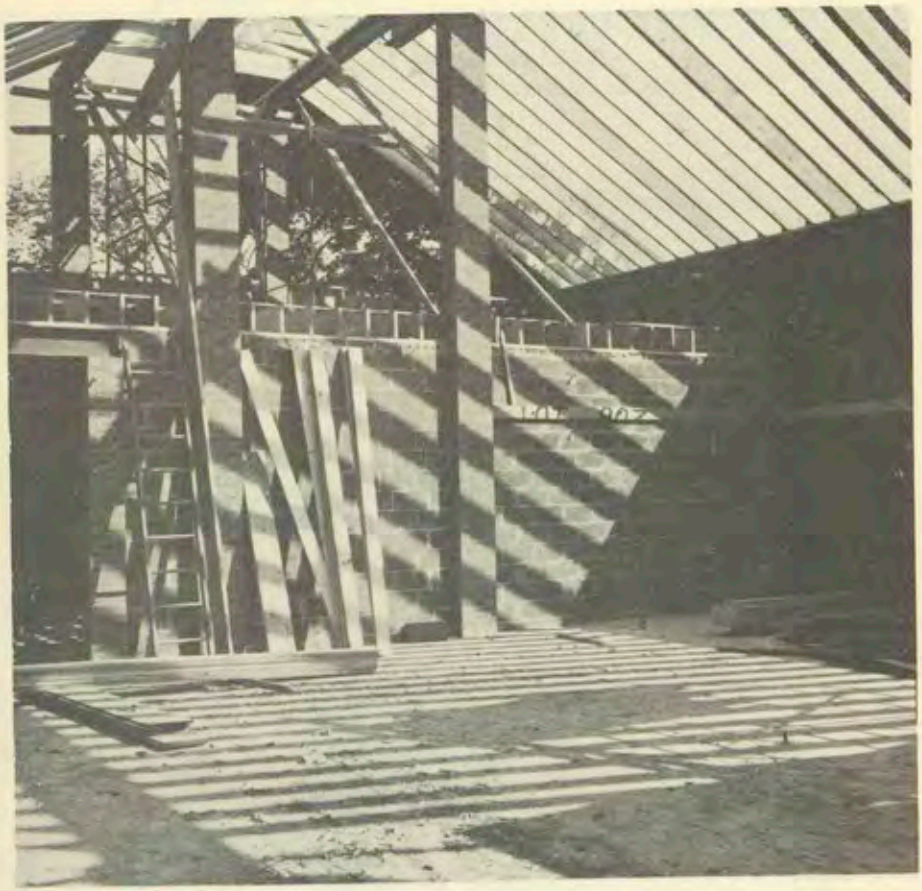
The Log of Mystic Seaport

Volume 11 No.4
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

PLANETARIUM PROGRESS--A STUDY IN LIGHT AND SHADOW



DR. ARMAND SPITZ AND MRS. SPITZ DROP IN TO SEE HOW THINGS ARE COMING ALONG. SPITZ LABORATORIES IS THE DESIGNER AND BUILDER OF THE INSTRUMENTATION FOR THE PLANETARIUM.

Little Toot

Newest member of the fleet, and bravest for her size, is the 32-ft. (40' o.a.) tugboat *Weir*. This littlest laborer was given by John E. Dodson, through the good offices of Captain Elwell Thomas, former owner of Thomas Boat Yard in Stonington, which yard was purchased by Dodson in August.



The *Weir* is equipped with a Lathrop gasoline engine and a boiler for steam heat; with pipe berths for two, a head and small galley. Her colors of red and green and black, with a bright yellow stripe around her funnel, will have to be repainted; for by agreement her colors must not conflict with the former Thomas Boat Yard colors. Later she will be painted dark green, her decks tarred natural, her deck house and pilot house brown with white trim.

She was built in 1931 by the Wheeler Corporation of Brooklyn, for the U.S. Army Engineers, at a price of $16,200, a fancy figure in those depression years, for use in the Chesapeake and Delaware Canal. Named

for Silas Weir, a director of the Canal Association in 1924, she was purchased by Thomas in 1953 for his own Stonington yard. He has operated her for six years.

At Mystic Seaport she will be used whenever we need a tug for hauling the *Conrad* to shipyard for repairs, for shifting our other vessels around, and for hauling unlucky visitors off of mud banks--almost a daily occurrence in summer. Her boiler will be kept going (for heat) all winter, and she will be at the ready for any emergency. Her new papers classify her for towing and for passenger (up to six) service.

Little *Weir* has seen a bit of labor in her day. Thomas used her for years shuttling instructors in the Remington-Rand sales training school at Fishers Island, from their homes in Stonington. But he used her chiefly for towing, the greater percentage of which service was in hauling the big Elliott & Watrous lighter.

