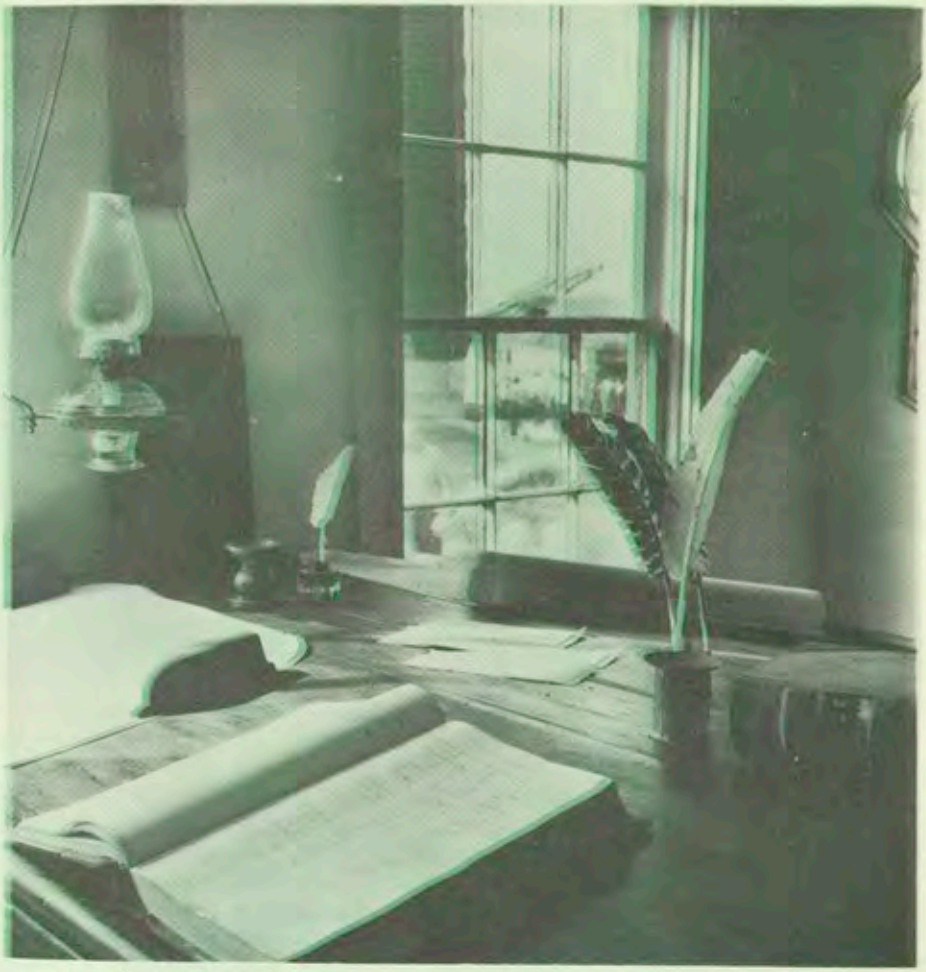
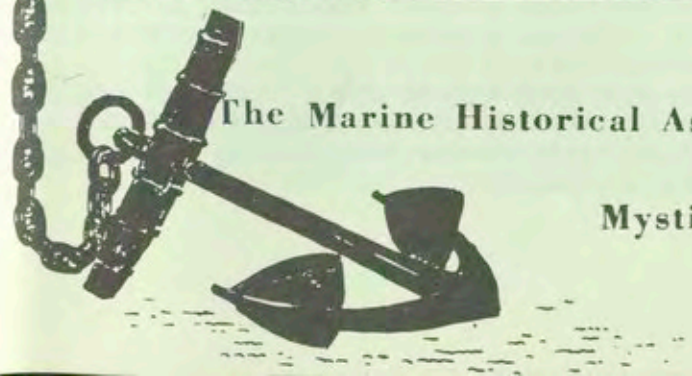
The Log of Mystic Seaport

Volume 11 No. 3
Summer 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*

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H.H. Kynett, *Chairman of Publications*

Our Cover

A new exhibit, across from Bill White's Rigging Loft, portrays the Yard Office of Geo. Greenman & Co., shipbuilders, which from 1838-1879 laid down ninety-four ships and steamers there a century and more ago. The old safe is the one actually used by the Company and original builder's half-models of Greenman ships hang on the walls.

The account books spread open on the high top desks are Greenman Shipyard properties. Quill pens, sander, oil lamp, Franklin stove, spittoon, wood box and an old clock complete the scene. Pencil sketches on the wall show the old Yard as it once appeared.

The first Greenman Yard in 1827 was at the head of Mystic River. In 1838 George Greenman & Company was established and the yard moved to Adams' Point (now Shipyard Point) where they continued operations until 1879. Three times in succession they launched from this site the largest vessel theretofore constructed in Connecticut, achieving through the years a reputation unsurpassed in national shipping circles for honest workmanship and superior design.

So, the Shipyard Office stands where it should be, on a part of the Greenman Yard. The building itself was once one of the buildings of the neighboring Charles Mallory Shipyard.

Coming Attraction

June 19, in a drenching rain, a gilded shovel scooped up the first earth to make way for the new Planetarium.



