The Log of Mystic Seaport

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The Marine Historical Association, Inc.

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Our Cover

To Mystic Seaport they come by the thousands--by car, bus, train, by plane sometimes, by boat often. And one, a fortunate Munson Institute student, commutes by either his own boat or his own plane.

What is the common denominator? What is the germ that lies in the Middle-Westerner, the Southerner and the Yankee alike; in the city-bred, the farmer; recent immigrant and *Mayflower* descendant; old and young; high and low?

"The sea!" cried the miller. "Lord help us all, it is the greatest thing God made! That is where all the water in the world runs down into a great salt lake. There it lies, as flat as my hand and as innocent-like as a child; but they do say when the wind blows it gets up into water-mountains bigger than any of ours, and swallows down great ships bigger than our mill, and makes such a roaring that you can hear it miles away upon the land. There are great fish in it five times bigger than a bull, and one old serpent as long as our river and as old as all the world, with whiskers like a man, and a crown of silver on her head."

--From *The Merry Men* by Robert Louis Stevenson.

Clocks

On July eleventh the Seaport's newly located and enlarged Clock Shop was officially opened.

The Mystic shop differs from similar collections in the country in that it contains a display of watch and chronometer maker's tools. The tradesman's work-bench is set up with his "turns" or watchmaker's lathe, the foot-power leaving both hands free for his delicate precision work. There is a bench micrometer for accurately measuring mainsprings, plates, etc. There is a fusee, a 1700 invention for maintaining equal driving power on the gear train of a clock or watch. There are no less than sixteen units in all, showing the ingenious devices peculiar to his trade.



Ernest Williams, Shop attendant, winds the curious "grasshopper" escapement time-piece.

There are other curiosities: a sidewalk clockworks for the kind of clock we used to see on the street in front of a jeweler's shop, with long pendulum and works, standing almost five feet high--all constricted into a width narrow enough to be contained in the cast iron base and post which supported the clock.

Galileo's clock is copied from the original drawing by Galileo's son, Vincenzio, in 1641.

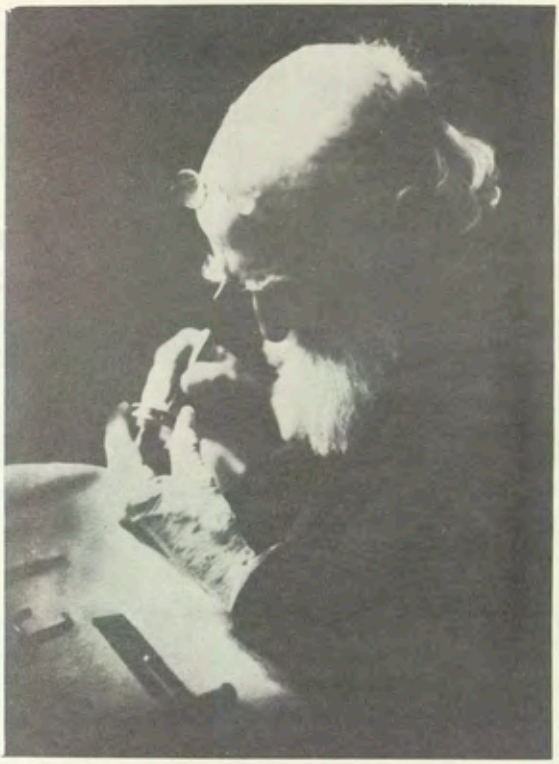
A water clock, the first mechanical clock, is of a type known as clepsydra, which when translated means "water thief". The originals were used in timing senator's speeches in the Roman Forum. Our reproduction was made in England in 1680.

A huge tavern, or "Act of Parliament" clock made by Peter Bargeau carries the story that in 1797 William Pitt, British Prime Minister, in seeking new forms of revenue, levied an annual tax on clocks and watches which came near to killing the industry in England before it was repealed.

One grandfather clock never had but one hand, the hour-hand being enough for those easy-going days.

A Japanese clock's hand has never moved--the dial rotates. Its unique system of striking does not follow any plan we are familiar with. One, a German clock of 1870, has blinking eyes. A modern piece runs by atmospheric pressure. Another, when it strikes, releases a flint which lights a wick, presumably to see the time at night. A rare clock globe tells the time at any spot in the world by means of a revolving globe and an encircling place-name ring. A mantel clock with a wagon-spring works, is dated 1633; and, of course, there is a calendar clock.

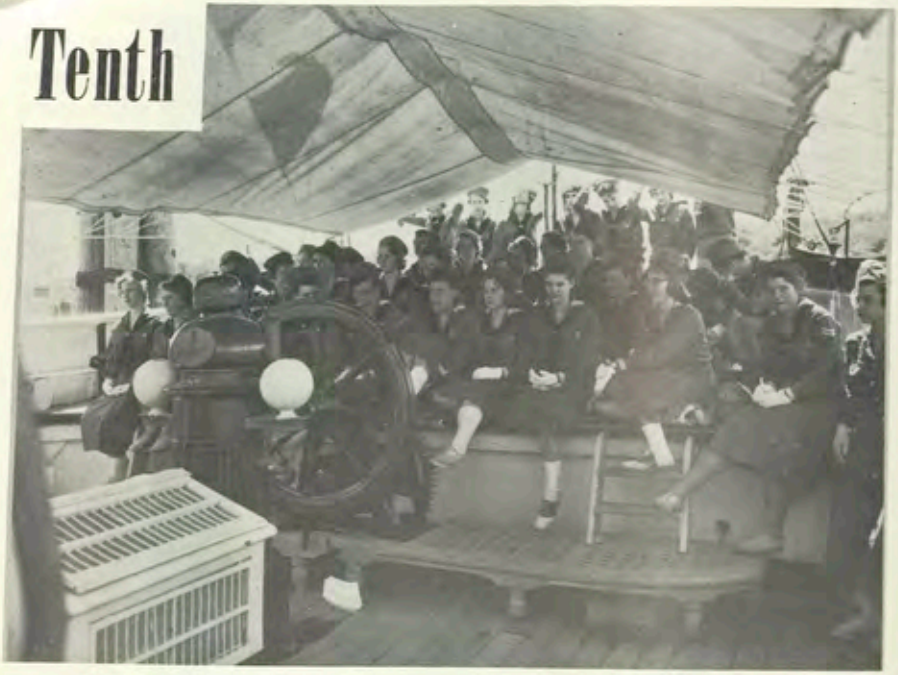
There are, of course, compasses, binnacles, patent logs, a chip log, line and reel, quadrants, sextants and other navigational instruments. There is a case of rare pilots; another of watches, some forty of them from seven countries dating from 1702 to 1930. One was the official New York Yacht Club Race Committee's stopwatch used in the 1930 America's Cup Race. Timekeeper: President of the Association, Philip R. Mallory.



