEAPORT

Published for members.
The Marine Historical Association, Inc., Mystic, Connecticut
Philip R. Mallory, *President*

MacDonald Steers, *Editor*
Photography, **Louis S. Martel** *Printing,* **Lois B. Chesebrough**
H.H. Kynett, *Chairman of Publications*

Our Cover

Heard's Island, in the South Indian Ocean, was discovered in November 1853 by the American merchantman Captain Heard of the Boston ship *Oriental*. Capt. Heard never landed on this remote island--merely recorded sighting it in his log. The first man to actually set foot on Heard's was Captain F. Darwin Rogers in the New London whaleship *Corinthian*. During a voyage from August 1853 to June 1856 Captain Rogers reached the island and took off 400 barrels of sea elephant oil. He reported the large herds of the elephant on Heard's and during the next thirty years it became, with Desolation Island, the rendezvous for a fleet of New London whaleships.

During the 1855-56 season on Heard's, Captain Rogers and Captain Franklin Smith, in the *Corinthian* and *Laurens*, together with their tenders--the schooners *Atlas*, *Exile*, *Franklin* and *Mechanic*--took cargoes of elephant oil to New London valued at $200,000.

Captain Rogers, one of a family of whalemen from Montville, Conn. named several of the bays and headlands of Heard's Island. Although vessels from other ports visited the island, New London craft led the way, with eighteen voyages from the port during the first twenty years of activity there. Usually, the voyages included stops at Desolation Island, 500 miles to the north of

(concluded on inside back cover)



There are those who contend that some of God's secrets will remain forever inviolable and that He will see that they do. They will point to the ill-fortune which followed those who invaded King Tut's tomb and will say that Captain Seabury of the unfortunate whaler *Monongahela* should have left that sea serpent alone. If he had, they say, he and his ship and crew might have survived. As it was, all were lost. But Captain H.E. Raabe of Fairhaven, N.J. (Log Vol. 9, No. 2) takes no stand on the matter. He simply tells the story as he remembers it in his ninety-eighth year:

"The fo'c's'le lore from which I obtained the information," he writes, "treated the matter with such unusual adherence to every detail that I'm inclined to swallow the yarn, hook, line and sinker. And if it had not been for the vessel's loss without a trace, but one, history might now be crowning her captain as the man who killed the sea-serpent. The single trace referred to is the name board, picked up some years later on one of the Aleutian Islands. It is now somewhere in Massachusetts. (Ed.-- New Bedford's Whaling Museum) Then, years later, when my travels led me to New Bedford, I related what I had learned to the old pastor (I don't recall his name) of a little church which used to be frequented by whalers, and from him I learned that there is a letter in the possession of one of Captain Seabury's relatives, relating all the details of the story as the sea-lore had it.

"The episode happened somewhere around the early 1850's. The theretofore fabulously-claimed monster was sighted during the morning watch in latitude of the doldrums, in mid-Pacific. Though its movements in the water hardly suggested a whale, the vessel immediately bore down upon it, about a mile away, and three boats were made ready; Captain Seabury, himself, taking the steerer's place in one of them. It was his boat which first came to the creature's side, and without taking notice of the peculiar shape of the head and the enormous length, gave it the iron, followed it up with a lance as he shouted his "Starn-all", and backed away out of reach of the ten-feet long

head, which swung around at the unfamiliar objects in its side fifty feet back of its snout.

"Just what the creature's first reactions were is unknown, but two of the boats were upset before it sounded. Then it took nearly all of the Captain's line and he had just time enough to bend to it another. Straight downward it sounded, taking line after line until it had over a thousand fathoms when it stopped, perhaps reaching bottom or being unable to stand greater pressure.

"There was no use waiting for it to surface. Not a sign of movement. So the ship bore down upon them to pick them up and and clear the tangled gear. Then the rest of the day and a night of discussing the strangest beast man had ever seen, were spent in watchful waiting.

"At day-break, those of the morning watch noticed that the line, which had been made fast aboard, was no longer under strain. Since over a mile of line has considerable weight, it had to be taken to the capstan to heave in on it, and this was being done, very cautiously so as not to pull the iron. They had heaved in about half of the line, when suddenly it came up "willingly". Then, to the relief of all, their prize surfaced--dead as a doornail. Around its mouth floated large chunks of flesh, which the captain believed were pieces of its lungs. The carcass was taken alongside for cutting-in if there were any blubber. Then its enormous length was revealed. It turned out to be longer than the ship.(I think the *Monongahela*'s overall length was 110 feet). The body was circular. Its circumference amidships was about fifty feet, tapering down toward head and tail. Nothing was ever said about any fins, but the neck, close to the head was, roughly, about ten feet thick. The head,about ten feet long, was shaped like that of an alligator's, its jaws containing ninety-four teeth, about three inches long, hooking backward, like those of a snake, for "jaw walking" when devouring large prey. Some note was made about the eyes, but I don't remember what it was. The color was adark, brownish, slimy gray, with a white stripe on either side running nearly its full length.

"There was sufficient blubber to make it worth-while to cut in, flense and tryout. The oil was almost as clear as water, more like sperm oil than blubber oil.

"The captain had the cooper make a trough, large enough to hold the head in pickle brine. He also did something to preserve the eyes. All of the bones were saved and carefully packed away, while one of the seamen, artistically inclined, drew a life-like picture.

"Captain Seabury evidently was very thorough with all he undertook. The pastor of the little church in New Bedford told me that he knew him personally, and that the letter he had referred to contained a corroboration of what sea-lore had told me. His account of the experience had been given to a homeward bound ship while he was still exploiting the North Pacific for whales. That had been the last time the *Monongahela* had been spoken or heard from."

Ed. Note: According to Starbuck the *Monongahela*, Captain Jason Seabury, sailed October 1, 1850. "Supposed to have been lost in the Arctic with all on board 1853; sent home 83 sperm, 36,200 bone." An account of the incident printed in "Ships and the Sea" Spring 1957, gives the date as January 13, 1852 and another version affirms that the *Rebecca Sims*, Captain Samuel B. Gavitt, was in company of the *Monongahela* and helped in the capture. Earlier accounts appear in "Three Times Around the World" by Alonzo D. Sampson, a boatsteerer in the *Sims*, the New Bedford "Morning Mercury" of February 23, 1852 and the "Washington Union" of November 29, 1855. William H. Tripp, retired Curator of the New Bedford Whaling Museum, a distant relative of the Seabury family, gives credence to the story.

Died, in New York October 26, 1957, **Mrs. Betty C. Davis**, secretary to Philip R. Mallory, President of the Association.

Her devotion was to the man for whom she worked, his company, the twenty-seven acres he had shaped into the world's largest museum dedicated to ships and the men who built and manned them--and to the ideals he epitomized in both. Few at Mystic Seaport ever saw her. For most she was but a name--and a voice they sometimes heard over the long-distance telephone. But few knew as much about Mystic Seaport as she and served it so faithfully. At Executive Meetings in New York she was always there behind the scenes, preparing agenda, providing papers, arranging meeting room and luncheon and serving in a hundred different ways, efficiently and unobtrusively. Few have done so much; none can do more.

