The Log of Mystic Seaport

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The Marine Historical Association, Inc.

Mystic, Connecticut

The Log OF MYSTIC SEAPORT

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Our Cover



Spring time is school group time and brings scenes like this to Mystic Seaport. The little girl shown here is denied the rowdy fun of the boys on the front cover, but she has her quieter pleasures, as enjoyable. Her wheel chair does not keep her from expressing her individuality by signing the visitor's register. She can feel and taste the ingredients of which history is made, just like any adult. She can heft a whale's tooth or touch gently a ship's figurehead which once felt the rough impact of seas in the roaring forties. She could even pretend to be smoking a corn cob pipe, if she were not a little girl.

The boys on the cover can swarm over a century old cannon or anchor, just as they are doing (a hazard frowned upon by safety-conscious officials) or anticipate manhood with the feel of the corn cob pipes their pennies have bought at the General Store. Nine out of ten straddle the old six-pounders in the Yard and pretend they are pirates or naval heroes, and the taller ones invariably reach for the clapper of the bell suspended, just out of reach, from the davit of the U.S.S. *Maine*.

(continued inside back cover)

Pattern

When Renbrook School of West Hartford visited Mystic Seaport recently, the ninety students in the group were given something worth-while in visual demonstrations of Science, Biology, Arithmetic, Geography, English, Music and Art.

Seaport staff members were anxious to prove that Mystic Seaport has values for students in fields other than maritime history and that the normal "mass tour" without a specific purpose is not making the best use of materials available. Using the new Teacher's Guide and the Preparatory Kit as a basis for planning, the Renbrook students devoted the full week to the Mystic trip. Two days were spent in preparation for the visit, giving the ninety students their own choices of electives for the day. Some chose Biology, others English, some Arithmetic, etc. On the third day a member of the Mystic staff traveled to West Hartford for an assembly session on Whaling, illustrated with colored slides. The fourth day the students entrained in buses for the trip itself; and on the final day of the week, Friday, they held a critique of the entire experience.

On the big day at Mystic the entire body saw the indoctrinal film, *Origins of Freedom*, and after lunch broke down into smaller units for guided tours of the Seaport in general. At 2:45 the various curriculum sections met in as many different locations for their visual demonstrations. The Science section met in the Clock Shop and saw the principles of Physics applied in the pendulum, gravity (in old water clocks), and magnetism (in the compass), even tension (in a curious "wagon-spring" clock); then went aboard the old whaleship *Charles W. Morgan* which is replete with examples of the syphon (the ship's pump), the pulley (the running rigging) and friction as applied to hull design.

In another building the English Literature group saw the collections of Melville, R.L. Stevenson, Richard Henry Dana, Tarkington, and heard again the story of mutiny on the *Bounty*. They saw a piece of the famous mutiny ship, possessions from Stevenson's South Seas home "Vailima" and Tarkington's prized collection of maritime relics.

The Arithmetic section was shown the ingenious chip log, reel and line, and 28-second sand-glass, the earliest method of checking the speed of a sailing ship. One student held the weighted chip log, another operated the sand-glass, two others ran forward with the reel just as the ship would have gone forward, and another counted the knots as the line ran out. Then all had to take their pads and pencils and prove the theory mathematically.

Those whose interest was Social History, met before an open fire in Spouter Tavern, from which they could see the three most profound influences upon New England living--the one-room school, the church and the home. They saw the game-room, often the meeting place of the merchants, its curious gout chair, ivory chessmen and checkers, a rope bed, wooden sink, pewter and glass mugs arranged on a well-scarred deal table.

Those who chose Biology as their elective examined a whale's ear drums, eye ball and vertebrae. They learned, or were at least shown, the various types of whales and saw the 18-foot jawbone of a sperm whale. They learned that the whale was once a land animal and saw the rudimentary back legs of the huge mammal. They heard curious facts about the whale; his spout, his mysterious accommodation to great depths and surface waters alike, and marvelled at the thinness of his skin and the thickness of his blubber. They handled a narwhal's tusk and a saw-fish saw.

The Geography students studied old charts and the courses of ships, the places where whales are found at different seasons of the year, were told how the early mariners navigated by the stars, and saw and were explained the principles of the Rebbelib or stick chart of the Polynesians--the ingenious chart of bamboo and shells invented of necessity, because they had no paper and ink.

The Music and Art group had perhaps the best time of all. They heard sea shanties played on a phonograph, and the Curator (who has a fine tenor voice) sang some authentic ones for them and taught them the words and tunes. Proceeding to Art he showed them the Museum's vast collection of sailor-made scrimshaw, carvings in whalebone with their garish india-ink coloring, and paintings from the unknown Chinese works and the primitives to the beautiful and lively ship paintings of the French Roux family, the Dutch and the Americans.

At Renbrook, in advance of the trip, the various sections

were given specific things to look for at Mystic and were encouraged to be the "experts" in their field by reporting their discoveries at the Friday critique. In advance, also, the students were required to write a simple lesson plan and its objectives. These lesson outlines were used to justify to the parents the expenses of the trip, which they had to supply.

