The Log of Mystic Seaport

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The Marine Historical Association, Inc.

Mystic, Connecticut



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Our Cover

In a sense, the story of this vessel is the story of many a water-borne visitor. They all have a prideful glamour; many have fascinating histories. The sleek yachts will this year find a new and attractive haven in the North Yacht Basin, just completed. The new basin provides a nine-foot depth throughout with 500 additional feet of dock space, bordered with a grassy promenade. The land-borne visitor may stroll along the Parade very much as gentlemen and their hoop-skirted ladies did along any colorful waterfront a century and more ago.

Sterling Hayden's two-top-mast schooner, *Gracie S.* (for Spreckels) was built in 1893 at San Francisco by the Union Iron Works; 98 ft. on deck, 83 ft. waterline, 25 ft. beam, 12 ft. draft. She worked for the Bay pilots for fifty-five years before Hayden took her over. He bought her first in 1944, later sold her and negotiated a re-purchase in 1956. In 1956 she participated, along with twelve nations, eighteen vessels, in the first International Sailing Race. (It is to be held again next year). That year Hayden re-rigged her in Seattle at a cost of $45,000, hoping to use her in a picture version of Jack London's "Sea Wolf" but the picture was never made.

Cover photo by Fred Lyon

Gayer Note

It had been a long, hard winter and seemed loth to end. The late snows were succeeded by downpours of rain lasting not one day but days at a time. The ponds were as full as the oldest resident could remember them and the high spring tides added to the annoyances of flooded cellars, clogged drains and delayed spring work.

But at last the sun came out and seemed inclined to stay, and a fresh April wind dried off at least the surface of the ground. It dug its fingers into the cavities between the cobbles of the street and set into motion little whirlpools of sand and dust. The creaking signs at shop doors held a gayer note than they had in months.

Filled with hope, Apothecary, Woodcarver, Banker and Shipsmith flung open their doors and let spring sweep freely into their shops. They dusted off their counters, swept up the winter's accumulation of shavings or pumped the bellows, as was the nature of their business. It was mid-April at Mystic Seaport and activation was to begin for the season. Those who had been there before greeted each other; then set about putting their various shops to rights. It was still cool enough for them to provide for a little heat from fireplaces or stoves.

There were a few visitors about the "town", but in a short while there would be more and by the middle of summer the town would be overrun with them, poking into the daily lives and mores of their ancestors from seafaring New England.

This year the visitor may renew his acquaintance with some, and find along the street new faces, also. Along the waterfront, Tavern-Keeper, Banker, Wood-Carver and Shipsmith will be the same, back at the old stands. But the visitor will meet a new Apothecary, Dr. Harry Kleinschmidt. In the Edwards House, formerly the clock shop, Miss Bernice Grimes of Bethany, West Virginia, will have set up her loom in the front room, overlooking the river and will be actively at work at it by the middle of June. The rest of her house will be open and furnished in the style of the period, 1840-60.

Elsewhere, the Buckingham House, Rope Walk, Fishtown Chapel, Rigging Loft, Thomas Greenman House and Junior Museum will have other forms of activation. In the Meeting House each Sunday evening at five, a vesper service will be in progress, attended usually by Scouts who are in resident training on the ships, as well as the general public. Fishtown Chapel will be used for meditation and, as formerly, for christenings and small weddings. Periodically, during the day, recorded organ music will be heard for an hour at a time; and the visitor may enjoy it in quiet inside, or sit on small benches just outside the door.

The Galley is under new management. Mr. and Mrs. George Farnham are serving the New England fare that made their Lantern Hill Homestead famous. Lobsters, clams, fish fillets and scallops will be featured. On Saturdays the New England tradition of baked beans, brown bread and old-fashioned pepper relish will be the order. The Pantry near the picnic pavilion and the Fisherman's Shack will continue to operate as before, under new management and improved menus.

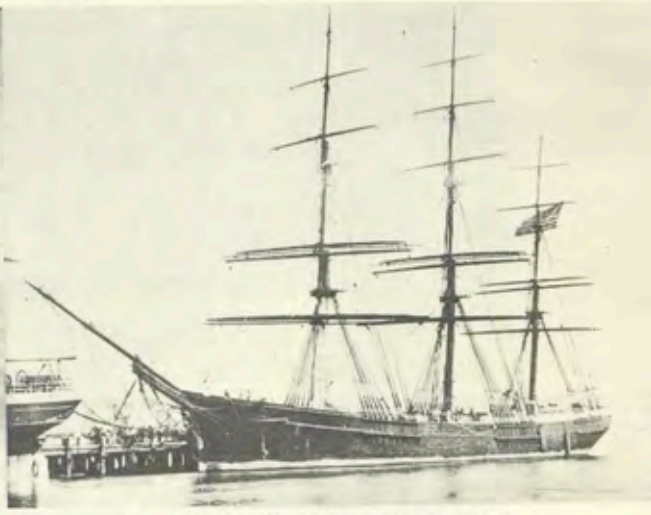
In late May, early June, the dogwood bursts into bloom in New England and the lilacs lift their fragrance into the air. It is the season of the renewal of life and the Seaport, catching the hope that is everywhere about, bursts the thongs that have held it in check and comes to full activity.

The "Mystic Seaport Pilot" is issued only "upon occasion." The only occasion, so far, was the Annual Meeting of 1957 when the newspaper, in broadside form, made its bow to our members, their friends and our visitors of that day. In April a second issue appeared, Vol. II, No. 1, which supplants the old gate map given to all visitors as a guide to the exhibits afloat and ashore. A map of the grounds is now included, along with the news, events to come and items of general information on ferry and bus schedules, tides, bridge openings; all done in old-fashioned type and format. It should prove to be a popular "take home" piece for visitors.