Eighty-Plus



Seventy-one years ago on a day in June, a young lady of sixteen sat in a bobbing rowboat in New Bedford harbor and was rowed out to the homecoming whaleship *Charles W. Morgan*. The slap of the oars and the uncertain motions of the boat were nothing to the palpitations in the heart of the girl. After five years of separation, she was seeing her father and her uncle. Her father was William Keith, Mate of the *Morgan*, and her uncle, Charles Keith, the *Morgan*'s Master.

Since that day, in a long life of colorful events, Mrs. Lorna Standish Keith Dunn has skimmed over more than one patch of perilous white water. For sixty-five years of her life she was on the stage, part of it in vaudeville, and retired only to open a theatrical boarding house in West 49th Street in New York. At the age of eighty-plus she was a member of the panel on the nationally-seen television program "Life Begins at Eighty".

One day in December 1957, she journeyed to Mystic to go aboard the *Morgan*. She still resides in 49th Street, although the operation of the boarding house has been taken over by another. She was accompanied to Mystic by her son, Keith Pitman. Her son has been in the entertainment field, as well, having played in such orchestras as those of Paul Whiteman, Ted Weems and Nat Schildkret.

The Library of The Israel Maritime League of the Haifa Municipality has requested, and received, a complete file of "The Log of Mystic Seaport".

Year-around Vespers

Since those attending summer-time vesper services in Fishtown Chapel have often overflowed its seating capacity of barely more than fifty, it is proposed to transfer these regular Sunday evening worship services to Aloha Meeting House. And since there are no regular Sunday evening services at any church in the Mystic area, it is proposed to conduct vesper services each Sunday evening at five, the year around.

To explore the idea and to assure the cooperation of the local clergy and their congregations, an area-wide meeting of the clergy was called for a Sunday afternoon in the Meeting House and coffee was served. Many clergymen brought their wives.

All faiths found in the community were represented, and a majority of the churches in the area--Catholic, Jewish and Protestant. The beginning of such regular services depends upon the arrival of suitable benches. Funds for the purchase of these benches have been secured from contributions to vesper services, and from an anonymous donor.

It is believed the new order will be well received. It has not only the advantage of larger capacity, but also the seasonal advantage of organized choirs, organists and special music. The new location will avoid the annoyance of street noises and the distractions due to the Seaport entrance roadway which passes Fishtown Chapel. Church flags, organ and other properties suitable to a house of worship will be transferred to the Meeting House. It is hoped that other suitable properties and symbols, such as a silver or carved wooden cross, and Star of David will be forthcoming, a pulpit and a field altar for Catholic services.

Fishtown Chapel will continue to be used for smaller services, such as christenings and small weddings and will continue its present use as a place of meditation. The daily hour-long recorded organ concerts will also be continued there.

The Fleet Grows

When the Mystic Fleet of small boats (work boats, pleasure craft, foreign types) was listed in your LOG a year ago, it took a whole page of small print to list them all. A year later (today) a page would not do. To the sixty-eight listed then, may now be added others:

The famous racing canoe *Rob Roy*, accepted from the New York Canoe Club, was once owned by Kaiser Wilhelm. The type was designed by the late W.P. Stephens.

The duck boat *Brant*, given by the family of Charles F. Ferguson through Mrs. Carl R. Safford, is a superbly built example of a type usually crudely built. These boats were made by a family of boat-builders in Groton, Connecticut. Mrs. Safford's grandfather built whaleboats as well as other types; her father was primarily a yacht builder.

From Merrill Stubbs has come a 19 ft. 9 in. sharpie which was the American entry in that class in the Olympic Games at Melbourne in 1956. This is not the old style sharpie, but a modern racing version. Unfortunately she did not win in her class; she came in ninth.

Mrs. Howard M. Morse added to the fleet a Honduran mahogany dugout canoe from Guatemala; Edwin S. Larsen gave a Samoan pau pau; Arnold Rupp presented a twenty-foot sailing canoe named *Blackbird*; and Clarence Wimpfheimer has given, for our own uses, a lapstrake cedar tender named *Conrad*.

Not only would a page be overcrowded-the display sheds are also full. Spring planning includes the erection of four new sheds in the vicinity of Hobey's Dock.



Two more vehicles have been added to the carriage shed by Nathaniel Wheeler--a landau with blue plush interior made by Bates & Co. of Bridgeport, Conn. and a six-passenger, two-horse sleigh upholstered in red plush, made by James Good Company.

December 19th

Yankee Magazine for December carried a full-page picture of the annual Christmas Carol Sing at the Meeting House in 1956, rapidly establishing itself as an outstanding New England event.



This year's Sing was held under the bow of the old whaleship *Charles W. Morgan*. Six to seven hundred were estimated to be in attendance. Participating were choruses from the local high schools, the brass section of the award-winning Fitch High School Band, local church choirs and organizations. Soloist was Miss Martha Monroe, soprano, a senior at Connecticut College. Organist Walter Dawley of Hartford played in a glass-enclosed, heated booth and Herbert A. France, Assistant Director of Music-University of Connecticut, conducted.

The annual affair coincides with the turning on of the Christmas lights at the Seaport. A twenty-five-foot Christmas tree, flood-lighted ships and shops, and candles in every window of the exhibit buildings, make of Mystic Seaport a "living Christmas card" which attracts crowds of sight-seers throughout the holidays.

Scrimshaw

Mystic Seaport, without much question, has the largest collection of scrimshaw in the world. Appropriately, the January publication of the Association, for distribution to members (and on sale at $2 to others) will be on that subject. Often called "the only indigenous American folk art", the book will explode that theory.

The origin of carving on ivory and whalebone could be almost as ancient as man himself. At the least, it could date from the carving of elephant and walrus tusks traded in the Mediterranean in the days of the Pharaohs. Shortly after 1364 the town of Dieppe, in Normandy, began an ivory carving industry using materials brought from West Africa.

Although author Stackpole does not mention it, there is still another theory published in this magazine in January 1951: that the word stems from the time of the Viking "skirmishers" who raided the coast of Britain, spent some time at whaling and indulged in the art as did the later blubber hunters, and established there the surname Scrimshaw.

But the art and ingenuity of the American whalemen is not to be disparaged for all of that. Of Nantucket in 1775 J. Hector St. John deCrevecour wrote, "I must confess that I have never seen more ingenuity in the use of the knife."

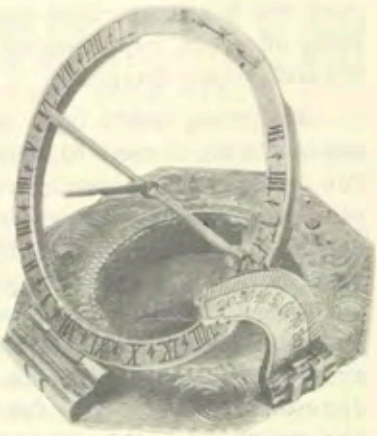
There are twenty parts to the book, covering the methods, materials used, the kinds of articles made, and the early records of the practice.