This mighty miniature was a familiar sight also on the Connecticut River. One such trip was made in mid-December, but small as she was, she broke her own path through the ice, up and back, and that of the big lighter she had in tow. On another exciting occasion she raced down river barely keeping ahead of an oncoming flood, with the big E & W lighter in tow. A hard easterly gale was blowing, which made difficult handling of the lighter, 85 ft. long and 33 ft. wide. Safely near the mouth of the river, Thomas put in at Essex to telephone his home in Stonington. By the time he got in touch with his home he was standing in a foot of water in the telephone booth. On such a trip (and *Weir* made many of them) she would spend a long day getting to Essex, the second day to Hartford or Glastonbury, where she would deliver the lighter, then drop back to Portland, Conn. and consume the third day for the remainder of the voyage.

She performed many a job in Long Island Sound, once took a lighter to Bristol, R.I. and back. That trip (1954) a sudden cold spell struck New England and a hard gale was blowing. They left Stonington at noon on April 1 and the job took three days in the bitter weather. The morning they left Point "Jude", for the return home, the thermometer registered 14 degrees below zero and while *Weir* was blanketed in a shivering coat of ice, her Captain inside was warm and snug with her efficient heating boiler.

Once, carrying the Remington-Rand boys across to Fishers Island, she thought she was a goner. She rolled

over in heavy seas to 38 degrees, then plunged directly into another so that water was up to her pilot house window sills; but she kept on going. She did yeoman's service during hurricane "Carol" in 1954. But all was not bluster and work. She had her moments of quiet dignity, too. For several years she served as committee boat for the Watch Hill Yacht Club Block Island Sound Race.

Strangest job she ever did was to tow a barge carrying a housing-project house on it, from Poquonnock Bridge, Conn. to Block Island. An unexpected and distinguished member of her crew that time was Tom McCahill, the famous automobile test driver and magazine writer, popular with automobile enthusiasts. McCahill had just happened by in Stonington in his own cruiser and offered to lend a hand for the experience.

Gus Walter of the New Jersey company which builds reduction gears and fresh water cooling systems, and who installed this equipment into *Weir*, stated that he has worked on a number of small tugs the size of *Weir*, but she is the strongest and heaviest built of any he ever worked on.

Hers had been a proud and useful life, for all of her size, and while her most tumultuous memories were of ice and flood and gale, her proudest were of leading the big cumbersome lighter up and down river or through the Sound, a burden four times her size. That lighter was slightly wider than her length, and its length was more than twice her own.

But came a day when her usefulness seemed to be at an end. Her shipyard was sold and the new owner said he had no use for such a tug. He would give her away; and she heard it would be to a museum where there were other boats, but all of them retired and useless, except for people to look at.

Then one day, when the famous Arctic schooner *Bowdoin* came to Mystic, she was in the Parade. True, she was way back near the end of it and there were eyebrows raised upon seeing the homely little tug among so many sleek and expensive yachts. She was no less expensive than some, but she was dressed in her work clothes. She had no others. But she went all the way with the best of them and there were flags and bunting everywhere and thousands of people looking on. Then a wonderful and providential thing happened. At the very moment when the famous schooner was about to glide into her berth, she stuck on a mud bank and Weir's finest

moment arrived. Before thousands of admiring people, the little tug pulled the famous Arctic schooner off.

Weir's life is not over. At Mystic Seaport she will continue to serve, and her associates will be among the finest and proudest of her kind.



The National Association of Engine & Boat Manufacturers is perhaps not so well known a name as The Motor Boat Show held each year in January in New York. Yet the second is but one of the activities of the first. The January 1960 show (15th to 24th) will be the "Golden Anniversary Show" to be held at the New York Coliseum. In a choice location in the lobby will be representatives from Mystic--*Panhard I*, an old-timer equipped with a 15-horsepower converted Panhard automobile engine; *Nellie*, a 30-foot steam launch built in 1872 (and still operable); and *Lillian Russell*, a naphtha launch built in 1904

Panhard I is an old hand at this sort of thing for she appeared fifty-six years ago at the Sportsmen's Show in the old Madison Square Garden. *Lillian* is no ingenue, having caused a sensation last year in Boston by being barred temporarily from the Boston Show because she still harbored naphtha. George Lauder's *Nellie* has not been anywhere since he gave her to Mystic Seaport a few years ago, but *Nellie* is bigger and fancier, with her fringe on top and her huge boiler in a roomy cockpit, can be depended upon to hold her own even with the most blase New Yorkers.



A set of small balance scales (5 in. long) is received from Joseph K. Ryan. A manuscript label pasted inside the box container reads "A table of the Weight and Value of Coins as they Pafs in Connecticut, New York and Philadelphia." In the list, the term "Doubleloons" and the "f" in the double "s" which appears later, date the scales as early eighteenth century.

The Colonials had no income tax to struggle with once a year, but had its equal daily in a monetary system (or lack of it) that was quite as confusing.

Guests

When an entire British Naval Submarine Squadron visited New London October 12, it was the first time in history a British submarine squadron had visited here. The squadron included the submarine tender *Adamant* and eight submarines, with their full complements.

Mystic Seaport was a large part of their American entertainment, three contingents of them coming each day for three days. At Mystic, besides seeing the museum exhibits, each group enjoyed a coffee break at the Galley and saw the film *Origins of Freedom* in the Meeting House.



