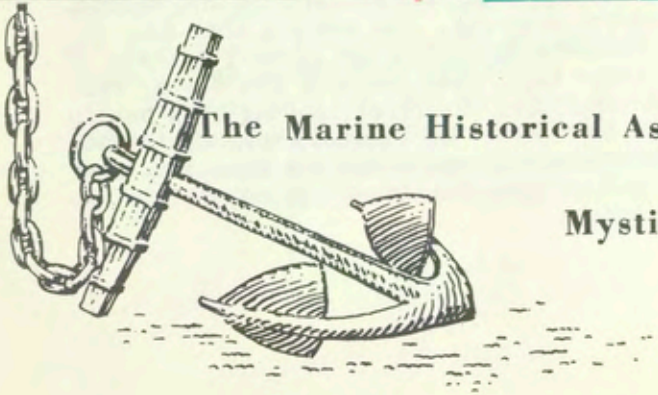
The Log of Mystic Seaport

Volume 11 No. 1

Winter 1959





The Marine Historical Association, Inc.

Mystic, Connecticut

The Log



OF MYSTIC SEAPORT

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

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

OUR COVER

Towering mountains under a perpetual blanket of snow, bergs drifting in icy blue water and a shelf of white "land" stained with blood. A small boat is pulled up on shore. A tent, a fire, a line of clothes drying, with a paddle stuck in the snow to support the clothes-line. Several bloody pelts, live seals innocent of the hunter's intent, and men... Bloody clubs ready strike, dealing death for profit. Savagery stalking the al. eternal silence of Antarctica.

That is sealing as it was carried on by Stonington and Mystic sealers, the subject of a brand new diorama made by Jerome Hoxsie and John Muise for the Museum. Horrible to the squeamish but fascinatingly beautiful for its very contrast between Nature's silence and Man's furore, between the whiteness of snow and the redness of blood.

But sealing brought profit, discovery and other worth-while rewards and was scarcely more cruel than many of Man's activities pursued by necessity and the will to survive. In its wake followed Whaling, and finally international cooperation or contention for other riches yet to be yielded by the frozen Antarctic Continent. As such, it is an important and necessary link in the story of the country's development and of the natural desire of men for dominion over sea, land and all that is.

This diorama is intended to depict the pioneer cruises of the shallop *Cecilia*. Under Capt. John Davis of New Haven, February 7, 1821, was accomplished the first landing of a boat's crew on the Antarctic Continent. On February 15, 1821 Capt. Christopher Burdick of Nantucket approached the same locality. "... I believe this land to be a Continent" is entered in the log books of both captains.

PREMIERE

Sunday, December 28 at 4:00 p.m., a motion picture's world premiere was held in Aloha Meeting House.

The picture: *Ship's Belles at Mystic*. The Belles: Girl Scout Mariners of the Mystic ship *Twilight*. The host: Sponsor of the motion picture, The National Association of Engine and Boat Manufacturers. Producer: Victor Kayfetz of Kayfetz Productions, Inc. Cooperating in the production was the national organization of The Girl Scouts of the U.S.A. Honored guests were the girls in Mariner blue who, under the troop leadership of Mrs. Helen Keith of Mystic, were the stars of the film.

For the occasion Abbot Geer, who supervised the making of the picture for the N.A.E.B.M., and Director Kayfetz journeyed to Mystic, unrolled their film and then presented a print of the film to the Marine Historical Association's Film Library.

The film follows the doings of the Mariners at the Seaport from arrival for participation in the youth training program aboard the ship *Joseph Conrad*, to their departure seven days later; shows the girls as they toured the grounds and buildings, as they learned ship lore and sailor skills, and a colorful Bridge of Honor ceremony aboard the whaleship *Charles W. Morgan*.

A plaque in appreciation of Seaport cooperation was awarded by N.A.E.B.M. and accepted by Executive Vice President G.W. Blunt White. A similar plaque to the "stars" of the film, the Mariners, was accepted by Mrs. Keith. Copies of the plaques were presented to each participating girl, as well as to other principals in the picture.

Captain Raymond Titus played the villain of the piece to an apparently apprehensive group of new arrivals, but shortly revealed his real character by breaking into broad smiles of welcome and friendliness towards his new crew. The sudden relief shown on the faces of the new arrivals was one of the high points of a picture filled with purpose but lightened with such touches of quick humor.

A reception in the Mallory Building for some 120 guests followed the film showing. Miss Marion Dickerman, Educational Director, accepted the print of the film for Mystic Seaport from Geer.



The film gives excellent coverage of our youth training program aboard the *Conrad*, will be made available for school, club and TV showings scheduled by N.A.E.B.M., Room 1659, 420 Lexington Avenue, New York 17.

Any ship portrait takes on added historical significance when the ship is shown in a proper setting. Such is one by John W. Martens, purchased for the Kynett Collection. "Brooklyn Navy Yard and the East River" was exhibited at the National Academy in New York 1836 -37, later at the American Institute in 1846. The painting shows in foreground the frigate *United States* and other naval vessels. A schooner and sloop appear, a small boat picking up a floating timber, and a steam ferry--a real period piece by an artist better known for his landscapes.

Still better known is the prolific painter, Antonio Jacobsen, who painted the picture of the brigantine *Fredericka Schepp*, given by Miss Florence L. Schepp.

LAMPS



An unusual collection of thirty-one pewter and brass, camphene and whale oil lamps has been received as the gift of Mr. and Mrs. G. Page Ely of Old Lyme, Conn.

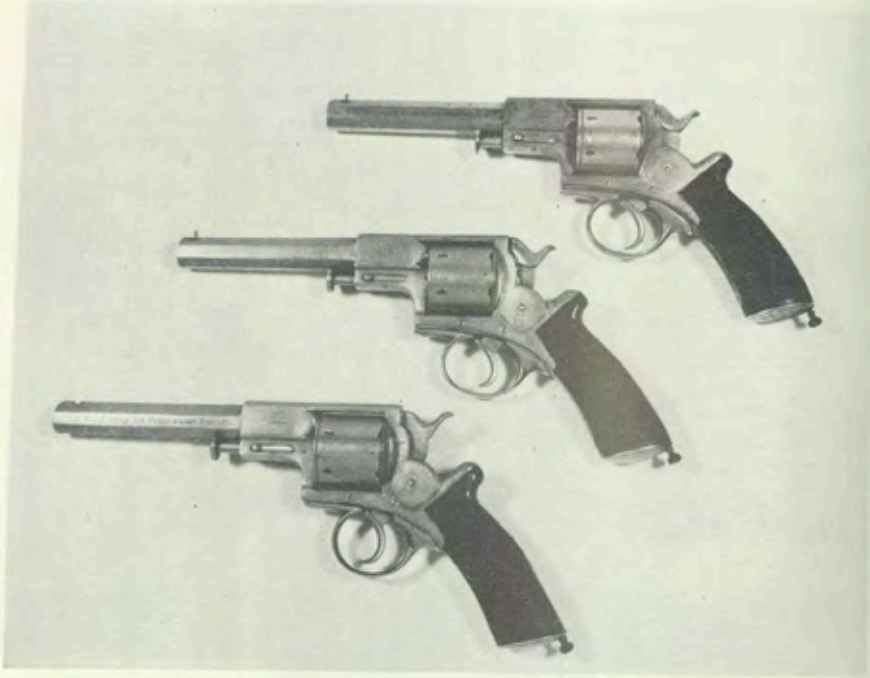




Camphene, a mixture of alcohol and turpentine, came in as a substitute for whale oil and was finally superseded by kerosene. The camphene lamp is usually distinguishable by the double, elongated, brass-encased wick. That the collection has been lovingly cared for is evident by the almost mint condition in which it was received.