Such treatment of a large school group could not be given at the height of the school visitation season, in April, May and June and again in the autumn months of September and October, by reason of overwhelming numbers alone. But the plan could well serve as a pattern for groups, large or small, in the "off-seasons". A thorough study of school curriculums shows that the vast Mystic Seaport collections can equal these lessons in other areas, such as Banking, Medicine, Botany and even in Grammar and Handwriting.

Just released by Zale Publishing Company of Maplewood, New Jersey, a pictorial presentation of cadet life at the United States Merchant Marine Academy--paper bound, 48 pages, 93 illustrations, 8½" x 11", with an introduction by Rear Admiral Gordon McLintock, Superintendent of the Academy. This excellent book brings to the viewer a surge of pride in our fourth (of five) service academy.

To those versed in the origins of Mystic Seaport it brings a prideful reminiscence, also. It was the stated purpose of the new institution now known as Mystic Seaport, to foster our merchant marine through preservation of our maritime relics and records in an atmosphere which would make them a positive educational influence for present and future generations. But it is known to comparatively few that in those earliest dreams of Dr. Charles Kirtland Stillman, one of the three founders, that he hoped to acquire the sprawling mill buildings known as the Rossie Velvet Company, adjacent to those other mill buildings which were the nucleus of the Museum, and there establish a training school for our merchant marine as an activity of the new Museum.

There was no United States Merchant Marine Academy at that time (1929) but this far-seeing man saw the need of it and later so did our government.

Members

In your last *Log* we bemoaned the fact we had no member in Arkansas. A thoughtful supporter corrected that. We now boast our first member in that state and a distinguished person she is. Mrs. J. Fairfax Loughborough of Little Rock is Chairman of the State Commission which operates The Arkansas Territorial Capitol Restoration at Third and Cumberland Street, Little Rock. She was a founder of the Restoration, was for years a vice regent of the Mount Vernon Ladies Association and an original member of The National Trust for Historic Preservation. Her dedication to such projects as exist so similarly in Arkansas and Connecticut is, therefore, unquestioned.

The Little Rock Restoration is a charming cluster of thirteen buildings, including the meeting place of the last Territorial Legislature (1835; the building dating from 1820), the home of Lieut. C.F.M. Noland, who delivered the first Arkansas constitution to Washington, the home of William E. Woodruff (1824) and his office as founder of the *Arkansas Gazette*, oldest newspaper west of the Mississippi. Conway House was the first residence of Arkansas' "bachelor Governor", who served two four-years terms.

The Restoration was begun by the State but voluntary contributions have come from many patriotic individuals. If you should visit this fascinating little historical vignette, you will be following in the steps of Washington Irving, John James Audubon, Sam Houston and David Crockett, all of whom were entertained in these Territorial homes.

Another membership has come (through Mrs. MacMillan) from an unexpected place, for Miss Kate Hettasch of the MacMillan-Moravian Mission School at Nain, Labrador. This famous mission was established first in 1752, and shortly wiped out by the natives. Jens Haven, a Dane, re-established it in 1771 and it held on. Now there are eight such stations in Labrador, the Moravians being the first to win the confidence of the Eskimos. The school at Nain was literally carried to Labrador aboard MacMillan's *Bowdoin*--from lumber to chalk and erasers.



PHOTOGRAPH BY J.G. SATERNIS--MANCHESTER EVENING HERALD

Looking more like the Spirit of '76 than either the days of whaling for the *Charles W. Morgan*, where they were photographed, or the retail merchants, which they were, this group was photographed at Mystic to promote a "white elephant" sale sponsored by the merchants of Manchester, Connecticut to stimulate business in that city. The sale was given on Washington's Birthday, sold such items as $14.00 shoes for $4.99, $65.00 suits for $19.88, $40.00 mouton jackets for $3.00, a $10.95 rubber tired wheelbarrow for $5.88 and a $26.90 pressure cooker for $3.00. How they made any money is a matter for conjecture, but they probably did. If not on Washington's Birthday, maybe later.

Changes

Here is hopeful news for those summer visitors who stood in the long line last year for food at The Galley. What was formerly the porch, with its red and white awning, is being enclosed with windows so that all who eat will have the comfort of indoors in inclement weather. Instead of the old cafeteria service, patrons will be served at table. The seating capacity (formerly sixty-three inside) will be more than doubled. The same management, George and Betty Farnham, will prevail, with the same high quality food.

The Pantry is also being improved. The serving area has been extended on the south to include a soda fountain. The space for tables has been extended to accommodate an additional eighty persons at a time. A row of trees has been planted along the road-side and brick walks surround the area.

The Clam Bar is now located next to The Pantry, using the small building which was at one time the Pantry, and will replace the sea food counter formerly known as George's Fish Shack, in the area of the ship *Joseph Conrad*.

These changes double the service possible for those who desire a full luncheon in a more formal setting at The Galley, and greatly enlarge the facilities for those who prefer a picnic-type luncheon and bring their own or augment it at The Pantry.

The advent of a new motel and restaurant across the road from the Seaport will give added facilities for those who stay for dinner and the night.