After carving a corset busk for his girl back home, at least one sailor was inspired to poetry. Such a piece in the Mystic Seaport collections has this appealing bit of verse:

Accept, dear girl, this busk from me
Carved by my humble hand.
I took it from a sperm whale's jaw,
One thousand miles from land.

In many a gale, has been the whale,
In which this bone did rest.
His time is past, his bone at last,
Must now support thy breast.

Dr. Austin Lamont of Philadelphia is the donor of this odd-looking instrument. A portable sundial, believed to have been made in Augsburg, Germany about 1750, it consists of a compass, Arabic and Roman numerals and sight-vane, with other unusual features. Among its uses, it may help in determining local apparent time in the latitudes of foreign cities. The whole instrument measures two inches across.



January 1958 issues of magazines, published specifically for those interested in pleasure boating, carried a full-page Texaco Marine Products advertisement with a view of our waterfront street, including the *Conrad* and *Australia*.

"By all means," says the caption, "include Mystic in your plans for a Long Island Sound cruise. You will find tie-up accommodations are usually available."

Shown also is *Mystic VIII*, the new Huckins yacht of Philip R. Mallory, President of this Association.

In January 1958 Popular Boating, a page or two beyond the Texaco advertisement, was that of the National Sailing Association, with a half-page cut of the *Conrad* and three of her sailing dhows; with a small cut of the dhow fleet with Seaport buildings in the background.

Young Man with a Beard

In mid-November a young man with a twenty-days growth of beard on his face, dropped in to the Educational Department for the purpose of borrowing some Kodachrome slides for showing in South America to schools and other youth groups. He wants to show the North American way of life not only today, but over the span of years represented by Mystic Seaport. With him was his friend, Jimmy Castro.

The young man's name is Joseph P. Wilkins, twenty-eight, of San Antonio, Texas. Wilkins is embarking on a strange adventure for one who was formerly a monastic. He is on his way around the world. After seeing his own country, up the East coast into Canada, across to the Pacific and down the West coast, traveling in a car which is arranged with upper and lower bunks and to which is attached a tandem motorcycle, he intends in late January to visit his parents at their farm near San Antonio. There his friend, Jimmy, will remain as an employee of the senior Wilkins. Joseph intends, then, for Mexico in a jeep but still carrying the motorcycle. From Mexico he will go to Brazil and there sell his jeep but take his motorcycle aboard a ship to South Africa, up the West coast and on to North Africa, Arabia, the Holy Lands and the Far East, then on to Paris or Louvain where he will go back to school and plans to get his Master's and Doctor's in Philosophy.

When he will return, he himself does not know. He has hopes, however, for the lecture platform and it may be that at some future day subscribers to Mystic Seaport Adventure Series may meet him in Mystic.

As their final stop in an area-wide tour arranged by the Greater New London Chamber of Commerce, some 50 hotel, motel and restaurant operators descended upon Mystic Seaport. The purpose of the tour was to acquaint these people, and through them their customers, with the attractions to be found in southeastern Connecticut. After viewing the film "Mystic Seaport and the Origins of Freedom," the group gathered for a friendly hour with each other and Mystic Seaport officials.

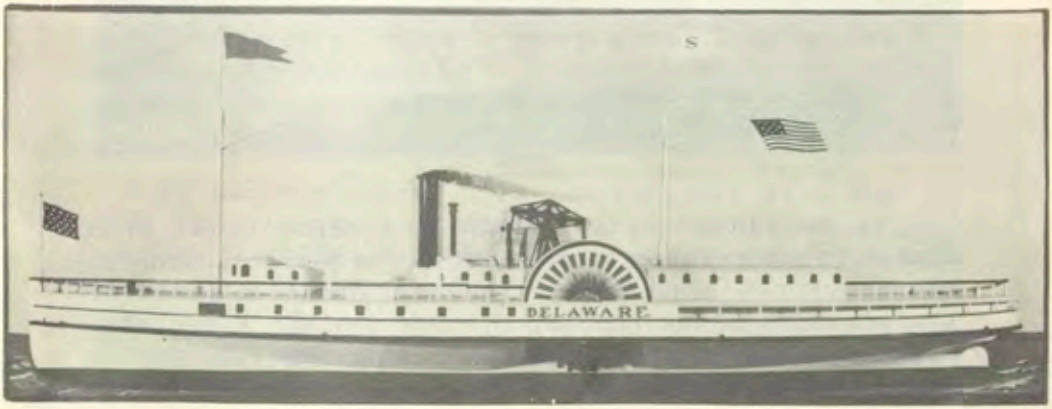
Paddle-Wheeler

The large relief model of the paddle-wheel steamer *Delaware* was secured by Freeman R. Hathaway from O.C. and K.R. Wilson for Mystic Seaport through the Steamship Historical Society of America.

The *Delaware* was built in New York in 1852 at what was then the drydock at the foot of 11th Street, East River, by John Englis. The joiner work was by John Hoffmire, boiler and engine by the Allaire Works of New York City. Her engine had a forty-four inch diameter cylinder with an eleven-foot stroke of piston, according to Lloyd's. She was 219 feet long by 26 feet broad, of 618 tons and was built for the Sanford Line to run from New York Pier 14, North River, to Philadelphia via Cape May. With the *Kennebec* and *Penobscott* the line offered daily service in summer, every other day in winter. She continued this run until 1860 when she was chartered as a troop transport and continued in government service until about 1864 when she was wrecked and abandoned on St. John's Bar, Florida.

She must have presented a colorful sight with her white hull, green rails and black guards; with a spread eagle and blazing sun on her paddle-box.

The model is placed on a backboard 84 in. x 32 in. and is displayed in the Steamship Room of the Stillman Building.



For the Queen

Some months ago Mrs. Pierrepont made a strange request of Curator Stackpole. She wanted him to select from her own collection of ship models a suitable one for a gift to Queen Elizabeth. She is Mrs. Mary Adelaide Scott Pierrepont of Ridgefield, Connecticut, whose late husband, Commander Seth Low Pierrepont, was a descendant of the famous Low family of China trade merchants in New York.

To cooperate, Mystic Seaport cleaned, repaired and cased the model at Mystic, returned it to Ridgefield with a card giving a synopsis of the ship's career--the clipper *N.B. Palmer*. It was perhaps the most suitable ship that could have been chosen for the gift. Captain Palmer, credited with the discovery of Antarctica, had been not only the senior skipper with the Low firm but had designed the *N.B. Palmer* himself.