No artist could better have captured the spirit of the craftsman who once might have occupied the shop than photographer George E. Tingley. His subject was Henry Bridgham, a Mystic watch-maker who worked in the Newberry Block on Main Street. Tingley died early this year, in his nineties. Winner of many awards, plans are being made for the preservation of his remarkable collection of salon photographs.

In a recent LOG we said that so far as we knew, there was no Mariner Scout group named *Joseph Conrad*. Since then we have learned that a group of Sea Rangers in Blackpool, Lancashire, England has been so named. They live on the coast of the Irish Sea (not good for boating) so get their seamanship on inland canals and lakes. They wish to send a gift to their namesake ship at Mystic.

Tenth



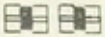
When the salute gun on the *Conrad* was fired at 3:00 p.m. Monday, June 16, it opened the tenth season of the old ship's use at Mystic Seaport for youth training.

It also marked the tenth year of participation by a group from Scarsdale, New York and this year the Scarsdale group shared the ship with Girl Scout Mariners from Haddonfield, New Jersey.

Leader of the Scarsdale Mariners, Mrs. Paul Nottage, was on the ship for her third time as a group leader (once also in the schooner *Brilliant*), with her third (and last) daughter, who later in the season will be a member of *Brilliant*'s crew.

Typical of Mrs. Nottage's leader-qualities is her leadership in a trip to Mexico with the troop she has had for eight years. They went to Mexico for twelve days, based at the Western Hemisphere Center in Cuernavaca for Girl Guides and Girl Scouts, called "Our Cabana", ($2.00 a day for board and room in a ranch-type hotel with swimming pool). There they met Girl Guides and Girl Scouts from all over the world.

Their fund-raising campaign was something in itself. The girls sold Sylvania light bulbs (at forty percent markup) from door to door, netted $100.00 each towards the necessary $300.00 for the trip. Two of their fathers, executives of General Electric, could not condone their own daughters selling competitive bulbs, instead donated door prizes for a series of bridge parties held simultaneously in Scarsdale homes. As a corollary to the bridge parties, the girls sold playing cards. Another scheme was a dance at which the girls acted as chaperones to their own fathers and mothers, hired their own social dancing teacher to put the oldsters through the intricacies of the "Lindy" and the "Cha-Cha".



Weaver



Edwards House, on the waterfront, has its parlor "activated". Mrs. Bernice Grimes opened shop early in June, bringing her own loom, and even the youngsters seem to like the new weaving exhibit. "Are you Mrs. Edwards?" one of them said to the lady sitting in a

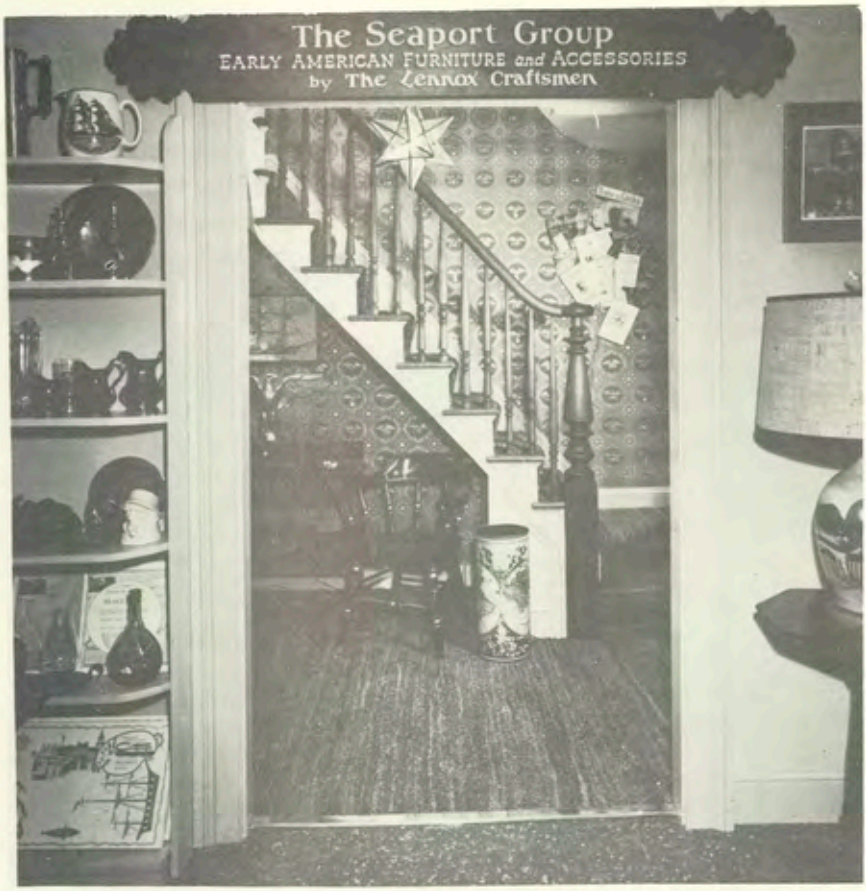
Boston rocker near her loom. Another suggested slyly, "I wear a size twelve shirt."

Mrs. Grimes was born a middle-westerner and all her family, including herself, have been University of Michigan. But like Mrs. Grimes, they have been transplanted--a daughter lives in Glastonbury, Connecticut, another in Essex, Connecticut, a son in San Francisco, another son in Englewood, New Jersey, and she, herself, came to us from Bethany, West Virginia, where she held a job of teaching and dormitory supervision at Bethany College.