Francis Day Rogers, the architect, explains that the architectural style of the building is intended to coordinate the appearance with the existing Greek revival structures now abounding at the Seaport, with the fundamental needs of this more modern installation. The necessary circular dome and auditorium would hardly be guessed from the outside appearance of the nineteenth-century brick structure with gable roof planned. Windows, cornice and other exterior details are of the period. Yet inside will be what some have said will be the finest installation of its size in the country.

Dr. Armand Spitz of Spitz Laboratories (designer and builder of the instrumentation) has said "I have never seen the development of a planetarium for any museum carried out so thoroughly and with every aspect of its installation so carefully planned..."

Architect Rogers adds "The planetarium installation will house a 30-ft. dome and accommodate on circular seats approximately 100 persons in a completely light-locked room. Special attention, therefore, must be given to mechanical supply and exhaust ventilation. Behind the special perforated dome there is a walkway which can accommodate special exhibits created by lighting effects which may be visible as a background through the dome. The installation has made provision for the greatest flexibility which can be devised for the showing of various possible arrangements. This includes, also, a sound system."

The first floor will contain an ample lobby space, together with an office with necessary light-locks to the circular planetarium area. This floor is separated from a basement exhibition room by fireproof construction. The exhibition room has its own exterior entrance and windows where the ground slopes off to the west.

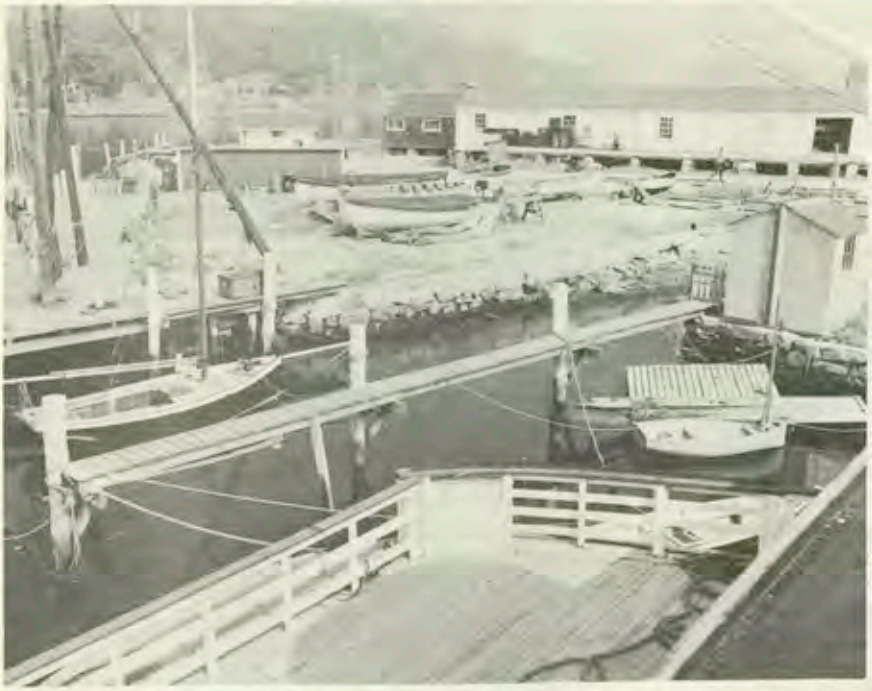
The building is expected to be ready for the planetarium installation by October 1959, and it is hoped that first tests of the equipment may be possible by March 1960.

An initial gift from the James Foundation of New York, Inc. made the new unit possible. Others who have contributed heavily are Henry L. Moses of New York, Henry B. duPont through Crestlea Foundation, and William D. Campbell through Woodland Foundation.



Redolent

No place in the entire Seaport is more redolent, by sight and smell, of the work-aday world of shipbuilding a century ago, than the point of land jutting out into the half-salt water of Mystic River, known as Shipyard Point.



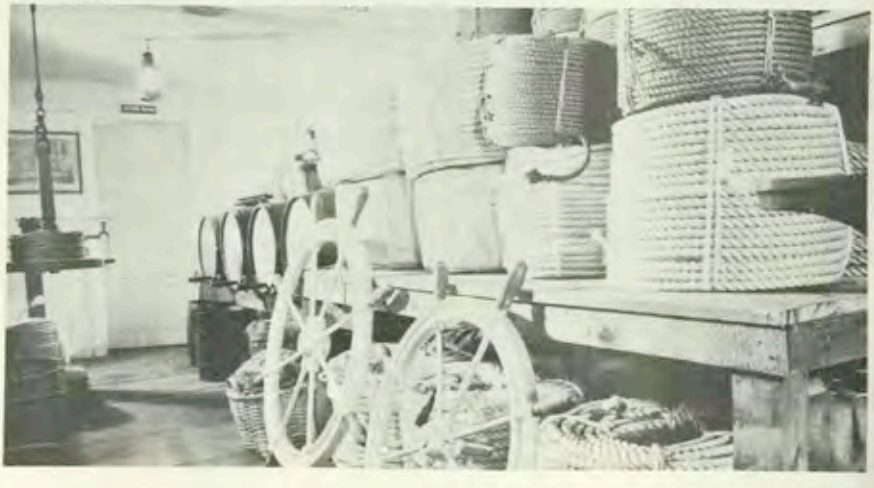
Shaping up behind a high board fence is a dedicated half-acre or so of authentic and pleasant shipyard clutter. Strewn about, on cradles or timbers, are the pinky *Regina M.* and a dozen other small boats, some showing the marks of recent repair, others boarded over as if ready for limbo. A marine railway cuts the scene almost in half. In the water are the keel cutter *Fox*, a rigged whaleboat, a catboat, a skiff.

