The Log of Mystic Seaport

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The Marine Historical Association, Inc.

Mystic, Connecticut

The Log OF MYSTIC SEAPORT

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

Our Cover

Seeing the Yacht Race--Harper's Weekly Vol. XXX No. 1551
drawn by T. deThulstrup

Watching the America's Cup series at the turn of the century was not much different from watching the races in the atomic-space-age of 1958, and with much the same result.

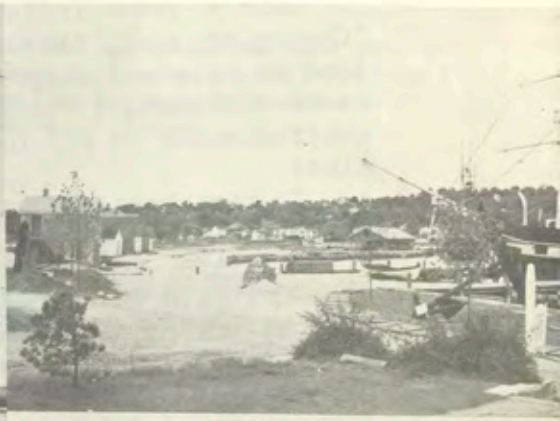
Mystic Seaport salutes our Champions and takes what we hope is a pardonable pride in pointing out that five of the eleven crew members of *Columbia* are also members of the "crew" of Mystic Seaport; that five of the six members of the New York Yacht Club syndicate which built *Columbia* are members of the same honor roll. But equal credit goes to all eleven members of the crew, all six members of the syndicate.

Fifty-nine years ago the winner was also *Columbia*, owned by C.O. Iselin, competing successfully against tenacious, popular Sir Thomas Lipton with the first of his five *Shamrocks*. The course, off Sandy Hook Lightship, was (first day) fifteen miles to windward and return; (second day) thirty miles equilateral triangle; and (third day) fifteen miles to leeward and return.

See back cover decoration

▪□▪□▪□▪ Ten Years of Youth Training--1949-1958 ▪□▪□▪□▪









The *Conrad* program began on June 16, 1958, its tenth year with Scarsdale Girl Scout Mariners again participating. Upper left, a group ten years ago. Upper right, what they saw from their ship. Lower left, they had no Dyer Dhows in those days, only a pulling boat in which a sail could be hoisted. Lower right, today's Dhows after a sailing lesson.

Red and Black

For a year or two we have been talking about "Coming of Age", "Maturity" and the like. The fact is that we have not only come of age and achieved maturity, we have reached a *recognized* maturity. And it is not a contradiction to say that we are still in an unfinished state.

To paraphrase a much-quoted statement of the White Queen, we have to run just as fast as we can to stay where we are. Our major effort is to cope with our own success. With an average daily increase of 500 persons per day during the summer season, new emergencies and new responsibilities are a daily occurrence.

The Seaport has captured the interest and imagination of its 5,691 members whose continuing support is our life blood, as well as the more casual enthusiasms of in excess of 200,000 visitors annually. How best to improve what we have and to make it even more fascinating and useful is the common topic of conversation. Ideas?--there is no lack of them and most are good.

The necessities lie in other directions. To relieve the overcrowded exhibition buildings, new centers of interest must be created. To preserve the atmosphere of a nineteenth-century seaport town and to make the best use of a limited land area, parking areas should be hidden or removed from the grounds entirely. With the growth of recognition, and increased effectiveness in its work with larger and larger numbers of people, a larger more effective staff must be assembled. These are the three big areas of major necessity. There are a thousand smaller ones.

A year ago in the Fall Log, Vol. 9 No. 4, in an article titled "Growing Pains" we discussed the summer problems. Some headway has been made in meeting them. In the following balance sheet they are placed before you in complementary or opposing columns. The left-hand column in red--the debit column--is made up of actual quotations from that article of a year ago. The right-hand or credit shows at a glance what has been achieved in a year's time, though regretfully, a few liabilities still must be listed in the red.