General Manager Charles A. Brooks spoke before the members of the Germantown (Penn.) Historical Society, March 17. With the help of Kodachrome slides he traced the development of the Museum from its beginnings in 1929. Mr. and Mrs. Brooks were taken aboard Dewey's old flagship in Philadelphia as guests of Capt. Edmund A. Crenshaw of the *Olympia*.



High tide and new moon at end of February presented this scene, snapped by Harrison Jewett of the Staff. Salt water covering the new grass area (once the parking lot) will call for complete re-seeding and probably new loam for the new Common.

The Junior Museum, standing in the middle of the lake, will be moved to a new location this spring; the old band-stand, partially shown at left, will occupy the center of the Common, and the Common itself will provide a setting for future outdoor events with a pleasant prospect down-river. Future generations will enjoy the shade of twenty-five trees, planted during the summer of 1959.

The band-stand was given through the efforts of William Malloy when he acquired it from the Fisher's Island Ferry District. The structure was built in 1938 at Fort Wright to replace an original one demolished by the 1938 hurricane. Malloy brought it over on his own lighter, towed by the tug *Alice*, and took back with him to Fisher's Island a lighter-load of concrete blocks delivered by a local manufacturer to him at the Seaport.

Green Thumb

If, when you visit the Seaport this spring or summer, you notice the grounds looking particularly well, you may give due credit to Louis A. Pellegrino, MoMMlc, USN, now head gardener on our staff.

Through Mr. Pellegrino's efforts and the help of his two assistants, the Captain's Garden, formerly in the Library yard, has been established as a unit of Buckingham House. The new patio, 10 x 19 ft., and brick paths from kitchen to patio and on to a stepped-up level which is the refurbished Captain's Garden, now form a garden of both beauty and use. An herb garden is an interesting part of it, and the whole will henceforth serve not only as an interesting and appropriate adjunct to Buckingham House, but as a useful educational tool, as well. Herbs, plants and shrubs will be labeled to show their names and origins, many having been brought to America by clipper ship and now almost indigenous.

Louis Pellegrino learned his trade from his father, and has been working at it for fifteen years.

As a crew member of the U.S.S. *Seal* (built at New London) in the late War, he has a copy of his unit citation, signed by President Truman. His reconnaisance, when prowling near the Kurile Islands, sank twelve and damaged two of a Japanese convoy of fourteen--a clean sweep. They would have sunk the other two but ran out of ammunition. One torpedo, in a lucky chain action. sank three ships. The torpedo, fired too low, passed under the target ship, hit the one beyond it which was carrying either sulphur or ammunition, and the resulting explosion sank the two flanking ships. Aside from his unit citation he treasures American Theatre and Asiatic Pacific ribbons, a Sub Combat Insignia with three stars; and finds his gardening at Mystic Seaport tame compared to those years of action.

Dr. Glenn Thompson, while examining the James and Daniel Beckwith papers for the Library, discovered enclosed in them two 1867 nickels. May we consider that this new accession came to us with its own endowment? The Beckwiths were New London merchants.



The annual Log Book contest for participants during the past season in the *Conrad* Youth Training Program was won, for 1959, by Girl Scout Mariner Ship *Wasp* of Asbury Park, New Jersey, for the third time.

Their amazing entry, expanded from the sixty-page work book used by cadets, in size resembled the Cumulative Index or the august Oxford English Dictionary. The book amounts to an almost complete history of the Seaport and covers every conceivable phase of the activities of the cadets, from fun and frolic to the serious business of learning, and the soundness of the latter is clearly shown.

Two other Mariner ships tied for second place--*Seneca Chief* of Schenectady, New York and *Flying Cloud* of Berwyn, Illinois. Third award went to G.S.M. Ship *Columbia* of Westport, Connecticut, while G.S.M. Ship *Neptune* of Clifton, New Jersey received honorable mention.

An almost infinite labor, patience and ingenuity went into all winning entries. Prizes were etchings by Mystic artist Y.E. Soderberg, and a photograph of the *Joseph Conrad*--all suitably framed. The winner also has the *Joseph Conrad* silver cup, for this year.

Committee

At a meeting of the *Conrad* Youth Training Committee held February 23, four new members were added to the Committee. In order to include a knowledgable member from among the more active leaders in the field, Mrs. T.L. Chidester of Sikeston, Missouri, was added. Mrs. Chidester wrote: "My husband and teenage daughters are as pleased as if Mr. Nixon had asked me to run on the ticket with him." Mrs. Chidester has been on the Executive Committee of her church and served as Public Relations Chairman on the Scout Committee of her town; travels east at least twice a year as a National Volunteer for the Girl Scouts of the U.S.A.

Lt. Commander H.S. Morgan Jr. of Brookvale, Stonington, is a graduate of Harvard and went into the Navy from Harvard's N.R.O.T.C. He has commanded a training submarine, is presently on active duty at New London's Submarine Base as a member of ComSubLant Staff. His hobby is sailing, last year skippered *Djinn* in the Halifax Race, taking second place.

