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The Log of Mystic Seaport



The Marine Historical Association, Inc.

Mystic, Connecticut

The Log OF MYSTIC SEAPORT

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

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H.H. Kynett, *Chairman of Publications*

our cover

Few ships have ever slipped into port as quietly. None ever arrived at Mystic Seaport with less notice. Her owner, Captain Cedric Hagenbuckle, simply brought her in one day in October and left her on a sort of trial basis. If the Association wanted her, he said, it could have her. He had used her in connection with a Boy Scout camp on Cape Cod, had decided to give her up and wanted the Association to have her as a gift.

Endowment being a condition of such size gifts, the Chesapeake Bay bugeye *Dorothy A. Parsons* can only be accepted when an adequate fund is established for her keeping. Several contributions have already established such a fund. Her eventual restoration (removal of main cabin, restoration of former hatches, other renovation) to a pure bugeye depends upon the growth of the fund.

She is 62 ft. in length and was built in 1901 at Oriole, Maryland. With her smartly raking masts, the sixty years old schooner looks naturally at home in her present berth at the Cruising Club wharf, is sure to attract a host of admirers.

operation corrosion arrestants

An example of the cooperation, free of self-interest, which often exists in industry between normally competing companies, is the work recently done towards the eventual treatment of the *Conrad*'s hull.

Contributors to the "Save the *Conrad*" fund will be glad to hear their project is taking shape. Supt. of Ship Maintenance, James Kleinschmidt, relates some interesting facts in a detailed report which is augmented and verified by reports from the individual assisting industries.

The *Conrad* went to the Thames Shipyard in New London November 10 under tow of the lately acquired tug *Weir*. It was the *Weir*'s first big official duty for the Seaport and some presage of her future usefulness. The trip was accomplished entirely with the *Weir* and Museum personnel. Two days later the ship was hauled and representatives of five different companies, (all of whom are interested in or manufacture products for such preservation purposes), converged upon the shipyard for inspection, further consultation and test-area applications before the ship was put back into the water for the winter.

There are encouraging signs. The Koppers Company's Bitumastic coating had been tried and, where properly applied eighteen months before, had given a most satisfactory performance. Bethlehem Steel, International Nickel and Dow Chemical's early cathodic protection provided by magnesium annodes had already prevented any further significant corrosion in the eighteen months. Industrial representatives applauded the Museum's own action to halt interior corrosion by removal of interior sealing, scraping, wire brushing and coating the hull inside with Rust-Oleum. Bethlehem Steel Company representatives had long been interested and had watched the progress and performance of each new trial.

After sandblasting a test area 20 x 10 ft. on the port side, amidships, and a smaller area three feet

square below the waterline on the port side forward, the latest test applications began.

A canvas shelter was erected and artificial heat provided to warm both outside atmosphere and plates to approximately 70 degrees, for proper application of test materials. Mid-summer is the proper time for such work, but the Seaport's youth training program at that time prohibits any such absence of the ship from home. On three successive days, separate test areas were treated with different methods of fiberglas applied to bare metal. On another area 100% pure metallic zinc was applied by spray gun, then coated with a primer-sealer and then a metal primer, and finally a vinyl anti-fouling paint. Bitumastic was sprayed over the entire bottom, excepting the test areas.

Most interesting were the fiberglas applications. They were of four differing methods. One area was sprayed with "flake" glass and polyester resin approximately 1/16 in. thick. A second area was sprayed with "chopped fiberglas roving" (or fabric) combined with polyester resin in successive layers to the same depth. A third patch was sprayed with polyester resin combined with "chopped fiberglas roving" to 1/16 in. depth and allowed to cure. Then, in a progressive build-up, epoxy resin was brushed on and fiberglas woven "roving" embedded into the fresh resin; and a coat of the same epoxy resin "surfacing compound" applied. A fourth area was surfaced with epoxy resin "surfacing compound" and fiberglas woven "roving" was imbedded into it while fresh. Bitumastic was then applied over all test areas and the ship was ready to come home.

It is too early to predict, but it appears that fiberglas will make unnecessary the far more expensive replating of the hull to perpetuate the 78 years old ship for the use of her youthful learners. Next spring will reveal the answer, when the ship is again examined and the ultimate treatment determined.

Present for the test-area applications were officials of The Koppers Company whose Bitumastic was already performing satisfactorily considering it had been applied without first sand-blasting; International Nickel Corporation whose cathodic protection program

had prevented any further deterioration after eighteen months of use; Bethlehem Steel Company who had been in on the project almost from the beginning; Owens-Corning Fiberglas Corporation whose fiberglas coating was now being tried; and Glass Plastics Corporation whose fiberglasing methods were also applied for consideration.