An unexpected treat for the forty boys who came on the 15th was the coincident visit of forty girls from the Dalton School of New York. On the 15th also, the Seaport entertained one hundred British and American officers at New York Yacht Club Station No. 10.



The entire complement included 1200 men and officers; 800 of them from the tender *Adamant*, 400 from the eight submarines.

Other events of the American visit of five days were an award luncheon sponsored by area service clubs at Ocean Beach Park, for the American "sailor of the month" and a British sailor chosen from each British submarine. The chosen were given a plane trip to Washington, D.C. Each of the two watches of the British ships was given three days leave, one feature being organized bus trips to New York. There was a dinner at Atlantic Submarine Force headquarters, another aboard the *Adamant*, and many of the crew-men were entertained in private homes. There was a luncheon aboard the American tender *Clytie* and a city luncheon at Ocean Beach Park. There were inspections, tours of local industrial plants, a visit to Connecticut College, movies, receptions, a dance, and the presentation of the keys to the cities of Groton and New London to Captain J.H. Adams of the *Adamant*, by mayors Horace L. Barnum and Wilfred A. Park. The British also entertained the Americans at the Submarine Base.

For three days the Britishers were exposed to American history past and present, clambered aboard our ships, viewed our exhibits--many of them, with their bearded faces, looking saltier than the saltiest salts on the staff who entertained them.



THIS WATER AREA NEAR THE ENTRANCE IS TO BE COMPLETELY FILLED IN WITH DREDGED MATERIAL PUMPED FROM THE BOWDOIN-MORGAN BASIN.

Spices

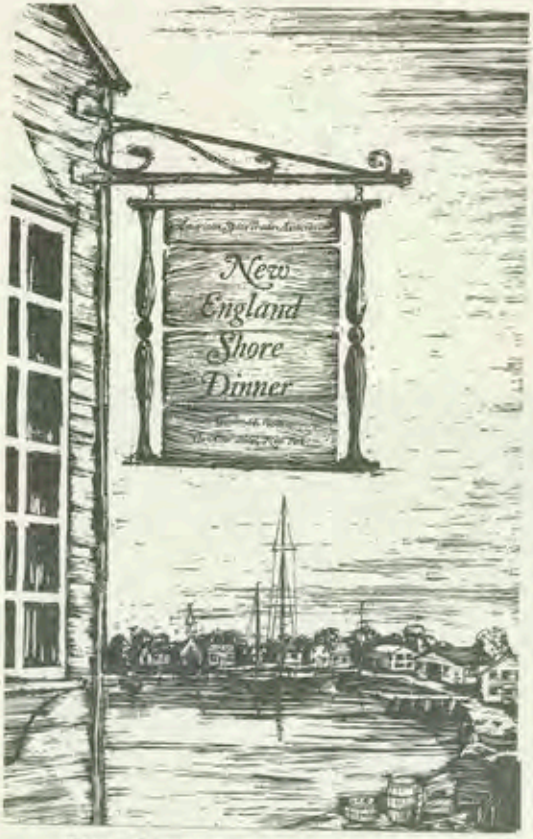
Adding spice to the American Spice Trade Association dinner at the Hotel Astor in New York on October 14 were a special edition of a Seaport newspaper, a Seaport speaker and Seaport rolls.

Speaking before an audience of 450, Curator Stackpole reminded those who knew, and told those who did not know, that spices and ships have been inseparable throughout history. Yale University, he said, resulted from the fortune made by Elihu Yale in spices; and a century later two adventurous Americans, Captain Jonathan Carnes and William Vans, sailed from Salem to Sumatra, returning with a load of spices that had far-reaching effects upon the young republic. In the years from 1784 to 1873 almost a thousand American spice ships made the United States a leader in the trade. Even the science of navigation owes something to spices, because Nathaniel Bowditch's prowess in that subject came from his experience on sailing ships bound to and from Sumatra.



SEATED AT HEAD TABLE FROM LEFT TO RIGHT: STEWART WANDS, EXECUTIVE VICE PRESIDENT--AMERICAN SPICE TRADE ASSOCIATION, EDOUARD A. STACKPOLE, MRS. STACKPOLE AND BERNARD L. LEWIS, WHO WAS IN CHARGE OF ARRANGEMENTS.
Photo--Empire Photographers

When the Spice Trades' home economists were at the Seaport last spring, "researching," the cinnamon rolls baked and served daily at the Galley were so appealing that they were made part of the dinner menu. George and Betty Farnham, managers of the Galley, were invited to attend and bring sufficient rolls for the gathering. They drove to New York with 500 cinnamon rolls, to share their prized recipe with Spice Trades' officials and the leading food editors of the United States.



ATTRACTIVE COVER OF MENU CARD

The dinner menu also included Maine lobster, clams, bay scallops, and other sea foods, with thirty-four different spices and herbs used for seasoning. Entertaining with songs and sea shanties were fifty U.S. Merchant Marine Academy Glee Club boys from King's Point.

A special edition of the *Mystic Seaport Pilot* (gate giveaway) was at each place at table.