Other local members added were Peter Comstock and W.M.S. Rennehan of Essex, Connecticut--ardent yachtsmen with an interest in helping youth chart a course.

The new exhibit room in the English basement of the Planetarium, will honor the explorers, with emphasis on the polar regions, Arctic and Antarctic.

Heading the list will be the exploits of Admiral Donald B. MacMillan and Sir Hubert Wilkins, much of whose material is already on exhibit in temporary locations. There will also be a Viking ship, Hudson's *Half Moon*, Amundsen's *Gjoa*, and the more modern *Nautilus* and *Skate*, in models of course. Adding color and interest to the room will be a series of illuminated stained glass windows, honoring Diaz, Columbus, Magellan, Cook and others. Charts of the notable explorations will be a vital part of the exhibit, as will logs of the voyages and navigation instruments used on them. The whole will be a natural corollary to the star-studded dome of the Planetarium above.

Ingenious

Miss Patricia E. Jensen's fifth grade at The South School, New Canaan, Connecticut, visited Mystic Seaport last fall, preceding their visit with the loan of a sea chest and whaling diorama. They were, therefore, well steeped in all that Mystic has to offer to school children. Out of the experience they came up with a novel and ingenious presentation, in the school theatre, of a play, *Life at Mystic Seaport*. The children wrote their own script, under the guidance, of course, of Miss Jensen, and presented it as a play entirely in silhouettes.

Sheets were stretched across the front of the stage, with floodlighting behind them. A boy and a girl acted as narrators, standing behind lecterns at either side of the stage, and unfolded the story of life, with all its ingredients of happiness followed by sorrow and redeemed again by hope.

In the story a boy and girl are seen walking to the little red schoolhouse, which is, of course, Mystic Seaport's Boardman School. They attend school and the teacher assigns them their desks. She gives them the McGuffey Reader, such as they saw in the schoolhouse when they visited Mystic Seaport. After school they return to their home in Buckingham House, where their mother tells them about their father who is off on a whaling cruise. Next morning Mother sends them to the George H. Stone General Store where they purchase all that mother requires at home. The boy, like all boys, dawdles homeward by way of the Peters-Driggs Shipsmith Shop, and there from the smithy he hears the tragic report that the ship in which his father sailed has been lost, with no survivors. The small boy has to take the sad news home to his mother. Years pass, and the boy is grown to a man and off to sea he goes, of course, on the whaleship *Charles W. Morgan* to repeat perhaps, the endless round. The play ends as he says goodbye to his mother and sister, full of hope for adventure, glory and wealth.