The model was taken to England by Mrs. Pierrepont where it was presented at a formal reception and has now found a place in the cathedral "All-Hollows-on-Town-Hill" controlled by the Brothers of Trinity House. Mrs. Pierrepont has written: "The dedication was quite a party. It was a lovely day and everyone was so thrilled at a dream being fulfilled. The Queen Mother is absolutely charming. We loved every moment of the ceremony and of the party given later by the Governor of the town."

In appreciation of Mystic Seaport cooperation, Mrs. Pierrepont has made a gift of money to the Museum and taken membership in the Association.



To be added to the little red schoolhouse from Glasgo, Connecticut, known there as the Boardman School, the teacher's hand-bell, a photograph of a dozen of the school's later pupils, and the teacher's certificate (1910) of Lulu M. Young who became Mrs. Walter F. Thorp, wife of the donor of these memorabilia.

For the Queen

Some months ago Mrs. Pierrepont made a strange request of Curator Stackpole. She wanted him to select from her own collection of ship models a suitable one for a gift to Queen Elizabeth. She is Mrs. Mary Adelaide Scott Pierrepont of Ridgefield, Connecticut, whose late husband, Commander Seth Low Pierrepont, was a descendant of the famous Low family of China trade merchants in New York.

To cooperate, Mystic Seaport cleaned, repaired and cased the model at Mystic, returned it to Ridgefield with a card giving a synopsis of the ship's career--the clipper *N.B. Palmer*. It was perhaps the most suitable ship that could have been chosen for the gift. Captain Palmer, credited with the discovery of Antarctica, had been not only the senior skipper with the Low firm but had designed the *N.B. Palmer* himself.

The model was taken to England by Mrs. Pierrepont where it was presented at a formal reception and has now found a place in the cathedral "All-Hollows-on-Town-Hill" controlled by the Brothers of Trinity House. Mrs. Pierrepont has written: "The dedication was quite a party. It was a lovely day and everyone was so thrilled at a dream being fulfilled. The Queen Mother is absolutely charming. We loved every moment of the ceremony and of the party given later by the Governor of the town."

In appreciation of Mystic Seaport cooperation, Mrs. Pierrepont has made a gift of money to the Museum and taken membership in the Association.



To be added to the little red schoolhouse from Glasgo, Connecticut, known there as the Boardman School, the teacher's hand-bell, a photograph of a dozen of the school's later pupils, and the teacher's certificate (1910) of Lulu M. Young who became Mrs. Walter F. Thorp, wife of the donor of these memorabilia.

Exhibits on the Move

A Navy Room has been established in the lounge of Aloha Meeting House. For the first time the Museum's varied naval exhibits are gathered into one cohesive display. There in one corner you will find a mahogany backrest from the gig of Captain Charles D. Sigsbee, commanding officer of the *USS Maine*, at the time she was blown up in Havana Harbor. Nearby is the engine room ladder from the Spanish cruiser *Infanta Maria Theresa*, flagship of Admiral Cervera in the battle of Santiago Bay.



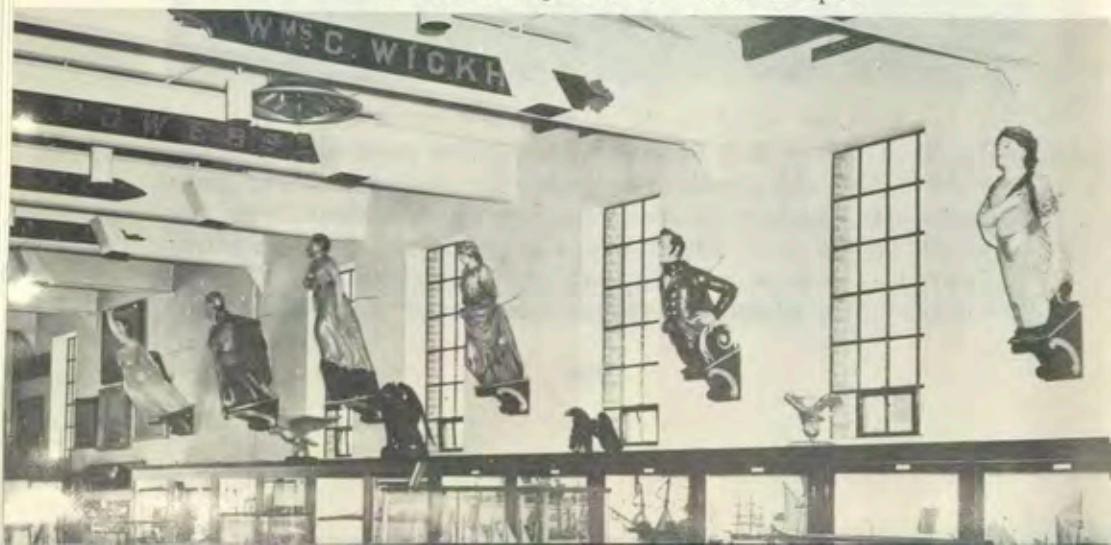
In another corner is a plaster cast of a bust of John Paul Jones by Houdon. Here also are the gangway boards of the *USS Hartford* (see page 19) and items pertaining to Captain Matthew C. Perry; a timber from the U.S. brig of war *Niagara*, flagship of his brother Oliver H., and a replica of his flag "Don't Give Up The Ship". In glass cases are models of the U.S. sloop

of war *Providence*, the *USS Hornet*, the brig *Argus* which captured the British brig *Pelican*; the bomb ketch *Terror* which lobbed cannon balls into the village of Stonington in 1814 and the U.S. frigates *Constellation* and *Constitution*. Dominating the center of the room is a large model of the 18th century French warship *Le Neptune*. In cases around the room are to be found such things as Commodore Thomas Macdonough's gold watch carried in the battle of Lake Champlain and a Staffordshire tea set commemorating that victory.

The new arrangement of naval relics into one unit in a single room began a series of moves it is believed will bring about a more orderly and impressive arrangement of exhibits and will greatly lessen the "clutter" of which Museum officials have long been conscious.

The New York Yacht Club Station No. 10 has been enhanced by the addition of a model and painting of the schooner yacht *Dauntless*.

The Stillman Building heating plant is being remodeled to provide better distribution of heat and better humidification for the protection of exhibits. Here also exhibits are undergoing rearrangement. The north windows, no longer needed with the modern improved lighting, have been painted over and will receive recessed display racks for small objects. The eighty-foot-long South Wing will hardly be recognizable with its improved arrangement. On east and west walls, high above exhibit cases, are two long lines of colorful figureheads fixed in the position that figureheads would be found on the prows of the ships.





Flanking the picture window at one end of the room are two smaller figureheads similarly arranged, while in the four corners of the room will be found the giant figureheads of *Magdalene*, *Donald McKay*, *Aleppo* and the Knight of Malta from the ship *Balasore*. In new lighted exhibit cases running the full length of the room (made in our own carpenter shop) will be found the smaller items of historic significance. Here are such "literary collections" as those of Richard Henry Dana and Robert Louis Stevenson. On the opposite side is arranged a series of ship models in date sequence, from an Egyptian river boat, a Grecian bireme of 500 B.C., a Roman ship of the 2nd century, a Viking ship of the 10th century, a Crusader warship of the 12th and 13th century type and a 13th century warship on down through the years to a Chebacco boat of 1824, a Nova Scotian pinky and the schooner *Blue Nose*. The sequence of navigation instruments display which was for years in the corner of this room will be transferred to the Daboll Navigation School, planned to be located over the new Clock Shop.