NEW TEACHERS IN THE AREA WERE THE GUESTS OF THE GREATER NEW LONDON CHAMBER OF COMMERCE AT THE SEAPORT ON SEPTEMBER 29. HANDSOME PACKETS OF 'GET ACQUAINTED' MATERIAL WERE PRESENTED TO THE NEW RESIDENT WORKERS, INCLUDING EDUCATIONAL AIDS OF MYSTIC SEAPORT. APPROXIMATELY NINETY ATTENDED, INCLUDING NEW LONDON CHAMBER OFFICIALS AND SEAPORT STAFF REPRESENTATIVES. (TEACHERS ALL, EXCEPT THE 'LADY' ON THE RIGHT!)

Those responsible for the huge scale model of the Mystic River Valley in its heyday of shipbuilding supremacy (to be opened by next summer), are looking for 800 little men, busy at the business of building ships, and women busy at the ordinary activities of a housewife in a small New England seaport. A full score of such little people, hand-made with meticulous care, has already been presented by Mrs. John R. Wheeler. These tiny people are made of wire and carry lumber, roll hoops, saw wood, carry bundles and do as many ordinary but fascinating chores. One is a minister, garbed in black. All are realistically painted, even to microscopic faces, and measure from 1/2 inch to 9/16 inches in height.

Bell

A Bell for Adano, the book by John Hersey, concerns an Italian town and the invasion of World War II. The story is about freedom and a bell; and what symbol, to an American, typifies freedom more than a bell? The climax of the book and the play made from it, is when the town bell is rung again and a new freedom has come.

The play was given at Scarsdale late in October for the benefit of the Patrolmen's Benevolent Association. John S. Hemmerly, Scarsdale High School teacher and director of the play, borrowed his bell from Mystic Seaport. This one came from the *S.S. Express* (built at Hog Island as the *Hog Island* in 1919) upon which young Captain Jack Wilbur once served. Wilbur was in the Normandy invasion, and so was the *Express*, though not together. The U.S. Army cargo ship was sunk off Omaha Beach. Jack Wilbur went on in, unscathed. But on the way in he recognized his old ship, later went back and rescued the bell from it, still later presented the bell to the Museum close to his home town of Noank, Conn.

Wilbur had a special affection for a bell. Author Hersey's Italian folk loved a bell. Wilbur was in the Normandy invasion; Hersey in the Sicilian, in the same War. It would have been hard to find a more appropriate bell to use in the Scarsdale play.

Correction. Donald Mix, in 1924 the young radio operator on *Bowdoin*'s Arctic voyage, takes exception to the story in *The Log* (Vol. 11, No. 3) that Everett Sutton of Washington State accomplished the first radio contact with the Arctic that year. Mix says: "Sutton was not the first to contact us after we arrived at winter quarters. He was the last to have contact with us before we left Refuge Harbor for home. We had had previous contact with him, but this last contact came after a period of over a month during which we had had no contact..." He refutes also the inference that Sutton operated on an illegal wave length, explaining that all Sutton did was to break "quiet hours" imposed to prevent interference to regular evening broadcasts.

Wilkins



On September 29 Lady Suzanne Wilkins and Commander James F. Calvert of the atomic submarine *Skate* posed for their photographs alongside a new exhibit in the Stillman Building. The new collection honors the memory and exploits of the late Sir Hubert Wilkins.

An early photograph shows him as a young man, with a movie camera, in Sydney in 1908. His commission as a British Second Lieutenant in 1917 is there, and his military cross and bar of 1918, a letter from Shackleton commemorative of the Antarctic expedition of 1920, an oil painting of his flight over the Pole from Alaska to Spitzbergen in 1928, another of him by Lady Wilkins, a limited edition of his book concerning the Polar submarine patrols of 1931, other commissions and citations. An autographed chart of the South Pole area shows his courses in 1937-38 while searching for the lost Soviet flyers.

In between there were other exploits--to the Canadian Arctic in 1913, with Shackleton to Antarctica in

1920, a British Museum expedition to Australia in 1923, with Ben Eielson over the Arctic in 1926 and over the Antarctic peninsular in 1928, again with Eielson.

A head in bronze is by Antonio Salemme. There are the badge of his knighthood, his Explorers Club flag, his O.S.S. identification card, and finally, a letter from James F. Calvert telling Lady Wilkins of the committal service at the North Pole, and the bronze urn which contained his ashes.

Sir Hubert was a truly remarkable man. Australian-born, he was a pioneer in aerial photography, combat photographer, veteran flyer over the Arctic and the Antarctic, famed for his partially successful attempt under the Polar ice in a submarine, knighted by King George V. On Saint Patrick's Day 1959 his ashes were scattered over the North Pole by Commander Calvert of the atomic submarine *Skate*.

His far-thinking, under-the-Polar ice voyage of 1931 has been vindicated by two atomic submarine voyages in 1958 and 1959, the *Nautilus* and *Skate*. His exploits were literally "on, over and under the sea", the slogan of our own Mystic Seaport Adventures in which series he lectured in 1953.