All have contributed and all have helped. One official put it this way: "My associates and I have never been on any assignment in which we had more of an interest or received more thoughtful cooperation than on this one. The whole thing was a pleasurable experience and I hope and feel confident that what was done was well done and that all will give a satisfactory accounting. Whether Mystic Seaport, in this latest attempt, decides on the fiberglas of Owens-Corning or the fiberglas roving of Glass Plastics, or neither of them, is up to Mystic Seaport."

The interested company representatives are happy to have it that way. Whatever is best for the ship is what they have agreed upon, and the "high sell" we are exposed to in all advertising media was conspicuously absent.

* Our type broke at this point



How many shipyards these days can duplicate this scene?
The bark *Eagle* and the ship *Joseph Conrad* shown on the ways of Thames Shipyard at New London, Conn. in late November, 1959. For such a coincidence it was the first time in fifty-one years for the Thames Yard.

Died at New Bedford, Mass. November 30, **William H. Tripp**, 79, a member of this Association. Mr. Tripp was one of the group instrumental in bringing the *Charles W. Morgan* to Mystic Seaport, accompanied her here on her last voyage and was designated her twenty-second and last skipper. He was a member of the crew of the last whaling voyage of the schooner *John R. Manta*, author, long-time Curator of the New Bedford Whaling Museum and Old Dartmouth Historical Society Museum; Associate Member of the Explorer's Club and a member of the Editorial Advisory Board of *American Neptune*. In his passing Mystic Seaport lost a cherished friend.

*

From Albert R. Pierce Jr., fifty-seven manuscript papers from the Zachariah and Jethro Hillman yard in New Bedford, builders of the *Charles W. Morgan*. Among them were the specifications for the *Morgan*'s spars.

From the papers it appears that the Hillmans slung the spars (made by one William Bradford) of *Sovereign of the Seas*. Of the ships built by them at least three (there was only a partial list) were lost in the Arctic tragedy of 1871, when the Arctic whaling fleet was caught in the ice and crushed.

Another interesting item dated March 8, 1845: "Haul'd up sloop *Corinthian*. Made use of three purchases with three sheaved blocks for each purchase & twenty three men at three capstans--everything work'd well--took hold of her at 7 A.M.--and got her as high as we wanted at 11 A.M."

The Hillmans also built the *Maria Theresa*, one of the ships in the first "stone fleet" sunk in the mouths of southern rivers to prevent blockade runners from entering during the Civil War.

Mr. Pierce is a great-grandson of Zachariah Hillman.

*

On October 31 a designer boarded the whaleship *Charles W. Morgan* for the purpose of photographing the authentic interior of a whaleship of the period. Raymond E. Wallace had asked the privilege to accomplish his mission for Disneyland on the West Coast.

gift

An appropriate Christmas gift to the Association is received from a group of friends closely associated with our President, Philip R. Mallory. The gift of a portrait of him is the more significant because many of the contributors are "outside the family" of the Seaport itself. Those who made it possible are trustees of the company of which he has been President and Chairman of the Board since its incorporation, P.R. Mallory & Company, Inc.

Although the gift was a *fait accompli* by the group just mentioned, still another group, in and out of the Seaport, asked to be included in order to honor the memory of a cherished friend whose association with them and Mr. Mallory had been long and intimate and who, had she lived, would have wanted to have a part in this tribute--his late Secretary, Mrs. Betty M. Davis.



Philip R. Mallory has been President of The Marine Historical Association since 1941, more years than all previous Presidents combined. He developed an institution that commands world-wide respect and in a way that

has allowed the active participation of, and has been a source of pride to, literally thousands of persons.

The artist, Robert Brackman, is one of the foremost portrait painters in America; for whom our ranking government, industrial and educational leaders have sat. Painter and subject together will bring to the Museum a piece of which it may well be proud and the significance of which will be apparent to all who have known Mr. Mallory or his work.

The portrait is hung in the main room of the Stillman Building and was on view for the first time upon the occasion of the annual Christmas Carol Sing on December 20.



The gate was opened to the community on the day of the Fifth Annual Carol Sing, with no admission in effect, and the largest crowd in the history of this annual festivity assembled.

Throughout the season the lights go on at dusk, and many cars drive up River Road, on the opposite bank, to enjoy the sight. The scene, from any point, was pretty; but from across the river the Seaport looked like a giant Christmas card, with flood-lights shooting into the rigging of all the ships and into the facades of all the buildings. Christmas trees were run up the mainmasts of ships and schooners, wreaths hung on the doors of exhibition buildings, and the Yard was brilliantly lighted. Two Christmas trees were in place and festooned with lights.