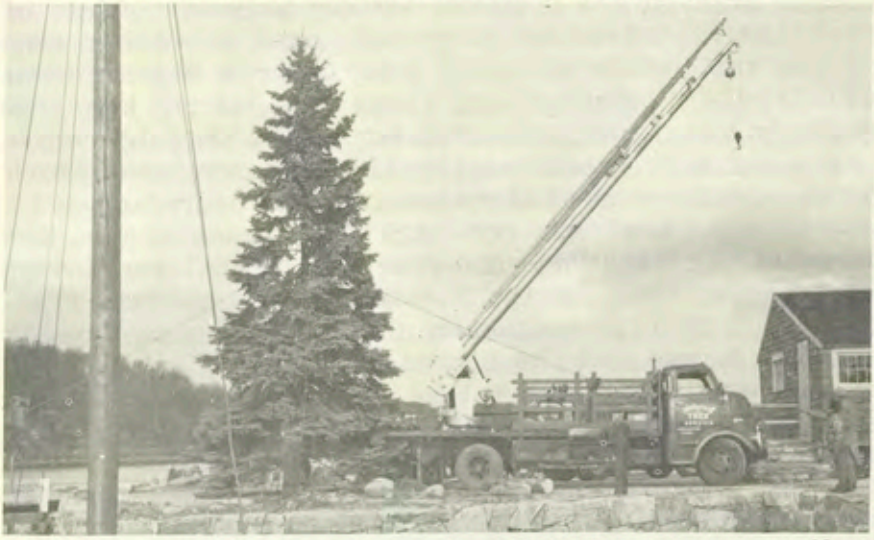


Three pistols of Robert Louis Stevenson's have come to Mystic to join the growing display of possessions of the famous author, given by Mrs. Austin Strong. Two firearms are inscribed "To R.L.S. from Sir Percy and Lady Shelley" and all three show the dealer's mark as "E. Whistler, 11 Strand, London" and "Tranter" as the maker.

Philip M. Hammerslough of Hartford, Conn. lends a Staffordshire pitcher showing the Battle of Stonington (1813) and a tablespoon made by Daniel Stanton (1755-81), early Stonington (Conn.) resident. On loan from the same source are a dozen spoons made by Daniel Stanton's brother, Zebulon (1753-1828). The spoons were made for Charles and Hannah Hewitt who were married October 28, 1756 at Stonington. Two other Stanton brothers, Daniel and Enoch, were also silvercrafters but both were killed in the Battle of Fort Griswold, Groton. Daniel Stanton lived to be only twenty-six so his works are much sought after.

IDEA

When the big (42 ft.) blue spruce Christmas trees were raised on the Seaport grounds before the fourth annual Carol Sing, their boles were dropped into already-prepared, permanently-fitted holes which were the ingenious idea of the Intrastate Tree Service.



There are two locations for Christmas trees at Mystic Seaport--one near the bow of the *Charles W. Morgan*, the other at the tip of Shipyard Point. Now each location has its permanent "socket" for future Christmas trees, prepared as follows:

A 14-inch steel cylinder (actually an old hot-water tank) 5 feet long, was lowered into a larger diameter, 6 ft. hole. Around the bottom of the cylinder for a distance of about one foot upward was poured cement and medium-sized stone. The top for a distance of about one foot downward was secured in the same way; while the middle section was merely surrounded with rough gravel. When the tree was discarded after Christmas, the opening was capped with a plate, and turf laid over all. When the trees are placed next year, all that will be necessary is to locate the spot, remove the turf, remove the plate, and lower the tree into the hole.

The idea is not patented and if it will serve your purpose, please copy.

A WHILE AGO

Pause now and relax. Imagine, if you can, a time when there were no birds nor men. Shallow seas covered the globe and if a map of it could be seen, you would not recognize one continent or sea or island that you know today. In the shallow seas lived no whales or sharks or even sea serpents--only the lowest forms of fish and reptiles. No geographic mass of either land or sea was stable or could long endure. Gigantic but deliberate churnings and spasms of Nature kept the globe in a state of unresistible change. On land, where there was any, roamed strange-looking creatures which our learned men now call dinosaurs and pterodactyls.

This is what men now call the Jurassic Age, the first half of the Mesazoic Period. All that remains of that period today are the Jura Mountains, oolitic limestones of Britain and Switzerland, fossils in Wyoming and California and the brown, "bird-track" sandstones of our own Connecticut Valley. In that weird, lost time though, there were no men--there were as always, hunter and hunted. Some nameless beast on a nameless day and season, fell prey to its hunter, whether roving mammal or geologic change, and died, and in time decayed; so that all that remained was a piece of bone.

Somehow, through eons of time and change, after oceans had been formed by the unremitting rains, and broad new continents had lifted themselves from the deeps, leaving whole mountain ranges still submerged, and even the victorious hunter had faded into limbo, the little piece of bone from the vanquished mammal still lay on the ocean floor. This remnant, a tooth from the prehistoric creature, was brought up by the trawler *Queen*, fishing in 1950 ninety miles east of Scotland Lightship. Given to Plato Cox of Miami, Fla. by the *Queen*'s owner, Seymour Benjamin, Cox has given it to this Museum where it may be seen if you want a glimpse back into geologic time.

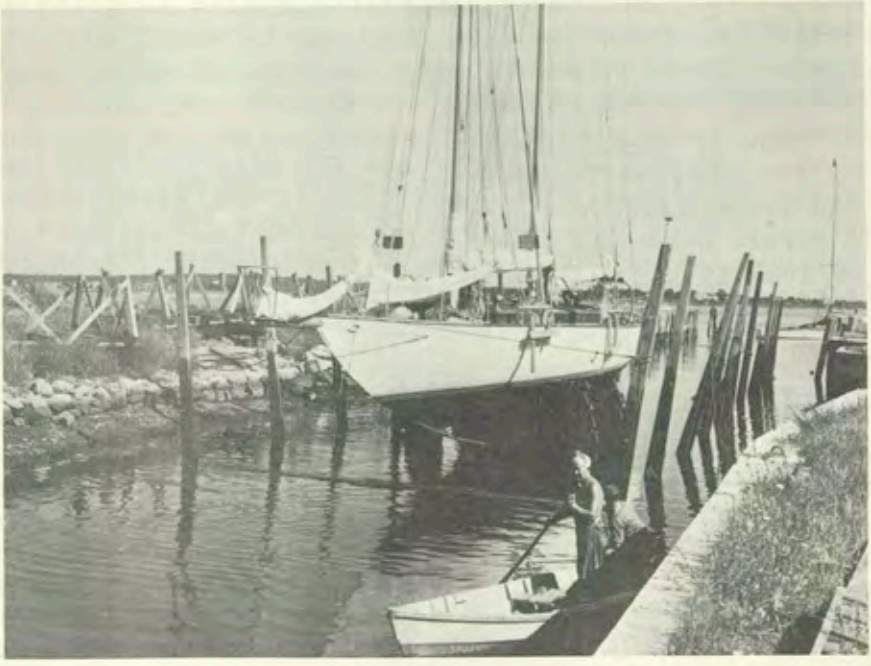
It is probably, undoubtedly, the oldest thing in a Museum dedicated to preserving the things of the more recent past. By comparison, the Age of Sail, its ships, its prideful heritage, even the land and the river which remember them, are a flicker of time less than a moment ago.