Home Port

From the Port Adelaide (Australia) Nautical Museum, the figurehead of the Mystic-built ship *Seminole* has returned to its home port after an absence of ninety-three years. The *Seminole*'s is the only figurehead at Mystic of a Mystic-built ship.





Launched in 1865, at a cost of $143,000, from the yard of Maxson & Fish, Mystic, for Lawrence Giles & Company of New York, *Seminole* made twenty-one passages between New York and San Francisco. She was commanded during her first nineteen voyages by Captain J. Warren Holmes of Mystic. On her maiden voyage, New York to San Francisco, she made the passage in ninety-eight days, returned in ninety-four. She once made the run from San Francisco to Queenstown in 101 days.

Purchase of the piece for the Kynett Collection not only adds an important item to our collection of figureheads, but through the generous cooperation of the Port Adelaide Institute in recognizing the fitness of returning the figurehead to its place of origin, and their friendly cooperation throughout the negotiations, creates a new bond of friendship between New England and South Australia. The exchange re-establishes once again the historic link forged more than a century ago when the first American ships going out to the continent down under, went out from New England.

The Changing Times

From Mr. and Mrs. Chadwick Baertschy of Chicago, dated 1852, is a contract for steerage passage on the ship *Florida*, sailing to New York from London. It guarantees to the passenger "Ten Cubic Feet for Luggage...Fires and suitable places for cooking". He was entitled to "2 quarts of Water daily; 2 1/2 lbs. Bread or Biscuit, not inferior in quality to Navy Biscuit; 1 lb. of Wheaten Flour; 1 1/2 lbs. of Salt Beef or Pork; 3/4 lbs. Sugar; 2 oz. of Tea and 2 lbs. of Rice per Week. 5 lbs. of good Potatoes may...be substituted for 1 lb. Rice, and in Ships sailing from Liverpool, or from Irish or Scotch Ports, Oatmeal may be substituted...Mess Utensils and Bedding are to be provided by the Passengers."

From Dr. R.C. Fringer, also of Illinois, dated 1956: "Preliminary economic report on the application of atomic power to merchant ships" and "Influence of shield configuration on cargo capacity of nuclear powered ships", both publications of the U.S. Atomic Energy Commission.



Correction: The piece of statuary pictured in your last LOG, called a British Midshipman of the 1600's, proves to be a Boston Nor'westman of the period 1820-1840, one of the Yankee captains who traded in furs in the region that is now British Columbia, Washington and Oregon. The statues were made by the Haida Indians of the Queen Charlotte Islands, using a black stone indigenous to the area. The peaked cap, pleated vest and full-flared frock coat were traditional with these Boston traders.

From Silver Springs, Florida, comes word of still another whaleman who once sailed aboard the *Charles W. Morgan*. Jack Costa sailed in the whaleship on a voyage out of San Francisco some fifty years ago.

An Unfailng Sign of spring at Mystic Seaport is the annual volunteers' party-this year on May first. Each year close to two hundred hostesses and other types of workers, attend. It is the official opening of another volunteer season, when ladies of the local areas take over the supervision of the big exhibit buildings. Each of the nearby communities takes a half day weekly. Their contributions make a favorable impact not only on the operating budget of the Association, but give to the Museum a warmth of personality and an atmosphere of friendliness which could be gained in no other way. In their homes, with the members of their families, among their neighbors and in their numerous contacts, social and civic, they do a creditable public relations service. They make the Association, with all its varied activities, intelligible.

Mrs. August Belmont, herself a veteran volunteer, once wrote:

"Too many people think of volunteer service as cheap labour. Real voluntary service is nothing of the kind. It is the gift of one's skill, one's time, one's energy, given by an understanding human being for a special reason....Voluntary service is given in the largest measure, not by the woman of leisure but by the woman who, recognizing the need for the work, makes the time in which to do it....We believe that in all its manifold smallnesses, our work is to establish the things which, in their fulfillment, will be of value and help to the sons and daughters of the future--for whose survival and existence, in decency of living and happiness of undertaking, wars have been fought and peace has been won."

During the latter part of March and early April the *New Haven* Travel Bureau in the main waiting room of Grand Central Terminal in New York provided space for a representative display of Mystic Seaport properties. Seaport publicity folders were available to potential travelers and we are told that the exhibit brought much favorable reaction from the public.

Sterling Hayden

is not the first motion picture star to visit Mystic Seaport, but he is a little more special to us than most. He has been a good friend of the Seaport through many years, even while on the West Coast; has a far deeper interest than most.



On January 24th he returned after an absence of seven years, found so much that was new to him that he took time out for lunch and returned to finish off the afternoon. With him was his mother, Mrs. Frances W. Hayden of Hamburg Cove, Old Lyme, Connecticut.

During his rounds he encountered an old friend in Edward Watson, Mate on the schooner *Brilliant*. The two went to school together at Brown & Nichols School for Boys in Cambridge, Massachusetts about 1934, were together in the brigantine *Florence Robinson* from Gloucester to Tahiti in 1938-39 and again, a year or so later in the *Aldebaran*, ex *Meteor V*, once owned by the German Kaiser.

Other Hollywood stars who have visited: Barbara Britton, Sara Churchill, Joseph Cotton, James Cagney, Bette Davis, Nina Foch, Ruth Gregory, Katherine Hepburn, Miriam Hopkins, Edward Everett Horton, Bill Hughes, Burl Ives, Buster Keaton, Bert Lahr, John Loder, Jeffrey Lynn, Robert Montgomery, Chester Morris, Zasu Pitts, Dick Powell, Charles Ruggles, Randolph Scott.