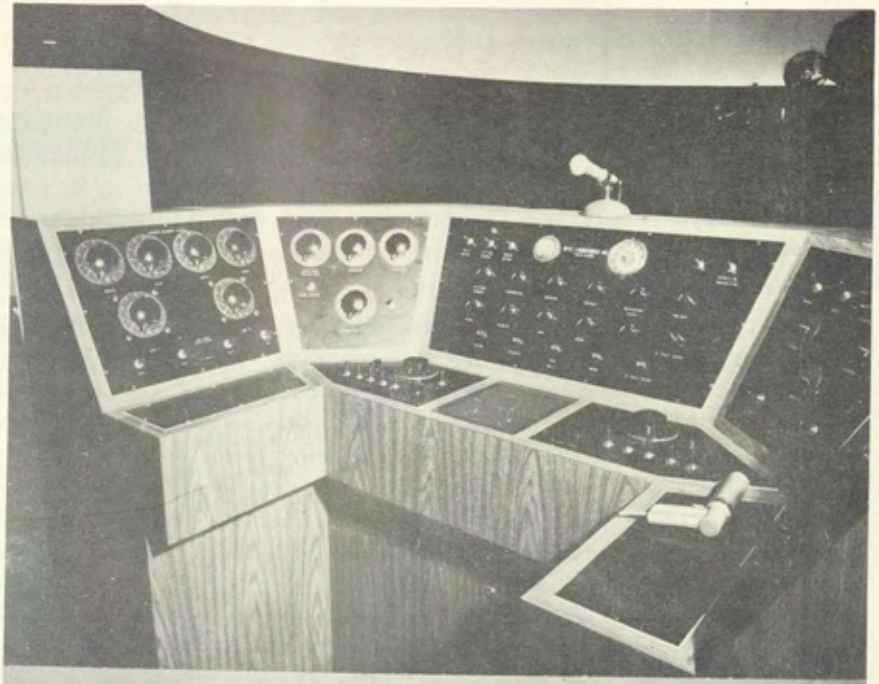


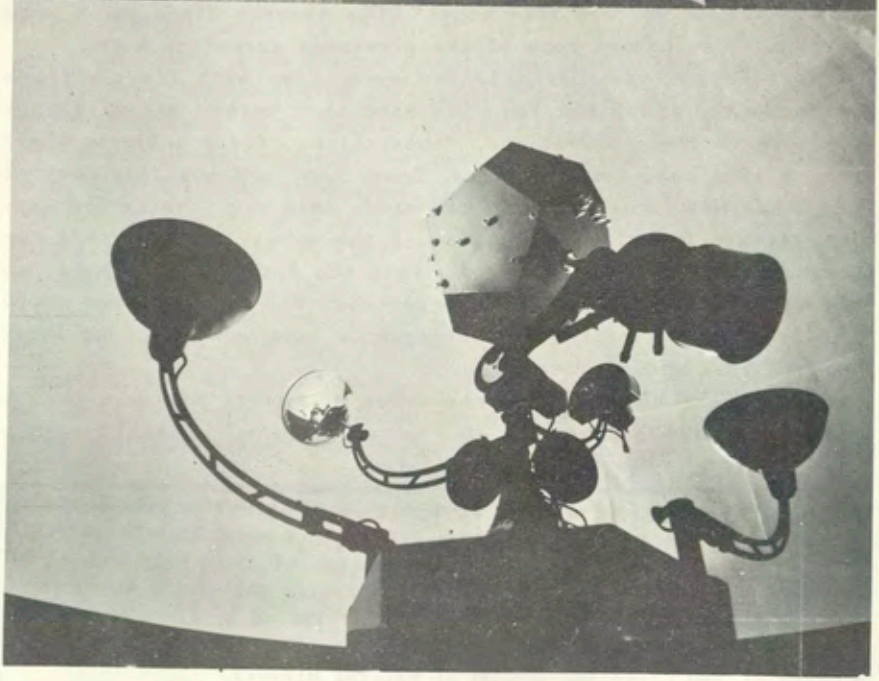
The new Planetarium now has technicians installing the instrumentation, will be fully operating by the summer season. The installation is unique among the now existing two hundred planetariums in the country, for the sky picture will be projected onto a thirty-foot perforated aluminum dome, a type used for the first time in a unit of this size.

From a console, the lecturer controls the instrument in casting tiny points of light, representing the visible stars, on the darkened dome in a light-locked room. Satellites, sunrise or sunset, the rotation of the earth and the changing position of the sun throughout the year, all are within its repertoire. The instrument is so constructed that additional equipment may be later added to show planetary motion, the northern lights and entirely new effects as the science of astronomy reveals them.

Through the perforations in the dome, the audience will see three-dimensional displays which will be coordinated with the reproduction of realistic sky pattern. A plurality of projectors, arranged around the base of the dome, will project an image of the horizon around any chosen point of view and at any chosen season of the year, including that of the unit's site on the Mystic River. The versatility of the instrument is almost limitless. The projector is capable of showing the sky in all points of space and time, whether yesterday's sky pattern or that on the night of the birth of Christ. Taped orchestral music, appropriate to the showing, will lend atmosphere for each presentation. The facility seats approximately 100 persons.

Dr. Armand Spitz, designer and builder of the instrument, has said that the unit at Mystic will be one of the finest small installations in the country. Nearby schools, colleges, power squadrons, coast guard auxiliaries, and study groups interested in astronomy and space exploration are being apprised of the availability of this new teaching facility at Mystic Seaport.





Letters

We take what we trust is a pardonable pride in the following from a fellow-townsman; a recognition of that extra something which lifts Mystic Seaport above the common run.

Llewellyn Powell, confined to his home with sickness, wrote it unsolicited. It reveals that at least one of our visitors discovered that vital ingredient which really leavens the loaf.

Nostalgia? No! Not a sightseeing tour, either, or merely a temporarily thought-provoking glimpse into the ancient history of our nation. Gracious, no! You get all that at any one of a hundred good museums in the Northeast Coast-land. At the Seaport you've come to be alive in a living place.

This is "A Living Education for Living People" and this thought should be emblazoned in the minds of all who visit. Here there is active, contemporary tangible evidence of the will, the patience, faith and love so obviously required in the early years of this, the greatest of nations. Unlike Ozymandias ("Look on my works, ye mighty, and despair"), I say "Look on these works, all of ye, and take hope!" Our present times won't seem so grim if we absorb some of the greatness around us here.

Reflect, close your calendar eyes, live with those who now surround you. Know how long and hard they worked and with what tools. Know their privations, frustrations, fears and even their few, simple hard-won pleasures. Know, too, and possibly most of all, that God is here. Sniff the clean salt air...savor the ginger sticks, breathe in the glow of the ancient forge, trod the decks brave men have trod, and visit the tiny chapel. Thank Him for all you have today. Ask forgiveness for your stingy, petty life, and pray hard for His strength to make you more like those you can feel around you.

Remember, as you leave the grounds, you've partaken just a bit of "A Living Education for Living People"! Take it, share it, and let it become a part of you.

DIED, March 12, in a fire at their home at Gates Mills, Ohio, Charles W. and Margaret Corrigan Williams, donors in 1955 of Fishtown Chapel and of the first restoration of the pinky *Regina M.* Patent attorney, a war-time resident of Mystic while with the Underwater Sound Laboratory in New London, he removed to Cleveland after the War, was a trustee of the Association 1949-55, Chairman of the Board of the Cleveland Museum of Natural History.





