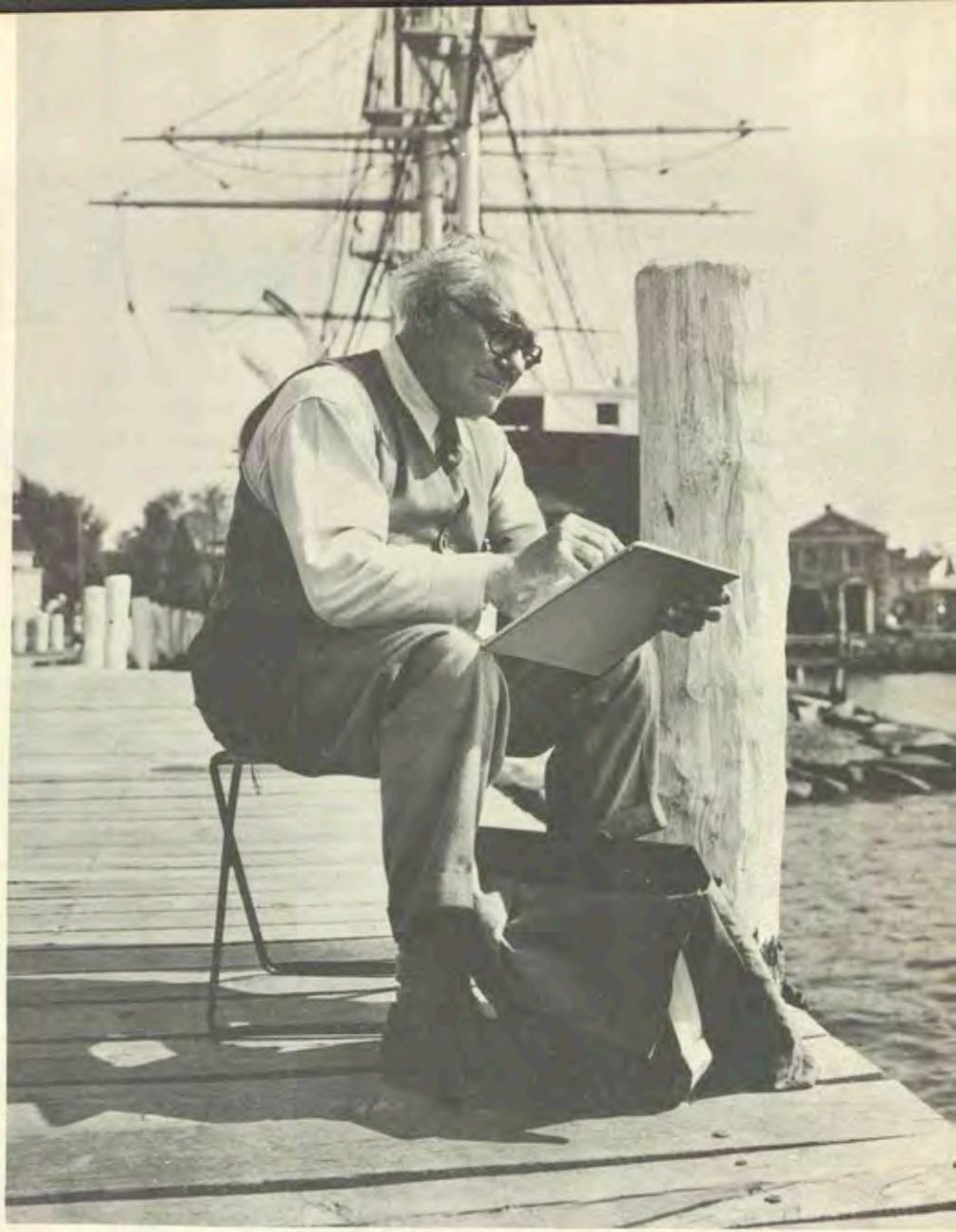


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The Log of Mystic Seaport

The Marine Historical Association, Inc.
Mystic, Connecticut



Published for members.
The Marine Historical Association, Inc., Mystic, Connecticut
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Our Cover

James McBey was born in Aberdeenshire, December 23, 1883, and after a village school education entered the North of Scotland Bank, Aberdeen. At night he worked out a self-taught apprenticeship in etching. His first sixty plates were produced during this period. In 1910 he embarked on his distinguished career as an etcher and painter.