Race Relics

With the *America's* Cup Race coming up again, in September, after a lapse of twenty-one years, interest in the famous series is mounting. At least two books are due for early publication. The demand for pictures and material representing the series--as special exhibits are arranged in museums and libraries--grows with the interest, and will arouse still greater interest as September draws near. One of our paintings of the original *America* has been part of a special exhibit at the Museum of the City of New York. From W.R. Caldwell of Peterborough, N.H. have come two more items to add to the Seaport's already sizable collection honoring the long line of contenders which vied for the Cup--a dinghy fender and bunk curtain from the *America* herself, to join other relics of the famous yacht now enshrined in a special niche in New York Yacht Club's Station No. 10. Most important single items in the permanent exhibit are *America's* rudder and her main deck hatch.

Mystic will, of course, feature its collection all summer; a collection which contains an amazing representation of the many contenders. There are binnacles from *Columbia, Vigilant, Resolute, Vanitie, Defender* and one which served on three contenders--*Enterprise, Rainbow* and *Ranger*. Exhibited also are the stern transom plates from *Resolute, Enterprise* and *Weetamoe*. And no one can think of an *America's* Cup Race without thinking of Sir Thomas Lipton. Mystic has his private signal--a green shamrock on a yellow field, with matching green border.

The eliminations for the big race will be held in August, and the British challenger, called *Scepter*, is already in the water. The 1958 race will be run between boats of the 12-meter class, instead of J-class, as formerly.

Robert Robbins Jr., of North Haven, Connecticut, has loaned a rigged model of the brig *Rambler*, privateer of 1812. The model is 46 inches l.o.a. and exhibits eighteen gun ports.

An Old Love

A gathering of members of The Steamship Historical Society of America is a unique and significant event. Few fraternities show so much zeal in the pursuance of their purpose. They come well armed with all the paraphernalia of their enthusiasm--new discoveries, prized photographs, the latest anecdotes and proofs of the pre-eminence of their favorites among the steamboat men of yesterday. They exhibit their photos, swap yarns and swarm about their findings in amicable confusion.

But their talk can often be converted into action, as well. On the Saturday before Palm Sunday, seventeen of them from New York, New Jersey, Rhode Island, Massachusetts and Connecticut came to Mystic wearing coveralls and carrying picnic luncheons for a slightly different occasion. One even came from Michigan. An old love had drawn them to Mystic--the ferry-boat *Brinckerhoff*. It was through their society that the old paddle-wheeler had come to Mystic in 1950. Since then she had been through many vicissitudes, but had survived them all. Now she was in need of attention.

Ex-president of the Society, Bill Ewen brought with him two professionals, Elvoid Post, Chief Engineer of the *Alexander Hamilton* of the Day Line, and Kurt Fuchs, his water tender for thirty years. Tom Ellsworth was chairman of the work party. Captain James Kleinschmidt of the Seaport staff was the Museum's representative.

Kleinschmidt's account: "While the amateurs turned to lubricating, cleaning and polishing, Post and Fuchs proceeded to inspect the boilers. Their examination showed both boilers and engine in remarkably good shape despite her ten-year rest, and it was decided to fill the boiler and light off.

"The steam was allowed to come up to only ten pounds, at which time they drew the fires, but for a short while the old boat felt some life flow through her. It was a fine sight to see black smoke belching from her funnel and a wisper of steam around the whistle pipe.

"Penetrating oil was applied to all moving parts of the engine, bushings, valves and so on. Junk, consisting of loose timber and metal scraps were removed

from the bilges, and other loose gear that has strayed about, picked up and stowed. Everything was swept down. Bright metal and brass were again polished and a thin layer of oil applied."

An accumulation of silt built up around the paddle wheel prevented the vessel taking off, but the bottom was soft enough to allow a little play of the wheels, and with the aid of a chain fall and the ten pounds of steam generated, the machinery moved enough to prove that the main engine was free.

As it is the hope of the officers and staff at Mystic that visitors may one day see the big walking-beam of the *Brinckerhoff* in operation, these slight movements were satisfying indeed.

Aside from the elbow grease contributed, the work party made some intelligent and useful suggestions towards making the *Brinckerhoff* more attractive and interesting to visitors, as well as a method of turning the machinery to activate her as an exhibit.

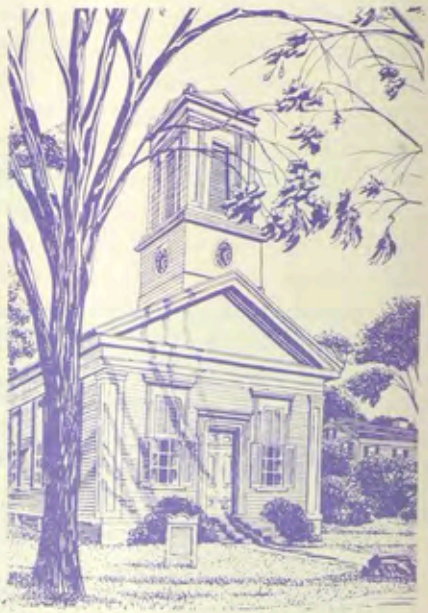
But the biggest product of the day was in the way of good fellowship and common purpose, between the Museum and a group sincerely attached to one of its exhibits.

One establishment formerly on the waterfront street, has moved to higher and drier location.

The clock and instrument shop of Asa Fish is being established in the former house of the old Greenman Shipyard's boss carpenter, just inside the entrance gate. Here are displayed more than a hundred clocks, most of them running, and a variety of chronometers and other nautical instruments. The new quarters are more commodious and are better suited to the protection of the delicate mechanisms of chronometers, watches and clocks.

In the ell of the building is to be placed a bench containing the tools of the old craftsman--with his brass, foot-driven lathe an interesting feature.

Incomplete at this writing, the exhibit is expected to be complete by early summer.



Sunday vesper services are now in progress in the Meeting House. One of special interest was that taken by St. James Episcopal Church of New London, Conn., with the Rev. Paul D. Wilbur in charge. With the Minister and Choir Director, Beatrice Hatton Fisk, came a choir of twenty-five young people including their group of hand-bell ringers.