The gate proved inadequate--the cars backed out onto highway, caused traffic jams.	Corrected: A second gate-house allows two strings of cars to enter. Traffic jams were rare.
Attendant was apologizing when the number of visitors dropped below 1500.	Attendant was apologizing when the number of visitors dropped below 2000. The May 31 attendance was just short of 2500.
Appeal to State Highway Department for No Parking, No Passing signs on highway near entrance.	Done.
Meeting House (for movies) and Shelter (for picnic groups) filled usually.	Same condition 1958; but enlargement expense not yet warranted.
Galley had long lines waiting.	Galley still has long lines.
Fishtown Chapel overflowed for its Vesper Services.	Vesper Services moved to Meeting House which is more than adequate.
In the tiny shops attendants could give but scant education to the throngs.	Condition the same in 1958. New centers of interest must be established.
A dredging project was begun to provide additional docking space for boats.	Completed. The new North Yacht Basin affords adequate relief.
Pugsley Clock Collection must be more adequately housed.	Done. The new Pugsley Clock Shop was in operation by summer.
The Committee recommends the erection of a typical lighthouse on Shipyard Point.	A lighthouse is still being sought.
The small boat collection is lost by being scattered.	Additional display sheds are still in the offing.
Rearrangement of exhibits in Stillman Building recommended.	Done.
Off-grounds parking is a necessity.	Partially accomplished with completion of new parking area with capacity of 250 cars. The area originally intended is filled but has not settled enough for use.



Crowded conditions

Cars parked on Seaport Street



Birthday

The new republic was but fourteen years old when the idea took root. Young, personable Alexander Hamilton's idea it was when Congress, under Washington, authorized the construction of ten cutters to enforce the revenue laws.

On August 4, 1958 the United States Coast Guard was 168 years old. Its birthday for the four installations in the New London area centered around Mystic Seaport and was continued for three days. Hamilton's service could well mark its fruitful years. Today the Coast Guard's properties extend in the continental land area alone from the Dew Line to the Delta of the Mississippi. Its duties range from rescues at sea to notifying an anxious housewife that her amateur fisherman will be late for supper.

To mark the day at Mystic a 95-ft. cutter and a 40-ft. rescue boat tied up in the new North Yacht Basin and all day long visitors streamed aboard and through the two craft. On the lawn nearby a big tent was erected and under it a temporary exhibit set up featuring such Coast Guard equipment as electronic navigation aids, an automatic direction finder, a loran receiving set and portable communications equipment, using color slides and animation to sustain visitor interest. In the Meeting House, every hour on the hour, a five-minute film, *Semper Paratus*, followed the Museum's own film, *Origins of Freedom*.

Sunday, under the elms near the Meeting House, Chief Bandmaster George H. Jenks conducted his thirty-member Coast Guard Band in a popular concert program. A more serious note ended the day at 5:00 p.m. when Captain Roderic Lee Smith, Chaplain, conducted the regular evening vesper service in the Meeting House.

Again Jenks conducted the music, this time with the Cadet Chapel Choir of twenty-five voices. In spite of the fact that the twenty-five were all fourth-class men and Jenks had had them but three weeks, their voices blended like veterans in anthems, responses, choral prayer and benediction. Academy organist Peter J. Wihtol played the organ. In the Meeting House every

seat was taken by the largest crowd that had ever assembled there, including forty-eight Girl Scout Mariners currently in training on our ships, from Trenton, New Jersey, Harrison and Rome, New York and Greenwich, Connecticut.



USCG PHOTO

During the three-day celebration, August 2, 3 and 4, two hundred and twenty white-uniformed cadets came by bus to tour the Seaport and approximately 5,000 museum visitors were counted through the gate.



Monday high ranking officers of the Coast Guard were entertained by officials of the Seaport at luncheon in Station No. 10 of the New York Yacht Club.

The Local Touch

Four of the eight commanders of nuclear submarines live in Mystic, the traditional home of sea captains. The four: William R. Anderson of the *Nautilus*, James F. Calvert of the *Skate*, Richard B. Lanning of *Seawolf* and Edward L. Beach of *Triton*.

This interesting development set a public-spirited citizen to thinking, and he not only thought but he did something about it. He wrote a letter to the Chamber of Commerce suggesting that steps be taken to change the name of West Mystic Avenue, (the street in which two of the submarine commanders live and in which some of the old-time sea captains lived) in honor of all of them, to "Skipper Street."

In a community such as ours--and yours--if you don't know your way around--and you never will, completely--you make a suggestion only to find you've stirred up a hornet's nest of trouble.

A descendant of an old-time sea captain exploded: "skipper" is not for the deep-sea man. The old-timers resented it. A "skipper" was only a coastal trader, not a commander who ranged out to China and down to South Pole waters. A resident of the street rose up to assert: We'll fight this thing out to the end! I'm ready to canvass every property owner to organize against such foolishness! Another charged the proponent of the idea with butting into our affairs. We'll give him a fight. West Mystic Avenue runs right down the hill to West Mystic. What could be a better name? So it went.