The days of the hand-loom are as close to the pioneer Middle-West as they are to New England. Mrs. Grimes took up weaving only after her children were old enough to be on their own. Like many another mother, she took up an avocation to use up her released energies and to satisfy her intellectual cravings.

She has done commercial weaving for exclusive shops in San Francisco and New York, has produced a wide variety of fabrics, from table linen to a sports jacket. Around the room her work is exhibited. She prefers weaving linen and cotton threads to handling wool, although linen thread is now costing an almost prohibitive $5.00 to $8.00 a pound. She says she is glad to be weaving in New England where pattern weaving is popular, with such motifs as honeysuckle and rose path. Californians, she says, won't look at pattern weaving; it is too traditional for modern California.

When Parkin Christian of Pitcairn visited the Seaport on May 14, he learned for the first time where he got his given name. Aboard the whaleship *Charles W. Morgan*, Curator Edouard A. Stackpole remarked to him that his great uncle, George P. Christian, was the best Mate the *Morgan* ever had, and "by the way," said Stackpole, "his middle name was the same as yours--Parkin." Christian pointed a forefinger at the Curator. "You have come to it! Now, at last, I know where my name has come from!" He knew he had been named for an uncle and he knew that his great-uncle had once visited Pitcairn from his Norfolk Island home, but the Pitcairners had always referred to him simply as "George" Christian.



The shopper who can resist what she finds beyond this portal, is callous, indeed. In this little upstairs Lhasa, the seeker is welcome, but the sanctum is not to be profaned by the idly curious. Once she has committed herself, and passes beyond the golden rope at the foot of the stairs, this modern pilgrim finds wonders as strange, to her, as Alice found down the rabbit hole.

A corner table is inspired by a butter press; another is formed from a milking stool; a third is an old-fashioned sugar and spice bin. Others are made from a grain cutter's bench, a Shaker candle stand, an old grog wagon, and one was inspired by a skillet.

The lamps on the tables are curiouser and all "one

of a kind". No friend or enemy will ever have a duplicate. The largest and most distinctive is adapted from a ship's riding light. Its base is gleaming brass, copper and tin. Its shade is a chintz design featuring ships and shipping cards. Another lamp surmounts a bulkhead light, another a salute cannon, and there is one called "Banker's Night Watch" which has a still-life arrangement of lantern in perforated tin, a door latch, pistol and eagle. An antique gimbal-base lamp tilts so you can throw light on book or newspaper, is designed to serve either as table or wall lamp.

Around the two small rooms are arranged a hundred distinctive accessories. The clock on the mantel is a real antique, and works. There are pewter porringer ash trays, bean pot tobacco jars; the Buckingham House pipe rack hangs on the wall with long-stemmed clay pipes in it. Fishtown Chapel's tithing box has become a bric-a-brac holder, a grain scoop is filled with philodendron, the sail-maker's bench is a coffee table and the face of Lord Nelson adorns a Toby-jug.

By this time the pilgrim has found to her joy that everything has a price tag on it. She may buy the carpet under her feet (a seamless, reversible, "hand-loomed" custom broadloom) or the draperies (Schumacher's naval heroes design), even the paper on the walls (Schumacher's eagle design in red and gold). She has also found that the entire collection is the result of what a decorator sees when he visits a museum like Mystic Seaport. Historic objects are for him only the inspiration for something beautiful or handy for today's housewife. And when she sees his dining table arrangement, she realizes he has really let himself go.

The captain's gamming table is laid with a fishnet luncheon cloth of dark brown. The china is English Staffordshire of the design called "Bountiful Brown"--(raspberries, blueberries, strawberries). The four captain's chairs are notable for their comfort. Above the table hangs a whaleship chandelier, an adaptation from one taken from a sailing ship, increased in size. It carries four candles, four sconces. The table, like the pewter cupboard and bookshelf, the bar stools and kitchen stools, the captain's chairs and all the rest

of the furniture, are hand-made and of Early American design.

Lennox Craftsmen have assembled into a small hallway and two tiny rooms a bewildering and fascinating collection which, as one visitor remarked, bridges the years from a century ago to today--the gap between the museum and the home.



THE SEAPORT SECRETARY--INSPIRED BY THE APOTHECARY SHOP

PHOTOS BY RALPH SOLE

A Burmese Chittagong (dugout) canoe, made of mango wood, is the gift of Mr. and Mrs. Roger Cartwright.