On October 6 Lady Wilkins entertained at a small dinner party at Mystic Seaport to mark the Wilkins exhibit opening. Invited were Commander and Mrs. James F. Calvert, Museum officials, *Skate* personnel and personal friends of Sir Hubert. During dinner one of Sir Hubert's old friends, Lowell Thomas, mentioned in his regular evening radio broadcast the party in progress at Mystic.

The late George Tingley of Mystic made for himself an enviable career in photography, spanning three-quarters of a century of that art. Thirty years ago he was taking photographs of Mystic's new maritime history museum, on glass plates. His work was heaped with honors, winning awards at home and abroad. His photograph of an old watchmaker, now on display in the Pugsley Clock Shop, is a masterpiece. The Museum has many another example of his work, carefully cherished through the years. Now have come four of his cameras and a tripod, through the generosity of his granddaughter, Mrs. Charles Barstow.



MAJOR SIR GREGOR MACGREGOR OF MACGREGOR (33), HEREDITARY CHIEF OF THE CLAN GREGOR, DESCENDANT IN DIRECT LINE FROM THE KING GREGOR OF SCOTLAND, IN EVENING DRESS, WITH LADY MACGREGOR, UPON THE OCCASION OF THEIR VISIT OCTOBER 9.

Sir Gregor's great-great-great-grandfather was Sir Thomas Hardy, in whose arms Nelson died and whose fleet made the attack on Stonington in August, 1814. The scabbard of the dirk Sir Gregor wears is carved from a single piece of heather, holds a small jeweled (with cairngorms) knife and fork for eating, and was presented six generations ago by Prince Charles Edward to Major Evan MacGregor, then hereditary Chief, at Holyrood House in Edinboro.

Back home in Lochearnhead the MacGregors left a six-months-old son, Malcolm Gregor Charles, who if all goes well will succeed his father as hereditary Chief of the Clan. This is their first child, and this was Sir Gregor and Lady MacGregor's first visit to the United States, to attend the fiftieth anniversary gathering of the American Clan Gregor Society in Charlottesville, Virginia, in October.

Divergent

Majeda Khan, a 21-years-old young lady from Karachi, Pakistan, is not only fluent in Urdu, her native language, but in English, too, and can get by in French and German. She attends Bedford College for Women at University of London, is doing post-graduate work in Social Studies.

John Frizzell is 24 and comes from Montpellier, a university town in the wine-producing area of France. John has studied medicine in Scotland, is now in a French medical school.

Kamtilal Chhaganlal Kotecha of Zanzibar is 24, studies English Law, has completed his bar finals and is now reading in chambers with a practicing barrister in London.

June Mary Steele of London teaches in a day college there; has traveled in nine continental countries; specializes in Economics.

These four divergent nationals have two things in common--they all visited Mystic Seaport on August 23, and all came to this country under the Experiment in International Living. Sent to Mystic by the Hartford Jaycees under the guidance of J. Kenneth Carruthers, a member of the Association, they had their lesson in the meaning of the term "rugged individualism", were taken aboard the schooner *Brilliant* by Captain Lane, and learned that the luxurious American way of life is founded upon the dedication, sacrifices and hard work of our ancestors.

June Steele called it a "jolly good show" and, having been raised in a fishing port and being somewhat of a sailor, was impressed with *Brilliant*'s 200 miles-a-day record, though she looked upon the victorious Cup Defender *Columbia* with mixed emotions.



Three new figureheads have been added within the year to the Kynett Collection--a bride and a woman in blue, circa 1820, and a woman in navy uniform coat, with gold epaulets, a white waistcoat and green skirt. Noble women, nobly planned...but whimsical, at least in dress.

Curious

Dr. Kleinschmidt, who presides over the Bringhurst Apothecary Shop, has a drawer-full of what he calls "teasers"--a dozen unidentified pieces of what have been purported to be apothecary's equipment. Upon occasion, when he gets into conversation with a druggist, he presents them for possible identification. So far, none has been even guessed.

A bowl full of aromatic seeds is particularly puzzling. Upon sniffing them, one immediately recalls a dinner somewhere, then realizes he has smelled the same in curry. Dr. Kleinschmidt has tried numerous sources of knowledge pertaining them; has even given samples for a few visitors to take home for analysis.

Dr. Daniel Leavitt, a pathologist with Jefferson Hospital at Roanoke, Virginia, took more than usual pains with his mission, went to some lengths to learn what were the curious seeds given him by Dr. Kleinschmidt. He writes:

Dr. Sidney Kaye and Dr. Geoffrey Mann of the Office of the Chief Medical Examiner in Richmond, Virginia, have the following to say about it: "Fenugreek. The seed of Trigonella foenum greekum. It is a leguminosal of Morocco and India and is used as a condiment in foods in the East and near East." They are going to try to germinate the seeds. Apparently, they have never been popular in this country and do not have any medicinal value. They may have been picked up by some ship's captain and brought over on the odd chance that he could create a market for them. If the seeds do germinate, I will let you know.