The art of hand-bell ringing is over 300 years old. It originated in England as a means of practising the mathematical series of notes rung in church tower bells, known as change ringing. Bells used by the St. Cecelia Choir of St. James Church were made in London's Whitechapel Bell Foundry, a business established in 1570 which has produced such famous bells as Big Ben there, and the Liberty Bell in Philadelphia.

Hand-bells are cast from a special bronze alloy, the composition of which is usually 77% copper, 23% tin. Today hand-bells are being produced by British, Dutch and American founders. The first American guild of these unique musicians was formed in 1937; now numbers more than one hundred "bands". It is said that when foundries are able to supply all hand-bells presently on order, there will be half again as many bands.

Other outstanding vespers were the inaugurating service in which eighteen robed ministers participated in a United Protestant Service shortly followed by Jewish, Lutheran and Catholic services.

"How I Became a Christian" was the sermon topic on April 20, 1958 by the Reverend Shoichi Tsujinaka, former Buddhist.



The white walls of the Meeting House and the American and church flags make a striking background for the St. Cecilia choir in their royal blue choir robes.

Photo by Fisk

Each year in late spring, the casual visitor is likely to find some of his ships missing at Mystic. The *Joseph Conrad* began her voyage, under tow, to a New London shipyard on April 19 and completed the short passage not without mishap. Her tow-boat bumped the bridge in passing through; the ship went aground just below the railroad bridge. She was freed, without trouble, at high tide next morning. At New London she will have her bottom painted with anti-fouling paint, with possibly some additional bitumastic.

The schooner *Brilliant* made her shipyard visit a few weeks later to have her bottom and topsides painted and her main shaft bearings rebabbitted.

The launch *Admiral Jim* stayed at home. The old Buda is being replaced by a newer model of the same make engine, the gift of Plato Cox of Miami, Florida.

Ship, schooner and launch are expected to be at their accustomed berths for another summer's service.

The Missionaries

Two examples of people who have caught the spirit of Mystic and who are going into the field, full of missionary zeal:

In Baltimore, Maryland, through the efforts of Mrs. Milton J. Blair, the Women's Committee for Hampton National Historic Site arranged a meeting April 27 aimed at making Mystic Seaport better known in that area. Charles A. Brooks, General Manager, gave the story of the development of the Seaport with a talk illustrated by colored slides. The presentation was preceded by a tour of the grounds and was followed by an informal reception at Hampton House. Hampton is a stuccoed stone mansion with pedimented portico and domed cupola, built by Captain Charles Ridgely, Revolutionary officer and one of the framers of Maryland's constitution. One of the most magnificent houses of its period, with its terraced gardens, it was transferred to the National Park Service in the late 1940's for maintenance as a national monument. The Society acts as administrator of the property for the National Park Service.

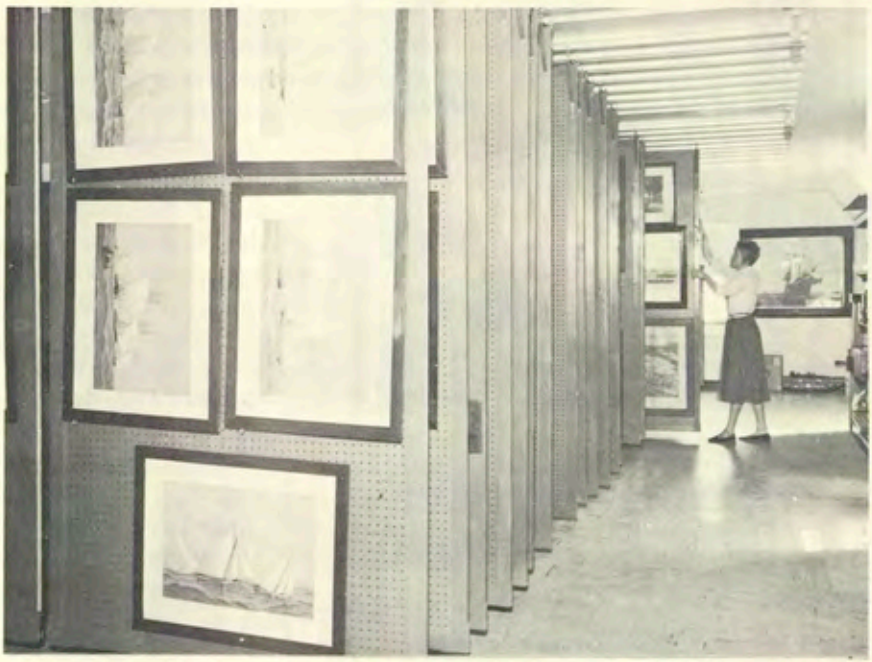
While the meeting was primarily a gathering of our members in the Baltimore area, it was found that most of our members are also members of The Society for the Preservation of Maryland Antiquities.

In Boston, Massachusetts, John Parkinson Jr., a member of the Board of Trustees, is arranging a series of slide talks before private schools and yacht clubs, on such subjects as whaling, types of vessels and a general view of Mystic Seaport. He has provided the photographic department with new equipment, including a special telephoto lens and precision bellows focusing attachments, to build up his outstanding collection of color slides on the various subjects of his choosing.

Meanwhile, publicity through other media continues. Down in Hamilton, Texas, the local broadcasting station is planning a series of radio programs on the maritime legends of history, using our source materials. The Long Island daily newspaper, "Newsday", in its question

and answer department, featured the Seaport--brought in one day to Mystic thirty-eight inquiries, in one week two hundred. Bruce Catton in "This Week" listed Mystic Seaport as one of the thirty "sites where American history is rich in story and spirit." In the April issue of "Naval Institute Proceedings" is one of the finest illustrated stories we have seen.