SKOOKUM III

Like two giant chrysalides, the two schooners lay at their respective wharves, one in a cocoon of dark brown canvas, the other in white. Masts unstepped, hatches secured, they sleep the long sleep of a New England winter.

One, knowing boatmen would recognize as *Brilliant*; but the other one, the one shrouded in darker canvas, would seem new to them, at least at Mystic Seaport. And so she is, new to Mystic Seaport, but with masts stepped and canvas spread, and bowling along under her marconi main and gaff-rigged fore, yachtsmen would recognize her easily as Ritter Shumway's *Skookum III*. So she was, until January 1959, when by his unrestricted gift she became the property of Mystic Seaport.

Impressed with the Seaport's youth training programs, *Skookum*'s owner has high hopes his boat will join *Brilliant* in the business of education. Seaport officials also hope so, for a second schooner could be kept busy. As a matter of fact, with the thought in mind, the Educational Department has already explored the idea by means of a survey and the answer was "yes".



With *Brilliant* booked through 1960 and a waiting list of youth groups eager for the taste of salt spray, plus still other groups uncovered by the survey, a full season of cruising would be assured for two schooners.

But there's more to a thing of this kind than merely providing the takers and the tool. Such programs are not self-supporting. There is the matter of dollars, competent hands to sail her, more dollars for the necessary alterations to increase her accommodations, and assurances as to the continuance of the activity. Furthermore, seasonal activities of this kind bring staff problems. You cannot hold a first-rate crew with only a short summer season's employment, and it is not easy for the Seaport to find productive indoor winter employment for an outdoor summer staff.

Skookum III is 63 ft. overall, 14 ft. 5 in. beam, draws 6 ft. 2 in.--the approximate size of *Brilliant*. The two would make a handsome pair in the service of youth. And if a way can be found that is economically sound, Seaport officials will enlarge their educational program by another schooner. If not, well, as we always say: "Gifts of things are as acceptable as gifts of dollars."



One of those quiet bits of history, so often lost by the wayside, is that on lonely Gonzelo Island in the Diego Ramirez Group, South of Cape Horn, there is a marble headstone marking the grave of a sailor buried in 1832 by his ship-mates. The nineteen-years old seaman was Thomas L. Thomas, a native of Portland. The name of the boy's ship is almost obscured from the stone, but the letters "Schr." and "...onzo" remain.

Curator Stackpole believes it to be the Schooner *Alonzo* of Stonington, Conn. which, in 1832 was on a sealing voyage to the Falklands and the islands around the Horn. The *Alonzo* had once before visited the area. The odd bit of history was brought to light by a query, in the *Mariner's Mirror* of May 1958, from C.R.G. Worcester of Windlesham, Surrey, England. Mr. Worcester is the author of several volumes on *Chinese Junks and Sampans*.

TOO TALL



Hundreds of photographers, trying to catch the spirit of the historic Seaport on film, have probably used the air brush on two tall anachronisms--the big smokestacks which dominate any northward view of the scene. The bane of Seaport photographers, they are a necessary adjunct to the big Rossie velvet mill which is a 59-years old Mystic landmark.

Of recent years the New England textile mills have been having lean pickings; some have moved south. A recent article in a local paper states that the fixtures and machinery of the Rossie mill have been sold and are being moved to South Carolina.

The future of the local mill is uncertain; but the news brings to mind the early dreams of Dr. Charles K. Stillman, one of the founders of The Marine Historical Association. His plans for the future Mystic Seaport included a school for men of the U.S. Merchant Marine to be conducted by the then merely incipient Marine Historical Association in the huge mill buildings. The plan shows the vision of the man, and is all the more remarkable because at that time (1929) the United States Merchant Marine had no Academy. It was not until 1942 that the Academy at Kings Point, New York was established. In the late thirties and early forties the Merchant Marine Cadet Corps received its training in certain of the facilities of New London's Admiral Billard Academy (now non-existent); later went to the New York State Maritime Academy at Fort Schuyler.

In one year our own offset printing equipment has made 1,762,718 impressions on 900,485 pieces of paper.

AVAILABLE

Last July the Maintenance Department needed a motor. In due time one was located at Yale University by a good friend there, Prof. Frederic W. Keator. Through the courtesy of Prof. Newman A. Hall, Chairman, Department of Mechanical Engineering, the motor was made available to the Seaport--but there was a condition to the gift. The School of Engineering had other material which was in their way and no longer wanted--two steel coal wagons, jacks, a blue-print machine, a blue-print drying rack, several arc-lights and four old airplane engines. The Department of Mechanical Engineering's Newman Hall was not so rude as to say so, but Mystic Seaport realized it was a case of "Take all, or none". A truck was sent down to New Haven, Yale's crane loaded the heavier material and all of it was trucked to Mystic.

But Mystic wanted only the 7.5 h.p. motor and four heavy-duty ratchet jacks; it needed no airplane engines, no old-fashioned blueprint equipment, no coal wagons. Not until September did General Manager Brooks find a taker for part of the excess. At the Planetarium Symposium in Cranbrook, Michigan he met Major Richard J. Pfrang of the U.S. Air Force Academy who put him in touch with the proper parties in the Air Force Museum at Wright-Patterson Air Force Base, Ohio. Result: Four historic, old, now obsolete aircraft engines will shortly be picked up at Mystic by men from Westover Air Force Base near Springfield, Massachusetts and sent to the Air Force Museum in Ohio.

Still available from Mystic Seaport: A blue-print machine, a blue-print drying rack (both somewhat old-fashioned).

Thames Shipyard, Inc., has added to our engine collection with a fine old naptha engine and brass-covered boiler of the manufacture of Gas Engine & Power Co. and Charles L. Seabury Inc., Consolidated, of Morris Heights, New York. Also, fifty wooden patterns used by shipbuilders for casting, some of them dating from the beginning of the shipyard in the 1870's. The latter will be a welcome furnishing for our Mold Loft when completed.