INTERNATIONAL COOPERATION ADMINISTRATION
UNITED STATES OPERATIONS MISSION TO PAKISTAN

Cable: **INCOPADMIN**

Karachi, Pakistan
March 13th. 1960.

The Marine Historical Association,
Mystic, Connecticut

Gentlemen,

I have just received the good news, from Mr. Walter Simmons of Wenonah, N.J. that you have acquired the log bug-eye *Dorothy A. Parsons*, and intend to keep her for the museum. This is a very kind turn of fate and, I think, the only one which could have, to any extent, consoled me for having had to sell her to Mr. Simmons in 1951.

We found the *Dorothy A. Parsons* in Sarah's Creek, York River, in the Summer of 1939 or 40, out of commission and rotting at an old dock. I have some good photographs of her in this condition, if they would be of interest to you: bowsprit cut off, foremast cut to half length, a tall pilot house aft and driven by an old diesel engine. The hull, with exception of the bow, was in relatively good condition. I bought her from Captain Walter (F) Bailey who, at about 80 had retired from the water and allowed his son to take charge of the boat, with the above consequences. After rebuilding and rerigging her in the traditional manner, my family and I sailed her on the Bay for the next ten years with more pleasure than it will ever be possible to describe. It is, therefore, with extreme pleasure that we hear that she will be kept in the museum at Mystic. We are now on a special medical assignment for our Government in Pakistan and shall not return to the United States until late in the Fall of this year. One of my first moves in the following Spring will be a visit to you in Mystic. In the meantime, I should be greatly sustained by a copy of the "Log", which Mr. Simmons tells me has a good picture of the *Dorothy Parsons* on the cover.

With all good wishes, I am,
Very sincerely yours,
(signed) James R. Cash, M.D.

Corinthians Day

Another regatta has been added. The annual Dyer Dhow Derby, usually in October, is a well-known Mystic Seaport event. On March 19, the Corinthians of the New England area converged upon Mystic for a Corinthians Frost Bite. Fifteen or twenty couples enjoyed a dutch treat luncheon in the Galley. The races began at 2:00 p.m. but were unlike those of the Dhow Derby. Six races were run with two areas competing--the Darien Winter Commodore's Club and the New England Fleet of Boston, Mass. Darien won all six with a total score of 237-396.

Following this the presentation of the trophy was made in Stillman Memorial Library. Cocktails and dinner at the Groton Motor Inn concluded the day. Douglas W. Dwyer of Darien, Conn. was the Corinthian in charge of arrangements.

Mystic Seaport, at least, hopes the Corinthians Frost Bite will be an annual event here.

As a result of being consultant on the book *The Story of Yankee Whaling* published for the American Heritage Junior Library, Curator Edouard A. Stackpole had something akin to a "talkathon" on a New York radio station in February. He was on the air for five hours, from midnight to 5:00 a.m., being interviewed on the Long John Show over WOR. In the small hours four to five, listeners were permitted to telephone comments and questions.

One man had served on the Danish ship *Georg Stage*, had heard it was in this country somewhere, wondered if Stackpole would know where. Stackpole did. The old *Georg Stage*, he stated with some confidence, was at Mystic Seaport in Mystic, Connecticut where he was Curator.

This same book was under discussion by Stackpole on radio WERI, Westerly, R.I. also in February and Irwin Shapiro, the author, did a similar stint for the book on the Galen Drake show.



The Maltese stamps reproduced above, celebrate the nineteenth centenary of St. Paul's shipwreck, in A.D. 60.

Acts XXVII: 37-41, 44; XXVIII: 1.

And we were in all in the ship two hundred threescore and sixteen souls.

And when they had eaten enough, they lightened the ship, and cast out the wheat into the sea.

And when it was day, they knew not the land; but they discovered a certain creek with a shore, into the which they were minded, if it were possible, to thrust in the ship.

And when they had taken up the anchors, they committed themselves unto the sea, and loosed the rudder bands, and hoisted up the mainsail to the wind, and made toward shore.

And falling into a place where two seas met, they ran the ship aground; and the forepart stuck fast, and remained unmoveable, but the hinder part was broken with the violence of the waves.

...And so it came to pass, that they escaped all safe to land. And when they were escaped, then they knew that the island was called Melita.

The Lewis L. Cross Memorial Fund Award for 1960 goes to a group of boys selected from The Connecticut Junior Republic at Litchfield, Connecticut. The *Brilliant* cruise of June 12 will be taken by a leader and nine boys selected for overall good citizenship. The Cross Fund was established in 1953 to make available to deserving candidates, who otherwise could not attend, the opportunity of having a part in our Youth Training activities, the *Brilliant* program to have the preference.

Previous awards have been given to groups from Johnstown, Pennsylvania, Westerly, Rhode Island and jointly to the Community Centers of Mystic and Stonington.

Variable Winds

CORRECTION: In your last *Log* no smoke should be issuing from the *Lillian Russell*. These naphtha launches produced none. The smoke was an ardent retoucher's idea. Those waves should not indicate *Lillian*'s excessive speed. These naphtha launches made no such startling progress. This was a poor choice of photographs to illustrate a caption otherwise correct.