Photo by Earl F. Merrill

EXHIBIT OF OCTOBER 19--NOVEMBER 6 IN SPRINGFIELD (MASS.) INSTITUTION FOR SAVINGS, CALLED "MASSACHUSETTS AT MYSTIC SEAPORT", SHOWS RELICS, FIGUREHEAD, MODELS OF THE BAY STATE'S MARITIME HISTORY.

*

The builder's half-model is perhaps the most common exhibit item at Mystic Seaport, yet it is probably the least appreciated or understood. This is not particularly odd, for it is generally relegated to a place near the ceiling, as a frieze, or to a stairway where it lends itself well to this wall space awkward to the decorator. It is usually beautifully made, graceful and pleasing in appearance as the ship it portrays, and is authentic, dependable source material to the researcher.

Mystic Seaport has probably the world's largest collection of these scale models, which in time antedate the ships they portray. To an already impressive collection Sidney B. Alling has recently added by gift three more, of a centerboard sailboat, a Sound steamer, a fishing schooner. Our collection now totals 377.

new one The story in a recent *Log* concerning the names of the masts of the *Thomas W. Lawson* brought the following from John C. MacKenzie, copied from *The Rudder* of September 1902:

> "The seven-master Schooner, *Thomas W. Lawson*, as our picture shows, is now afloat. As to her utility time alone will prove, but as to her claim for beauty we can at once decide by saying she is about as ugly a specimen of naval architecture as ever floated. This want of beauty is due principally to the rig, the hull being rather shapely for so large a vessel. The masts are named fore, main, mizzen, spanker, driver, jigger, and stern mast. But it would be far better to call them after the days of the week."

We thought we had given every conceivable combination for the naming of the masts, but here is a new one, first with the "spanker" so far forward, first with the last being called "stern mast".

*



old grad

As Joan Bonneau, she went through training on the ship *Joseph Conrad* twice with her group from Toronto, Canada--once in 1952 and again, the second time as assistant leader of the group in 1954. She is the only girl who has ever been awarded with Captain Titus' own private order of "Old Dog."

Now she is married to Edward Wilson and there are two children, boys of 1½ and 3 years of age. Their boat, which they call *Konder*, is the only home they have known in their married life, except for the first five months of it, and the only home the two children have ever known. The boys roam the boat unattended much of the time, and seem to be perfectly secure, although father said that he has lost some of his most prized tools overboard by their efforts.

They left Halifax October 24 headed for Fort Lauderdale, but thought to pay a visit to Joan's old Skipper in Stonington, so put in at Stonington on December 4th for a visit, then paid Mystic Seaport a visit next day.



Enroute up-river they ran on a mud-bank and were pulled off by our new tug *Weir*, her first mud-pulling job since acquisition by the Seaport. They stopped along the way, in Nova Scotia for a month, hoping for a deer, but didn't get one. Their only deadline for return is to get back home and put the oldest boy in kindergarten, which they figure will probably be a year from now.

Kondor has no electricity, no refrigeration, no water supply other than two 10 gal. barrels which are carried under the after-deck. Their only fuel is driftwood which they pick up along the way. They spent two winters frozen in the ice at Halifax. Edward Wilson had twice to saw his boat out of the ice to keep it from being crushed.

He himself built the boat. She is 34 feet long, yawl rigged, and is similar to what we call an Islander. She draws five feet, has a fin keel, and hard chine body. Her booms are natural tree branches. Rigged originally as a schooner, she was changed to a yawl. She sailed down the St. Lawrence from Toronto to Halifax without power, then acquired a little one-cylinder, six horsepower engine which can make three knots. They claim she can go seven knots under sail alone.

Leaving Mystic they headed for the Inland Waterway, but they are in no hurry. *Kondor* doesn't have to get anywhere at any particular time. And if the Wilsons don't like Fort Lauderdale, they can go somewhere else.

*



At the Golden Anniversary National Motor Boat Show in New York Jan. 15-24



from our small craft collection were exhibited the naphtha launch *Lillian Russell* (above), *Panhard I* and the 30-ft. steam launch *Nellie*.

*

Fred Thomas of Old Mystic reported November 29th that a gray seal was seen in Mystic River off his home.

A hair seal, five feet long, swam about for a considerable time in the upper river, collected quite a crowd of curious, then headed downstream. A week later the same animal (presumably) was seen off the whaleship *Charles W. Morgan*.

Seals have often been reported in Stonington and Noank harbors, but not so far upstream.

Exploits of the American Sealing Explorers Recalled by Present Controversy

The proposed ratification by the Senate of the United States of a treaty which would relinquish this nation's rights to the Antarctic Continent has found many adherents in Washington. This is to be regretted in the light of history. Unfortunately, our State Department has advanced no claims to the great southern Continent, and by the same token recognizes no other national claim. Our country has never had a policy in the matter. Therefore, since two negative stands could never create a positive policy, this nation consequently has failed to put forth any Antarctic claims which might be properly supported at the international council table on Antarctic affairs.