Curator Edouard A. Stackpole must have felt quite at home, for the broadcast studio had been made practically into a duplicate of "his" museum back home in Mystic. Technicians projected onto a curtain of scrim, as a background for studio action, the Seaport's South Wing (hall of figureheads) for one scene, the venerable *Charles W. Morgan* for another.

Against such authentic backgrounds, Stackpole told the story of whaling for the November 30 Johns Hopkins University sponsored television series of weekly programs, "File Seven".

Walter Millis Jr. wrote the script for *Whale Hunt*. Lynn Poole, Public Relations Director at Johns Hopkins, who acts as host on the weekly programs, directed the show.



JOHNS HOPKINS PHOTO MR. POOLE AND MR. STACKPOLE

Aside from the studio-size, projected backgrounds, other outstanding features of the program were desk-top size silhouettes of an elephant, a whale, and a man; to give the nation-wide audience a concept of the comparative size of the whale. Stackpole's narration

concerned the chase, the capture and the final cutting-in and trying-out.

For the half-hour program (11:30-12:00 noon) a station wagon full of props went from Mystic to Baltimore--a model of the whaleship *Morgan*, two models of whaleboats, a collection of scrimshaw, samples of whale oil, whaling gear and the actual vertebra of a whale. Rehearsals began at 7:00 a.m. and three well-planned sessions had their specific objectives. Rehearsal No. 1 was for script; No. 2 for cameras, lights and positions; No. 3 for timing. After No. 3 forty seconds had to be cut.

The broadcasts emanate from Baltimore, are channeled over an ABC network to forty-eight cities, mostly in the South and West. The November 30 program was seen and reported on by Marine Historical Association members in Miami (Fla.), New York metropolitan area and other mid-Atlantic states centers and was undoubtedly seen by thousands who had no reason to report to Mystic.

While all this concerns perhaps the most elaborate television presentation of Mystic Seaport to date, it does not in any sense disparage those simpler, shorter but far more frequent and equally telling presentations made over local channels. WNHC-TV has welcomed Mystic Seaport to its studios on numerous occasions. WJAR-TV sponsored twelve weeks of Mystic Seaport in 1957 and WPRO-TV is inserting spot coverages for us into the famous John D. Craig's nationally popular "Kingdom of the Sea" series.

Staff members made their usual contributions in the field:

Charles A. Brooks, *General Manager*

Nov. 13	Jamestown, R.I. Rotary	"This is Mystic Seaport"
Nov. 17	Westerly, R.I., Rotary	"History of Mystic Seaport"
Nov. 27	Saybrook, Conn., Rotary	"History of Mystic Seaport"

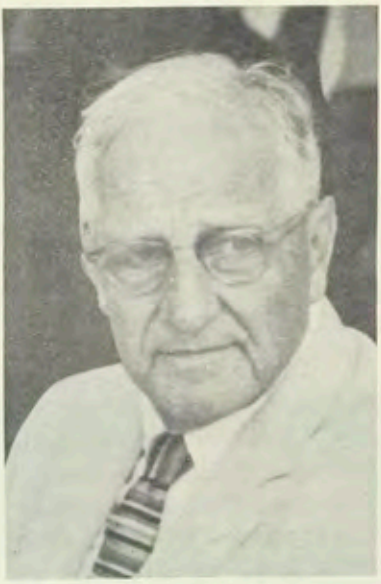
Edouard A. Stackpole, *Curator*

Oct. 3	University of Connecticut, Storrs	"Whaling from Connecticut"
Oct. 10	Springfield, Mass., Rotary	"Columbus, the Mariner"
Oct. 17	New England Conference, American Association of Museums	"Education and the History Museum"

James Kleinschmidt, *Assistant to Curator*

Nov. 19	Worcester County Power Squadron, Holden, Mass.	"Mystic Seaport"

Departed this life on November 5, 1958, at his farm home Oldhaven, in North Stonington, Conn., **Brower Hewitt**, 77, Treasurer of the Marine Historical Association.



Brower Hewitt was one of the original directors of the Association and at his death was the trustee with the longest tenure of the present, or any other board. A member since the first year of operations, he had served in offices and on boards and committees without a break. Although in failing health for almost a year and in full knowledge of the approaching end for ten months before it came, he kept his secret to himself and was active in the affairs of the Association to within days of his death. For many years the financial mentor of the officers and trustees, he was the father of the Association's Retirement Plan for employees.

Even before the incorporation of The Marine Historical Association in 1929, he shared the views, the dreams and plans of Dr. Charles K. Stillman, Edward E. Bradley and Carl C. Cutler, the original incorporators. He became even more active upon his retirement in 1955 as Vice President of the Acme Wire Company and his return to the ancestral home, Oldhaven Farm in North Stonington. While Mr. Hewitt was prominent in the financial affairs of a number of corporations, charitable, educational and civic organizations, he was a member

or officer of no less than seven historical societies whose aims are not dissimilar to those of Mystic Seaport. It would have been humanly impossible for him to have given any of them more of his time than he gave to the affairs of Mystic Seaport. He saw the rawboned Marine Historical Association grow from a society of scarcely more than fifty members, two acres and one small exhibit building without any endowment, to a sprawling historical monument of twenty-seven acres, over five thousand members and an endowment in excess of a million dollars.

A Society conscious of his unique contribution intended to honor him signally at its next annual meeting, the thirtieth anniversary of his and its own efforts, but was cheated by death before that could be accomplished. It had to content itself with the Board's passing a Resolution which stated, in part: "His unwavering loyalty and devotion to the aims and purposes of the Association since its inception; his quiet, unassuming adherence to duty; and his willingness to give of his talents and time where and whenever called upon, were of such measure that his loss creates a void which can never be as fully filled... His contribution was of no common character; his loss to us is irreparable and will be long and keenly felt..."

The loss of a man so deeply involved in the affairs of the Association called for actions of replacement as an officer and member of various boards and committees.

To replace Mr. Hewitt as Treasurer, the Trustees elected Franklin Cole, a member of the Executive Committee who for some years has guided the Association's investment policies and served on important financial committees.

WINTER MOVE

Much of this winter's construction activity centers on Shipyard Point, where a long-term plan is gradually being realized. Some day the old Greenman Shipyard will live again as a working shipyard for visitors to see. Already some of the necessary shipyard facilities have appeared. First building to form a part of the area was the Mallory Sail Loft, moved years ago and now occupied by the tools of the Sailmaker and Rigger. By spring a Chandlery will have taken the basement, or ground floor. The marine railway is in. The shipyard will be anchored at one side to the Mallory Sail Loft.





Two houses on recently acquired properties have just come by way of the highway, to form one more building of the developing shipyard area.

The unit, when restored, will house the Shipyard Office, the boat-builder's shop and the Mold Loft. One portion of the new unit (16 x 38 ft.) was used until comparatively few years ago by Gideon O. Manchester, a small-boat builder. There is some evidence that the other portion (22 x 42 ft.) may have been the yard office of the old Mallory Shipyard which flourished in the 1850's.