With some slight corrections in lighting, so that all figureheads will be spotted, the room will present a stunning appearance and should evoke the admiration of all.

Bounty Bones

Knowledgeable persons from London to New York to San Francisco, and on to Pitcairn Island and places in between, were surprised to see in the newspapers and on a nationwide television program that someone had "discovered" the remains of the famous mutiny ship *Bounty* near Pitcairn.

What author Luis Marden (in The National Geographic for December) said was that he had "found" the bones of the *Bounty*. Found them he did, and was directed to the spot by the Pitcairn Islanders themselves. The *Bounty*'s resting place had long been known to them. A dispatch to the London Times dated February 28, 1934 told of Parkin Christian, a descendant of Fletcher, discovering the remains of the mutiny ship on October 25, 1933 while fishing over the spot.

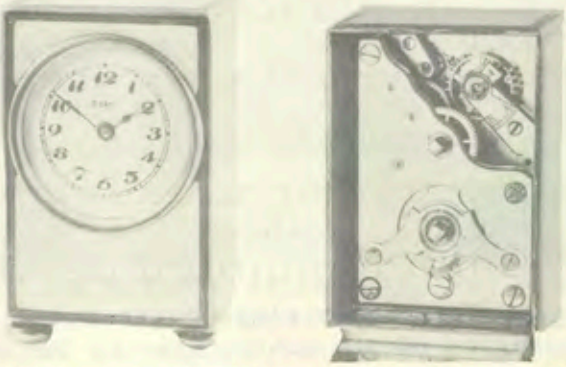
In 1933 the Pitcairn Islanders secured the *Bounty*'s rudder, later sent it to a museum at Fiji. At that time a news report stated "the men said that the keel of the ship could be seen, but they feared the sand would cover it again."

For many years the *Bounty*'s carpenter's vise and her blacksmith's anvil have been in possession of the Mariners Museum at Newport News. For many years the bronze pintle strap of her rudder has been a prized exhibit of Mystic Seaport. The pintle strap was for years here on loan in the collection of Gerald Fox, who had secured it from a dealer who had secured it from Captain Irving Johnson. The piece was acquired by purchase some years ago and is now a part of the extensive Kynett Collection at Mystic.



Faces and Phases

The new clock shop, established in quarters opposite the Seaport Store near the Seaport entrance, will contain thirty-four items just received from Paul N. Dann. The collection includes a calendar watch showing seconds, minutes, hours, days, month and phases of the moon. There is a Jerome "dollar" watch made by the New Haven Clock Co., a jump watch without the usual hour and minute dial--hours and minutes being shown in apertures on a face blank except for the usual second-hand and dial.



The photograph shows an eight-day clock in blue enamel, actual size. Another, in an enamel case, has Fragonard-like ladies and gentlemen for a French traveling clock. A ship's captain's watch, with nautical design on a silver hunting case, has two dials for convenience in position calculation. A Terryville (Conn.) thirty-hour torsion pendulum clock, and a watch with Chinese duplex escapement are other items of interest. The clocks and watches date from 1760 to the middle 19th century. Makers were French, Swiss, British, Dutch, and American.

Thirty-two equally interesting and rare clocks and watches had previously been given by Mr. Dann in 1953 and 1954 bringing his total to sixty-six items. Mystic Seaport's clock and instrument collection was originally established by gifts from Edwin Pugsley. Mr. Pugsley has given over sixty navigation and time-measuring

instruments; a collection of over 125 clock and watchmaker's tools; such larger time devices as the complete working equipment for the time-ball which drops every noon for the benefit of mariners in the harbor; and a celestial sphere, weather-vane and sun-dial which stands in the yard of the new shop.

The gifts of these two donors, plus items received from others, make Mystic's collection really outstanding. Among gifts recently received from such miscellaneous donors and of particular interest to lovers of the old Sound steamers, is a ship's clock used prior to World War I on the steamer *Elm City* which carried passengers between New Haven, Conn. and Port Jefferson, Long Island--the gift of Miss Ione E. Kibbe. Another, from William D. Scholle, is an 8½ inch high bracket clock made by James Elliott of London, showing phases of the moon. It has a wood cabinet with horn veneer, the sides inset with brass filigree panels.

Training

The role the museum plays as an auxiliary to the teaching program of the public school, the college and even the service school is becoming more and more important. Aside from the twenty-one thousand in school and camp groups visiting each year, there is a growing tendency on the part of nearby service schools to send their men to us as part of their course of training. As an example, in less than three months one hundred forty-six Coast Guardsmen have been sent for daytime visits by the Coast Guard Academy in New London and the Coast Guard Training Station in Groton.

Within the same period, on December 7th, the Seaport played host to seventy men, ten officers of the Greek Navy. The eighty were at the Submarine Base in New London to receive, make trials in, and take back to their own Navy a U.S.-made submarine. As the entire contingent will be in this country until perhaps next June, many are living in the area with their wives and families and promise to make repeat visits.

USS Hartford



Through the efforts of Rear Admiral E.M. Eller, USN (Ret.), Director of Naval History, Office of the Chief of Naval Operations, the U.S. Navy Department has given to the Museum relics from the *USS Hartford*.

The items include fifty feet of one-inch closed link anchor chain, a hatch skylight, a mizzen topsail fairlead stanchion, a cathead with bronze star, and a bower anchor with anchor stock. There were also copies of papers relating to the *Hartford*'s Civil War actions, including the battles of Mobile Bay and New Orleans.

Already on display are the beautifully carved and impressive *Hartford* gangway boards--on permanent loan from the U.S. Naval Academy Museum.

An interesting Staffordshire pitcher is on loan from Philip Hammerslough of West Hartford, Conn. One side shows the battle of Stonington Harbor in 1814, the other a full-rigged frigate flying the American flag. The rare piece has been shown in Mrs. Larson's book on Staffordshire.

In Macy's Windows

If you were in New York at any time during the eighteen days following January 6th, possibly doing your Christmas shopping for 1958 or exchanging gifts received in 1957, you may have found a part of your Museum in Macy's windows. Two windows on Broadway and one on 34th Street featured such Mystic items as figureheads, old New York prints from the Simeon Ford Collection, ship models and scrimshaw. They were arranged against painted backgrounds of whaling scenes and harbor scenes based on photographs and paintings in the Seaport collections.

If you did not find it convenient to leave your native Westchester you could have found a fourth window, similarly treated, in the White Plains branch of Macy's.