In the Mallory Sail Loft the Ship Chandlery has just opened its doors. Most unusual item, an oil lamp enthroned in a sheet metal casing, the unit forming a small portable stove. The Chandlery, of course, has better heating equipment than this, a pot-bellied stove with pipe running some twenty feet to the back of the store.



Everywhere are such items as rope, marlin, fenders, spikes, oakum, brooms, mops, mast hoops, boat hooks, blocks, riding lights.

Most memorable quality of the Chandlery is its delightful odor of tar and oakum. The proprietor was making a fish net while we were there.



Fleet

Members and visitors who see the colorful (red and blue sails) Dyer Dhow fleet sailing in Mystic River soon learn that this is our Youth Training Program in progress. The nine-foot dhows the youngsters sail were contributed by as many yacht clubs. Six of the fleet of fifteen have had almost ten years of hard use by amateurs. Two more were badly needed.

Again the yacht clubs have come to the rescue, and the Youth Training Program, this time, doffs its collective hat to The Cruising Club of America and to the American, New York, Riverside, Indian Harbor and Fishers Island Yacht Clubs for spanking fresh, mint condition sailboats. The two added came from unlikely and unexpected sources--The Royal Swedish Yacht Club and the Vicmead Hunt Club Yacht Squadron.

Honor roll of the clubs responsible for the bantam fleet, past and present (aside from those mentioned above) includes Edgartown, Norwalk, Off Soundings, Essex, Wadawanuck, Larchmont, The Corinthians, Manhasset Bay and Ram Island. One boat came from an individual, sold on the values to be derived by American youth from the Seaport's youth training programs. Each boat carries the name of its club-donor except the last mentioned which bears the number 13, the name *Yankee*.

♦♦♦♦♦♦

Another Coast Guard Day at Mystic Seaport was tucked away at sundown August 4. Two contingents of fourth classmen from the Academy saw *The Origins of Freedom* in the Meeting House and, by happy coincidence, were welcomed aboard by Robert Montgomery, movie and television personality, as a member of the Association's Advisory Committee.

This was the 169th anniversary of the founding of this oldest of the armed services. As would be expected Lieut. Norman G. Cubberley brought upriver, for guests to inspect, the Coast Guard's 95-footer, Cutter No. 95-316.

The Coast Guard Band played under the trees beside the Meeting House, the 180 fourth classmen swooped into the Galley for the mid-morning coffee break and then toured the Seaport, their first liberty since entering the Academy.

Montgomery was aboard his own Mathews *Cygnet*. By coincidence also, Tabor Academy's schooner *Tabor Boy* was present, here with her annual Headmasters' Cruise.

Sculptural, Timeless

It is a pity that the expression "wooden ships and iron men" has planted deep in our minds the very natural inference that "wooden men" is an encomium and very funny indeed. Victor A. Lundy, a young Sarasota, Fla., architect, comes to the defense of wood. "The beauty of wood is timeless, fundamental", he said. "Human beings see, feel, experience the beauty of wood as they have throughout history." He calls attention to the beauty of wooden structures in New England, still standing and beautifully preserved, to those he saw at Old Sturbridge Village and to the ships at Mystic Seaport. "Wood", he continues, "remains the natural artist's material--workable, sculptural, moldable."

Our shipbuilding ancestors knew this even if of necessity. It was only when the clamor for speed began its crescendo that iron ships came in, that mass production of guns was started by Eli Whitney, and that the assembly line supplanted the hand-made. "It is reassuring", says architect Lundy, "that wood gets better with age. It is timeless, it takes cheaper maintenance, and it is the only renewable natural resource."

This is not to decry the uses of metal, concrete and even plastics; but it is to pay tribute to the "romance" of wood and the enduring beauty of the hand-made products of our forebears.

If this were not so the Seaport would not now be faced with the almost sudden necessity of saving the *Conrad*'s Swedish iron hull. Slow replacements, as in the case of the *Morgan*, were neither practical nor possible. Our own workmen cannot take the pliable materials at hand for the *Conrad*'s steady, yearly, piecemeal rehabilitation. She must go to a shipyard and a foundry for that, at an estimated expenditure of $40,000; unless some cheaper, more modern means can be found.

If twice that amount may have already been expended in the preservation of the *Morgan*, it was not done in one fell swoop and did not upset the economy of the Association. Slow deterioration of Jethro and Zachariah Hillman's product was met as it came, a little each year as we had it.

Nor is this to decry the uses and the fitness here of the iron-hulled *Conrad*. Foreign-born and iron she

is, yet she carries on the once American conviction that training in sail is the best training that can be had. (We say "once" American, because America is among the first of the maritime nations, which valued that kind of training, to begin to abandon it.) She and her sister training ship *Brilliant* have brought pleasure and the knowledge that learning can be fun, to a thousand red-blooded American boys and girls annually.

Wood or iron, she must be saved. She typifies the very intent of the founders, back in the last days of 1929, in establishing The Marine Historical Association. And they, all lovers of wood, would be the first to say so.