Such a furore was caused some years ago in the nearby city of Norwich, when the pronunciation of the name crept into the news. Was it Nor-ich, or Nor-ridge, or simply Nor-witch? The whole town was agog, or at least so it seemed by the newspapers.

It was not the first time "Skipper Street" had been suggested as a name. Nineteen years ago a local attorney inadvertently started another such civil embroilment, and the suggestion has been made off and on through the years with less result.

History cannot be traced by the newspaper headlines or even by the space given an event in its columns. Often it is the very dearth of something to write about which blows these trivialities up to public issue size. The "Skipper" story rated 17 3/4 column inches in the local press. In spite of all the fuss, perhaps even because of it, we doff our hats to the press. They do a pretty good job of making this drab old world seem something full of color and excitement. So do the local citizenry, always with the best intentions whether pro or con, and always from motives of loyalty and pride.

Pursuing the matter in our own whimsical way, we find that our best dictionary gives several meanings to the word:

1. The master of a small trading or merchant vessel; a sea-captain; hence, in familiar use, one having the principal charge in any kind of vessel.
2. One who or that which skips or jumps.
3. A trifling, thoughtless person.

Everybody's right then, according to which side you are on; and who's calling who a "skipper?"





Frederick Foster Brewster of Hamden, Connecticut, entered into life eternal on September 16, 1958 at New Haven Hospital near his home, Edgerton, at the age of eighty-six.

A native of New York, coming to New Haven in 1890, he was a descendant of Elder William Brewster of Plymouth Colony.

Anonymity was the rule of his good works. So modestly was his support given that his first gift was received by mail, a paid-up insurance policy. The small staff of that time had not known he had ever visited the Museum. That first insurance policy (one of three), coming at a time when our greatest achievement was still the acceptance of the *Morgan* for posterity, gave the Association the means for beginning its restoration of an old-time seaport. Henceforth it became in reality "Mystic Seaport." Coming from a source so unexpected and unknown, it gave the lift and inspired the confidence of the officers to continue. Subsequent gifts provided our indoctrinal film and added materially to endowment. No other single donor has given so much to the Association.

Few at Mystic knew him by sight. Once he encountered

the then Curator Carl Cutler at some menial job on the grounds. Cutler looked up at the figure towering above him, and said, "I think maybe I ought to know you." "Yes, I think maybe you should", replied Brewster quietly. His first interest is said to have stemmed from the good impression he received from the attitude of an employee who was that day at work repairing a clogged sewer line.

Born at Irvington-on-the Hudson, New York, he was the son of Benjamin and Elmina Hersey Dows Brewster. His father had been an early Standard Oil Company executive and was an officer of the Company at the time of his death in 1897. After graduating from St. Paul's and traveling extensively abroad with his parents, his first business connection was the W.&E.T. Fitch Company, manufacturers of saddlery hardware, for which company he later became Secretary and Vice President. He retired with the sale of that company about 1919.

Mr. Brewster was for many years a director of the United Illuminating Company, of the Second National Bank, the New Haven Gas Company, the New Haven Savings Bank and of the New Haven Railroad.

Fishing, shooting and golf occupied some of his leisure hours. He was a member of many fishing, gun and golf clubs, he maintained an estate at Dublin, New Hampshire and a farm in Durham, Connecticut. Earlier he had been an enthusiastic yachtsman, had owned two steel schooner yachts, both named for his mother, *Elmina*. He had competed in ocean races of the New York Yacht Club, of which he was an officer, and among his trophies are seven of the coveted Astor Race Cups.

His charitable interests were many and diverse--civic and child welfare, historical societies and museums, educational and scientific institutions, and hospitals.

Surviving him are his wife, Margaret Fitch Brewster, a daughter Elmina Brewster Sewall of Kennebunk, Maine; three sons, John of Devon, Pennsylvania, Frederick of St. Paul, Minnesota, William of Suffield, Connecticut and nine grandchildren. Surviving also is a sister, Mrs. Oliver Gould Jennings of New York City, mother of B. Brewster Jennings, a member of the Advisory Committee of The Marine Historical Association.