Now it is proposed we abandon for all time the tremendous stake we have already established there through our various expeditions during the past three decades. There is a further matter to be considered, and this is one of national pride in one of our most interesting historical chapters--the actual discovery of the Antarctic by our American sealers.

It is a thrilling and dramatic chapter in the story of American history, and one in which this corner of New England--Stonington, New Haven, Nantucket, Boston and Salem--plays a major role.

Ranging sixty miles to the north and west of the Antarctic Peninsula are the South Shetland Islands, a chain some one hundred miles in total sweep, composed of rocky, desolate, snow covered islands, with only a few places which might be termed harbors. To this remote corner of the world, in October and November of 1820 (summer in the Antarctic) came two score of American sealing vessels, arriving at various times during these months. They came in search of the fur seal, whose pelts meant a fortune on the China market. And they soon became the discoverers of the last of our great Continents--Antarctica.

The honor of being the first American vessel to reach the South Shetlands and Antarctic Seas belongs to the Stonington sealing brig *Hersilia*, built at the head of the Mystic River in 1819 by Christopher Leeds.

Later that same year, this little brig, barely seventy-five feet long, under command of Captain James P. Sheffield, cleared from New London on a sealing expedition to the Falklands and Patagonia. When the brig arrived at Buenos Aires, by some mysterious way word reached Captain Sheffield of a newly discovered group of islands five hundred miles south of Cape Horn, on the shores of which were rookeries holding thousands of seals. With customary alertness, Captain Sheffield decided to investigate this startling rumor.

With nothing more than a few directional bits of information, he sailed for Cape Horn, then put the *Hersilia*'s bow towards the Antarctic Seas. In three days time, he approached the shores of one of the most desolate regions on earth--the South Shetland Islands. It was January, 1819. Within six weeks time he had loaded his vessel with 6,000 seal pelts and headed back to Buenos Aires, and eventually arrived home at Stonington with a fortune in skins and a fabulous account. As second mate with him on this voyage was young Nathaniel B. Palmer, who was to take out the sloop *Hero* in the fleet of Stonington sealers which participated in the 1820-1821 season at the South Shetlands. It was during this season, October, 1820, to February, 1821, that



PAINTING OF DESOLATION ISLAND (ONE OF THE SOUTH SHETLANDS)

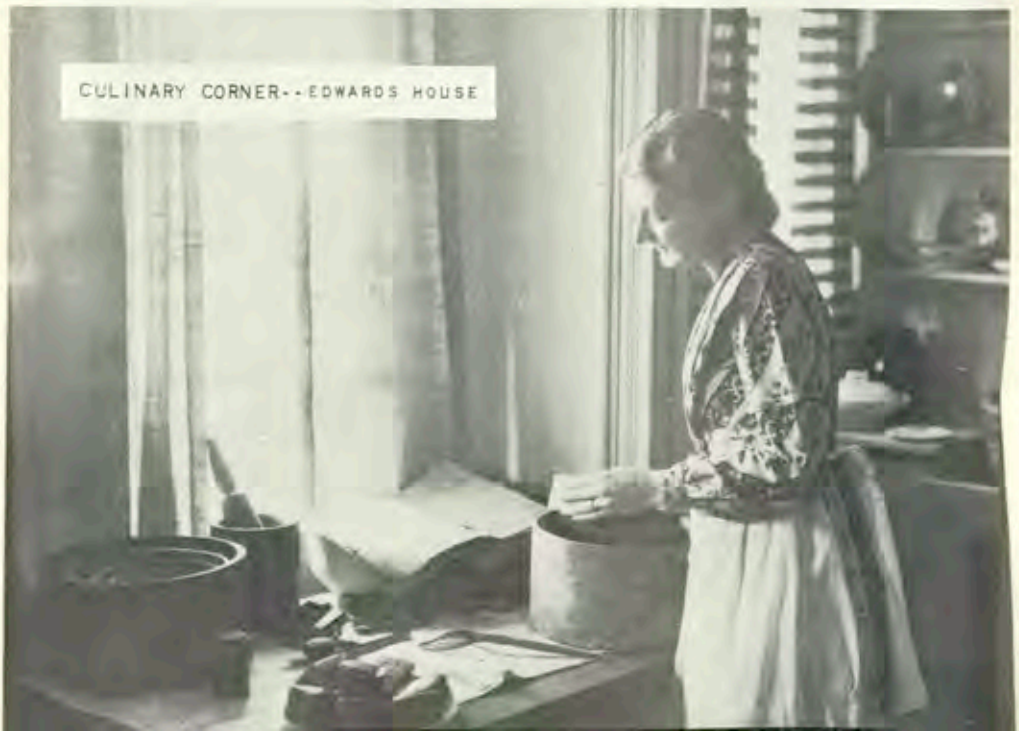
the sealing vessels from several New England ports reached the South Shetlands. Two of their logs--those of the *Huron* and the *Huntress*--record the sighting of the Antarctic Continent, while the log of the *Hero* has been used as the basis of the claim that Captain Nat Palmer was the first to sail in the direction of that great unknown land mass.