No one has seen the *Conrad*'s need more acutely than Mrs. Bebe Wimpfheimer and the *Conrad* cadets themselves. Mrs. Wimpfheimer, almost single-handedly, has headed a drive to "save the *Conrad*", and her appeal has been directed almost exclusively, thus far, to the *Conrad* trainees over the eleven years of the Conrad Youth Training Program. Her labors and her letters are beginning to bear results. $382.50 at this writing, has come in--and in driblets of single dollars, a "fin" now and then, and a few more handsome sums. But the *Conrad* cadets could well do with a hand in their enthusiastic response to a real need.

Sea Bird

Some time in May next year, Mystic Seaport and its visitors will welcome a group of water-borne visitors who, in less than ten months, should have developed from landlubbers into seasoned salts.

Twenty-three young men and women from sixteen to thirty will come ashore from the brigantine *Albatross* and stretch their sea legs in what will be to them, by then, a strange and new scene--that of an early American seaport--for they will have been accustomed to the foreign ports found in the Mediterranean, the Red Sea, and around Africa. Mystic Seaport will be their point of debarkation by special permission of our Executive Committee.

Under the command of Christopher B. Sheldon, Ph.D. (nephew of that Sidney Withington who wrote our 1958 publication *Two Dramatic Episodes...*) the 92-ft. brigantine *Albatross* sailed July 15 from Lisbon.

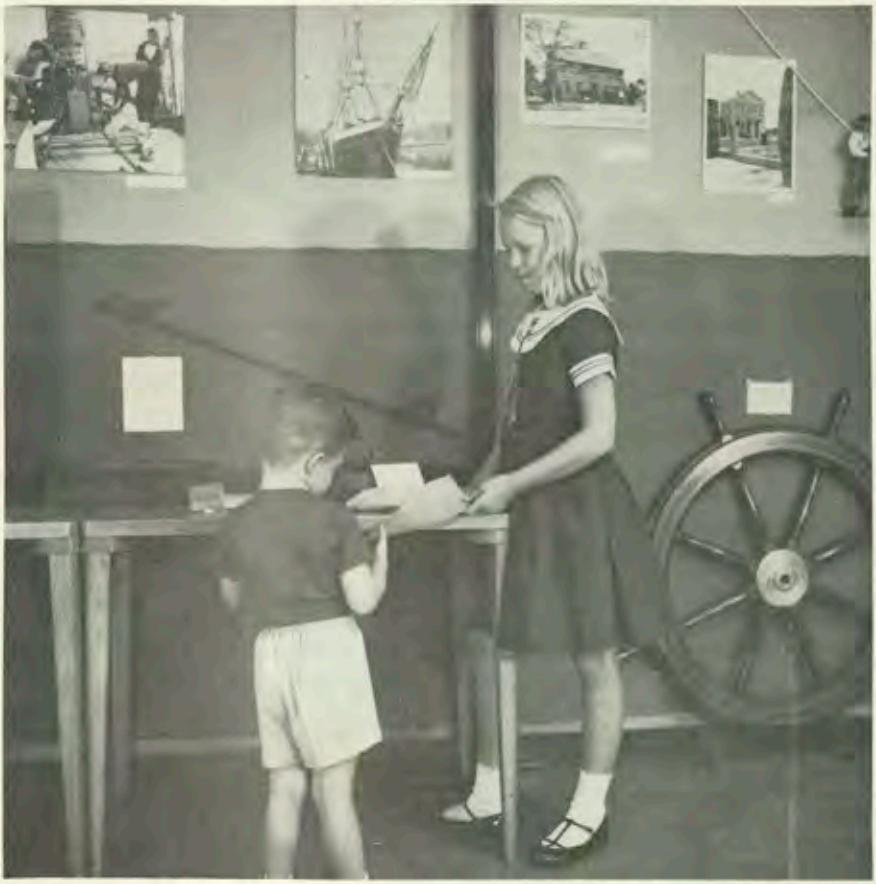
This first voyage of *Albatross* under her new owners, The Ocean Academy, Ltd., is merely preparatory to her being made into a floating academy for boys. The lucky twenty-three crew members will have seen the famed Riviera, the islands of the Adriatic, the Greek Islands of the Aegean, will have been up the Nile to the pyramids, into the big game areas of East Africa and to the Belgian Congo.

In July 1960 *Albatross* becomes a full-fledged school, offering college preparatory courses on the tenth and eleventh grade levels, taking her students to Bermuda, Lisbon (for the 500th anniversary of the birth of Prince Henry the Navigator), Naples (for the Olympic Games), Canary Islands, West Indies, Bermuda and again "home" to Mystic Seaport.

The aim of The Ocean Academy, Ltd. is to "teach a few subjects well" rather than to offer a full choice to students. Students in this sea bird with a serious purpose should register two years in advance because, with the limited curriculum, it might be necessary for them to change their electives at their present schools in order to meet requirements. Spanish, English, Mathematics and Biology will be offered. Navigation, celestial and coastwise, will be acquired through actual application. Discipline will be a prior requirement and the Academy reserves the right to send a boy home should he prove to be unsuited to the well-being of the voyage.

In 1961 wide-winged *Albatross* has another voyage in prospect; this one to the Pacific.