ABOUT BOOKS

Admitting our own smugness, we took a certain pride recently upon opening our *Saturday Review* to see on adjoining pages, books and book reviews by men who have appeared in our "Adventure" series of lectures. Vilhjalmur Stefansson's (in Mystic, January 20, 1952) new book *Northwest to Fortune* was reviewed by Finn Ronne (here April 27, 1951). *The Russians in the Arctic* by Terence Armstrong was reviewed by Bernt Balchen (here November 1, 1953). In *Look Magazine* December 9 and on television channels about that time, was the story of a school teacher who won a trip to Africa with explorer John Goddard (here March 18, 1957). And in the nation's press of December 1, the sad death of Sir Hubert Wilkins (here February 8, 1958).

Hamilton Cochran's *Blockade Runners of the Confederacy* is a recent acquisition of our Library. Hamilton Cochran is the writer of the illustrated story in the *Saturday Evening Post* in 1948 which gave Mystic Seaport its first notice in a big national magazine.

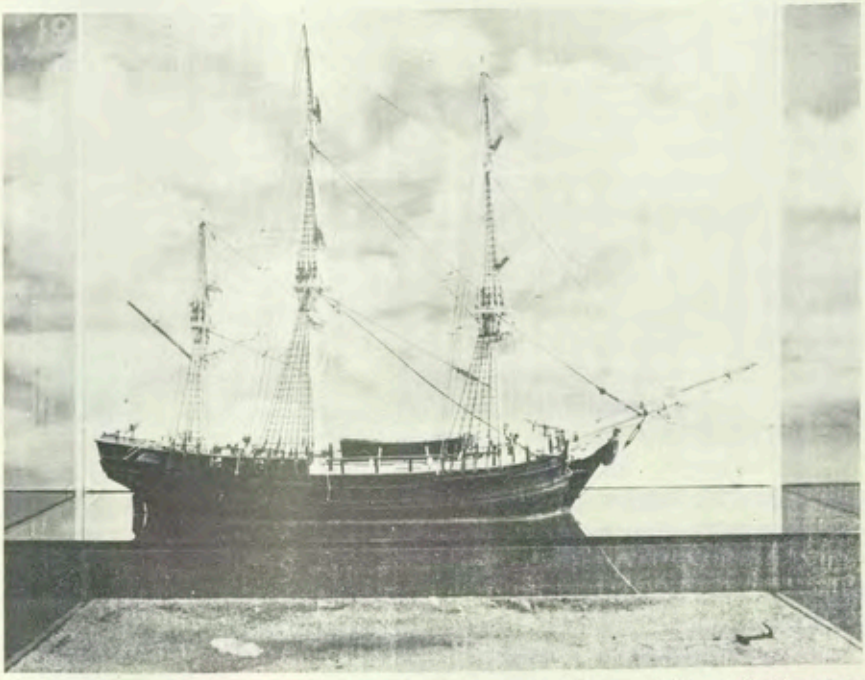
In a dealer's catalog from Massachusetts we find listed at $4.00, Lt. W.J. Parker's *The Great Coal Schooners of New England, 1870-1909*, published by The Marine Historical Association in 1948. You can get it for $1.00 through us. *George B. Wendell, Clipper Ship Master, 1831-81*, another of ours, is listed at $3.00. Cost $1.25 here. *Whale Hunt* by Nelson Cole Haley is listed at $4.00. Cost $3.50 here.

The new, paper-back *Hoaxes* by Dr. Curtis MacDougall lists one which turns up every few years--Columbus' log. Mystic Seaport's library has a copy of this remarkable bogus treasure. It gave the startled Librarian of that time, some years ago, some thoughtful moments.

The navigation section of our Library is the richer for the newly published *The Art of Navigation* by Lieut. Commander D.W. Waters, R.N. This big book is a magnificent study of the development of navigation during the Elizabethan Era, when great discoveries demanded (and brought) strides in the advancement of navigation from the coastal piloting stage to the use of celestial observations. Here are traced the steps from astrolabes to sextants, from early time pieces to chronometers, from early logarithm tables to quick reference tables

for computation of ship's location. It has 696 pages, 87 plates, 43 diagrams, 33 appendices, bibliography and index; with foreward by The Earl Mountbatten of Burma. Published by Yale University Press, October 22, 1958.

BOUNTY



One of two models which are the gift of Foster Milliken of Camden, South Carolina. These models, beautifully made and beautifully cased, are handsome additions to our miniature "fleet". Not to disparage in any sense the painstaking craftsmanship which Mr. Milliken lavished upon them, it is their attractive presentation which first catches the eye. Both models (the other the *Sovereign of the Seas*) are mounted in lucite so that the full hulls may be seen, and are suspended over a simulated ocean floor complete with sand, shells, driftwood and seaweed. Each is set against a painted background of clouds and sky and each is electrically lighted. *Bounty*'s scale is 5/32 in., built in 1952 and *Sovereign of the Seas*, 1/8 in., built in 1949.

KEYS

From Mrs. Wilbur Walker of Bessemer, Alabama are received several hundred miscellaneous letters and papers, all relating to local people and vessels (1828-40). In the Walker papers are a number of franked letters from Key West, Florida, reporting Indian massacres.

Old-timers in Mystic well know that many a local resident followed the coastwise trade south and settled in the Keys.

The first church in Key West was not merely an off-shoot of the old Mariners Church (now known as Union Baptist) of Mystic, but was actually affiliated with it; and members of the Key West church when they came north were regarded as members of the Mystic church. About the middle of the nineteenth century this *rapport* sickened over the question of slavery, and died when the Mystic church withdrew the right hand of fellowship.

Even before the settlement of Key West, Mystic fishermen had a rough settlement at Key Vaca (1818), until they found the deep, spacious harbor and easy access of Key West better suited to their activities.

Salvage, as well as fishing, became an important and profitable pursuit in the Archipelago. Of the twenty wreckers in the Florida Keys in 1835, Jefferson B. Brown's history of Key West mentions five from Connecticut, and two of the five from Mystic: the schooner *Whale*, Captain G. Eldridge, and the schooner *Mystic*, Captain E. Eldridge.

Died on Christmas Day, **Jane Bartram Weed** of Greenwich, Connecticut. Mrs. Weed was co-donor with her brother, Rensselaer W. Bartram Jr. of Stonington, of the Bartram Memorial Building. The building was dedicated on May 18, 1957 as a memorial to their father.



PHOTO BY MARGARET SCHEIBELER

Huddled together under the bow of the *Morgan*, an estimated four hundred shivering people participated in the annual community Carol Sing, December 16. The event was sponsored jointly by the Seaport, the Mystic Chamber of Commerce and the Mystic Community Center.

The traditional turning-on of the Christmas lights had been done at sundown. After a warm-up concert beginning at 8:30, the serious business began when the newly-formed fifty-piece Stonington High School Band at 9:00 broke into the national anthem, followed by a welcome extended to the community on behalf of the Seaport by General Manager Brooks. While there was no star soloist as last year, that spotlight may be said to have been centered on Robert Hogg as he related "A Christmas Story", over an amplifying system. But other stars were Matthew Grzyb (pronounced Grzyb) who as band director, in a short span of less than three months, had developed fifty amateurs into fine musicianship. Then there was organist Dwight Richardson (St. Andrew's

Church, Norwich) who kept his fingers warm and flexible in a heated booth built around him and the electric organ he played. Mr. Brooks made the introductions and gave credits to the principals; while presiding over all was the Director of the Sing, native son and well-known pageant director (latest, the Jamestown Festival, the Governor of Connecticut's Inaugural Ball) Byron Hatfield, a member of the association since the days when its principal properties were a remodeled mill building and a collection mostly borrowed.