The Stillman Library at Mystic Seaport has a treasure of maritime history contained in its log-book collection. Protected by a fire-proof vault room, these log books now number among the hundreds. Among them are the logs of the *Alabama Packet* and the *Harriet*, two sealing craft which took part in the 1821-1822 season in the South Shetlands.

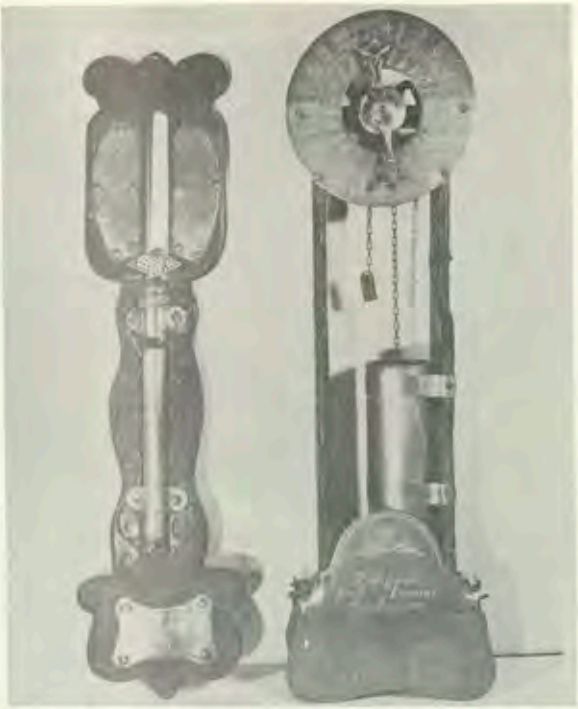
But, also included in the vault's treasures are a set of micro-films of historic logs. These may be read on the micro-film reader. The collection includes the logs of the *Hersilia* on her "famous first" voyage, the logs of the *Hero*, *Huron*, *Huntress*, *Catherine*, and other of the journals of the sealers who made maritime history. It is to be regretted that their exploits are to be so completely ignored by the present-day diplomats who guide and recommend the policies of our Antarctic treaty.

--Edouard A. Stackpole

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CULINARY CORNER--EDWARDS HOUSE



If you want to keep your water clock happy and working, you must be prepared to give it a drink each morning at six and again each evening at the same time. At least you do if you have the one made by S. Freeman of Gloucester, England, in 1642. Reason: the water tube, when filled to the top, carries the float to the top, which in turn carries the indicator to the top of the twin, perpendicular dials, or 6 o'clock. You must regulate it by trial and error, as you would any other clock. This would be done by adjusting the tiny faucet at the bottom of the water tube, which regulates the drip. The principle on which it operates, of course, is that as the water drips out of the tube, the indicator falls on the time dial.

The other model shown was made by a man named Wigmore of London, 1680. Mr. Wigmore's is a 24-hour clock, with circular dial.

Mr. Wigmore's clock came with the Edwin Pugsley collection some years ago. Mr. Freeman's came from George D. Olds of Easton, Maryland, only recently.

yankee spot

In far off Texas (still the largest state without a glacier), at the Museum of Fine Arts in Houston, there's a spot of Yankee whaling. For three months, from the turn of the year 1960, Texans will view historic evidence of the economic tide that touched their port cities and penetrated to the Panhandle. The profits from New England whaling reached their domestic apogee with the establishment of the Mallory, Munson and other steamship lines reaching out from New York. (The lone star in the luff of the Mallory house flag is said to honor the lone-star state.)

Such influences are shown in a special loan exhibit sent out by Mystic, including a model of a whaling bark, whaling implements, a ship's figurehead, charts showing the farther reaches of New England ships. One of the more unique tools of the Educational Department is added--a "smaller than life" sea chest packed with other evidences of the days of whales and sails.

The whole thing started with the casual visit to the Museum of a lady Texan in mid-summer 1959. Already enthusiastic about Mystic Seaport, she was shown in our exhibits a few of the direct connections between Northern and Southern enterprise, and how the bustling sea pursuits of New England found ready response in big-thinking Texas. The tide was soon flowing in reverse, as well, and the interchange proved profitable to both. Mystic's "Seaport" has members in Texas cities from the mouth of the Rio Grande to land-locked Lubbock. Appropriately in this instance, Houston's contingent is the largest.