Fourth

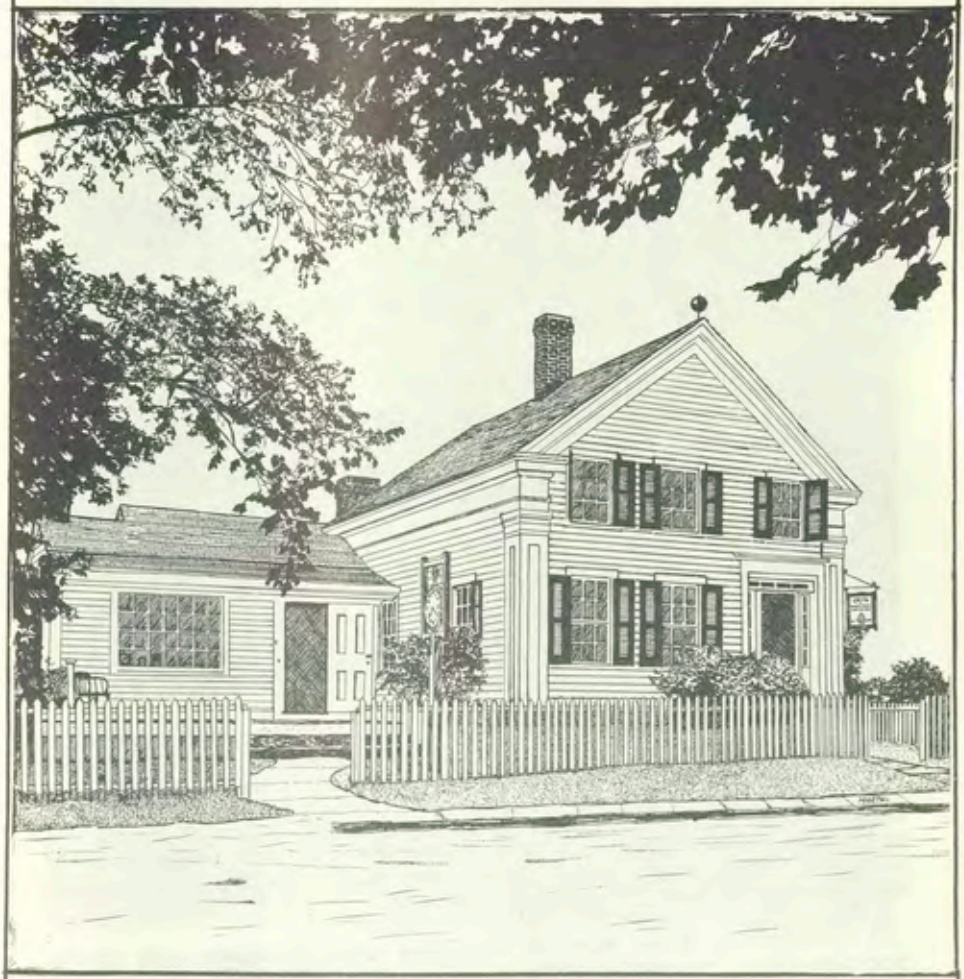
(Reprint of folder given to visitors) ☞

On June 30 the Frank C. Munson Memorial Institute of American Maritime History opened for its fourth season. Twelve graduate students sat around a large table in the Lounge and listened to opening remarks by Dr. Robert G. Albion of Harvard and Dr. John H. Kemble of Pomona College in Claremont, California. The two were the permanent members of an eight-man team which carried the content of the course to the students, the other six being guest professors, one a week for the six weeks of the course.

Visiting lecturers, beside Albion and Kemble: Glen Weaver, Trinity College; Albert E. Van Dusen, University of Connecticut; Edouard A. Stackpole, Curator, Mystic Seaport; C. Northcote Parkinson, University of Malaya; James Kleinschmidt, Marine Maintenance Superintendent, Mystic Seaport; Benjamin W. Labaree, Harvard University; Charles H.P. Copeland, Librarian, Salem Public Library; Frederic W. Keator, Yale University; David B. Tyler, Wagner College; Roland Taylor Ely, Rutgers University; Archibald Lewis, University of Texas; Thomas N. Kelley, Commander, U.S. Coast Guard; C. Bradford Mitchell, American Merchant Marine Institute; Lane C. Kendall, Commander, U.S. Merchant Marine Academy; Roger Willock, Colonel, U.S.M.C.R.; William Ewen, Steamship Historical Society; H.L. Seward, Professor Emeritus, Yale University; William King Covell, Historian, Newport, R.I.; Frank O. Braynard, Director of Public Information, American Merchant Marine Institute; C. Owen Smith, Editor, *Maine Coast Fisherman*; Walter Hamshar, Marine Editor, *New York Herald Tribune*.

The old engine in the launch *Admiral Jim* conked out last season, left the *Conrad* cadets high and dry for transportation to swimming places and historical field trip objectives. Thanks to Plato Cox of Miami, the *Jim* has another Buda engine and is again in the service of the Youth Training Program and whatever chores for Mystic Seaport she is called upon to perform.

CLOCK SHOP



Mystic Seaport, Mystic, Connecticut

Most recent of the exhibit buildings at Mystic Seaport is the Clock and Navigational Instrument Shop. Actually, there are three special exhibits housed here--the Chronometer Maker's Shop, the Clock Display, and the exhibit of old and modern Navigational Instruments.

Made possible largely through the efforts of Edwin Pugsley, one of Mystic Seaport's Vice-Presidents and Executive Committee member, the Clock Shop was developed to preserve and display examples of clocks, chronometers, octants, sextants, binnacles and navigational memorabilia. Every piece tells an interesting story, and one may spend minutes or hours enjoying each type.



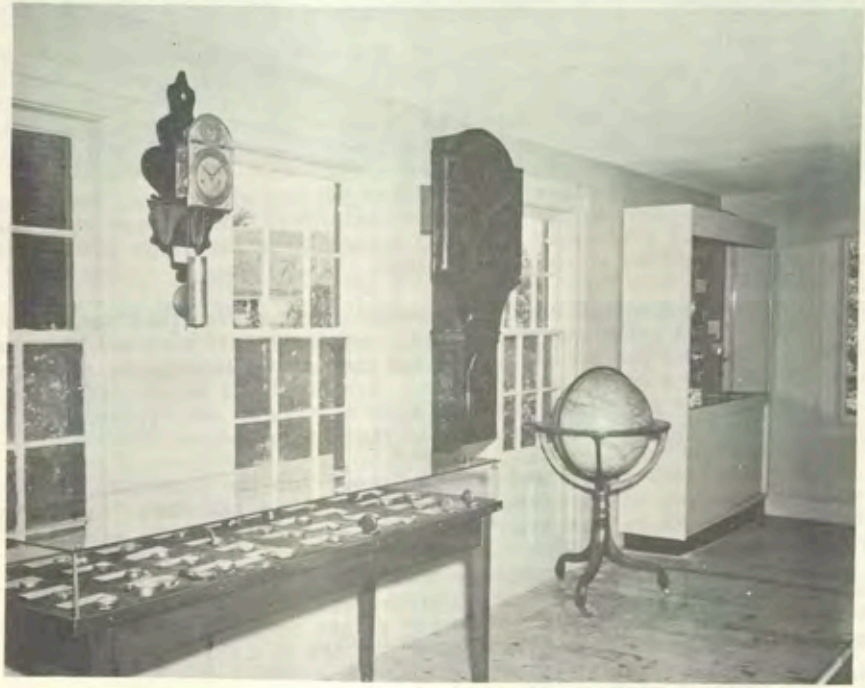
Entering the front door, the visitor finds a long flat case where some of the old quadrants and sextants are displayed. Tall or "grandfather" clocks, are placed on either side, including wood and brass works, examples of the custom craftmanship of two centuries in the cases and works. These include a Connecticut wooden-works clock of 1820, an Edinburgh clock made by William Gordon in 1812, and a Normandy clock, eight feet high, of the 1790's, with English works, which strikes the hours and repeats five minutes later.