Albatross was built in Holland in 1921 for pilot service in the North Sea, where some of the severest weather in the world is found. In 1937 she was sold to Germany. Ten years ago she was sold Dutch, was fitted out as a training ship for future Dutch officers. In 1954 she was bought by Ernest K. Gann and rerigged as a brigantine, used by him while doing research for his novels. Bought in 1959 from Gann by The Ocean Academy, Ltd. she is presently under a foreign flag, intends to come under the American flag.



Children visit New Canaan (Conn.) Library exhibit and are interested in items from Mystic Seaport.

PHOTO BY SUSIE DUNN

Information

Cut your finger? Ask Ernest Dickson--he'll give you a band-aid. Want a ride on a trolley car? Ernest Dickson can tell you where to get it. Want a sea-food dinner? Ask Dickson. He can give you the actual menu from a charming place in Ivoryton or a place right on the water in Stonington; and half a dozen others, as well.

Ernest Dickson, public school principal, is this year's Information Man at Mystic Seaport. He can direct you to the Connecticut Turnpike or to Newport by the scenic route, and tell you what ferry you can catch for Newport. He has on tap the folders of the better museums from Gillette Castle to the White and Green Mountains. He has the ferry schedules to Orient Point, Fishers Island, Block Island and Port Jefferson.

If you have time left on your hands after you've finished at the Seaport, he can give you a free ticket to the Mystic Art Gallery, or tell you and the kids where to get a swim. If you have a babe in arms, he will rent you a stroller for fifty-cents and if you don't return it he will know who you are and find out why. If it is raining he can find a raincoat for you. If you have an invalid with you, he can supply you with a wheel chair.

Most of what Ernest Dickson knows, he found out for himself. When he took on the job, he took it on from scratch, or almost. He himself visited many of the motels and restaurants, so that he would know what he is talking about. He it was who gathered together the cards and folders, road maps and menus that are piled high all around him. The State Development Commission supplies him weekly with their booklet on Connecticut places of interest. He is strictly impartial, favors no single restaurant or motel; but it would be our guess that the motel and restaurant owners treat him with deference.

In our short interview we were interrupted half a hundred times. Most common question, "What can I see for my dollar and a half?" Next commonest, how to get to Route One.

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A brand new Girl Scout Mariner Troop, in Little Silver, New Jersey, has adopted for its name, *Bowdoin*.





Sandbagger *Annie* has moved to a new spot near the Parade. A huge anchor from a British ship of the Revolutionary period which was recovered from Newport harbor takes her place in the circle.



Charles A. Brooks, Harrison C. and Charles F. Noyes, Philip R. Mallory Unveiling of memorial plaque on July 8, 1959 at the dedication of the Noyes Building--an exhibition building for large ship models.



Welcome

"The Admiral brought his schooner 'home' today, and the impact of the homecoming jarred the whole Connecticut seaboard. It is doubtful if ever in this State's history any person received an accolade as unique, as extensive, as Rear Admiral Donald B. MacMillan of Provincetown, Mass., did when he brought the *Bowdoin* to Mystic for enshrinement.

"At 3:30 p.m. the schooner was tied up to her new dock. On one side of the slip is New Bedford's *Charles W. Morgan*; on the other, the historic schooner *Australia*. Every ship of the Marine Historical Association, including the lofty-sparred square-rigger *Joseph Conrad* and *Morgan*, was 'full dressed', the rigging fluttering with thousands of multicolored flags and pennants.

"As MacMillan's command neared the dock, crowds elbow-to-elbow on the piers, shores and buildings cheered the gray-haired, slightly-built admiral, who at 84 was berthing his beloved vessel--veteran of 26 Arctic expeditions--for the last time.

"But the ovation started 5 miles away and two or three hours before at Fishers Island's West Harbor. Here the marine parade formed, originally consisting of about 30 magnificent yachts, with the procession being led by the historical association's schooner-yacht *Brilliant*, colorful with blue uniformed Girl Scout Mariners and white clad Explorer Scouts aboard.

"Schooners, yawls, sloops and ketches, all dressed with flags and pennants, streamers, banners and signs hailing MacMillan and the *Bowdoin*, joined this slow-moving parade up the Mystic River.

"As the river narrowed, getting up toward Noank, the intensity of the celebration accelerated. Even though it was an overcast day, still with hints of the fog that plagued yesterday's passage to Fisher's Island, causing the sinking of the $100,000 *Lord Jim*, hundreds of persons lined the waterfront.

"The flotilla also grew, adding everything from small sailing boats decorated with yellow and blue crepe paper to the ocean-going cruiser *Terra Mar*, carrying aboard the whole band of the Connecticut Governor's Foot Guard 2nd Company, black fur hats and all.

"The marine parade, eventually more than a mile long, wound its way up the river. Gun salutes roared

spasmodically from the shore; the *Bowdoin* answered with her little 12-gauge cannon lashed to the rail.

"Outboard motorboats, rowboats, tugboats, canoes, dories, steamers, prams and cutters swarmed over the river, their wakes weaving in and out like twisting threads on the water. Thousands of camera shutters were clicking, flash bulbs popping, occasional sirens and fog horns sounding and above all, bursts of cheering and applause...

"'Labrador,' said the barefooted sailor who went four trips to the Arctic with MacMillan, 'was never like this.' And he shook his head in wonder.

"Aboard the motor-sailer *Manatuck*, the bagpipes skirled as the black-and-red kilted Manchester Pipes band struck up a tune...

"But the earth had not yet even begun to shake, nor the river either. At Mystic Village, they both did..."