*

Useful gifts at Christmas time: Curb stones from Robert Burnett, 75 burlap bags for winter covers for shrubs from Carville Combing Company, a Christmas Tree from Stanley Williams, free settings of two Christmas trees by the men of Intrastate Tree Service, Inc., a pit saw from Rossiter E. Lord, 110 gals. Bitumastic and thinner from Koppers Company, and 100 gallons paint from Sonoco Products Company. Other gifts are noted elsewhere, but these came close to Christmas.

AMONG THE LATEST ARRIVALS IN NEW YORK, FROM ABERDEEN, A GROUP OF IMMIGRANTS TO SETTLE IN THE VILLAGE OF MYSTIC, IN CONNECTICUT.

immigrants



In the party were six ladies, three gentlemen and a lion. Considerable unsubstantiated information is available concerning the ladies, but little is known of the gentlemen other than that they might be termed "Long John Silver", "Triton", and the "Naval Officer". Long John is so termed because of his peg-leg and a patch over one eye. Triton is traditional, bare to the waist, carries a trident and has all the other appearances of the figure sometimes called Neptune including the horn he holds to his lips. The Naval Officer wears powdered hair, a blue coat with gold braid and gold epaulets. The lion is more nearly termed a gargoyle, his visage is so fierce--a gargoyle with a lion's mane. He is said to be from the bark *Cimba*, built by H. Hood & Co. of Aberdeen for the Australian wool trade. If so, his ship was wrecked in 1875.

All ten figureheads come from the dealer, John Bell of Aberdeen, to be added to the Kynett Collection. The addition of the ten undoubtedly now gives Mystic Seaport the largest collection of figureheads to be found in this country, probably in the world.

you as a member and owner of a "share" in Mystic Seaport, may not know all you ought to know about *your* Museum. There are many aids available to you which will not only give you a closer view of the Seaport, but will make of you a better informed "missionary". For instance, a new booklet on the Sir Hubert Wilkins exhibit is being prepared by Curator Edouard A. Stackpole. Leaflets available at no charge to all visitors, and of course to members, are:

The promotional folder with photographs and capsule descriptions
The Mystic Seaport Pilot, a broadside giving news, suggested tour, a map

The Buckingham House
The Counting House
The Clock Shop
The Apothecary Shop
The Shipsmith Shop
The Schooner *Bowdoin*
The Thomas Greenman House
The Spouter Tavern
} each a history and guide

Youth Training at Mystic Seaport
explanatory of our summertime youth program
Life Aboard the *Joseph Conrad* and *Australia*
details for youth training candidates
Cruises aboard the Schooner *Brilliant*
details for youth training candidates

The *Joseph Conrad*, a short history by her builders, Burmeister & Wain

When Your Group Visits, for school and camp groups intending visits
Education at Mystic Seaport, a survey of our Educational Activities
A Listing of Audio-Visual Aids
for rental: films, slides, records; sea chests

For teachers there is a preparatory kit, including a Teachers' Guide, a Reading List and a sample Lesson on Whaling ($1).

For students, a work book to be used before, during and after a visit to Mystic Seaport. ($1).

An elementary Manual of Sailing, prepared especially for our youth training cadets (35¢).

A list of Kodachrome 35 mm. slides which sell at 3 for $1. (Seaport Scenes)

There is a Publications List, naming more than thirty items which sell for from 25¢ to $7.50 each.

Any or all of these will help you to know the full story of Mystic Seaport. The better member is better informed.

A Place for the Stars--
Dome for the new Planetarium being placed.



*

The Wesley E. Morse Memorial Fund, established a few years ago by District One, U.S. Power Squadron members, has made it possible to dredge the area of the river in which the ship *Joseph Conrad* rests. Gradual silting of the basin has made it hazardous to get the ship in and out for her periodic shipyard visits. About $4,500 is legitimately, and with approval of the District officials, taken from principal to accomplish this necessary work. The basin will be dredged to a depth of 12 feet at mean low water.

recommendation

The magazines *Junior Scholastic*, *World Week* and *Senior Scholastic* have recently recommended that school children throughout the country visualize life in early America by trips to various museums. Especially recommended are Mystic Seaport, Coronado State Monument near Albuquerque, N.M., Colonial Williamsburg, The Farmer's Museum and Fenimore House at Cooperstown, N.Y., Greenfield Village and Henry Ford Museum at Dearborn, Mich., New Salem State Park near Springfield, Ill., Old Harmony in Ambridge, Penn., Old Sturbridge Village and the Saugus Ironworks Restoration in Massachusetts, and Shelburne Museum in Vermont.