In a special glass case are ingenious types of clocks such as the "quarter-deck", "windmill", "atmospheric", "rotating ball", and "globe" clocks. Here also, one will find a clock which strikes a flint to ignite a torch lamp on the top.

Mantel clocks are in the next room in an interesting variety. The "calendar" clock gives day and month as well as the hour; the Joseph Ives "wagon spring" clock demonstrates the ingenious adaptation of that

type of spring. Others have unusual dials or cases, as well as movements. The Joseph Chadwick clock, made in Boscawen in 1820, has a fine mirror case, and a Seth Thomas calendar clock has two dials, with inserts showing day and month.

The wall clocks comprise some of the most fascinating of the varied display. One clock has a face with winking eyes above the dial; another shows a balance wheel in the open face of the clock; and still another has an extraordinary shelf clock movement made entirely of wood. An English wall clock, by Ralph Gout of London, was made for the Moorish trade and has the dial marked in Arabian characters. Close by is a Japanese wall clock, made in 1859. This shows a mechanism taken from English verge clocks, and was probably imported by the early Portuguese sailors who landed in Japan centuries before Perry. It has a unique system of striking, and the hours of day and night were named from animals. It is a gift of Paul Dann, who also gave an excellent model of the Galileo escapement shown in the Chronometer Shop section. Other outstanding wall clocks are a Jerome, with its octagonal wood case, and a tape-wind French patent of 1875, made in Forrestville, Connecticut by E.N. Welch.



The "Act of Parliament" or tavern clock of the late eighteenth century; the clepsydra, or "water clock"; the street clock with its heavy iron pedestal, and the "grasshopper" movement, fascinating with its unique escapement, are among noteworthy attractions.

The ell of this old house is devoted to the Chronometer Shop. Here displayed on the work bench, are the foot-driven lathes, the pivot-making and "rounding-up" machines, all of shining brass, as well as



other implements of the trade. The chronometers themselves are exhibited in a special case, and include a Joseph Sewill of London; a Waltham and Elgin, of more recent vintage; a Bliss & Creighton and a Negus of a century ago, and a John Poole which was used by the U.S. Navy Bureau during World War II and rated No. 1.

A case nearby displays an intriguing variety of watches, including French, Swiss, German and American manufacture. They range from the pocket watch of 1750 owned by Thomas Chappell, to the large watch used to time the America's Cup races in 1930.

A display of navigational instruments gives an excellent demonstration of how the astrolabe, cross staff, and back staff were used before the quadrant and the sextant joined the chronometer in bringing accuracy to finding one's way at sea. Here too, are displayed ships' binnacles, with the wooden pedestal, the brass hood and lamps, and Flinders bars, all for the housing and protection of the ship's compass.

The Armillary Sphere outside the shop, and the Time Ball on the roof, are extra attractions which add much to the Shop. Both are fully described by detailed signs close at hand.

The Pugsley Clock Shop traces the very history of the development of clock-making. From the sundial to the clepsydra, or "water-thief", on to the sand-glass and the discovery of the pendulum and the escapement, the story is well illustrated for the visitor.

And there is another side to the story as well, which is the application of Yankee ingenuity to the business of making clocks. From here in Connecticut, the American type of production gave rise to the development of an industry which brought prosperity to the Bristol, Thomaston, Terryville and Waterbury communities during a century and a half of the clock business. It was this combination of applied business production with salesmanship which added comfort and efficiency to our economy and demonstrated an achievement which was strictly American.

PRINTED AT MYSTIC SEAPORT

Literary

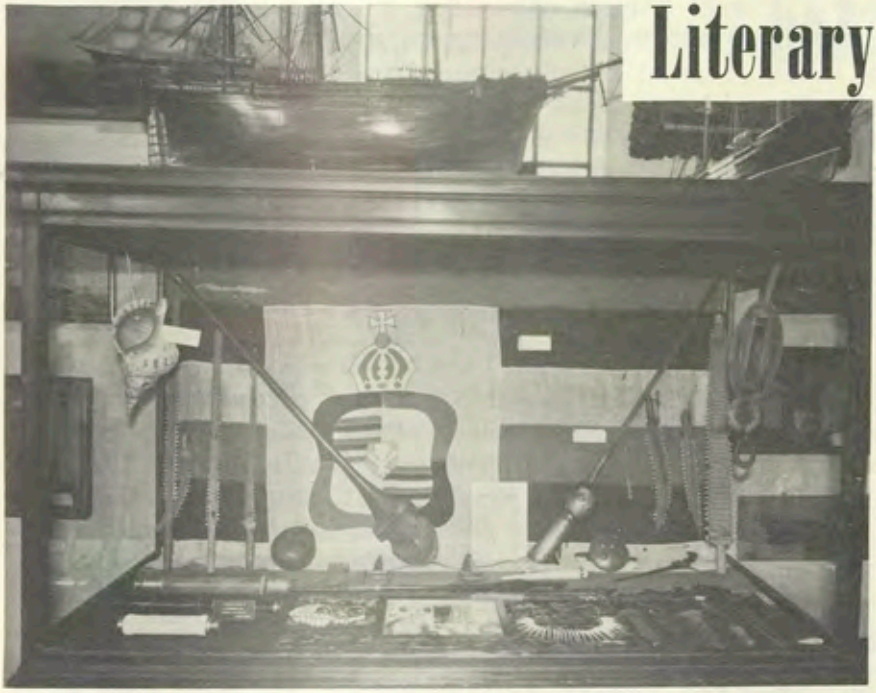


Exhibit in Stillman Building, Robert Louis Stevenson and the South Seas. Articles from his home, "Vailima", in Samoa. Isobel Strong Field, his amanuensis, designed the flag shown in background, for King Kamehameha.

Other "literary" collections in the Museum: Richard Henry Dana's *Two Years Before the Mast*, Nordoff and Hall's *Mutiny on the Bounty*, Booth Tarkington's *Mirthful Haven* and other works, Nelson Cole Haley's *Whale Hunt*.