The entire Sing centered around a tall blue spruce strung with Christmas lights, close upon the bow of the 118-years old whaleship *Charles W. Morgan*.

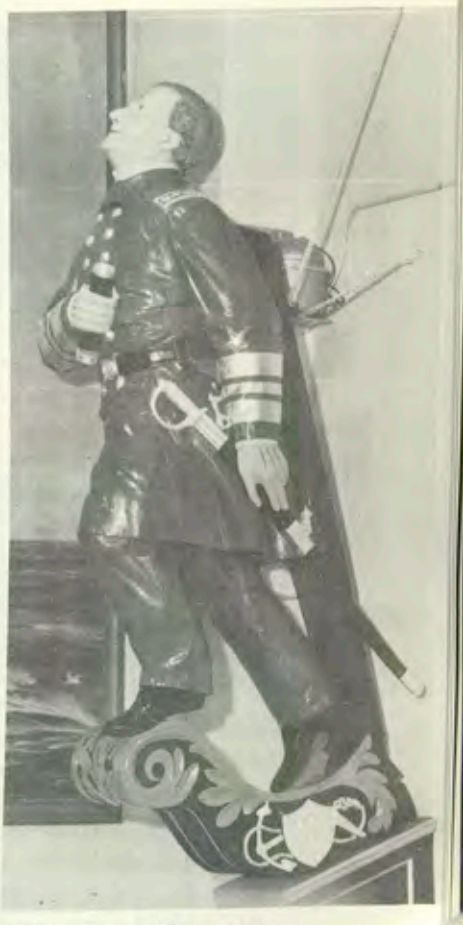
A second Christmas tree decorated the tip of Shipyard Point, a vantage point easily seen from the center of town and by residents along the river banks and eminences both above and below the Seaport. Flood lights glistened upon the *Morgan*'s and *Conrad*'s spars and upon the facades of the old-time shops and lofts along the waterfront.

It may be safely said that nowhere in the world could such a scene be approximated--voices lifted in Christian unity against a mystical harbor scene brought miraculously into being out of a past beyond the memory of even the oldest singer.

The special lighting continued for two weeks, and as usual, drew motorists and many a camera bug. Our night watchman, Mike Vacca, kept a count of the cars visiting the Seaport from December 16 through the 24th and from December 26 through January 4th; a total of 541 cars representing eleven states with an average of four to a car would mean that over 2,000 visitors enjoyed this unique sight.

Miss Elizabeth Morgan Hussey has added to our whaling memorabilia by gifts of items of ship's gear from Wing family whaling vessels out of New Bedford. More than twenty items included running lights, lantern keg, buckets, lances, life rings and a few navigation instruments--all in memory of her father, Charles Morgan Hussey.

THE ADMIRAL AND A LADY



For an indefinite stay in Mystic comes Admiral David G. Farragut, in replica. He has been hung high in the Stillman Building's impressive hall of figureheads. The "Admiral" is a seven-foot figure on loan from Mrs. Sumner Pingree's three sons, who are great, great-grandsons of William F. Weld, first owner of the ship *Great Admiral*, built by R.E. Jackson (1869) for which the figurehead was carved. The ship had a distinguished career lasting for forty years before she was lost on Queen Charlotte's Island, B.C.

Also on loan, from Dr. Neil Josephson, are some personal effects of the great naval hero--epaulets, collar and sleeve ornaments, buttons--all to be seen in the figurehead as well. A small plate presented to the Admiral in Europe bears his hallmark of horseshoe and nail.

The smaller items have been added to the U.S.S. *Hartford*-Farragut collection in the unique display case contrived from the after-hatch skylight of the *Hartford*.

Another figurehead has come as a gift from Mr. and Mrs. Stanley Livingston Jr. This one, unhappily is unidentified, origin unknown; but since it is a comely female, perhaps the fact only adds the charm of mystery. An amazon (7 ft.) she wears long braids, her brown hair parted in the middle. Her ears are touched with golden ear-rings, her green dress has a gold border and belt, and she wears a golden fleur de lis below her breast. Like all females she is not willing to appear in public nor have her picture taken until she has been completely refurbished.

While no significance should be attached to their coincident arrival, they will make a charming pair---this Admiral and this lady.

GIFTS



A posthumous gift of Frederick F. Brewster is the Astor Cup, won by his schooner *Elmina* of Newport in August 1905. *Elmina* (87 ft. waterline, about 126 ft. on deck) won the Astor Cup for schooners on six other occasions--1901, 1902, 1906, 1907, 1909 and 1910--more times than any other boat or owner.

Also some valued watches for the Clock Shop. One, made by Jules Jurgensen of Copenhagen--a 35 jewel, 18 carat, open-face repeater (alarm) is realistically valued at $1,000. Its runner-up (in value) is a Tiffany, 30 jewel, 18 carat repeater.

To these fine pieces, Dr. Karl Vogel has added five others, Swiss, French, English; and some watchmaker's tools. Such contributions, in a comparatively short space of time, are making the Pugsley Clock Shop one of the outstanding exhibits at Mystic Seaport, if not in America.

Clifford D. Mallory's gift of papers represents a dozen different ships commanded by Mystic men, including letters from Charles H. Mallory of Mystic Bridge to one of his captains, Horace H. Clift in San Francisco; other letters by Stonington people to Stonington captains.



Shown here are the five prize-winning Logs entered by Mariner troops who participated in the Conrad Youth Training Program's Fifth Annual Log Book Contest.

First to: M.S. *Flying Cloud*, out of Crestwood, New York. Second to: M.S. *Flying Cloud*, out of Amityville, New York. Third to: M.S. *Old Ironsides*, out of Babylon, New York.

Honorable mention to: M.S. *Sea Nymph* out of Larchmont, New York, and to the joint effort of M.S. *Independence*, M.S. *Sea Wolf* and M.S. *Columbia* out of Scarsdale, New York.

The grandchildren of George Goble, Oswego, N.Y. shipwright (1859-1906), have contributed his chest of tools, a photograph of twenty-five of his men taken in 1880, and a list of vessels built at the Goble Yard and their dates.

An even larger collection was purchased from Mrs. Lura A. Bailey and represents tools used by Seth Bailey in the Connecticut River Valley over one hundred years ago.

NEW AND CHOICE

Among the new year's first acquisitions placed with the Stillman Library's manuscript division is the Scoresby Collection, which was presented by H.H. Kynett after its purchase from a New York dealer in rare books. The Collection represents a grouping of whaling and Arctic exploration documents.