So observed Everett S. Allen, staff writer for the New Bedford, Mass. *Standard-Times*.

Other highlights: Impresario Byron Hatfield (Jamestown Festival and others), who directed the events of the big day, leaned too heavily against the rail of *Terra Mar* just before she started upstream, the rail gave way and Maestro Hatfield got a ducking in Mystic River.

A dramatic and unexpected happening was the sudden closing of the bridge as the *Bowdoin* was about to pass through. An emergency ambulance case necessitated the closing.

Members of Mystic's two volunteer fire companies directed their hoses skyward and *Bowdoin* and her escorting vessels passed between walls of water, like a bride and groom at a military wedding.

Unhappy events of the welcome were the sinking of the 62-ft. *Lord Jim* (since recovered, now sold) and the snapping of the bowsprit of *Yankee* as she nosed her way into her dock.

Lieut. Governor John N. Dempsey read the Governor's proclamation proclaiming June 27 as *Bowdoin* Day in Connecticut. It was similarly *Bowdoin* Day for the towns of Groton and Stonington.

The Admiral said "We haven't lost her. We can come here anytime we want to and go aboard. She will have a good home here, for 100 years or longer. I am happy









Bowdoin Day
June 27, 1959





she's here." Miriam MacMillan, using both Eskimo and English, greeted all as "good and kind" friends.

The Manchester Pipes, resplendantly kilted and wearing black fur shakos, entertained reception guests and onlookers by parading the green, skirling their pipes as they marched.

The U.S. Coast Guard Academy band played for two hours while the crowd assembled. The Governor's Foot Guard band played the Bowdoin Alma Mater. The Poquonnock Fife and Drum Corps kept up a musical accompaniment to the river dins, from their station on the west bank of Mystic River.

Members of Explorer Post 236 of Exeter, Reading, Pennsylvania, aboard *Brilliant*, were distinguished among all other Explorers across the continent by wearing, for the first time on any public occasion, the new Explorer uniform. They bought theirs especially for their part in *Bowdoin* Day.

Bowdoin Day was the first time the Governor's traditionally scarlet-clad Foot Guard had paraded at sea since under Benedict Arnold, as the First Commanding Officer of the second company, they traveled by water from New Haven to the Battle of Bunker Hill.

The Coast Guard 83-ft. cutter #83-388, Chief Boatswain's Mate Robert J. Martin in command, escorted *Bowdoin* from Falmouth to West Harbor, Fishers Island.

The National Geographic Society's flag flew from *Bowdoin*'s mainmast, the Boston Yacht Club burgee from her foremast.

First in sight was the U.S. Coast Guard 95-ft. spotlessly white cutter #95-316, Lt. Norman G. Cubberly commanding. Young, good-looking Cubberly brought a laugh from watchers when he popped out of the pilothouse and shouted "Say, is this the way to Mystic Seaport?" Cubberly well knew the way; he is a frequent visitor to the Seaport, is known by most of the staff.

Among the top-ranking Navy and Army brass were Admiral Chester Wood, Commandant of the Third Naval District and Major General Frederick Reincke, Connecticut Adjutant General.

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Our neighbor across the street hands us an envelope containing a letter which they recently received without delay. It is addressed: "Calico Shop (Materials, Yarn, etc), Shop opposite Mystic Exhibitions, Mystic, Conn."

VISITORS
Recent and of note

Dr. George Radan, Assistant Director of the Maritime Museum at Haifa, in this country on a year's leave of absence.

The Lord Mayor (and his lady) of Norwich, England, here to help open the tercentenary celebration of Norwich, Connecticut.



Mr. Stackpole, M.W. Bulman (Norwich, England), Mrs. Carroll, Mrs. Bulman and G. Wyman Carroll (Norwich, Connecticut).

Secretary of the Treasury Robert B. Anderson and Mrs. Anderson.

Rear Admiral Raymond Richard Lyons (USN, Ret.), one of a group interested in starting a whaling museum at Lahaina.

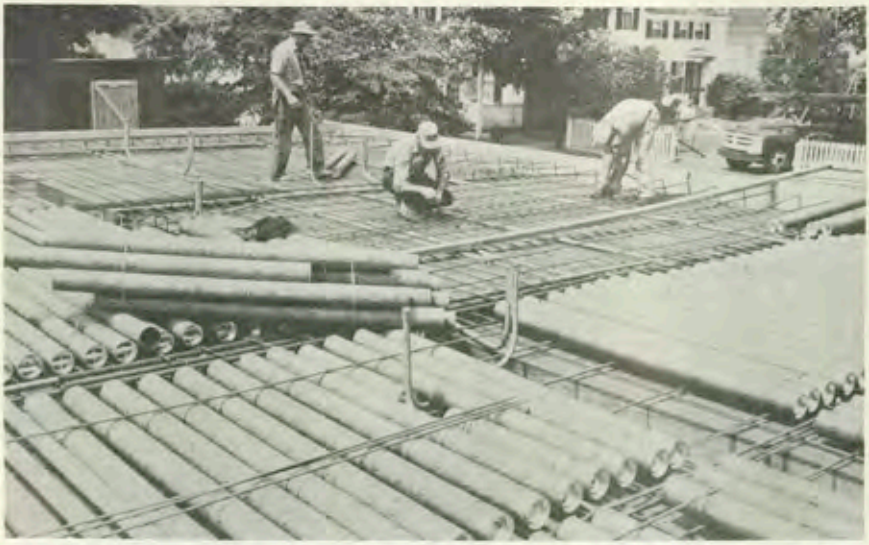
Dr. Satya Prakash, Director of Archaeology & Museum Dept., State of Rajasthan, Jaipur, India; here to study museum methods and operations.