For those who do not know, a 14th-century Indian adobe of more than 1200 rooms, two plazas and six underground ceremonial chambers is to be seen at Coronado State Monument. New Salem is, of course, the shrine to Abraham Lincoln. Old Harmony was the 19th-century home of a group of religious exiles from Germany who attempted a communal society. The others are probably well known to our Association members, particularly those in Eastern United States.

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Variable Winds

Fifty-one years ago, on February 8, the Mystic-built schooner *Elvira Ball*, a five-master, met death upon striking an obstruction some forty miles east of Cape Henry. Abandoned by crew and master, Captain L.B. Stanton, the derelict drifted to 40° 58" N. Lat., 62° 19" W. Long., to 38° 20" N. Lat. and 30° 52" W. Long., and was finally towed into the harbor of Fayal, where she was presumably sold for salvage.

According to the best estimate 971 "pilgrims" to Mystic Seaport came by New Haven Railroad train and bus excursions from April 19 to October 24.

A late yacht visitor (November 5) was the 47-ft. Vineyard Haven ketch *Ayuthia*, named for the city in Siam where she was built in 1936. Aboard were owner Bob Douglas, his brother John and friend, Rick Hasenfus. *Ayuthia* was designed by the well-known Maurice Griffiths, is built completely (except for frames) of teak. The visitors were headed south to Miami and the West Indies, plan to return in May.

A boon to the genealogical-minded: three volumes now in our library listing the commissioned sea officers of the Royal Navy, 1660-1815, from The National Maritime Museum at Greenwich, England.

Two new additions to the Carriage Shed behind the General Store are a single seated sleigh and a sleigh for hauling logs. Both are gifts of Alexander Vietor of New Haven.

Mrs. Peter Freuchen, widow of the late explorer, writer and former Governor of Danish Greenland, has given four small kayak models, all equipped with miniature Eskimo gear such as paddles, spears, lances, knives.

In October a young man by the name of Armin Honegger of Zurich, Switzerland made a hurried visit to the Arctic schooner *Bowdoin*, the only thing he had time to see at Mystic Seaport. The young-man-in-a-hurry had left Switzerland in November 1937 on a bicycle, carrying a sleeping bag, tent, hatchet, compass, camera, cook pot and a pair of socks. He toured Italy, Africa from Morocco to Cape Town, South America from Brazil to Cape Horn and up the West Coast through Mexico and our own West to Alaska and Pt. Barrow. He saw the southernmost town in the world and the northernmost. He wore out a set of tires, gambled away twelve cents in Las Vegas, encountered a Zurich neighbor on the streets of Laredo, Texas, and visited Admiral Donald MacMillan in Provincetown.

Armin Honegger is twenty-three and has seen more of the world closer than most. At Guilford, Conn. he remarked that he liked such little Amer-

ican shore "willitches". At twenty-three, also, it is understandable that he could not understand why Americans, who have everything that is new, have such a fondness for things that are old.

John Parkinson Jr., trustee, has assembled for his use and our benefit, a set of slides. His slide talks have been much in demand throughout New England, always incorporate some of Mystic Seaport. His latest, in early November, was at Milton Academy.

Your ski-minded printer parked her car beside another Connecticut car at Big Bromley in Vermont recently. You guessed it! The other skier was a member of Mystic Seaport too.

Two slide parties in Aloha Meeting House in November drew good crowds to see slides taken by several staff members and in retrospect the travels of Edwin J. Glocke, Comptroller. Clarence Wimpfheimer, Vice President, at the second party showed the new *Yankee* in which he and Mrs. Wimpfheimer toured the canals and rivers of Europe with Irving and Electa Johnson.

November 19, 1959--Seven students from Stonington High school were here taking part in the "impressment" sequence of a documentary film, War of 1812, being produced by Dr. Herbert Millington for McGraw-Hill. Students names: James Donahue, John Lazarek, Daniel Banks, James Blake, William Previty, Ronald Green, Frank De Ciantis. The film is for 1960 Spring release for secondary school use.

Member of the Association, Roger Williams McAdam, has written another book of interest to lovers of the old Fall River Line boats. *Commonwealth, Giantess of the Sound* with seven different architectural styles, was a wonder of her day. *Commonwealth* has found her way into our Library, of course. McAdam is author of a biography of *Priscilla* of the same line, *The Old Fall River Line* and *Salts of the Sound*. His latest work has in its 120 illustrations many which have never before been published.

In our last issue a new documentary *The Pirogue Maker* was announced as added to our film library. This issue we can announce the acquisition of a pirogue, from J.M. Kinabrew Jr. of New Orleans. The new pirogue is made of planks, however, not hollowed from a single log as is the one in the film.