Working in Holland, Spain and in his native Scotland, McBey worked at top speed and in 1911 opened his first exhibition at Goupil's in London. He became an instantaneous success. His pencil and brush kept busily engaged and he traveled extensively, living with his work constantly. During World War I he was an officer in the British Army in France, and the result was a series of fine etchings of the Front. In 1917 he went with Allenby to Palestine as the official Army artist. The Imperial War Museum has over two hundred of his sketches, while the British Museum has one hundred.

Between 1926 and 1930 he completed the Venetian set of etchings which climaxed a prolific period. From 1930 to his death his etchings appeared in New York and other American cities. McBey became an American citizen two decades before his passing. He continued to work in several locales, however, with studios in New York, Philadelphia, London, Aberdeen, and Tangier, Morocco.

McBey Model

A decade and a half ago, the late James McBey, internationally known artist, left his studio at 11 McDougal Alley off West 8th Street, in New York City, and went up into the city, where an auction of antiques recently from Europe was taking place. Among the articles on display was a huge ship model. Memories of his boyhood in Scotland returned, and McBey recalled his visits to the great museum at Edinburgh where just such a model was exhibited and admired.

But this model was virtually a wreck. Her topmasts were gone and lowers splintered; her rigging was a tangled web of shrouds, stays and running gear; a number of her planks had sprung, and her rudder hung by a single pintal strap. All this, coupled with the dust and dirt of years of neglect, made her the most unattractive of the auctioneer's display. As the afternoon wore on, and one by one her companion pieces were purchased and carried away, the old model became even more undesirable--a virtual derelict, stranded on the shoals of forgetfulness.

McBey wandered about; came back to the neglected relic three times, and finally made an offer. The auctioneer exchanged many words with his customer. Finally, one shake of the white-haired, tousled head of the distinguished-looking artist was enough. The model was his--at a ridiculously low price.

It was his artist's eye which saw beyond the wreck. Loading the model into a station wagon, McBey carried her triumphantly to his studio. For several days he did nothing more with his prize than occasionally stare at her, busying himself with his other work. When he at last approached his acquisition it was the beginning of a long association--one of research, repair, restoration--a virtual labor of love.

With his characteristic thoroughness, James McBey wrote to all maritime authorities to determine the date

of his model. After several months he was able to identify her as of French origin--a 60-gun ship-of-war of the 1730 period. What was most exciting of all was that she had unmistakable evidences of being a contemporary model, such as were preserved in the Musee de la Marine in Paris.



PHOTOGRAPH--COURTESY MRS. MC BEY

The model now became the center of all McBey's spare moments. He corresponded with Charles G. Davis, leading American authority in his time, as well as experts overseas. He studied every detail--the lateen rig on the mizzen-mast, the gudgeons for the rudder, the forward capstan windlass, the stern galleries, the shape of the blocks during the eighteenth century, the rigging for lifts and braces, the crosstree arrangement

on the masts. Slowly, he evolved hull and rigging plans which were checked against all known authorities, English, French and American.

When he had completed his task, he had not only finished the painstaking work of repairing and re-rigging the model, but he had accumulated a store of knowledge on 18th-century ships which was astonishing.



Soon after his death two years ago, Mrs. McBey had the model removed to the family home in Germantown, Pennsylvania. Through the suggestion of H.H. Kynett, one of our Marine Historical Association's Trustees, Mrs. McBey has presented this unusual model to Mystic Seaport, and it now reposes on the second floor of the Stillman Building.

In 1941, at the request of Mr. Kynett, his longtime friend and admirer, McBey spent several weeks at Mystic Seaport and in Stonington and made a number of watercolors and sketches. In consequence, Mr. Kynett made arrangements with McBey's publisher that permitted the artist to make an etching from one of these sketches for the account of the Association. As a result, he

made his famous etching, "The *Morgan* at Mystic." Competent critics have stated this was one of McBey's best etchings. As long as they lasted, one of these prints was to be presented to those who became Life Members of The Marine Historical Association.