The consideration modern progress has for historical interests was displayed when the New Haven airport offered us beams, wide boards, girders, lintels and other lumber from a 1743 Cape Cod house which had to be demolished to provide for a lengthened runway at the airport. The City of New Haven made the gift to the Seaport and the wide floor boards are now in Buckingham House. Gilding the lily, the Reinzo Trucking Company of Orange, Connecticut, delivered the material to us, free of cost.

According to *History News* (Feb. 1960) Nancy Potter of Voluntown, Connecticut, was one of two winners of the $2,000 Lincoln essay contest conducted by Broadcast Music, Inc. and the American Association for State and Local History in conjunction with *This Week* magazine. Her 1500-word essay "Reflections While Standing Before the Lincoln Memorial" was sent to radio and television stations for programming February 12 as part of a public service radio series "The Abraham Lincoln Story". Miss Potter received her award checks at a dinner in Washington, D.C. given by the Lincoln Group of the District of Columbia on that day.

Nancy Potter was donor in 1950 of "the little red schoolhouse" attended by her father, John Potter, known as Boardman School. She was winner in the non-professional writer category, is an associate professor of literature at the University of Rhode Island.

Two visitors on the grounds at the same time March 24: Admiral Donald B. MacMillan, Arctic explorer, and Admiral Richard Blackburn Black, Antarctic explorer. Neither knew the other was coming.

Expected arrival, about noon May 15, from Bridgetown, Barbados, the Panamanian brigantine *Albatross*, Master Christopher B. Sheldon. This floating classroom now bases at Mystic Seaport, though this will be her first home-coming. Plans are that a New London pilot will meet her off Ledge Light, proceeding first to the city pier.

The Bringhurst Apothecary Shop will be one of the old such establishments referred to in a television program over WTHS, Channel 2, Miami, Florida on April 28.

At the Annual Conference of the Secondary Board of Independent Schools held in early March at the Statler Hilton Hotel in New York City, John F. Porter, a seventh grade teacher in the Bronxville Public School, was one of a panel of three on the subject "The Teaching of Elementary Social Studies--An Integrated or Compartmental Approach?"

Mr. Porter, who annually brings his classes to Mystic Seaport, an event which is looked upon here as a model for all schools, paid due tribute to the values to be derived from such a visit, and to several of the personalities who have contributed most on these occasions. Out of the Porter visits has developed what at Mystic is called "The Porter Log", a workbook to be completed by the children themselves. It is proving a valuable aid in making the Mystic visit an on-going experience.

Spring will see another motion picture being made against the background of our old ships along the sea wall and our shops along the cobbled street.

For the centennial of the well-known salvage and marine construction firm of Merritt, Chapman & Scott, the famed black horse and rider will race along a Mystic beach, followed by a sequence in which the original Captain Merritt responds to a call to help a schooner in distress, is later hired to head up a salvage operation established in 1860. The film goes on to the Civil War's four bitter years and the subsequent history of this respected company.

In the comic strip "Saint" by Leslie Charteris and Doug Wildey, syndicated to we know not how many papers, lately could be seen deck scenes of our schooner yacht *Brilliant*. How the artist for the strip obtained these is a matter for conjecture, but the best guèss might be that he knows a former trainee who has sailed in *Brilliant*. Our copy was from the New York *Herald Tribune* of March 6, 1960, and showed *Brilliant* under sail in which a member of the crew congratulates Captain Garwell on a good breeze at last, and a deck scene following it in which the good Captain replies "Yeah--If it holds, we oughta make the island before sundown!"

Died, February 4, Mrs. Alberta Shannon, our first hostess in Buckingham House. Knowing nothing about period furniture and old houses, she studied, listened and learned and soon became one of our most valuable hostesses, and will be sorely missed.

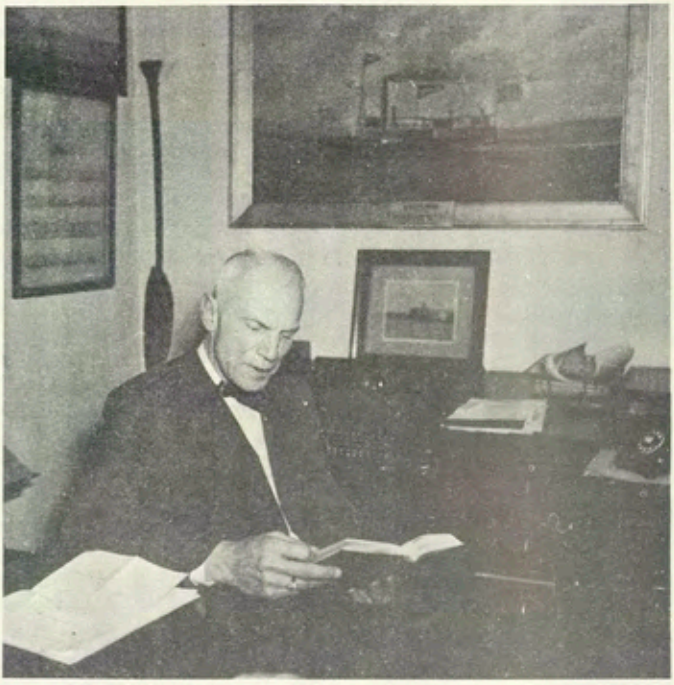
Two brand new vacuum cleaners have been received as a result of *Things We Need*. These were sent to us by J.V. McKee Jr. and H.J. Allemang of the Eureka Williams Corporation at Bloomington, Ill. The most-welcome equipment is now in use.