The new American Heritage book, *The Story of Yankee Whaling*, includes good coverage of the last whaleship *Charles W. Morgan*, with photographs of the progress of our restoration and of the ship's interior.

The carrier who delivers the evening newspaper in the neighborhood of the Seaport was seen going into the men's room on the grounds. A staff member called to him, "Nobody in there takes the evening paper." He

grinned sheepishly. "I know. I go in here to read it myself. It's warm inside."

WANTED.. The name of the donor who left on Mr. Steers' desk weeks ago, two miniatures in oil, in matching oval frames, of two lovely ladies, apparently gifts to the Museum.

Three new small craft types, already in or about to come: a Moro vinta from Stephen W. Spencer, a 16-ft. ice scooter from Richard Thall, and the sailing canoe *Mermaid* from Leo Friede. *Mermaid* was the winner of the International Cup 1913 and 1933, and of the National Championship on eight occasions.

A stone watering trough between the Old Reliance Firehouse and the Peters-Driggs Shipsmith Shop adds greatly to the atmosphere of the waterfront street--the gift of Mrs. Lucian B. Beebe. Mrs. Beebe also gave old hitching posts which have not yet been placed, but will be.

The preservation of manuscript material, in and out of the library vault, has been undertaken by Dr. Glenn Thompson, one of the newer members of the staff, and a most satisfactory progress is shown. A gift of cardboard slip-covers from Robertson Paper Box Company of Montville, Conn., has materially helped.

A request in this magazine for andirons brought two sets, both of which can well be used. Harold A. Riley, a New Jersey member, has given a pair of brass ones, Louis XVI design with artichoke finials, perfectly appropriate to the fireplace and antique mantel in the Mallory Building. R.G. Herbert, a Long Island member, sent andirons of wrought iron with a wood basket of same material and workmanship. Both pieces are believed to have been made by an ancestor in Ohio, about 1880.

Mrs. Eunice Gates Collier has presented a mahogany cabinet melodeon which was in the home of Captain Gurdon Gates in Mystic in 1835. Captain Gates' home still stands on the west bank of Mystic River, where he lived, when he could, as Master of the Mystic-built ship *Twilight*. Other ships he commanded were *Electric, W.H. Wharton, Republic, Stephen F. Austin*.

Early in November Trustee Vice Admiral and Mrs. Chester C. Wood brought as their guests to the Seaport, the Norwegian Admiral Voltersvick, with others from Britain, Mrs. Cecil P. Milne and Lady Thistleton-Smith. Familiar with the big Norwegian factory ships, Admiral Voltersvick was most interested in Mystic's whaler from New Bedford, 1841.

"Things We Need" in your last *Log* has brought some handsome and useful gifts--broadloom carpeting for the newly painted reception room and publicity office: and three cherry Windsor chairs, from Frank Barden. From F. Schumacher & Company

draperies of their Seaport eagle design for the same area.

If you travel the Connecticut Turnpike and eat at a Savarin Restaurant, you will soon find Mystic Seaport shown on your placemat.

The A & P Tea Company store in Mystic is undergoing extensive remodeling. The larger and more attractive interior displays eleven panels of the Seaport Scene wallpaper across the rear wall.



TEA TIME AT BUCKINGHAM HOUSE

*

The painting contractor on the Planetarium job lives in Fanning Court, Jewett City, which is amusing to Leo Fanning, Plant Properties Manager, and Harrison Jewett, Assistant to the General Manager.

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

* *Things we need* *

(From the last *Log*)

Electric-cooled drinking fountains
Curbing, flagstones and crosswalk stone
Iron fencing, gates and supporting posts
Old brick and foundation stones and steps
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
Your old washcloths (wonderful for Printing Dept. use)
(This must be too easy--believe it or not, we didn't get even one!)

*

Mushroom anchors and chain for moorings
Several good hydraulic jacks
Usable marine hardware such as cleats, goosenecks, bands, small blocks, etc.
Adjustable boat-builder's clamps
Good 1/2" and 3/8" production quality electric drills
Set of socket and open end wrenches
Lawn sprinklers
Mimeograph for the ship *Joseph Conrad*--for Captain's orders, rainy-day newspapers by cadets, words of songs, treasure hunts, etc.
Copies of *The Voyage of the Huron and the Huntress*--November 1955 No. 29 publication of Association

and though they are not *things*, we would like to have

A member in Alaska
A member in Arkansas
A member in Oklahoma
A member in Wyoming

Note: Our DESOLATION is in South Indian Ocean and not in South Shetlands as stated on page 13.

Mystic Seaport
Marine Historical Association, Inc.
Mystic Connecticut

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