The Connecticut Council for the Social Studies, a group of fifty-four teachers, spent May 17 at the Seaport. After refreshing themselves with coffee at the Galley, the group convened for a business meeting in Aloha Meeting House. At luncheon Miss Marion Dickerman addressed the teachers and at 1:30 they enjoyed a special showing of the film *Origins of Freedom*. The rest of the day was spent seeing Mystic Seaport and a special exhibit set up for them in the Meeting House, showing the Association's educational programs.

And leave the driving to us.....

Supper on Monday, July 20, aboard the *Conrad*, was anytime you got there. Usually on the dot of six, the delay was caused by two quite different buses. They brought Girl Scout Mariners to Mystic from Cincinnati, Ohio, and Amityville, New York, in late July, for participation in our Youth Training Program aboard the *Conrad*.

The Cincinnati bus brought the first group ever to come from that city, a pioneering group who will take back with them a complete picture story of the venture for the benefit of Scouting in the Cincinnati area.

The bus is owned by the Explorer Scouts of that area, is an old school bus, converted to trailer accommodations (to save license fees), with dining tables, a refrigerator, stove and shelves for storage.

Using this particular bus saved each girl $50.00, bringing their transportation costs down to $20.00 each for a round trip of 1800 miles. Total cost per girl for the week's stay at Mystic, $65.00.

The A.A.A., not knowing they were traveling by bus, routed them to Mystic as a private car, with the consequence they were bumped off both the Hudson and Merritt Parkways, had to detour over unfamiliar country roads. They were only an hour late for their first supper aboard ship.

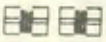
While the group remained at Mystic, rather than sit in the parking lot, the Cincinnati bus took off for Maine with its driver, his wife, two children and father and brother of one of the Scouts.

Such tripping is no novelty for this old bus. Purchased five years ago for $325, aside from the Mystic trip it has been West four times, to Canada once, and will go to Canada with another group when the girls get home.

The Amityville bus was equipped with a safety appliance to limit its speed. Along the way something happened and the driver could not get above five miles an hour. Soon they were being trailed by a string of

cars three miles long. A policeman bumped them off the Turnpike. The bus stopped for repairs at Saybrook, Connecticut but the performance was no better. Finally it broke down completely and was escorted to a garage in Waterford, Connecticut by a State Trooper. The Amityville girls were five hours late for supper.

By a strange coincidence, the five leaders with these two groups, all had first names beginning with "J"--Jane, Jean, Jerry, Jessie and Joyce.



FLAGS FLOWN:

Portuguese, on May 15; for Commodore Manual Maria Sarmento-Rodrigues, Superintendent of the Portuguese Naval Academy, and Lieutenant Guilhermino Martins Vila-Real. Commodore Rodrigues has a distinguished record. He has been in both the naval service and in the administration of Overseas Territory belonging to Portugal, is an expert on Portugal's colonial system. In 1941, as Commander of the destroyer *Lima*, he rescued in the Azores area, a large number of Allied personnel from torpedoed ships. In 1945, still in the *Lima*, he rescued another group of American service-men from two torpedoed transports. He was awarded the Legion of Merit at the close of the War, the Grand Cross of the Order of Empire in 1957--an honor allowed to be borne by but ten living Portuguese citizens.

Australian, on June 2; for Peter Scanlen and Anthony Mullan of that country. Another from the same country came too late in the afternoon on the 16th of June to have himself so honored--Captain W.N.M. Marks, R.A.N., Naval Attache to Her Majesty's Australian Embassy.

Italian on July 2; for Admiral Corso Pecori Geraldi, Chief of Naval Operations for the Italian Navy. With him were Captain Fillippo Ferrari-Aggradi and Lieutenant Commander Girolamo Fantono. Lt. Cmdr. Walsh of the U.S. Submarine Base in Groton, Connecticut, was their host, Curatorial Staff member MacGregor their Seaport guide.

Variable Winds

Another piece of the Gloucester fishing schooner *Sadie M. Nunan* is received--the bowsprit (28 ft. long, weight one ton), from Edmund F. Moran of East Boston.

On July 19 the Power Squadrons of District One held a rendezvous at the Seaport. The program for the day was a full one: colors at 8:00, breakfast and sightseeing until 1:00, races in the Seaport Dyer Dhows between crews selected from the various squadrons, a 4:00 o'clock dinner (unusual time!) was followed by speeches and presentations, colors at 7:30 done by color guards selected from the cadets aboard the training ship *Joseph Conrad*, and finally a square dance on the new North Yacht Basin Dock, with Lois Chesebrough of the Seaport staff calling. Refreshments, served on the grounds of Station No. 10 of the New York Yacht Club, ended the day.

Another squadron, the South Shore Squadron, made its rendezvous here July 24; a third, from Jones Beach, on July 28-30.

New river buoys placed in the Seaport area of Mystic River are barrels donated by R.F. Haffenreffer III of the Narragansett Brewing Company of Providence.

The members of the Once-Weekly Hoe-down and Square Dance Club of Mystic Seaport danced throughout the winter on every Monday there was not a Seaport Adventures Séries lecture. At end of the season they turned over to the Seaport $68.75, to help defray the "parent's" expenses of heat, light and janitor service.

From Mrs. Richard Gambrill, a quarter-inch scale model of the sloop *Carolina*, one of the nine "fifties", one-design class yachts, built 1912-13 for members of the New York Yacht Club, which sponsored the class. The boats were designed by Nathanael Herreshoff and were built at his yard in Bristol. *Carolina*, 72 ft. o.a., 14 ft. 6 in. beam, was built for Pembroke Jones of New York City. Her first race was in May 1913 on a twelve-mile triangular course in Long Island Sound. Later owners, George Nichols and Richard Gambrill.

A half-model of the Hampton boat is the gift of Phelps Soule of Swarthmore, Pennsylvania. Four more models of different boats, different dimensions, were later given jointly by Mr. Soule and Dr. Orville F. Rogers.

From Jackson Jenks, relics from H.M.S. *Sir Robert Peel*, dredged up by skin divers from the St. Lawrence River near Cape Vincent. The recovery of additional artifacts was made the occasion of a three-day convocation of skin divers of Canada and the United States in which a $500 award, a bounty search and a series of concurrent dances were features. The *Sir Robert Peel* was burned 120 years ago in the Patriots' Rebellion.