Captain William Scoresby Sr. was born on a Yorkshire, England farm in 1760. After service in the Baltic trade and the British Navy, he made his first whaling voyage on the ship *Henrietta* and soon became her master. He decided that he could take more whales than the average vessel by voyaging further north along the east coast of Greenland. Despite a mutiny on the first voyage, he stuck to his beliefs and soon became the most successful whaler in the Arctic. It was in 1806 that he took the *Resolution* to 81° 39' north latitude, the highest penetration ever attained by a sailing ship up to that time--some 510 miles from the North Pole. Although he could have gone even farther, Captain Scoresby was duty-bound to pursue the object of the voyage, and so caught whales. Captain Scoresby died in 1829, but before his death had taken his two sons, William Jr. and Thomas, on his voyages. The first vessel owned jointly by the father-son combination was the *Fame*, of Whitby, in 1818.

Captain William Scoresby Jr. became not only a famous whaling master but a man of great scientific attainments. Born in 1789, he first went to sea with his father at the age of eleven. On his eighteenth birthday he was mate on his father's ship, the *Resolution*. He made notable voyages in the *Fame* and the *Baffin* (of London), both built for Arctic whaling. The logbooks of these ships are included in the collection. In the *Baffin* he made his now-famous voyage up the eastern coast of Greenland, where he discovered a bold, rugged coast in latitude 74° 6' north. This he determined, was the legendary "Hold with Hope" landfall recorded by Henry Hudson a century before. In the next few months, Scoresby charted over 200 miles of coast line, naming the various points for noted scientists and writers and giving his father's name to a newly-discovered gulf. Upon the death of his only son, Frederick, Captain Scoresby Jr. left the sea to study for the ministry. He was ordained in the Episcopal Church and became Vicar of Bradford. He died at Torquay, England, in 1857.

Thomas Scoresby, the younger son of Captain William Sr., also went to sea as a whaler and became a mate on ships out of London and Aberdeen. However, he also had a scientific turn of mind and studied medicine at the University of Edinburgh. He migrated to America, settling in the little town of Ellensville, New York, where he was a country doctor for many years.

It was from the estate of Dr. Scoresby's descendants that the present collection was obtained. Stored in a strong-room, in a large tin box, the miscellany consists of seven logbooks of ships commanded by Captains William Sr. and William Jr., as well

as account books and oil listings; original manuscript sermons of Rev. William Scoresby, as well as printed sermons; books written by Dr. Scoresby and his nephew, Dr. Scoresby-Jackson; a number of letters written by Mrs. Mary Clark, the only daughter of Captain William Sr., and a most interesting discovery--the autobiography in manuscript of Dr. Thomas. This latter has some valuable historical material on the Scoresby whaling explorations never published.



ILLUSTRATION IN AUTOBIOGRAPHY OF DR. THOMAS SCORESBY

The Scoresbys were a whaling-exploring family whose exploits made them world famous and whose careers bring out, as nothing else may reveal, the fact that whaling history belongs to the world's larger story of exploration and discovery, and is not the possession of any one nation. This is all the more significant with the voyage of the submarine *Nautilus* under the polar ice cap, bringing the Arctic regions again to the attention of the entire world.

Edouard A. Stackpole

Richard Orr, well-known model maker and wood carver, formerly associated with Mystic Seaport, was the victim of a heart attack, January 14, 1959.

Variable Winds

Carl C. Sorensen of Springfield, Mass., who served on the ship *Joseph Conrad* in 1910, visited the Seaport on October 13.

Some items given by State Representative James H. Allyn carry a particular local interest. An oil portrait of Captain Richard Burnet (1801-90) of nearby Burnet's Corners, is one of them.

Captain C. Herbert Wolfe's (1857-1927) ship's surgeon's chest contains forceps, surgical needles, saw and tourniquet. Captain Wolfe's home stands in Willow Street, Mystic.

The memory of the Chinese junk *Mon Lei* may now be kept fresh by a water color of her given by Henderson Wolfe. The real *Mon Lei* was an exhibit here for two years, was recently seen in Florida.

A letter written by Commodore Isaac Hull from the frigate *United States*, February 18, 1825, to William Tudor has been given by Mrs. George Grant MacCurdy.

A movement, long stymied, to raise the necessary funds to bring the old schooner *L.A. Dunton* to Mystic Seaport, recently rallied with the almost simultaneous publication in newspapers and magazines of an appeal for $100,000. The sudden spate of publicity is probably due to the enthusiasm of men like Edmund Francis Moran, Edward Rowe Snow and Capt. Irving Johnson, three of those who have formed the organization called The Schooner L.A. Dunton Associates. Feature articles in *The Boston Traveler*, *The New London Evening Day* and *Yankee Magazine* have been seen. Others have undoubtedly appeared.

These men and Curator Stackpole rightfully yearn to see the *L.A. Dunton* "saved", as one of the finest surviving examples of the American, sail-driven Gloucestermen. The *Dunton* is 104.3 ft. by 25 ft. and her gross tonnage is 134. Happily she is still sound after twenty-three years foreign service and thirty-six years of age. Headquarters of the Associates is at 50 State St., Boston.

October saw such diverse meetings and group visitations as four American Express tours, 150 Allied Nautical Cadets, the Spring Valley Flyers' Club, the Strout Family Outing, 100 Bankers, a Lutheran Sunday School, an Astronomy Club, Square Dances, assorted schools and Scouts, and a "safety" dinner-meeting of our own staff--an approximate total of near 1,000.

According to Connecticut's State Development Commission, the average tourist leaves in our state $6.89 a day. If Mystic Seaport's 200,000 visitors stayed but one day each they must have left behind them a juicy $1,378,000. While we didn't see so much of it, it is comforting to know that we helped bring it in.

The good old days were neither good nor bad, if one considers records in an account book of the ship *Siren* (1881-89). *Siren*'s Mates earned $50-$70 a month, her Second Mates $30, Carpenters $25, Ordinary Seamen $12-$14. A dollar

a month was deducted for hospitalization. But laboring men and restless women were no more satisfied then than now. Thirty years before (in 1850) fourteen clerks of the Atlantic Mutual Insurance Company in New York signed a petition asking for better lighting in their office. They wanted the flickering sperm candles replaced by modern gas lights. By 1881 they were probably clamoring for something else and wondering if this new incandescent lamp of Edison's would be the answer.

Such observations arise from old account books given by Miss Olive Hillman, old papers given by Atlantic Mutual Insurance Company.

Fall fashions for women, featured in the November issue of *McCall's Magazine*, were photographed with Mystic Seaport backgrounds.

Mr. and Mrs. Charles Gonat, new owners of Kinney's of Mystic (jewelry) have contributed four valuable showcases from the store formerly owned by General Manager Charles A. Brooks.

Announcement is received of a new hobby organization, SLOW. The letters stand for Steam Launch Operators of the World, formed to bind together amateurs who pursue the design, construction and operation of small steam craft. SLOW publishes a news magazine which also accepts free advertising in its equipment lists. Headquarters is at 3722 Bagley Avenue, Seattle, Washington.