Six Norwegian Air Cadets (17 and 18 years of age) here to participate in Civil Air Patrol's 12th annual international Air Cadet Exchange program.



Three Girl Scout Mariners and Mrs. Jerri Chidester, leader, in sweat shirts especially made for them with their own design--a silhouette of the JOSEPH CONRAD with "Sikeston Missouri Mariners" around the circle.



New planetarium. Sonoco tubes in cement flooring lessen weight, add strength, give aeration, make future changes in piping and wiring easy.

Radio

When E.F. MacDonald Jr., a long-time friend of Admiral Mac's and in 1923 President of the infant Zenith Radio Corporation, induced the Admiral to equip *Bowdoin* with radio, he did so over the Admiral's objections. The Skipper feared it would make his men homesick. MacDonald countered with the theory that men become bored with each other for lack of new things to talk about. So *Bowdoin* carried radio equipment, and a young "ham" by the name of Donald Mix, to operate it. Mix was a member of the American Radio Relay League.

Down in the state of Washington was another young ham by the name of Everett Sutton. He was aware of recent government restrictions on these uninhibited youngsters, shortening their allowed wave lengths; but he like any other ham took pride in the amazing distances they achieved with minimum power. When one night he caught a weak signal from the Arctic, he took a chance and sneaked through a reply. And so was achieved the first radio message from the Arctic, from the *Bowdoin* locked in the Polar ice.

Thereafter communications presented no problems. A regular schedule of broadcasts was instituted by Zenith's powerful Chicago station. MacMillan heard of Harding's death by radio the day it occurred. In 1925 he kept in touch with the U.S. Fleet as it steamed across the Pacific on a good will cruise, and a short wave message made it possible for *Bowdoin*'s sister-ship *Peary* to get much-needed coal half-way up the coast of Greenland. Again they set a new distance record, Tasmania to the *Bowdoin*'s position near the Pole. A group of Eskimos rendered a concert from the Polar region for Admiral Coontz on the warship *Seattle*. Today a ship in the Arctic or Antarctic is as close to the daily news as our own television, radios and newspapers make us.

The story of that first, historic exchange of messages was part of the advance publicity for Bowdoin Day and attempts were made to locate Everett Sutton to bring him to Mystic to take his merited place among those honored that day, along with Admiral Mac and his ship.

Through the years the MacMillans have accumulated a vast collection of Arctic treasures, and many of them are now displayed in a loan exhibit on the second floor of the Counting House.



The exhibit includes Eskimo artifacts, boat and sled models, photographs of the Far North. Books written by Admiral and Miriam MacMillan are prominent. Focal point and eye-catching is a handsome Polar bear-skin rug.

But significant to all who know the story of that historic exchange in 1923 are the radio receivers and transmitters from the Zenith Radio Corporation, such as were used on those early *Bowdoin* wanderings. The location of the 1923 transmitter, if it still exists, is lost; but the display includes the world's first portable radio, field-tested in 1923 before production began the following year, and the receiver which brought to the *Bowdoin* her first news from home.

In the Skipper's diary of that 1923 expedition are two telegrams of Christmas Greetings received by radio. One was from the then President of the United States, Calvin Coolidge. The other was from A.W. Greely, leader of the ill-fated Greely Expedition of 1881-84 who had lost nineteen of his men, all of whom might have been saved if they had had radio communication.



The new entrance displays a colorful Seaport Seal on its sign.



The Junior Museum, in its new location, is the first stop for children.

Variable Winds

If you come by boat, soon after you tie up you are likely to encounter enterprising, 14-years old, Bill Langdon. When he isn't on his morning paper route, or cutting grass for the neighbors, he brings his 12-foot rowboat, equipped with an outboard, and offers to do errands, get your morning or evening paper, buy and deliver your groceries and perform whatever service you desire, within reason, and for a most reasonable fee. Under Bill's contract with Bill, Senior, he can only perform these services if and when his chores at home are done.

The list of honorary degrees conferred in June by the colleges of the U.S.A. was a long one, of names distinguished, long-honored, well-known, except for one. Bowdoin honored a simple high school teacher. Phyllis C. Weston, mathematics teacher at the Skowhegan, Maine, High School received an M.S. The citation read, "Bowdoin today, in honoring her, honors all teachers, unknown and unsung, of such integrity, ability and dedication." Kudos to Bowdoin which, like the ship named for her, has left the beaten track, touched upon the unknown, unsung shore.

Speaking of the unsung: Solbert Yoo and Robert Spiers, 15 and 14 respectively, visited August 1, Solbert for the first time, Robert for the eighteenth. Both attend Emerson School for Boys at Exeter, New Hampshire. Solbert comes from Korea, has been pursuing his education in this country five years, has not seen his family for eight. Robert's father is a member, which explains his eighteen visits in fourteen years of life; but even so, his is a type of teen-age loyalty which constitutes some kind of record.