The tenth season of the *Conrad* training program opened June 16 with a short reception ceremony of the first groups of the season--Scarsdale, New York and Haddonfield, New Jersey Mariners. Greeting the cadets were Miss

Marion Dickerman, Educational Director; Commander Thomas L. Miller, Chairman of the Conrad Youth Training Committee; Charles Brooks, General Manager; Mrs. Philip R. Mallory, wife of the President and Poul A. Christensen, President of Burmeister & Wain American Corporation, whose parent company in Copenhagen built the ship in 1882. Three color guards hoisted flags on the *Conrad*, the schooner *Australia*, and on Shipyard Point.

From their affection for the town and its Seaport, Mr. and Mrs. Chadwick Baertschy of Chicago named their 43-foot schooner *Mystic*. They sailed on June 21 from Mystic Seaport on a year's voyage to Cadiz, Gibraltar, the Mediterranean and home by the Caribbean.

Marsh's Department Store in Hudson, New York, held a "Whale of a Sale" in early summer, featuring Mystic Seaport whaling objects. The display did much to revive community interest in Hudson's once active role in the whaling industry; we hope did something also for Marsh's.

From John R. Cook are sixteen switches and eight junction boxes of Arrow-Hart & Hegeman Electric Company manufacture given to the Seaport for use, chiefly, in the power supply for yachtsmen using the new North Yacht Basin Dock.

Governor Abraham A. Ribicoff issued an Official Statement recognizing May 22 as National Maritime Day. The statement recalled the glory of the U.S.S. *Hartford* as a reminder of our American maritime heritage. At the Seaport all ships were dressed throughout the day.

A male, old-time version of today's female shopping bag, with its heterogeneous and mysterious "necessities", is received from Miss Margaret Mallory. The item is a captain's shore box made of wood from a Pacific Island, with hinged lid, carrying chain. Inside a corner depression was intended to carry a bottle of ink, one necessity not usually carried by today's ladies.

From Commander Thomas L. Miller, for the Conrad Youth Training Program, is received an Islip Radio Direction Finder. The instrument will be used for teaching a modern phase of navigation to Conrad cadets.

The Town of Old Lyme (Connecticut) voted in June to present to the Seaport the Town's old hearse, dating from 1850-55. In 1860 it was voted that the sexton shall not charge a sum exceeding five (5) dollars for furnishing a horse to go with the hearse and for the use of the hearse itself two (2) dollars each time for the benefit of the Town, the same to be paid to the Town Treasurer to pay expense of repairs. The vehicle is displayed in the Carriage Shed.

On July 6, from the new hotel Terra Mar at Saybrook, Conn., docked the 112 ft. yacht *Terra Mar*, on charter by a group including the producer of Twenty-One. The *Terra Mar* is a former Canadian corvette, built at Toronto for the Canadian Navy in

1943. Designed for submarine patrol in the North Atlantic, she is built of birch and oak and is copper sheathed. Powered by twin GM diesels, she has a cruising speed of twelve knots, a cruising range of 1500 miles. "Mike" Mikkelsen, her Captain, is but twenty-four, probably the youngest skipper of the largest craft yet to visit Mystic Seaport. Modest Captain Mikkelsen disclaims any family honors, says they belong to his younger brother. At twenty-one he is Chief Mate of the liner *Independence*.

Two leeches from St. Louis were installed in his shop by Apothecary Dr. Harry Kleinschmidt. He procured them through his brother, who knew of a dealer who sells them. *Benito* and *Adolf* were imported from Belgium. Many foreign born visitors tell Dr. Kleinschmidt that they have had from ten to twelve leeches on their bodies at a time. Leeches are used some today in the southern states and a few bartenders in New York carry them for relieving black eyes. Benito and Adolf were sent to Mystic by air mail in a bottle of water. The Apothecary tried feeding them with liver, but they had no appetite. One lived two weeks, the other three, then followed their more famous predecessors into limbo.

Specially built for Mystic Seaport by Merritt, Chapman & Scott, a diorama showing the use of beach salvage gear. The unique display is now in the Rigging Loft.

A New Haven Railroad tour group visited June 8. Members of The National Railway Historical Society, they take trips over lines where regular passenger service does not ordinarily operate. This trip originated in New Haven, followed the old Air Line Division to Middletown, down the Connecticut Valley to Old Saybrook and thence to Mystic. The return trip was to Groton, over the old Main to the Electric Boat Company plant, back to Groton, thence to Old Saybrook, Middletown and New Haven.

Later in the season the same road brought other groups who had signed up for the "Mayflower Tours"--four to twelve days, all-expense tours. A typical four days tour ($58.75 if one of a pair, $64.75 single): New York, Providence, Sturbridge Village, Newport, Mystic Seaport and return to New York.

The U.S. Navy Department has announced plans to collect and publish the much-scattered documents relating to the naval and maritime history of the American Revolution. William Bell Clark will edit the work. The Navy Department states that a major contribution to the success of the project can be made by anyone possessing or knowing of unpublished letters, diaries, reports, ships' logs, and other Revolutionary War documents for the years 1775-1785, and who will make such material or information available to the Director of Naval History, Navy Department, Washington 25, D.C. Material submitted will be on a loan and will, of course, be returned.

To the questionnaire given him at the gate, one visitor replied:

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To the questionnaire given him at the gate, one visitor replied:

This living museum of the past makes the present seem static.

On Independence Day eighty-two delegates to an International Congregational Conference in Hartford, visited in two buses between 7:00 and 8:00 p.m. Their schedule prevented arrival before closing time but the delegates were briefed on the story and content of the Seaport, walked along the new Parade, went aboard some of the ships and were given literature to take home. Their homes were in England, Scotland, Ireland, Wales, South Africa, British Guiana, Australia and Hawaii.

FIFTY YEARS AGO, said the *New London Day*, local fishermen read of the return of the whaleship *Charles W. Morgan* to New Bedford, Mass., with 1,600 barrels of oil and 11,000 pounds of whale bone. The ship had been gone for two years during which she encountered two hurricanes and barely escaped destruction off the Crozets.