IN REMEMBRANCE OF THE SELF-RELIANT
MEN AND WOMEN OF OUR EARLY SEAPORTS
WHOSE COURAGE, DEVOTION AND HARDY INDUSTRY
SET AN EXAMPLE OF USEFUL ACHIEVEMENT
UNSURPASSED IN HISTORY

MR. AND MRS. FREDERICK F. BREWSTER

CONTRIBUTED TO THE ESTABLISHMENT HERE OF
MYSTIC SEAPORT

TO TESTIFY IN YEARS TO COME
THAT A PEOPLE INSPIRED UNDER GOD
WITH A STURDY SENSE OF INDIVIDUAL WORTH
AND PERSONAL RESPONSIBILITY
MAY WORK OUT THEIR DESTINY
UNAIDED AND UNAFRAID

"STOUT HEARTS MAKE A SAFE SHIP"







AMERICA--WINNER OF 100 GU



VIGILANT--DEFENDER AGAINST
VALKYRIE II--1893





RELIANCE--1903



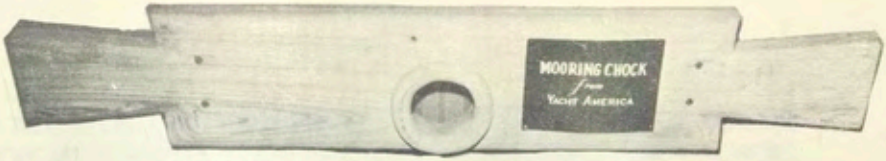


RIDING LIGHT
ENTERPRISE
RAINBOW
RANGER

Mystic Seaport and

A booklet **The America's Cup** *by Jerome E.*



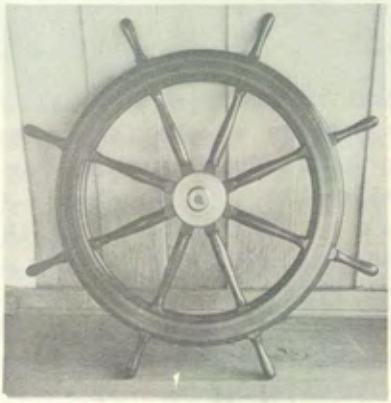


INEA CUP AUGUST 22, 1851





COLUMBIA--DEFENDER AGAINST
SHAMROCK--1899



RESOLUTE--1914





America's Cup Races

Brooks will be sent (free) upon request.

USED ON AMERICA'S CUP DEFENDERS

ENTERPRISE	1930
RAINBOW	1934
RANGER	1937



Newly added to the Kynett Collection, carved by Richard Orr, a replica of the figurehead of the clipper ship *David Crockett*. Built in 1853 for Handy & Everett of New York, at Mystic, by Greenman & Company at their yard now a part of Mystic Seaport, the ship made the twelve best passages to California, averaging 109½ days (shortest, 102).

This veteran of twenty-five Cape Horn passages, of successful transatlantic runs, one passage to Aden and Bombay, ended her career (unhappily for so noble a work) as a coal barge and was finally lost on Romer Shoals off New York harbor in 1905.

The original figurehead, carved by Jacob S. Anderson at his shop in Water Street, New York (price $185), is the proud possession of the San Francisco Marine Museum and is prominently displayed in the main hall there. So treasured by Captain Joseph Spencer was his figurehead that in his roundings of Cape Horn he had it removed and only put back in position as the ship was entering San Francisco harbor.

No. 49.752



is our accession number for a collapsible melodeon. William P. Hastings of 89 Federal Street, Portland, Maine, its maker, called it (in 1840) his "Temple" model, number 5.

It was given by the Rev. Percy E. Thomas (now of Old Mystic) while the Thomases were living in Lowell, Massachusetts. Thomas received it from a Mrs. Crosby who acquired it by purchase in the 1860's. She wanted him to have it, she said, because when he touched the keys "his fingers passed over them so fondly." Once, while she was playing and singing on a revival tour, they were enroute from Portland to Bangor, Maine when the train was held up by a strike for three or four days. Dwight L. Moody and Ira D. Sankey, the famous evangelistic team, were aboard; and, never to be found wanting when it came to turning a situation to advantage, they held a meeting. Moody preached. Sankey played Mrs. Crosby's little melodeon and sang to the train-bound passengers.

Tradition has it that the instrument once sailed around the Horn, and while we would like to link its ownership to Fannie Crosby, the blind woman, who wrote more than six thousand hymns in her ninety-five years of life, we cannot do so on the record as it stands.

The charming little piece finds its proper setting in Fishtown Chapel, where its diminutive size goes well with the tiny chapel. Visitors may well conjure up the vision of the out-size Sankey (220 pounds) seated at the little instrument (but thirty inches high, less than a yard wide).