The above exchange is typical of contacts made by attendants in our shops. Each has his fans, each receives his letters, pictures and souvenirs from them. Eleven years old Ann Percy, for instance, learned something about knots in the Rigging Loft at Mystic Seaport; sent a self-made knot-board to Charlie Scott, her teacher, our rigger. Another of Mr. Scott's friends took membership in the Association as a way of expressing appreciation for a favor. A school in New York City arranged the date of its visit to the Seaport so as to avoid the day off of Mr. Heath, the Shipsmith. "Dad" Lewis has his photos and letters from Tavern visitors, while in the Counting House, Emil Brunke,

finding a visitor knowledgable in the realm of marine insurance, elicited from him valuable information and a set of booklets on the subject.

Such professional friendships are true of those in Buckingham, Edwards and Greenman Houses, on the Whaleship, in the Woodworking Shop and Chandlery. Seaport collections are so varied that no one person could possibly know all about everything; no one person could know all that is even contained in Mr. Bringhurst's Apothecary Shop. But in this way the curious attendant in any shop at Mystic Seaport enlarges his own knowledge, makes himself more useful to the visitor. In these ways, also, the attentive attendant makes firm friends for Mystic Seaport.







MEMBERSHIP
as a Christmas gift

If you think of Christmas giving as a year-round pleasure, membership in The Marine Historical Association is a suggestion.

As you know, membership carries with it.....

Admission to the Seaport without charge
The Log, issued quarterly
Semi-annual Association publications
Lecture series tickets at a nominal price
Dockage for your boat for one overnight
and
An attractive gift card enclosing the membership card and announcing the gift.





Annual payment memberships are $10, $25, $50, $100, $250
Paid up memberships are $500, $1,000 and $5,000

A letter to the Membership Department giving the names and addresses of your gift list, with check enclosed, will start a chain of events which should give year-round pleasure to the lucky ones on your Christmas list,

Your thoughtfulness will be appreciated by the recipients, by the Association, and will advance the aims and purposes of



yours truly,
MYSTIC SEAPORT



Effective Aids

If you did not know that Mystic Seaport has a small film library, you know it now! Developed exclusively through the gifts of co-operating industry and individuals, Seaport Films are becoming an effective aid in the affairs of our Educational Department.

An August gift from Esso Standard Oil Company is the 13-min., 16-mm., color documentary *The Pirogue Maker*. (Previous gift from the same company, *The Unseen Dividend*, 20 min. on world trade.) Archibald A. Smith II and Richard B. Fox, officials of the company, made a personal presentation of *The Pirogue Maker* and the entire staff viewed the film. The charming piece resulted from the filming of the late Robert Flaherty's timeless *Louisiana Story*, although produced and photographed by Arnold Eagle. There is no narrative, but Susan Reed sings French songs of the Acadian people to her own accompaniment on an Irish harp. The film has been cited by six major film festivals, was an international prize-winner. Ebdon Allemand, the old pirogue maker, saw his first motion pictures when viewing the rushes Mr. Eagle ran off. The film shows one of the typical Acadian pirogues, still in use among the hyacinth cluttered bayous of Louisiana, and the building of another, from the felling of the tree and its hollowing, to the finished product. It has the same quiet appeal of Flaherty's masterpiece, *Louisiana Story*.

A purchase this summer, by gift of John C. Emery, was the Coronet film *The Sea--Background for Literature*. Two prints were bought for use in our youth training programs and for rental to schools and other educational groups. Some of the sequences were done at the Seaport and several staff members take parts. The story concerns a merchant seaman, his love of the sea and of books about the sea. Scenes from the books in his own cabin-library are enacted--*Two Years Before the Mast, Mutiny on the Bounty, Moby Dick*, and others. A more effective tool could hardly be found for instilling the emotions inspired by the sea and a love of its literature. The film is 16-mm., in color, eleven minutes long and is recommended for Grades 7-12.

Both new films join the growing rental library for educational uses.

Pleasant

Earl R. Anderson's account of his visit to Mystic Seaport was used in *Suburban News*, a monthly newspaper distributed in the boroughs adjacent to Reading, Penn. The account is of a ten days automobile trip. Anderson wrote, concerning his Mystic visit:

Sunday morning it was raining and when we came to Mystic it continued to rain. After paying the admission price of $1.50 per person and we got a glimpse of the inside we felt we were "hooked", but as the tour progressed we were surprised, thrilled and delighted with every part of the village, a re-created seaport town, and after making the complete tour we came to the conclusion if the admission price would have been $5.00 it would not have been too much. It was really something to see and since we are not seafaring persons and got so much pleasure out of the visit, we tried to imagine those people who are interested in sea going vessels of the early days and the great joy they must experience in a tour through this seaport re-created town of Mystic. A distance of 228 miles from Reading.

Anderson took considerable film at the Seaport, which makes it likely that this pleasant virus may spread.



When the Crosby cat-boat *Frances* came to Mystic to stay, she made the journey in three legs, without sail or motor of her own. Towed from Nantucket to Woods Hole by Commodore (Edgartown Y.C.) Jerry Bliss and his friend, Burr Bartram, in Bliss' cruiser, she was then taken over by Capt. Glazier of Tabor Academy's *Tabor Boy* and carried to Marion, Mass. At Marion she was ignominiously loaded aboard a motor-trailer and carried to Mystic.