News of the privateer *Constellation* comes from Captain Donald Stewart, Superintendent in charge of restoration of the historic *Constellation* at Baltimore. He writes Curator Stackpole that with the aid of Booz Bros. Shipyard he designed and constructed a 28-ft. replica of the famous frigate.

On June 28, with a crew of Sea Scouts from *Constellation* Ship No. 38, Baltimore, Capt. Stewart and his little ship sailed out into the Atlantic. The little frigate ran at 8½ knots and cleared New York in three days, with 30 m.p.h. winds and 9-ft. swells most of the way. The little facsimile is registered as a privateer due to the fact she carries ten one-inch guns and two two-inch cannon.

One fisherman was so overcome by the sight of the miniature ship that he reported her as the Flying Dutchman.

Miss Julia Randall, member, recently hostessing from an easy chair in the Mallory Building, reminded herself of her grandfather, Captain Henry Stark, who, when he was obliged by failing health to allow himself to be looked after, would speak ruefully of "undergoing comfort". "He

was a student at the Daboll School (of Navigation, in nearby Groton) and probably a good one, for he brought his ship back from a long voyage, Captain and Mate being incapacitated, before he was nineteen years old."

Julia Randall (Wellesley '97) has the rare quality in one of her years, of keeping abreast of the times, has the unique distinction of having two letters printed in the July Wellesley Alumnae Magazine.

Foreign Agent--Irving Johnson's new *Yankee* in Holland. Home port: Mystic.



Mystic Seaport Squares was host to area club square dancers on August 6. The entire length of the Parade Dock was filled with dancers from Massachusetts, Rhode Island and Connecticut to dance to the calls of Paul Trowbridge of Willimantic, Lee Tetlow of Bradford (R.I.), Ted Perkins and John Mirtle of Waterford and Lois Chesebrough of the Seaport staff.

Charles A. Brooks, General Manager, welcomed the group and told them he hoped they would all be back next August for a similar event.

Two big tent meetings in eight days made the Thomas Greenman lawn one of the busiest places at the Seaport. On July 31 the annual American Yacht Club Cruise ended at Mystic with about thirty-five boats, and two hundred persons sitting down to dinner under the tent.

A week later the tent area was doubled with the erection of another "big top" for the meeting of District One, U.S. Power Squadron. Two days of festivities included a sailing race in the Youth Training Program's fleet of Dyer Dhows, a whaleboat contest, a reception, square dancing on the wharf and a memorial service in Aloha Meeting House. Fifty-five boats were racked up and 369 Squadronites sat down to dinner.

An impressive moment during the meeting was the presentation of the deed of gift of the Wesley E. Morse Memorial Fund (started the year before) for the conduct of our Youth Training Program. The Fund honors a man who became Commander of his District in 1933, the only one of that District to serve two terms, and was elected Chief Commander in 1937, again serving two terms. Cadets then in training in the *Joseph Conrad* were present for the presentation.

Shells sent in by members have temporarily replenished Junior Museum supply for their visitors.

The *Nautical Gazette* of Sept. 2, 1874 carried the following among its Marine Notices: "The schooner *Albatross* was wrecked on the coast of Newfoundland on the 11th inst., the captain swimming ashore, and the female cook also, she being insured for $15,000, and heavily laden with iron."

MYSTIC SEAPORT ADVENTURES 1959-60

Because
the growing popularity of our lecture series has excluded many of our members and kept them on the waiting list,

Because
the privilege of the lecture series has long been a prerogative of membership in the Association, and

Because
of the limited seating capacity of the exhibition room we have to use as an auditorium,

A Change in Policy is Announced

Hereafter the sale of tickets must be limited to members of the Association, not exceeding four tickets to a member (exclusive of half-price children's tickets).

THE 1959-60 SERIES

All in color and motion — All Personally Narrated

October 19 (Monday) — Captain Richard B. Black
ANTARCTICA

November 2 (Monday) — Charles Sharp
TODAY ON THE PATH OF PAUL

November 23 (Monday) — Alf Loomis
YACHTS UNDER SAIL

December 8 (Tuesday) — Ed Lark
ISRAEL TODAY

January 25 (Monday) — Bathie Stuart
ALL ABOUT THE SOUTH SEAS

February 22 (Monday) — John M. Goddard
THE ULTRASONIC AGE

March 14 (Monday) — Thomas Green
IRELAND--DELIGHT AND DILEMMA

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

Things WE NEED

One heavy flat-bottomed skiff or punt 12-14 ft. long, to be used as work-boat around marine railway and floating craft. Should not be fancy.

Canvas tarpaulins to cover boats, lumber, etc.

One or two vacuum cleaners.

Pair of brass andirons for Mallory Building fireplace.

16" cutter bar heavy duty electric chain saw

The following publications wanting from our library shelves:

U.S. Naval Institute Proceedings:
January 1927 to December 1930, inclusive
July to September 1938, inclusive
February, June and September 1939
September 1942
November and December 1945
February to July 1946, inclusive
May 1947
May 1950

Naval History Society (U.S.) Vols. II, VI, X, XI and any published subsequent to Vol. XIII

Navy Records Society--All publications

Society for Nautical Research--Occasional Publication, especially Numbers 5 (entire) and 6.
Maritime Miscellany Series

♦♦♦♦♦♦

New parking lot for visitors--directly across street from new entrance.



Mystic Seaport
Marine Historical Association, Inc.
Mystic Connecticut

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