The Dictionary of American Biography states that "generally accompanying himself on a small reed organ, (Sankey) sang simply but.....with much feeling and expression." Sankey is said to have preferred a small instrument, such as this, so that as he sang and played he could look into the faces of his audience and come the closer to them.

□■□

At the conclusion of the last session of Munson Institute on August 7 with Commander Lane C. Kendall, U.S. Merchant Marine Academy at Kings Point, speaking on America's Merchant Marine, Recent and Future, diplomas were awarded to the eight students who had satisfactorily completed the six weeks course: Mrs. Virginia B. Anderson, Rev. Robert A. Bryan, Norman Enhorning, Joseph Franzone, Mrs. Chelsie Kesselheim, Miss Mabel Plante, Mrs. Thelma E. Salow and Robert B. Small.

Present for the final ceremony were President Philip R. Mallory; Edouard A. Stackpole, Director of the Institute; Dr. Robert G. Albion, Co-ordinator; Miss Marion Dickerman, Educational Director; Charles A. Brooks, General Manager; Mrs. Alma Eshenfelder and B. MacDonald Steers.

President Mallory greeted the class and in his remarks suggested the possibility of an alumni association. Mr. Stackpole brought greetings from the auditors of the course who, not qualifying for diplomas, were not present, and other staff members offered their congratulations to the class.



The following letters and other items come from our friends overseas.

Explorers 1958

Sterling Hayden, in his two-mast auxiliary schooner *Gracie S.* will be putting in at Mystic June 15, 1959 for the last leg of a voyage with a unique and thoughtful purpose.

The *Gracie S.*, with a picked group of individuals who are "articulate and capable of sustaining that quality", has embarked on a voyage of exploration in the truest sense of the term--exploration "more important than probing the depths of the sea or the reaches of space." So reads the outline of voyage.

Hayden and his shipmates will be concerned with the assault of materialism and with the rebirth of the individual as a national type. Theirs is a rebellion against conformity, a hope for a return to true values, a purpose to salvage this world before explaining others and to establish the integrity of the individual, making him true to his own personality. They are exploring what they regard as the last frontier--man's relationship to the external universe, and to himself. If this seems abstruse, isn't Man himself?

They intend to accomplish their purpose with a series of films that have no precedent in television, entitled "Time and Tide", by capturing the on-the-spot conversation, as it flows on deck and below, of a diversified group of people who take some exception to the day's frightening emphasis on conformity and materialism.

To assemble his crew, Hayden placed advertisements in newspapers and magazines which might be read by such types of thoughtful people. He intends an itinerary including Callao, Galapagos, Cocos, Canal Zone, the West Indies, New Orleans, Camden, (Maine) and Mystic. From Mystic Seaport they cross the Atlantic to the Isle of Wight, Copenhagen, the Channel Isles, Amsterdam, Hamburg and the Kiel Canal--the whole voyage lasting from September 30, 1958 to September 15, 1959.

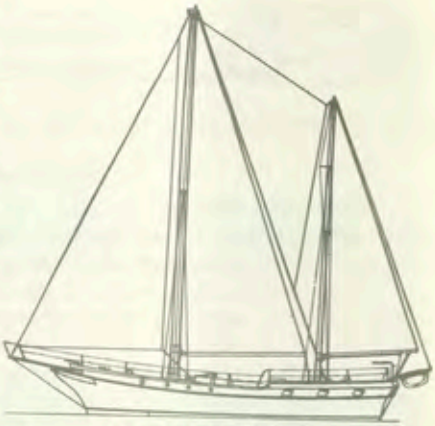
Hamburg, July, 1958

My dear Friend,

Just a short line to let you know that I have not forgotten you and your old friends at Mystic. I very often remembering the happy days I have been spending among you. I am enjoying the best of health and I hope you do also. My lectures are in great demand throughout Germany and particularly by the youth. I expect my book "The Sea Devil" will be filmed next year, and I am sure when the film is finished it will also to be seen in America. I shall appear to the opening. With shiploads of good luck and best regards,

Very sincerely your old friend
COUNT LUCKNER

The news from Europe and from one of our most-traveled, colorful trustees Irving Johnson, is that the Johnson's new ketch *Yankee* is being built at the Westhaven Yard in Zaandam, near Amsterdam, and should be finished July 1, 1959. Their basic plan for the next few years is to cruise the rivers, canals and seas of Europe.