Inside the New York store were replicas of ten city blocks of store fronts of the 1857 period enclosing various sales counters, with clerks behind the counters in costumes of the period. The theme of the over-all display was "Thank you, New York--to all services that make a great city great." It was Macy's way of honoring their own Rowland H. Macy, who was a Nantucket whaleman on the ship *Emily Morgan* 1837-1841.

Your Museum's properties may often be seen elsewhere as well as at Mystic. Some are included in a big exhibition at the Schenectady Museum, Schenectady, New York during March and April. The special exhibit is titled "The Self Conscious Republic".

A traveling sea chest will begin the rounds, showing at Milton Academy and at four private schools, ending with St. George's School on June 1. Another sea chest and lighted diorama showing the whaling industry, will be circulated among fifteen elementary schools in New Haven, March 3 to April 11. The Marine Office of America, in a brand new building at 116 John Street, New York, will show our model of the clipper *Flying Cloud* and other properties in a lobby show-case for two months from Jan. 1.



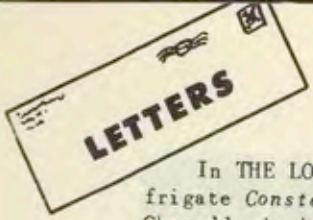
Platform personalities are drawing crowds to our Adventure Series.

At a general staff meeting on December 31 a surprised editor (of The Log, since inception in 1948) and Secretary (of the Association, since 1953) received a gift from the entire staff, marking the completion of fifteen years of service. The gift: first commercial copy of a Museum Pieces, Inc. replica of the 18th-century British Midshipman shown on page 26.

From Aberdeen, Scotland (to be added to the Kynett Collection) has come the figurehead of the British ship *Lord Clyde*.

Young, handsome, with black curly hair, he stands with left foot forward, right hand tucked into his coat front, in the heroic manner, conscious of his epaulettes and the Maltese cross on his breast.





In THE LOG, vol. 9 no. 4, I notice an item concerning the old frigate *Constellation* which I believe to be an error... According to Chapelle in his book THE HISTORY OF THE AMERICAN SAILING NAVY the original and famous *Constellation* was scrapped in 1852 after being for many years in an unserviceable condition. The present *Constellation* was built at the Norfolk Navy Yard in 1853-54. No attempt was made to make the second ship resemble the old one. The new ship was built to an up-to-date design, being 13 ft. longer and a foot wider, carrying its guns on one deck whereas the old ship was arranged as a frigate carrying guns on two decks. This change was made because the new ship was intended to carry fewer and heavier guns. Fewer guns took less space.

The confusion about there being one or two *Constellations* arises from a curious procedure which the Navy used several times during the 19th century. In peace time Congress was likely to give the Navy money for operation and repairs but none for ship construction. If this went on for too long, the Navy would get desperate for new ships, many of its old ships being so rotten as to be irreparable. The procedure consisted of scrapping an old and worthless ship, building a new ship with money assigned for repairs and giving the new ship the same name as the old one. The result is that the name appears continuously on the Navy records with no indication that it covers two ships. Mr. Chapelle emphasizes that the present *Constellation* has no connection with the original *Constellation* except the name.

He points out that the procedure of rebuilding old ships with money assigned for repairs gradually became more radical. It was 1820 when this procedure developed all the way into scrapping an old ship, building a wholly new ship to a new design and giving the new ship the same name as the old one. The first case was the old and new frigates *John Adams*. The second case in 1836 was the two *Macedonians*. This time the old *Macedonian* (captured from the British) was not scrapped until the new ship was nearly ready for launching. Several other ships were similarly treated during the years.

It remained for George M. Robeson, Secretary of the Navy 1869-77 under President Grant to really "go to town" with this procedure. Robeson found the Navy with a large fleet of ships, most of which were rotting away rapidly because they had been built of green timber during the Civil War. Frank M. Bennett in his book THE STEAM NAVY OF THE UNITED STATES describes how Robeson started to "rebuild" five or six large monitors from wooden ships into iron ships. He also scrapped six ships of miscellaneous types, including an iron-clad, and "rebuilt" them into a fine class of wooden screw sloops. One of these ships was the *Marion*. This time the hue and cry was raised. A Congressional committee made a severe report on the conduct of the Secretary and his principal officers. Nothing, however, was done about it. My own explanation of this lack of action is the severe depression which prevailed after 1872. Probably the program resembled a WPA project intended to create badly needed jobs in navy yards and private ship yards.

Chapelle states that the present *Constitution* is the only case in our Navy where a definite effort has been made to preserve the character of an historical ship through several rebuildings. If there is a proposal to use the present *Constellation* as an historical relic, it would be helpful if The Marine Historical Association would do something to spread Chapelle's story.

Very sincerely yours,
Philip R. Morss
Chestnut Hill, Mass.

Ed: Mystic has two sets of gangway boards from the John Adams, *probably representing the old and the "rebuilt" frigates--from two different donors, ten years apart.*

To Cape Horn



Captain Adrian K. Lane of Noank, Conn., skipper of the schooner *Brilliant*, flew to Buenos Aires on January 8th to meet Columbia University's research ship *Vema*. Captain Lane, on three months leave of absence from Mystic Seaport, will serve as temporary chief mate on the *Vema* on the cruise down the coast of South America to Cape Horn.

The 533-ton three-masted schooner has a staff of thirteen scientists on the entire cruise, and other specialists including Dr. Maurice Ewing, director of Columbia University's Lamont Geological Observatory, are expected to join for specific segments of the voyage. The schooner is manned by a professional crew of eighteen, commanded by Captain Henry C. Kohler. (Capt. James Kleinschmidt, also of the Mystic Seaport staff, served as captain on the *Vema* during 1955.)

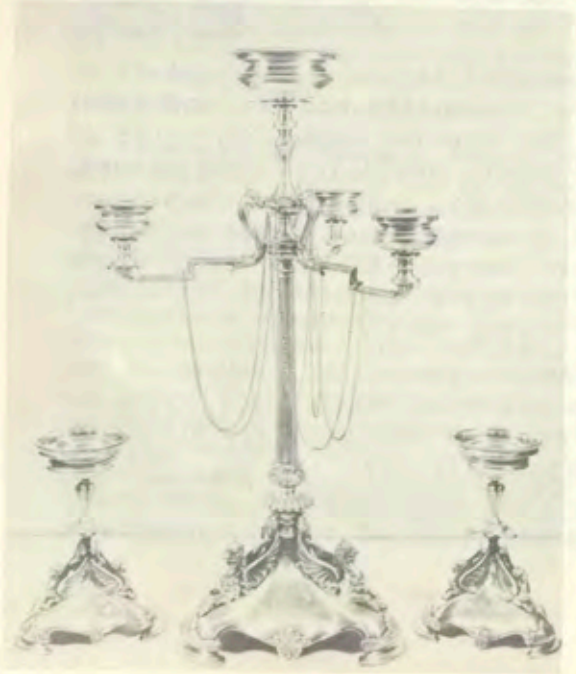
The cruise of the *Vema* is part of the program of the International Geophysical Year, with major areas of research including a study of the geologic structure of the sea bottom, especially near the edges of the continents, patterns of the circulation of ocean water at great depths; transmission of sound through sea

water, sediment of the ocean bottom and the carbon dioxide content of the surface water and ocean air. The carbon dioxide study is linked closely with problems of changing climate. Seismographic equipment will be used in the studies of the ocean bottom. Cooperating with the *Vema* off South America will be the Argentine Navy ship *Bahia Blanca*.