On all sides, friends are making friends for Mystic Seaport. Sometimes we hear of it only by chance, as when three lady members of the Color Photographers Club of Staten Island, N.Y., presented a showing of "The Old Whaling Town of Mystic, Connecticut" with a taped commentary by the three.



WINTER WORK--Just completed on second floor of Bartram Building, sliding panels for storage of framed pictures. Fifty-six panels accommodate approximately 400 pictures. Additionally, four large cabinets will store an estimated 1600 less valuable paintings and prints, arranged like books on adjustable shelves.



The fine print on this advertisement tells us:

"We 18 troop members must earn our own transportation money for our summer trip to historic Mystic Seaport in Connecticut, where we will live and work for one week aboard the Joseph Conrad pictured above. We have met half our goal by baby sitting yard work selling snow cones rummage sales sponsoring dances and style shows scrubbing porches selling Christmas cards wrapping paper stationery and we are on call for any work we can do for you!

Mt. Vernon, Ohio

Salty Flavor

It would be interesting to know how many writers are numbered among the members of this Association. They would be numerous. Most of them, if their subjects are maritime or of general historical interest, have contributed their works to our Library.

Roger Williams McAdam is no exception. His books "Priscilla of Fall River", "The Old Fall River Line" and "Salts of the Sound" have long been important source books for those interested in the glamorous days of steamboating. Member McAdam has just added to our Library his newly-revised edition of "Salts of the Sound" and its flavor is heavily salted with the fascinating lore of an era within the memory of most, but already receding into limbo.

The new edition was the subject of a full-page feature in a Sunday edition of a New Haven newspaper, where the old paddle wheelers were an important segment of the milieu; and was the National Library Week book feature of the New Rochelle (N.Y.) Public Library. At Mystic Seaport it made no less impression. Its seventy illustrations are all new. Its text has included new and curious items. The collision of the *Narragansett* and the *Stonington* was one of the worst disasters in Long Island Sound history, but it had its lighter side, as well. One survivor was found sitting on a board stretched between two chairs, holding in one hand his valise and in the other an open umbrella-it was raining. Another had "nothing to cover his nakedness but a small undershirt and a high silk hat." He was welcome aboard the rescuing lifeboat, for it was half full of water and his top hat made a perfect bailer!

Bixler Tours, with headquarters at Hiram, Ohio, will run three of their New England bus tours through the Seaport on July 18, August 19 and September 10.

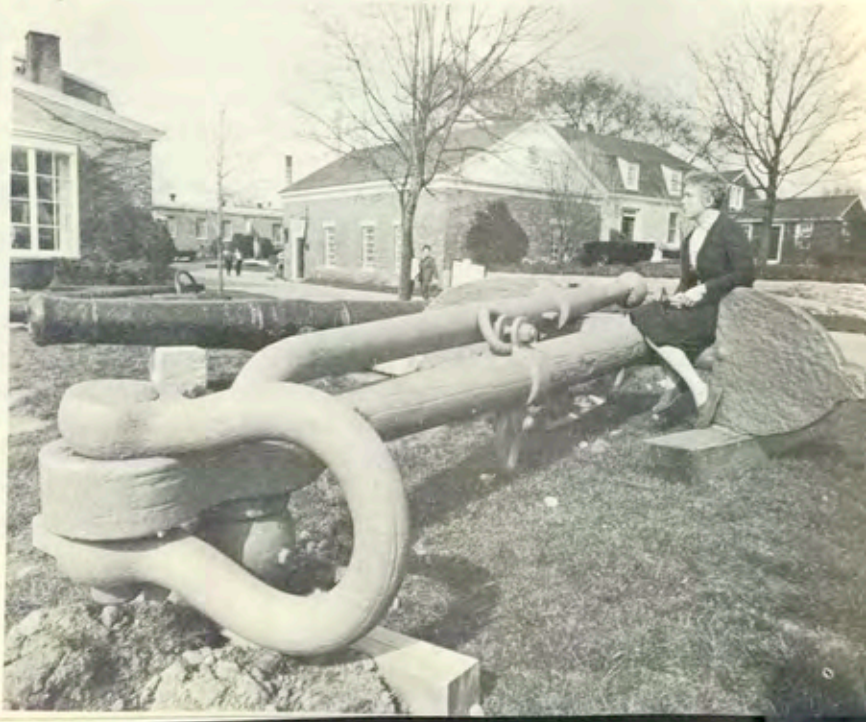
American Express Company is including us in thirty-four weekly "Panorama New England Tours".

The *New Haven* Railroad is also including us in four of their holiday tours of New England, each tour four days long.

The Parade

On April 8 the anchor (7500 lbs.) of the U. S. S. *Hartford* was unloaded. It will find final exhibit space on The Parade, skirting the new North Yacht Basin Dock.





The new North Yacht Basin includes an area of about two acres. As in the case of the Cruising Club of America Dock, both current and water will be available to boat-owners. With the expanded facilities it is now quite possible for Cruising Clubs, Power Squadrons and Yacht Clubs to make rendezvous at Mystic and remain together as a unit without lying three and four abreast, as formerly, except in unusual cases.

Flanking the basin will be an attractive promenade, The Parade. Features of The Parade will be the U.S.S. *Hartford* relics. Her gangway boards flank the doorway into the South Wing. Nearby are other relics from the famous ship--a cathead, her anchor (7500 lbs.) and a portion of its chain, a mizzen tops'l halyard knight. Just inside the door will be a portion of the *Hartford*'s main skylight, serving as a case for the display of smaller mementoes. Balancing the outdoor display of *Hartford* relics, further up The Parade, will be the huge anchor from the ship *Benjamin F. Packard*, long on display in the Green near the Spouter Tavern.

The fourth Annual Log Book Contest, participated in by scout groups in training on Mystic Seaport ships during the summer of 1957 closed with Mariners from Scarsdale, New York winning first prize. The winning Mariner ships will have their names inscribed on a permanent trophy, a silver cup; and each received for themselves a framed picture of their training ship, *Joseph Conrad*.