KETCH YANKEE

To give the utmost variety to their new method of cruising they are building not only a craft of shallow draft and with folding masts but one which is especially designed to run aground and at the same time is well able to cross the Atlantic under sail alone. To finance this unusual craft and to have the fun of companionship, they are taking paying guests. Therefore they have planned the *Yankee* especially for this purpose. At the same time they will be taking pictures for lectures and writing articles. To broaden the scope of the whole enterprise, they will also carry a couple of Europe's finest motor scooters, the Lambrettas, for sight-seeing ashore.

The ketch *Yankee* can best be described as a cross between an ultra-modern ditch-crawling yacht and a sea-going galleon of old times, complete with great cabin aft and five windows across the stern. Though they think the *Yankee* would not take first prize in a beauty contest, they guarantee she will not be a wallflower for lack of good looks. Her vital statistics are: 50 ft. 7 in. overall, 42 ft. 6 in. on the waterline, 15 ft. 4 in. beam with a draft of 4 ft. with centerboards raised and 7 ft. 6 in. with boards down. Her masthead ketch rig will include an unusual sail called a mule, of which they are expecting great things.

The bottom and topsides are built of a new type of steel called Corten--stiffer and stronger and more resistant to corrosion than ordinary steels. In addition the bottom is 50 percent thicker than usual, an advantage that will give her many of the characteristics of an ice breaker. The propeller is specially protected against damage and the rudder is extra strong. There is automatic electric steering with a remote control device in case you want to steer from the mast or bowsprit.

The Johnsons are looking forward to eight or ten years of cruising from early April to the end of October in various parts of Europe. The rest of the time will be spent on the usual lecture tours in the U.S.A.

Yacht *New Silver Gull*
Panama
31st August, 1958

".....We could not make port (Sombrero Lighthouse, Christmas Day) in time for Christmas dinner, so only had rice and kippered herrings. We thought of you all enjoying yours and wished we could have joined you. We found and entered Charlotte Amalie Harbour, St. Thomas, at 11 p.m. that dark Christmas night with another 1000 miles to our credit.....

"The Antilles Surveys Inc. soon heard of our arrival and requested Harry to join them for a special Government Contract. Bill Bachman (manager) still maintains that Oce led Harry in by the ear and set to earning some more dollars. With him off the ship, Oce had to do all the scrapping, repaying of seams, sanding and painting of the deck houses, deck, etc., so while Harry sat in a chair and calculated all day at ease in pleasant surroundings, Oce had to sit on her fanny on a hard deck with legs spreadeagled and scrape off old hard paint, but she took care to put him to work on the week ends.

"We got a great thrill when we learnt that Garry Moore and Nell were arriving and chartering one of the yachts. We left a huge parcel aboard for him and after he unwrapped a great bundle of paper he would find a small phial containing drammamine tablets, with this prescription. 'Take one immediately on arriving on board and retire to the bunk, take the rest in even doses every day and still remain in the berth for the entire period of the cruise. This would ensure a good holiday for the Master and crew.'

The rest of the letter concerns experiences at St. Crois, other islands, and Panama; with plans to sail for Tahiti and westward.

"It is our fate that we make such good friends only to say goodby and it hurts. We look to hear of you and all your activities. Your news is just as sweet to us as ours might be to you. Give our best remembrances to all at wonderful Mystic.

Ever yours,
Harry & Oce"

Harry & Oce Newton-Scott are the two Australians who visited us in September 1956 after spending nine years crossing the Pacific. Log Volume 8 No. 4.

Radio Free Europe's Christmas broadcast in Poland will feature the life of the Polish author, Joseph Conrad, and the ship at Mystic Seaport named for him. Dr. Jan Fryling of Radio Free Europe's Polish Desk visited the Seaport and the ship on September 11, learned how the ship is used as a training base for scouts and picked up other details of operations.

While here he also dropped in at the Seaport Store and purchased a gift of pin and earrings for his niece "Miss Canada" of 1958.

Sea Ranger Ship *Joseph Conrad*--Blackpool, Lancashire, England



BLACKPOOL GAZETTE & HERALD LTD. PHOTO

Material giving the content, background and purposes of the Seaport has been sent, at their own request, to Chantier Naval Voisin & Cie of Villefranche-Sur-Mar, France.

September 15 visitors: Captain Edward Wegener, first German naval attache in this country since World War II, and Commander Eric Topp, a German naval officer with NATO.

R. Perceval of Johannesburg (born Tasmania, lived in Ireland and South America, naval radio operator, Commander of mine-sweeper, agent in U.S. for a South American circus, theatrical tours, cinema manager, turned journalist) has received material for radio broadcast in South Africa and for articles for magazines and papers there and in Kenya, Mauritius, New Zealand, Australia and Tasmania.