The accumulation of data and samples in the cargo when the ship returns in September 1958, will be bases for many years of scientific study.

Experienced in sail, Captain Lane commanded the Woods Hole Oceanographic research vessel *Atlantis* from 1946-52, then surveying the undersea Atlantic Range. Prior to that time he served successively on a lightship, a frigate to the Society Islands, New Guinea and Alaska, on a Canadian-built corvette, on an ice breaker and buoy tender to Greenland, and on the *Atlantic* in the Bermuda race of 1946.

Lane holds unlimited Master's papers in sail and a commission as Lieutenant Commander in the U.S. Coast Guard Reserve. He is a graduate of Trinity College in the class of 1941, is married and has three children. He is the son of Mr. and Mrs. George Lane, also of Noank.



On loan from Mrs. Roberta Lamphere, daughter of the late Captain Robert P. Wilbur, three-piece presentation epergne.
Inscription on center piece reads: "Presented to Capt. R. P. Wilbur, U. S. Ship *Dauntless*, by the owners of the British Ship *Cornwallis* as a small memorial of his kindness in bringing home from Pitcairn's Island to New York, the crew of the *Cornwallis* wrecked on the island. January 1873."

Variable Winds

The Girl Scout Mariner Leaders Training Course closed the *Joseph Conrad*'s season of summer activity as usual. Again the ship was filled to capacity with leaders eager to improve the quality of their leadership. A highlight of their stay aboard the ship was a visit from Lauritz Rasmussen of Fire Place Neck Road, Brookhaven, New York. Mr. Rasmussen had been a cadet aboard the ship in 1901 under Captain Saaby when she was known as the *Georg Stage* and sailed under the Danish flag.

Bill Burrud Productions, KTTV, Channel 11, Los Angeles, in the "Wanderlust" Show for Monday, December 16, presented scenes of the Seaport. Viewers in that area saw shots of the *Conrad, Morgan, Australia*, and Seaport Street as it appeared during this past summer, as filmed by Ronald L. Munns, Associate Producer for Bill Burrud Productions.

Girl Scout Mariner Troop No. 5 of Great Neck, New York has a brilliant new name. Having had the experience of cruising aboard the schooner *Brilliant*, they are perpetuating the memory of it by appropriating the name to themselves. It is the custom of Girl Scout Mariner and Sea Explorer Scout "ships" to name themselves after real ships.

In four years of sailing for Mystic Seaport *Brilliant* has taken out approximately 450 scouts and leaders. The larger *Conrad* Program has catered to well in excess of 6,000 scouts and leaders, yet there is no Scout "ship" as yet with her name, as far as we know.

In view of the January publication on the subject, a collection of scrimshaw given by Mrs. Lawrence M.C. Smith is of interest. The collection includes six walrus tusks, five whale's teeth, all nicely scrimshawed.

Brower Hewitt, Treasurer of the Association and one of its trustees continuously since its first year of operation (1930) was honored November 7th at a dinner in New York for trustees and members of the Advisory committee. Eighty persons were in attendance, future plans for the Museum were shown and approved, and the affair culminated with the presentation to Mr. Hewitt, a complete surprise to him. His gift: an album containing a photographic record of his Museum's twenty-seven years of expansion from a few old mill buildings remodeled, to an institution of 27 acres, 50 buildings.

To Miss Ruth R. Burg of Salt Lake City goes the honor of being the first member of the state of Utah to be added to our roll. Miss Burg's membership now makes it possible for us to boast of members in 45 states of the Union.

At a ceremony on December 17th in the Counting House, the Curator accepted from representatives of the Boston and Old

Colony Insurance Companies a policy issued on the shallop, or long boat, of the *Mayflower II* at Plymouth, Massachusetts and the first auto insurance policy ever issued in the United States. The latter was written on a marine policy form because no horseless carriage forms were in existence at the time. Richard P. Grover, for twenty-five years the local representative of both companies, introduced the company representatives--Robert Lowry and Louis Moulton.

On October 30th staff members and friends held a "slide" party in Aloha Meeting House. All staff camera fans brought some of their favorite color-pictures for projection. And of course, it would not have been a party without the refreshments which were served.

A pair of gangway boards from the sloop-of-war *Adams*, circa 1813, is the gift of John H. Ballentine. The boards are beautifully carved with an eagle, stars, anchor and rope detail.

In The Mariner's Mirror--Volume I, 1911, page 350 is found a little-known answer to a seldom-asked question:

DAVY JONES.--A friend suggests to me the following about Davy Jones. There was in 1606 one David Jones, mate of the *Roebuck*, a vessel that plundered two Indian junks and brought much trouble on the East India Company's servants. He led the crew of that ship into a mutiny in connection with the surrender of a part of the booty to the Company's ship *Swan*. He appears to have been a truculent ruffian, likely to have been remembered, and he had a pet phrase about the place to which it was prudent to consign plundered ships and persons who knew too much. This phrase may have been adopted by succeeding generations of sailors, with the addition of its originator's name. It will be noticed that this is nearly 150 years before the phrase appears to have got into print.

--C.N.R.

Four large plate glass display cases have been given to this Museum by the George Walter Vincent Smith Art Museum of Springfield, Massachusetts. Such generous cooperation is a tribute to the museum world, in general, and to those who are dedicating their energies to a common cause.

Museum Pieces, Inc. of 15 West 27th Street in New York, famed for its exact full-size reproductions of sculptures, is producing for sale a replica of an 18th-century British Midshipman, long a much-admired piece in the Mallory Building exhibits.



The original midshipman stands about 14 in. high.

Captain Henry Raabe of Fairhaven, New Jersey (see page 1) has presented the museum with a fine old revolver, using "separate" ammunition, of the type favored by the freelance traders and "blackbirders" in the Solomon Islands during the pearling time in the South Pacific, from 1870 to 1888. Masterpieces of accurate workmanship by Rogers & Spencer, only 5,000 of these revolvers were ever made. They were much favored also by the Union Army officers during the War between the States.

Fishtown Chapel was selected for the wedding on October 26 of Miss Phyllis Taylor, a Seaport employee, to Robert Harwood Brokenshire of Boston. The Reverend Robert Illingworth of Barre, Mass. officiated. Miss Taylor was escorted by her brother, Richard G. Taylor while Miss Terry Lee Taylor acted as maid of honor. Donald Ross of West Rutland, Vermont was best man, ushers were Paul and Roger Taylor of Quaker Hill, Conn. --the bride's nephews. Mrs. James H. Lane, family friend (and a Seaport volunteer) acted as organist. A reception was held at Seaport Manor, Stonington. The Brokenshires will make their home in Wellesley, Mass.