Second prize, an etching of the whaleship *Charles W. Morgan*, went to Mariners from Babylon, New York. Third prize, a picture of the *Conrad* at night, went to a Mariner ship from Berwyn, Illinois. Honorable mention was given to the entry of a group of Mariners from State College, Pennsylvania.

Miss Barbara Dean, of Fairport, New York, received a prize for an individual entry. The contest is held after the cadets return home from their training periods at Mystic Seaport.

Jackson Jenks

A Southerner full of enthusiasm for a Northern venture has been buzzing in and out of Mystic Seaport, Smithsonian Institution in Washington, government and other offices, for some weeks. Recently the first fruits of his Yankee-land adventure were made known by the presentation to Curator Edouard Stackpole of relics from the 100-ft. *Jefferson*, lying in forty feet of Lake Ontario water at Sacketts Harbor, near Watertown, New York.

The gentleman from Richmond found the *Jefferson* through a lead from Howard I. Chapelle, took a group of skin-divers to the area and, beneath the surface ice, located the remains of the ship--one of those built by the United States for defense of our Great Lakes borders in the War of 1812. The vessel was sunk in accordance with the terms of the treaty of Ghent.

Jenks presented to the Museum a handful of iron nails, two iron drifts, an eight-foot piece of her top rail and a section of oaken knee, from his historic find.

Three years ago Jenks and other divers discovered two Civil War coasting schooners in the Pamunkey River, Virginia, twenty miles southeast of Richmond. The two vessels had been built in 1850 for the Federal Navy, had been sunk in 1862 by General Jeb Stewart. He brought up planks and anchor chain from them and took moves to protect the site from vandals and souvenir hunters. Such is his intention wherever he makes his archaeological discoveries. He is setting up a foundation for further such researches, closely cooperating with museums to insure the preservation of the historical artifacts he uncovers.

Received from Miss Marion Dickerman are more than twenty items of Chinese embroidered and stenciled work. Included in the collection are such items as a Mandarin robe and over-garment of the Manchu Dynasty, pillow tops from Chi-Li Province, an embroidered silk coat and a pair of binders for coolie trousers. Some of the items will be used in the "China Trade" sea chest.

Here



April 17. School groups from Coventry, Rhode Island and Fairfield, Connecticut, viewing the film "The Origins of Freedom."

and

Sea Chest on the China Trade, currently on loan to Kent School, Kent, Connecticut

There



Honeymooners

One cold February day, the ninth, Richard J. Richardson and his brand-new bride made Mystic's Seaport a stop on their honeymoon. It was the day after their marriage. They lingered aboard the old whaleship until after 5:00 p.m., and coming up from the hold, found themselves securely locked in. Bridegroom Robert's yells brought no help and having years of husbandly dignity and prestige at stake, he had to do something about it. Using an old-time harpoon from the exhibits below, he managed to break the hasp on the lock and the two escaped. Chattering from the cold (she was wearing bobby sox) they located the watchman, reported the broken lock. Bearing no ill will, both came back next day to finish their visit, took out membership in the Association.

On the other hand, Jeannette Dudley Bird and Robin Lagemann, both of Rowayton, Connecticut, were married without untoward incident in Fishtown Chapel on March sixteenth. The Rev. Carleton Worcester of Stonington tied the knot, joining two of seafaring ancestry--Robin a Dane, Jeannette a Norwegian. Groom Lagemann, a boat designer, was set on a nautical background for this most important event of his life, was taken with the Seaport's diminutive Chapel. A business partner of the groom acted as one of the witnesses. Mr. Nielsen, during the late war, had been a prisoner of the Russians in Norway. The matron of honor, Mrs. Nielsen, found at Mystic Seaport an old friend. As a Poughkeepsie girl, she used to ride the ferry-boat *Brinckerhoff* across the Hudson to school; and she remembered a Skipper "with a long beard."

The magazine "Woman's Day" is already planning for Christmas 1958.

In early February the magazine's editor, art editor, food editor and a photographer took pictures of Christmas food in Schaefer's Spouter Tavern for the illustrations of an article to appear next December. Appointments and equipment from our collections were used. Famed writer-photographer Samuel Chamberlain will by-line the article.

Variable Winds

When a re-issue of the first publication--"Important Types of Sailing Vessels" was made, the printing department thoughtfully sent one to Curator Emeritus Carl C. Cutler, its author. He acknowledged the thoughtfulness, and reminisced--"The first printing of 750 copies cost twenty-eight dollars and seventy-five cents, which left a dollar and forty-seven cents in the Association's bank account. I trust the reprint won't have the same effect."

Two examples of Mystic Seaport wallpapers were pictured in the January 20 issue of LIFE magazine.

Twenty-five Peruvian Navy officers and men visited the Seaport on March 6. They were temporarily stationed at the Submarine Base at New London, Conn. for the commissioning of a new Peruvian submarine.

A gift to the Association from the Sleepy Hollow Restorations, through their Director, Dr. Harold Dean Cater, is a Wedgwood copy of a Liverpool pitcher carrying on one side a picture of Washington Irving; on the obverse, a quotation from him:

"A pretty country retreat is like a pretty wife--one is always throwing away money in decorating it."

A limited edition of the pitchers was made to mark the 175th anniversary of the birth of Washington Irving, April 3, 1958.

Along with the vanishing whooping crane and the American bison, training ships like the *Conrad* are fast becoming things of the past. News of two more has come this way.

The *Danmark*, a training ship in Denmark, similar to our own *Conrad*, is rumored to have served her day.

On this side of the Atlantic the U.S.S. *Emory Rice*, training vessel to the U.S. Maritime Academy at Kings Point, New York, was towed to Baltimore to be cut up for scrap. Before World War I, as the *Nantucket*, she had already served in the same capacity to the cadets of the Massachusetts State Maritime School.