William O. McCagg has loaned the Seaport a notice of the appointment of John Paul Jones to command the armed sloop *Providence*. The paper is dated October 29, 1776 and signed by John Hancock. Once the property of the donor's grandfather, this piece of history survived the Chicago fire.

The recorded talk (talking label) played in Fishtown Chapel was read by one of the conferees to a Religious Education Meeting at Star Island, Isle of Shoals, off Portsmouth, New Hampshire during the week of July 13, when three hundred ministers, religious education workers and other laymen and laywomen of the Unitarian faith gathered there for a week-long series of conferences on religious work. Conferee Leonard Pierce of Fairhaven, Massachusetts had heard the recording while on a visit to Mystic Seaport in 1957.



Sick Bay (First Aid Station) to open soon.



The National Association of Boat and Engine Manufacturers have been producing a film of our Conrad Youth Training activities, in which Girl Scout Mariners of the Mystic Ship *Twilight* participated.

Leader Mrs. George Keith wears a twenty-year pin. Her sister, Rhoda has racked up an equal number of years in Scouting, and their mother, Mrs. Williams Haynes, can point to thirty years of the same--a remarkable total of seventy years service to the welfare of American youth.

Of all the leaders who have come to Mystic Seaport with groups to participate in our youth training programs, one stands out with an extra measure of affectionate remembrance with the Seaport staff--for her abilities, her qualities of leadership and her unfailing good humor.

Mrs. Lurline B. App of Munster, Indiana, has brought a group of Girl Scout Mariners to Mystic for the past three years--twice for *Brilliant* cruises, once for *Conrad* training.

This year she and her girls completed the *Brilliant* cruise of June 22. Mrs. App delivered her girls safely to their Indiana homes, repaired to the family camp for a rest and a few days later was stricken with a heart attack and died.

"Dixie" App will live in the affections of those who came in contact with her at Mystic (or anywhere else in her busy, useful life). Her memory will be the fresher at Mystic because, at the suggestion of *Brilliant*'s Captain Adrian Lane, *Brilliant*'s pram is now named in her honor--*Dixie*.

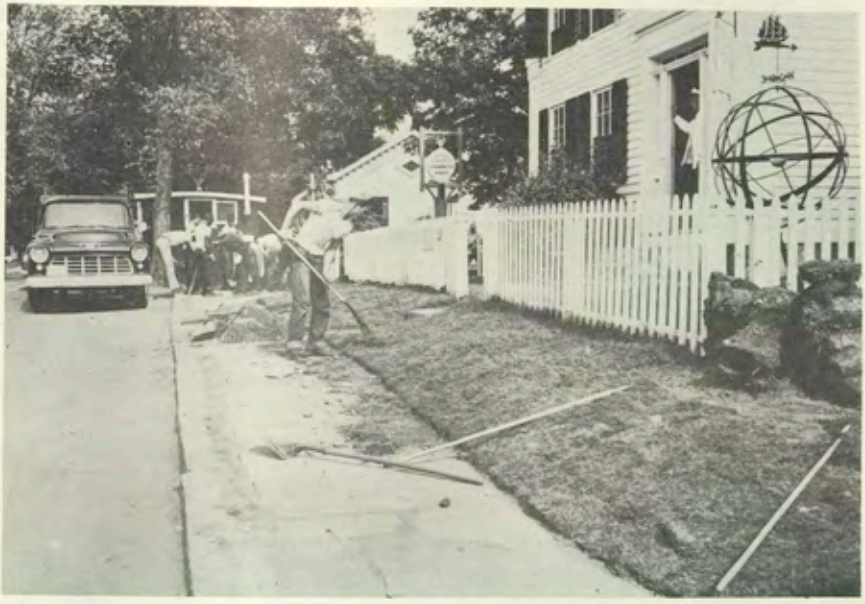
When carpenters began the work of replacing some planking in the *Morgan*'s transom, they discovered a bird's nest just inside where two of the old planks had separated. What did the soft-hearted carpenters do about it? They built a small bird-house, tenderly removed the bird nest and its three fledglings into the new home and attached all to the stern of the *Morgan*, outside.

Mother found her new home, adopted it, reclaimed her family and all are living happily together in the new location.

In a letter to an inquirer as to the possibilities for chartering a boat in the Mystic area, your Secretary replied:

"Hoot Mon" is a 40-foot yawl with a brand new gasoline motor which sleeps six people."

The Seaport accumulates many unclaimed "lost & found" items. Latest: a cat with collar and bell who finally went home with the cleaning lady instead of to the Humane Society.



Extending flagstone walk in front of Clock Shop. Picture also shows the Armillary Sphere (upper right-hand corner) which arouses curious speculation.



No more sand in your shoes--the Picnic Pavilion gets a "black top".



July 15, 1958--Something had to be done.



July 25, 1958--Something has been done.



This unfinished auxiliary parking lot has space for 250 cars (regular parking lot 350) and is in use when needed. The pond, used for skating in the winter, will be kept and the area around it will be landscaped.

SEAPORT MEMBERSHIP AS A CHRISTMAS GIFT

Some of us think of Christmas giving as a year-round pleasure, and subscribe for monthly or quarterly services for our friends. Some of us begin our Christmas thinking and shopping early.

From your experience as a member, wouldn't you think membership in this Association might be the answer for some of your friends? Membership is, as you know, open to all ages--men, women and children.

Attractive Christmas cards are mailed to recipients enclosing a membership card and announcing your gift.

Annual payment memberships are $10, $25, $50, $100 and $250.

A letter to our membership department enclosing your gift list (names and addresses) with check enclosed, will begin the processing of your Christmas gifts.

Your thoughtfulness will be appreciated both by the recipients and by your Association.

Things We Need

Often gifts of things are as acceptable as gifts of money.

Folding Wheel Chair
For new Sick Bay

Yacht Club Registers (recent)
for the Library



Electric Drinking Fountains
3 or 4-- for
Galley
Pantry
Fish Shack

Telephone Directories
except
New York
Philadelphia
Washington
Providence
Connecticut
these are provided

It would be helpful if you would make your telephone directory an annual contribution

Sea Shells
for
each
visitor
at
Junior
Museum

printed at mystic seaport