Variable Winds

A group of fifty-six teachers from Wisconsin State College, Whitewater, Wisconsin, chartered a bus for a New England tour and on August 15 visited Mystic Seaport. Their leader, Professor of History E.J. Morgan, and some of the teachers conferred with a member of the Educational Department, had its various activities reviewed for them and took back with them to Wisconsin copies of Seaport literature with accent on its Educational activities.

The visit bears the distinction of having been the group which came from the greatest distance in Mystic Seaport history.

Ballad singer Burl Ives, a member of the Association, brought his schooner *Tibby Dunbar* for overnight August 7-8, paid a call on the Mariners in training aboard the ship *Joseph Conrad* and sang for them. The Mariners expressed their appreciation by singing shanties for him. *Tibby Dunbar* is named for the Robert Burns poem.

Candy sticks? At mid-August our visitors were consuming them at the rate of a ton every two weeks.

When a group of Mariners from Mt. Vernon, Ohio were in training on the ship *Joseph Conrad*, August 11-18, their leaders Mrs. Ben Wilson and Mrs. Jack Wilson were with them. The mesdames Wilson are no relation to each other, both work together as Girl Scout Mariner leaders, both their husbands work together as high school football coaches, and neither husband has a middle name. Both couples have recently moved to Sandusky, Ohio where they will take up their Girl Scout and football coaching work again.

Through the good offices of Rear Admiral Chester C. Wood, USN, Commandant Third Naval District, there has been received from Morris E. Lipsett the chart desk from the famous USS *Enterprise*, known as The Big "E". The chart desk will take its place in the Pugsley Clock Shop, not only as an interesting historic display in itself but as a proper way of displaying charts in that exhibit room.

Mystic Seaport has need for, and receives, an odd assortment of items which would not normally be thought of as needed by a historical museum.

Examples are a small safe, a steamer trunk, eight sofas and other pieces of furniture from Constantine Christatos, owner of the Park Chambers Hotel in New York, and twenty-seven barrels from Frederick DeRedon of the DeRedon Food Products Corporation in New London. The furniture finds its places in the offices and exhibit rooms; the barrels go into the river as buoys or markers or lend themselves to the general atmosphere of an old-time Seaport.

From Yale University's Department of Mechanical Engineering have come four aircraft engines, and a 7.5 H.P. motor, a blueprint machine, a blueprint drying rack and two steel coal wagons.

In one day relics from two of America's most famous ships were received: a piece from the deck of the yacht *America*, from Reginald Hegarty; and a hackmatack knee from the *Constitution* from Mr. and Mrs. Hunt T. Dickinson. The Museum possesses many more mementoes of these two famous ships but had never before received two such representative pieces in one day.

A recent, much-needed, most-helpful acquisition of the Library, particularly for Munson Institute uses, is the *Dictionary of American Biography*. Its twenty-three volumes run from Cleveland Abbe (an astronomer of the early U.S. Weather Bureau) to Eliakum Zunser (a Yiddish bard and poet).

Leader of the Fairport, New York Girl Scout Mariners writes: "The Fairport girls who have been at Mystic are constantly referring to their experiences while aboard the *Joseph Conrad*. I am continuously amazed at the lasting and enriching effect of that one intense week of working, playing and worshipping together in that beautiful, salty, historic atmosphere."

The great-great-grandson of Joseph Bringhurst, one-time proprietor of a Philadelphia apothecary shop, visited the collection of his ancestor September 24.

Five small framed photographs of Captain Slocum's *Spray* and related subjects have been received from Ted Kostew of New York.

From J. McW. Kellers are received two models, one of which is of the Blue Line diesel tugboat *Dewey*--a familiar sight to residents of Pine Orchard, Conn., having made many trips into the New Haven Trap Rock Company dock for The New Haven Towing Company. The *Dewey* is well known also at Bridgeport, Norwalk, Port Jefferson, Greenpoint and Plum Island.

Builder of the model, Captain E. Gray, was a coal barge captain from Maine, known along Long Island Sound for his hand crafts. Captain Gray was also a talented musician and when his barge was in Bridgeport at the Blue Line stakeboat he was one of a group of barge captains which regularly assembled to entertain themselves with good songs and music. Captain Gray's specialty was the violin. The combination included two baby grand pianos (on the stakeboat), a banjo, a guitar, Captain Gray's violin, a trumpet, a trombone and a tuba. The drum section was probably a wash bucket.