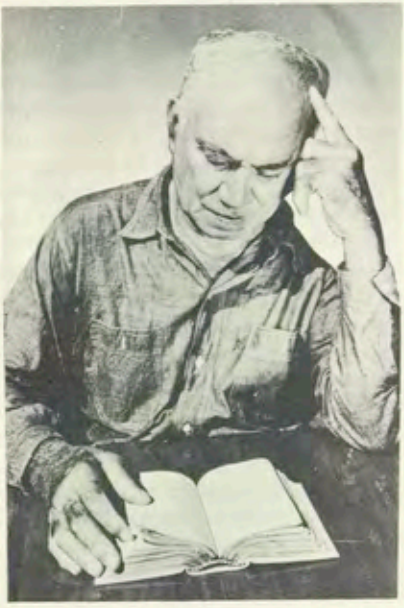
Built in 1876 for the U.S. Navy as a barkentine named *Ranger*, she twice bore that name, twice took the name *Nantucket*; ended her days at Kings Point as the *Emory Rice*.

All that Mystic will have from her is one of her running lights, a steam gauge and brass door knob--little enough remembrances of a once so glorious creation. Even these small mementoes would not be ours had it not been for the indignation and thoughtfulness of Edmund F. Moran, East Boston ship-lover and writer.

Received in our mail recently: a letter addressed, not without some accidental truth to "The Marine Historical Situation."

Curator Edouard A. Stackpole's latest book, "Dead Man's Gold", is scheduled for July publication by Ives Washburn, Inc. The story is that of a fifteen years old boy who sails to the Caroline Islands in a nineteenth-

century whaleship in search of Spanish treasure lost three centuries before.

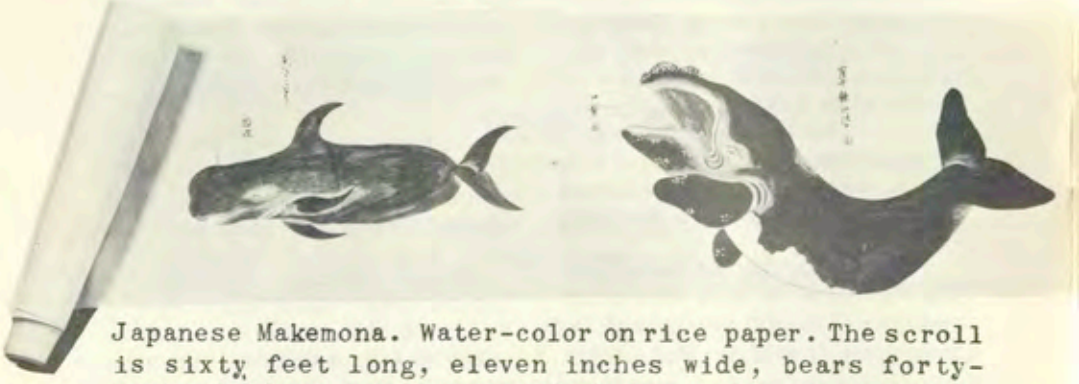


National Geographic Society photo

Parkin Christian, great-great-grandson of Fletcher Christian, arrived in New York May 6 as the first delegate from Pitcairn Island to the quadrennial world conference of the Seventh-day Adventist Church. For a week-long exhibit of historical material at their New York Center, the General Conference of Seventh-day Adventists borrowed from Mystic Seaport two famed *Bounty* pieces--the spy glass of Captain Bligh and the pintle strap from the *Bounty*'s rudder. Christian himself, and Miss Helen F. Smith, Public Relations Director for the Adventists, came to Mystic on the 14th to return the articles, transporting them personally from the New York exhibit.

Christian, 73 years old, saw for the first time the whaleship *Charles W. Morgan*, in which his great-uncle George Christian made four voyages as Mate. George was offered the captaincy of the vessel, but refused the promotion.

Area garden clubs are again planning to place weekend flower arrangements in key buildings throughout the summer. The volunteer contribution is under the chairmanship of Mrs. Freeman Hathaway.



Japanese Makemona. Water-color on rice paper. The scroll is sixty feet long, eleven inches wide, bears forty-eight different paintings of whales and other examples of marine life, by an unknown artist, who worked in

The Seaport's story in text and pictures has appeared in DE BLAUWE WIMPEL, a magazine published in Amsterdam. The Dutch language interpretation of Mystic's museum will be as intelligible to most Americans as the latest American interpretation of the same subject would be to the Dutch: a recent teenage visitor paid us tribute with the comment, "This place is cool as a moose." Leave it to us youngsters. We will "hash it up or Ogden Nash it up."

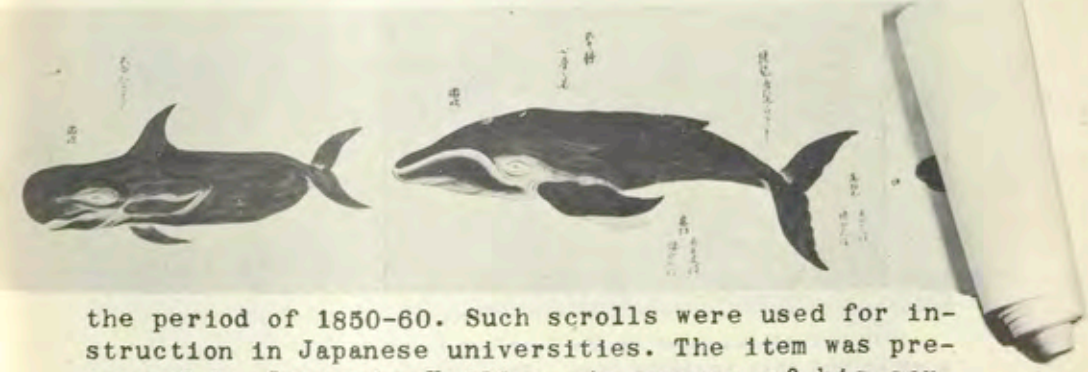
Traveling sea chests have been on display at the Palm Beach Private School (Florida) and the Kent School (Connecticut). At Palm Beach a sharp-eyed student noticed that the Ahab doll had his peg-leg on the wrong side, or the illustration in the school's copy of "Moby Dick" was inaccurate!