Frances was built at Nantucket in 1900, a Harvard College graduation gift from his father to the now Reverend Melville Gurley. Some years later she passed into the hands of Stephen Peabody, who presented her to Mystic Seaport, where she will be known by the name *Nantucket* because she spent nearly sixty years in those waters. She is of pure Crosby design of the early period. That she never had a motor in her testifies to her purity of design.



Hoy

That a ship must always be spoken of in the feminine may well stem, in part, from her infinite variety. There were ships for every conceivable purpose, of every conceivable design. The anchor hoy is not very odd in design, but was built for a very specific use.

The best general dictionary at hand (a Century, a full 10 in. thick) says: "Hoy--a lighter. A small vessel, usually sloop rigged, employed in conveying passengers and goods from port to port on the coast, or in doing heavy work in a road or bay, such as carrying provisions, weighing anchors, etc."

Hakluyt's *Voyages* speaks of hoys; and Ben Jonson says in *Volpone*, "Your hoy carries but three men in her, and a boy." Dickens, in his history of England, mentions them. There were, or could be, anchor hoys, gun hoys, powder hoys and provision hoys attached to a navy-yard for such services as their names indicate.

R.E. Pendleton's model is of an anchor hoy of the United States Navy, used for lifting and carrying anchors, chains and cables about a harbor and for the installation of permanent moorings. Very simple, clean in design; thoroughly functional, her most distinguishing features are the stubby bowsprit with its built-in single sheave and the old-fashioned capstan.

The model is a loan from the maker.

New Operation

Activation, as we call it, will continue on week-days on a limited basis, beginning November 3. There will be full activation weekends, excepting in the Shipsmith Shop, which will be open but not activated.

The motion picture *Origins of Freedom* will be shown in Aloha Meeting House daily at 10:30 a.m. and 2:00 p.m. followed by "hospitality tours" under the direction of Emil Brunke, fondly known by his associates as "The Mayor of Seaport Street." Mayor Brunke will open the few buildings not otherwise available to week-day visitors. These include the Thomas Greenman House, Counting House, Schaefer's Spouter Tavern, Apothecary Shop, and the Ship's Chandlery.

"Squire" Brunke will lead the group through the Shipyard area and up the Village Street from the General Store to the Buckingham House, where the tour will end.

At the Buckingham House, a hostess and assistant will greet the visitors. The hostess will answer questions about the house and its history. The assistant will serve steaming tea and cookies.

The Junior Museum and General Store will be open on weekends only.

At all times, visitors may tour the ships, the formal museum buildings and other shops at leisure, without a guide. At least four of these stations will greet the visitor with recorded talks.

Both the Clift Block and Seaport Store will be open all winter.

Volunteer hostesses will continue service in the Mallory and Stillman Buildings on a somewhat restricted basis, in two shifts: 10:00 a.m. to 1:00, and 1:00 p.m. to 4:00.

On Saturday and Sunday afternoons, tea will be served in the Mallory Building, before an open fire, to all comers.

Mystic Seaport was well covered in a full page of pictures in the September 22 issue of *The Christian Science Monitor*.

The last train excursion of the season brought but a small group, and one small boy aged twelve, who had made the trip from his home in the Bronx, alone. That day it poured all day. As he sloshed his way into the Junior Museum, without rain gear or hat, he evoked the pity of a sympathetic attendant. She offered him her umbrella, which he politely refused, then added, pathetically, "This always happens to me."



NEW SHIPYARD OFFICE--OUTSIDE AND INSIDE

Variable Winds

For several days in September male models were photographed in the latest of men's wear against the background of our anchors, ships and maritime memorabilia. The pictures were to appear in the magazine *Men's Wear.*

Two "Save the *Conrad*" benefits have been given locally, by the Stonington Girl Scout Council (a food sale) and the Watch Hill Yacht Club (a movie). The word has been spread among the young people that if the *Conrad* Youth Training Program is to continue, the *Conrad*'s hull must be saved. Loyal cadets from many states have been responding and more benefits are in the offing. The old (1882) ship is too deep in the hearts of too many for her to be abandoned, or even replaced by another ship.

Barrie Tait (Mrs. Stephen) Collins visited in the winter of 1958-59. From that visit came a Spanish language story of the Seaport, appearing in the March-April 1959 issue of *The Grace Log*, publication of W.R. Grace & Co.

Forty-five Sons of Norway, of Noreo Lodge No. 166 Middletown, New Jersey, visited August 22, by bus.

A collection of old tin cookie cutters is received for Edwards House from Miss Eva Edwards, who used to live in the house when it stood near Bank Square, Mystic. Other Mystic dwellings have been moved onto Seaport grounds and altered for various uses, but Edwards House remains practically unchanged.

The 12th Annual Williamsburg Antiques Forum will be held at Williamsburg, January 25-February 5. At the evening session January 28, Charles A. Brooks, General Manager, will show Mystic Seaport through a slide-illustrated talk on his favorite subject. Other speakers: Charles F. Montgomery of Winterthur; Vincent Andrus, Curator of Metropolitan's American Wing; Charles C. Cunningham of Wadsworth Atheneum; Donald A. Shelley of Greenfield Village; and other museum big-wigs from Philadelphia, Boston, Chicago, New Haven, New York, Deerfield, Stony Brook (L.I.), Corning.