As the home of Captain Benjamin Cutler Chesebrough is being demolished in Water Street, Stonington, to make way for a parking area, timbers and clapboards removed are coming to the Seaport for use in future restorations. Captain Chesebrough, 90 years old, is the father-in-law of the printer of this LOG. Captain Benjamin F. Cutler, who commanded the clipper ship *Mary Whitridge* of Baltimore, and other noted ships, was one of his relatives.

From Mrs. Austin Strong of Nantucket, donor already of many Robert Louis Stevenson memorabilia, comes a hardwood kava bowl used in the household of the famous author. Restored now, it was

originally carved from one piece of wood and is Samoan in origin. Kava is a non-alcoholic beverage made from the plant of that name. There is also a cup carved from half a cocoanut shell, once owned by Stevenson, used for pressing out the juice and tasting the kava.



Rheingold Girls

The Library is the richer for a recent gift from Mrs. Edward W. Root. Over one hundred books include eight volumes of *Jane's Fighting Ships*, photograph albums and scrapbooks of yachts, steamships and naval vessels; eleven volumes of the *History of U.S. Naval Operations in World War II* and six volumes of William James' *Naval History of Great Britain.*

Almost fifty cars and members of the Classic Car Club of America visited on August 18. Of the 1925-1942 period, the cars included Cadillacs, Packards, Pierce Arrows, Lincolns, Deusenbergs, Auburns, Isotta Frachinis, Mercedes Benz and others. For the benefit of visitors the cars were not sent into the parking lot but instead were drawn up in the circle surrounding the old sandbagger racing sloop *Annie*. While *Annie* is known to have been the fastest in her class these mildly-ancient vehicles though faster, were not of her class.

Mr. and Mrs. F.J. Morretti of Hackensack, New Jersey, used their questionnaire received at the gate, for making a pleasant comment: "We are grateful for your thoughtfulness in having baby strollers for rent. Hope to return when baby can appreciate the Seaport!"

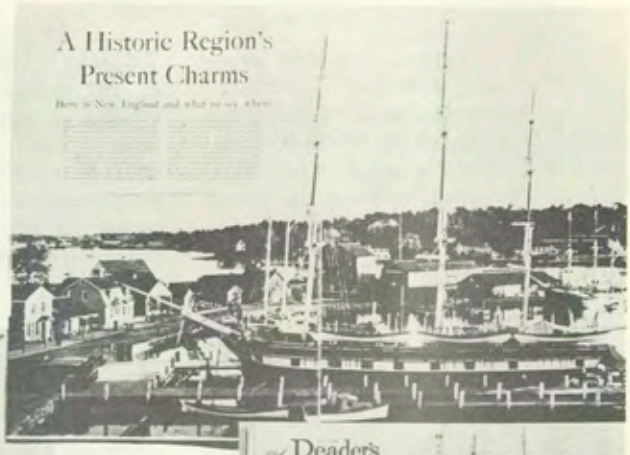
Three handsome wall hangings in embroidery (two of them crewel work) are received from Mrs. Albert S. Redway. Any one, or all of them would be suitable for Buckingham House.

From the estate of the late Mrs. Christopher Morgan have come valuable papers and mementoes of Captain Benjamin F. Noyes of Mystic. The papers include log books of the schooner *Charmer* and brig *General Bailey*, an account book of the *Charmer* covering thirty-five voyages, miscellaneous papers and letters of Captain Noyes.

The Hamilton Watch Company of Lancaster, Pennsylvania, is the donor of one of the first electric watches for the Pugsley Clock Shop.

Full-color double page photograph of Mystic Seaport

LIFE
May 26







Color painting of *Charles W. Morgan*

Reader's Digest
August

Color photograph of *Joseph Conrad*

Rudder
September



Away to the Whalers
full-color double page spread of Seaport scenes

New York Sunday Mirror
August 10

You ought to read what the New Bedford Standard Times said on August 24 about Mystic and the Morgan. A postal card request will bring you a copy.



The America's Cup--*cover illustration of Jerome E. Brooks' booklet*

Gifts of THINGS are as acceptable as gifts of DOLLARS

Three executive-type desks for expanding staff.

Three pot-bellied stoves--for basement of Sail Loft, new ship-model building and one to replace the broken one in the General Store.

A 6-ft. portable screen, matte surface (not glass-beaded), for slide showings in the field.

A new-used station-wagon to replace the present Ford assigned to the Curatorial Department. The old one is about on its last legs (or wheels!).

Mystic Seaport
Marine Historical Association, Inc.
Mystic. Connecticut

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