Added by purchase to the Kynett Collection, a model of the American packet ship *Brunswick*, made by an unknown maker in 1820. The exquisite piece of workmanship is enclosed in a one-foot long case.

Hamilton de Fontaine has contributed materially to our yacht plans with twelve sets of blueprints and drawings: the ketch *Staghound*; yawls *Royono II, Malabar IV, Malabar XIII, Marie, Dirgo, Stormy* and *Dorade*; six-meter yacht *Jill*; cruiser *Paratus*; and Clinton H. Crane's *Dervish* and *Endymion*.

Dr. Karl Vogel of New York City has given the Library a collection of forty-seven volumes (some quite rare) on naval architecture, ship construction and ship fitting by outstanding French, English and other authors.

Also for the Library another large collection of fine books from Dr. Austin Lamont of Philadelphia, Penn., already donor of 576 bound volumes plus 1,627 other items ranging from pamphlets and magazines through models and navigation instruments to an oil painting.

The two doctors are friends, Dr. Vogel having recommended the Mystic Seaport as a good repository. Dr. Lamont has yet to visit the Seaport.

In the French Magazine *Marie-Claire* of November 1958 (in format much like our *Look*) is a six-page article and color pictures by Paul Mathias and Michel Duplaix titled "M. et Mme. Nautilus Chez Eux". It all concerns the family life of Capt. William R. Anderson, until lately the skipper of the nuclear submarine *Nautilus*, his home in High Street,

Mystic, and a family visit to the Seaport. The *Conrad* is the subject of a full-page color picture; young Bill Anderson (3) appears in another at the wheel of the *Conrad*; and Mike (13) andBill appear at the Mystic railroad station and with a model train in their home. The article is received through the courtesy of Mrs. Leonard Panaggio who received it from her mother in Paris.

Admiral E.M. Eller, USN (Ret.), Head of the Naval Historical Section, Washington, chiefly responsible for our fine collection of U.S.S. *Hartford* material, was a visitor December 2.

The great, great grandson of Dr. Joseph Bringhurst visited in October. William Bringhurst of Chappaqua, New York, Mrs. Bringhurst and two children revisited the Apothecary Shop of their Wilmington-Philadelphia ancestor.

Mystic Seaport will sponsor a display known as the Marine Museum section at the *Boston Herald-Traveler* New England Boat Show at the Commonwealth Armory from February 22 through March 1. A total area of 50x35 ft. has been assigned the Association. Thenaptha launch *Lillian Russell* will be the center of the exhibit.

Our Counting House was a feature of the October issue of the Mellon Bank News, Mellon Square, Pittsburgh; our Harpswell-Hampton boat appeared in the Bowdoin College Alumnus for December.

From A.R. Spreen, President of the Southern Steel and Stove Company, Richmond, Virginia, came three pot-bellied stoves in response to our listing of *Things We Need*. Coming just at the beginning of cold weather, the gift is both warming andheart-warming.

ANNUITIES

UPON

LIVES:

OR,

The VALUATION of ANNUITIES upon any Number of LIVES; as alſo, of REVERSIONS.

To which is added,

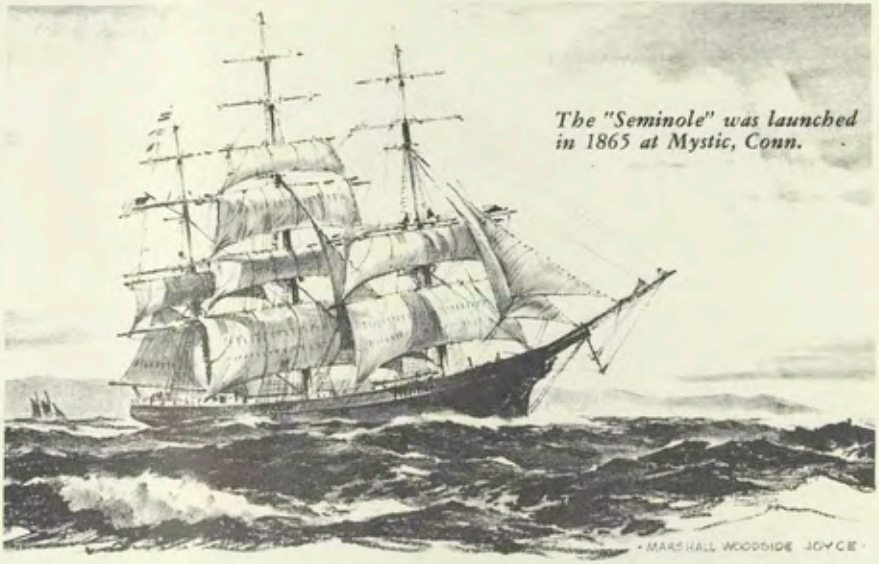
An APPENDIX concerning the EXPECTATIONS of LIFE, and Probabilities of SURVIVORSHIP.

By A. DE MOIVRE. F. R. S.

LONDON,
Printed by *W. P.* and ſold by *Francis Fayram*, at the *South-Entrance* of the *Royal Exchange*; and *Benj. Motte*, at the *Middle Temple Gate, Fleetſtreet*; and *W. Pearſon*, Printer, over-againſt *Wright's-Coffee-Houſe, Aldersgate-Street*. MDCCXXV.

The title page of a little book of only 110 pages almost tells the story. The contents are uninteresting in themselves (methods of arriving at the values of annuities, interest rates, life expectancies), but the date of the book (1725) and the charming typography make it a precious addition to our Library.

One of two interesting items given by Mrs. Harold Bassett.



The "Seminole" was launched in 1865 at Mystic, Conn.

WOULD YOU LIKE TO RECEIVE A PRINT OF THIS FINE LITHOGRAPH?

You will be sent an 11" x 14" print of this beautifully detailed picture of the Mystic-built clipper *Seminole*, by Marshall Woodside Joyce, nationally-known marine artist, as a token of our appreciation if you will help us obtain new members.

Through the generosity of one of our Trustees, a limited quantity of prints has been made available. Since we cannot send one to every member of the Association we are using them to help launch our 1959 Membership Drive.

Here's all you have to do:

- Send the Membership Department the names and addresses of friends and acquaintances who you think may be interested in joining our Association.
- If the prospect is not already a member, a letter will be sent informing him that he has been recommended by you, and asking him to sign on.
- When a prospect becomes a member the lithograph of the *Seminole* will be yours as a token of our appreciation for your help.

We must withdraw this offer when the supply of prints has been exhausted.

Mystic Seaport
Marine Historical Association, Inc.
Mystic, Connecticut

NON-PROFIT ORGANIZATION
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PERMIT NO. 18



Detailed section of front cover diorama

Often gifts of THINGS are as acceptable as gifts of dollars...

Two sets of wooden wheels with steel rims to fit Napoleon type six-pounder Civil War field piece. Wheel diameter 57" with 3" tread. Hub 9" diameter x 13½" long.

For Shipyard boat shop...

One 6" jointer

One 14" drill press

One band saw 24"-30"

For Youth Training Program...

Two pair binoculars 7 x 50