Other events: a recital of eighteenth-century music at Bruton Parish Church, a candlelight concert in the Governor's Palace, and a "party". Forum guests will travel to one of the great colonial houses, "Wilton", and view a special exhibit of silver at the Virginia Museum of Fine Arts.

An oil painting of the ship *Joseph Conrad* (ex *Georg Stage*) received from Bendt C. Ege, was painted by his father, Ove C. Ege who was born in 1882, the year the *Georg Stage* was built in his native Denmark.

On October 12 our Membership reached the 6,000 mark--a number we have been striving for for a long while.

A group of seventy mortgage loan correspondents and their wives, of the Connecticut General Life Insurance Company of Hartford, visited September 25. They had held a meeting in New York, another in Hartford and had come to Mystic Seaport for their last day. From the Seaport some went to Skippers Dock by boat, and some went by bus, but all converged there for their last dinner together.

A collection of 149 blacksmith's tools and tool bench has been received from Remington Arms Company. The collection includes rakes, tongs, calipers, cutters, punches, hammers, shovels and other accessories.

A watering trough from Route 161, Flanders, Conn. has come to add atmosphere to the Seaport. Of solid stone, it took a bit of doing to get it loaded, with assistance from the New London Sand & Gravel Company; transported by trailer; and unloaded and placed. The stone had long been a possession of the family of Cecil B. Banning, the donor. The old trough, after having refreshed generations of horses, now fills an equal, but different kind of need.

Eunice Gates Collier has given her grandfather's telescope, given to Captain Gurdon Gates of the clipper ship *Twilight* in gratitude for a rescue at sea.

A side sofa from the famous steamboat *Pilgrim* has been received from Edward Barrows. Many an oldster, upon seeing it, will recall having sat upon its red velour.

Mrs. Gardner Hazen has given two items which will be useful in a new and enlarged Junior Museum, when and if such a building comes. Her gifts: a child's upright piano made by Schoenhut a century and a quarter ago, with tiny stool, and an antique English doll carriage with black leather upholstery.

The fourteenth year of the "Adventure Series" of illustrated lectures opened on October 19 with Captain Richard Blackburn Black as the speaker, on "Antarctica". Captain Black had paid three extended visits to the frozen continent. A distinguished guest that night was William A. Baker, designer of *Mayflower II*, and Mrs. Baker.

The annual Dhow Derby on October 17 brought out seventeen participating crews. The trophy was won by the American Yacht Club. Cmdr. Thomas L. Miller, USN Ret. was over-all chairman of the event, assisted by Jack Keeshan, William B. Dodge and Chester A. Patterson Jr. Critchell Rimington was judge. The dhows used were those contributed to our Youth Training Program by various yacht clubs along the Eastern Coast.

THINGS WE RECEIVED....

Curious wants bring curious gifts. One would not imagine a mere museum would need so many odd things and get them from loyal friends and supporters:

250 yards No.6 36-in. Mystic Duck from T.W. Tift Jr. of Piedmont Cotton Mills, East Point, Georgia. (So named because of the Mystic roots of Tift family.)

200 bars Staybold Iron, PlowSteel and Swedes Iron from J.M. Kinabrew Jr. of Standard Supply and Hardware Co., New Orleans, Louisiana.

Bausch and Lomb Balopticon with 8-in. and 12-in. lenses from Robert H. Wessmann, Sands Point, New York.

Two Cummings 300 h.p. engines from Walter L. Barker of Improved Machinery, Inc., Nashua, New Hampshire.

250 feet 5/8 in. 6 x 19 Galvanized Improved Plow Steel Fishing Rope from Frederick B. Paulsen of Paulsen-Webber Cordage Corporation, New York, New York.

One 18-in. Remington Arms Company Electric Chain Saw from Remington Arms Company, Bridgeport, Connecticut, R.H. Coleman, Vice President and Assistant General Manager.



PLANT PROPERTIES MANAGER LEO FANNING TRIES OUT THE ELECTRIC CHAIN SAW PRESENTED BY EDMUND S. MC CAULEY (RIGHT), IN CHARGE OF PUBLIC RELATIONS FOR REMINGTON ARMS COMPANY. WHILE JOE HERMAN LOOKS ON.

THINGS WE NEED....

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

Electric-cooled drinking fountains

Curbing, flagstones and crosswalk stone

Iron fencing, gates and supporting posts

Old brick and foundation stones and steps

7' x 10' broadloom rug, plain grey or green

3 chairs (Windsor?)

Three-drawer steel filing cabinets (12½ x 15)

3 power reel lawn mowers
1 power head (Toro) with attachments
2 hand mowers
1 lawn sweeper

2 vacuum cleaners

Hand-operated, desk model Addressograph for membership service desk.

Your old washcloths (wonderful for Printing Dept. use)

Mystic Seaport
Marine Historical Association, Inc.
Mystic Connecticut

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