New Englanders and Atlantic coast sailors now in far off Manila who know their sandbaggers, may soon get a tinge of homesickness in seeing one of these skimming dishes against a background of blue Pacific, tropic beaches and palms. Michael J. Parsons has requested the lines of our sandbagger *Annie*, built in Mystic in 1880; intends to build one for his own use near Manila. This example of New England shipbuilding and design will not, however, be the first to find itself in such strange surroundings. The *Charles W. Morgan* and many another New England ship were seen in the Philippines.

Throughout the winter when there is no Mystic Seaport Adventure on Monday, there is square dancing in the Meeting House. Mrs. Lois Chesebrough of the Printing Department arranges the dances, does the calling and uses records for the music.



On November 17th eight naval scientists, all crew members of the British Antarctic survey vessel *Discovery II*, visited the Seaport and spent the afternoon. *Discovery* had docked in Providence and Captain Adrian Lane and Curator Edouard Stackpole met the group in Westerly, brought them to Mystic for the visit.

Chief Scientist Herdman had sailed on *Discovery I* (Explorer Scott's Antarctic ship). *Discovery II*'s latest mission is to skirt the edge of the Antarctic and plot the farthest northern reaches of the Antarctic ice floes. The visit was followed by the gift on December 3, by *Discovery II*'s skipper, Capt. S. Dalgleish, from Plymouth, England, of two library items--

an issue of the quarterly The Navy Log for October 1850 and an issue of the Gibraltar Chronicle And Commercial Intelligencer dated 1830.

THINGS WE NEED--9 x 12 rugs for the Stillman Library which has been rearranged to provide more adequate use of facilities.

On September 25th one hundred and five members of the American Society of Mechanical Engineers paid a visit. Other recent groups were an Astronomy Club, a Garden Club, a Girl Scout Mariner "ship", Englewood, New Jersey scouts; a group of seventy from the New Haven (Conn.) YMCA; school groups from Providence, R.I., Tuckahoe, N.Y., Stonington and Franklin, Conn.; not to mention an amiable thirty-five from Amity, Conn.

The Annual Dhow Derby, held this year on October 19, is always an affair of serious sailing, good fellowship, and high jinks. This was the seventh such event and was no exception to the rule. This year the Edgartown Yacht Club took first place with the Cruising Club of America's two boats taking second and third. Others showing were in this order--Essex, Norwalk, Wadawanuck, The Corinthians, Manhasset Bay, Riverside, New York Yacht Club, Ram Island, Off Soundings, Indian Harbor and Larchmont.

A series of five races began at two o'clock following a dutch-treat luncheon. The race committee was headed by G.W. Blunt White of Mystic, aided by William C. Taylor of Yachting Magazine. The event is held each year as a get-together for those clubs who contributed Dyer dhows for the sailing program of our youth training effort in connection with the ship *Joseph Conrad*.

On November 2nd one hundred youngsters attached to the Salvation Army's youth movement visited, and after a complete tour gathered together on the deck of the *Joseph Conrad* for a final ceremony. As a contribution to a worthy effort, our public-spirited operator of the Seaport's Galley provided lunch at no charge for the entire group.

The Cartophile Society of Connecticut held its quarterly meeting in the lounge of Aloha Meeting House on October 26. Curator Edouard A. Stackpole addressed the group on "The Early Charting of the Antarctic in the South Shetland Sector" and illustrated his talk with original charts and maps from the Stillman Library collections. The Society is composed of teachers, historians and librarians, as well as those interested in cartography merely as a hobby.

Thirty-three groups, from individual classes of the Warwick, R.I. schools have visited in the last twelve months. No other school system can boast so large an effort towards Mystic. The classes came from Warwick's six elementary, one high and two junior high schools. A real effort was made toward preparation, with the showing throughout the schools of the Warner Bros. film Call of The Sea, which is all about the Seaport, and with wide use of our film strip with recorded commentary, and the Educational Department's preparatory kits.

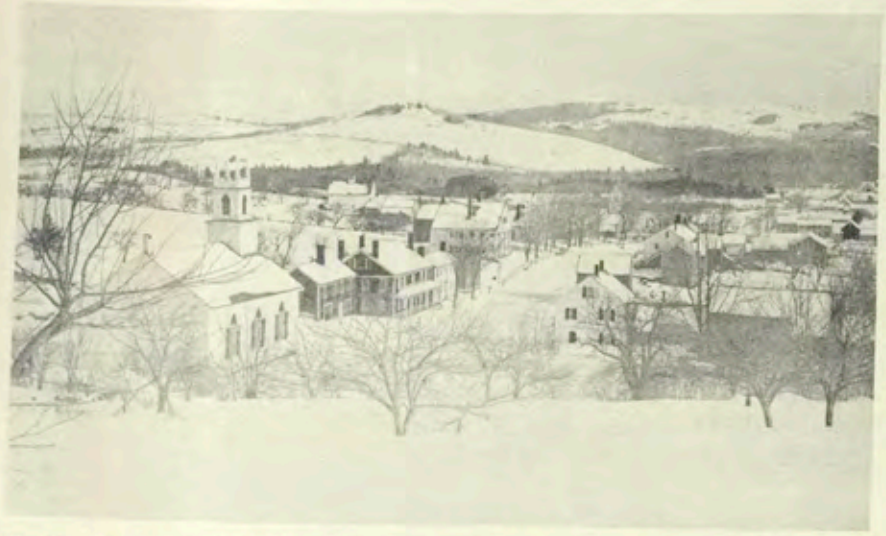
(continued from inside front cover)

Heard's. To the old whalemen, the latter was always called "Hurds Island".

The chief characteristic of Heard's is a gigantic glacier which covers practically the entire island. There is no harbor, merely an anchorage area, and several vessels were lost in the exposed roadstead during the sudden squalls.

Heard's Island lies within the fringe of the Antarctic Ocean and could only be approached by the sea-elephant hunters during the summer season--which corresponds to our New England winter-time. Captain Henry Rogers is credited with spending the first winter at Heard's with a shore-gang of twenty-five men in 1857--just a century ago. Today the island is under Australian jurisdiction and a few years ago that British Commonwealth sent out an expedition which spent a year on this desolate and remote spot.

E. A. Stackpole



STODDARD, NEW HAMPSHIRE--taken December 31, 1901 by Charles L. Peirce

"From the Central House opposite the church was taken the bar and bar room fittings which are now in the Tavern in the Seaport Village at Mystic, Connecticut. The hotel was built by Jonathan F. Sanderson in 1833, and finished by Isaac Duncan who used it as a tavern. The last timber of the hotel was dragged out May 10, 1953. Thus passed an old landmark... The road to Marlow and Bellows Falls turns between the church and the hotel. The altitude at this corner is 1430 feet."

C.L.P.