Sixty Sea Explorer Scouts and Girl Scout Mariners from Roslindale, Randolph and Watertown, in the Boston area, visited on May 10 in two buses. Acting as hosts and guides to the Massachusetts visitors were members of Admiral Dunn ship of Sea Explorers from Westerly, R.I. The Westerly boys have long been familiar with the Seaport, having had experience as cadets aboard both the *Conrad* and *Brilliant* and having often served the Museum in similar capacities.

Jesse Robinson of Ridgewood, New York, who visited April 24 found much satisfaction in boarding the ship *Joseph Conrad* for once without the compulsion of any kind of duty. He had trained in the ship during her war years at St. Petersburg, Florida.

High (6 ft.) wide (6 ft.) and handsome is the wheel from the Arthur Curtiss James yacht *Aloha* just received.

The highly-polished teak and brass piece now decorates the back wall of Aloha Meeting House and compliments nicely the vestibule arrangement of "paintings" in gold-colored silk and embroidery, of the first and second *Alohas*.



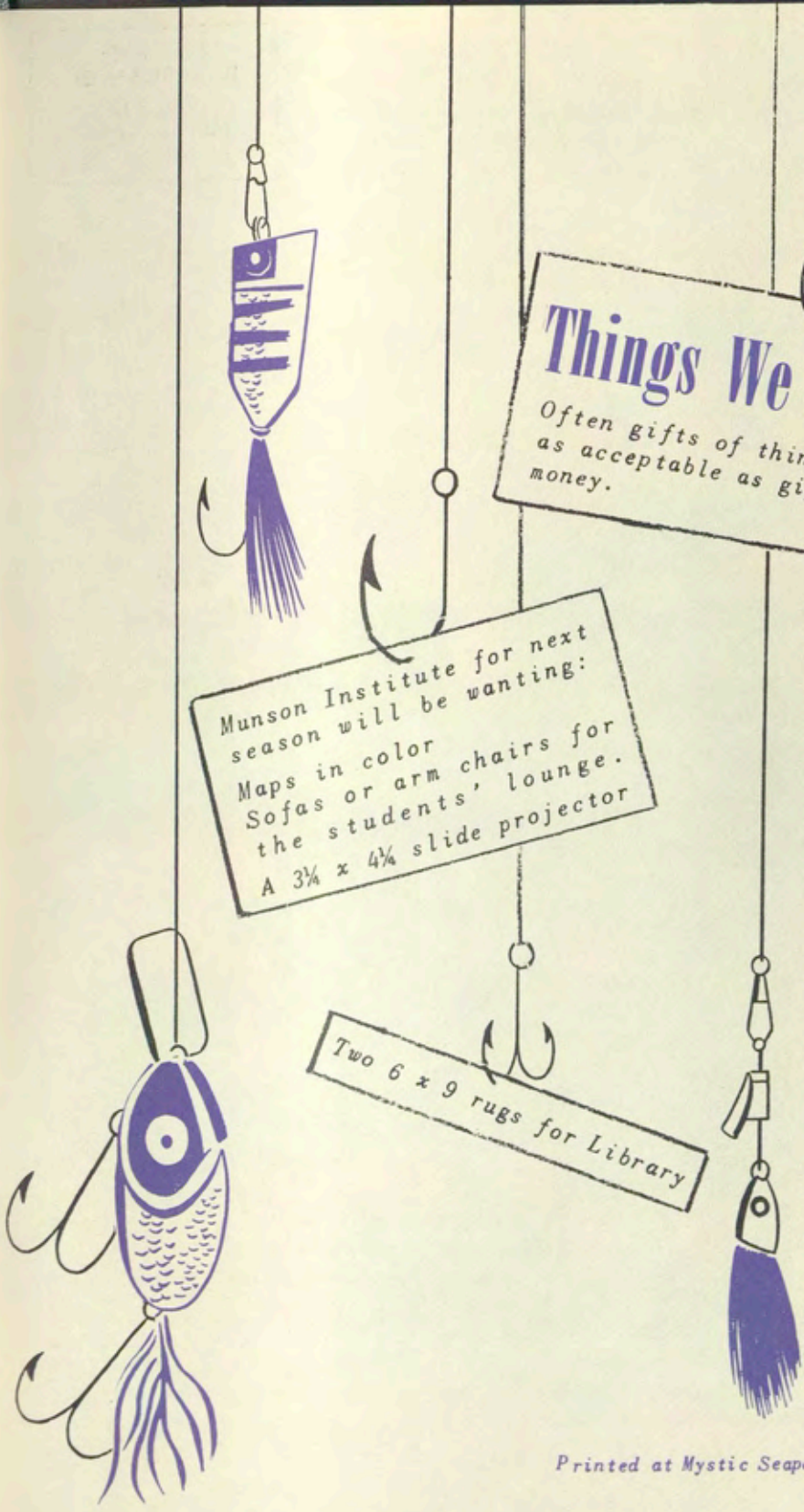
the period of 1850-60. Such scrolls were used for instruction in Japanese universities. The item was presented by James A. Keillor, in memory of his son Colin.



Springtime for the schooner *Australia*--her port quarter being repaired.



The Corinthian Room in the Stillman Library is devoted to use as a yacht and ship registry room. The gift is appropriate to the aims of the Corinthians--"to promote sailing, to encourage good fellowship among yachtsmen, afloat and ashore...."



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