Three lots of washcloths for the Printing Department have come in. Also, not washcloths, but ideal for use, is a case of cotton pads from the Kendall Company of Walpole, Mass.

For the Membership Department, a desk model Addressograph came from the Central Bergen Savings and Loan Association of Ridgefield Park, New Jersey.

Two more whalemen who served aboard the *Morgan* have been found in Massachusetts. Christian Berentson of Brockton and William C. Bouchier of Dorchester are among the fading few. There are probably some New Bedford men but Berentson is believed to be the only survivor of the 19th century crews.

Were I so tall to reach the pole,
  Or grasp the ocean with my span,
I must be measured by my soul:
  The mind's the standard of the man.



B. MacDonald Steers retired from The Marine Historical Association on April first, after eighteen years of service. There has been no activity or operation of the organization in which he has not had a vital part at some time. "Don" had planned this retirement. While he will be missed indeed, we know he will be with us in person and in spirit for a long time to come.

Members of the staff presented a gift to Don at a party held in his honor in the Mallory Building on March thirty-first.

Things We Need

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

A whiteprint machine capable of reproducing drawings made on translucent material. Model providing prints up to 27 inches in width.

Two double-bed width bolsters, made of ticking and filled with feathers, for beds in Buckingham House.

Old-fashioned iron or early wooden toys, puzzles, etc.

Adjustable boat-builder's clamps and usable marine hardware such as cleats, goosenecks, bands, small blocks, etc.

Mushroom anchors and chain for moorings.

Several good hydraulic jacks.

Lawn sprinklers.

U.S. NAVAL INSTITUTE PROCEEDINGS: MAY 1928; MAY 1930; DECEMBER 1930.
NAVY RECORDS SOCIETY (BRITISH): ALL PUBLICATIONS.
SOCIETY FOR NAUTICAL RESEARCH (BRITISH): MARITIME MISCELLANY SERIES.
LLOYD'S REGISTER: ALL YEARS PRIOR TO 1900, EXCEPT 1840.-45.-49.-65.
LLOYD'S LIST: ALL ISSUES.

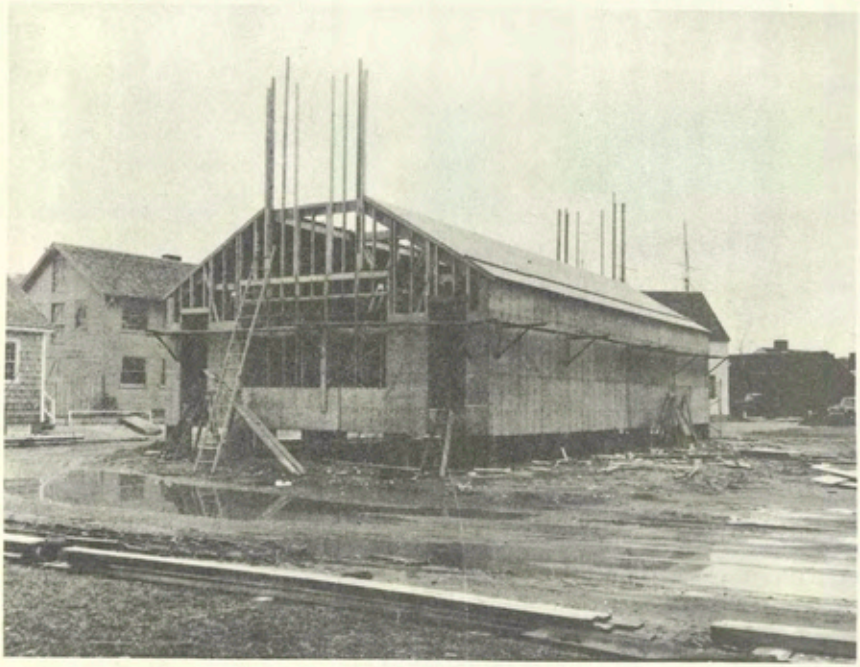
(*Our Cover* concluded)

Their leaders generally see to it that they have more constructive moments, too. For these boys and girls often have saved their pennies throughout an entire school year to put them into the class treasury, just for this moment of adventure; and they are entitled to both. And who can say that the one is more constructive than the other, for all depends upon the intellectual age. Each is translating into his own terms the book knowledge of the classroom and making himself richer by his travels, even if only into the realm of make-believe. Almost twenty-five thousand did this in 1959 and as many or more are likely to do it again this year.

Mystic Seaport
Marine Historical Association, Inc.
Mystic Connecticut

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