Figurehead being placed on her pedestal at the Entrance.

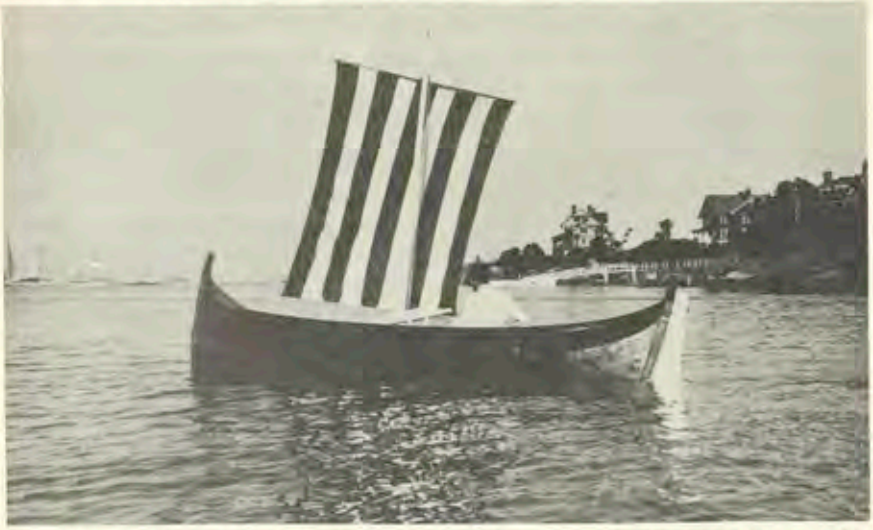
The "lady" from England, is a representative of the 19th-century packet ships which regularly sailed between the two countries.

Bindals Boat

Our recent publication, *Small Craft at Mystic Seaport*, has been favorably received by our members and reviews in various newspapers and magazines have been most encouraging in their comments. Of especial value are the letters from members to whom American design in our small craft is a subject of unusual interest.

That the Seaport is the home for such a variety of individually different types was a surprise to many, and the display of these now takes on a new meaning.

Among the interesting letters was one from Stephen Paine of Boston, a member, who presented the Bindals Boat--one of the craft depicted in the book. Mr. Paine saw the boat in a Norwegian fjord, purchased it and had it freighted to this country. For a number of years he sailed it about Marblehead harbor, and a dozen years ago presented it to Mystic Seaport.



Among the photographs he sent was one of the little craft at Marblehead. As the Bindals Boat represents one of the earliest types of construction, such as used by the Vikings and other Scandinavian seafarers, it is of considerable interest to maritime historians.

Our Stake in Antarctica

On Tuesday, June 14, the Curator of Mystic Seaport testified before the Senate Committee on Foreign Relations in regard to the proposed ratification of the Antarctic Treaty. It was Mr. Stackpole's contention that the Treaty, as accepted by this country and other signatory nations, made no statement of what the United States' claims to the Antarctic actually consist. Under the terms of the Treaty, the United States will relinquish all claims to sovereignty over Antarctic lands, while at the same time holding in status quo the rights of all other nations to the Continent. And yet, the Treaty further states, this should not be interpreted as a renunciation of United States' rights to this great area.

In his testimony, the Curator declared that this was a confused issue--the United States makes no territorial claims and yet we reserve no claims to sovereignty over the Antarctic. He asked: "How can we reserve what we do not at first specify as our claims?" He contended that this nation has a stake in the Antarctic which is more elaborate than that of any other nation. If, through ratification, we relinquish our rights while at the same time reserving the rights of other nations to make their respective claims, we are doing our own country a disservice. At least, we should establish the claims of our nation and document them, just as have the other countries involved in the Antarctic. Then we will be offering ratification from the point of view of a country which has done much in the Antarctic instead of one who has done little.

The Curator stated that he spoke from the point of view of a student of Antarctic history over a period of many years and disliked the thought of total abandonment of our country's claims there. That the laudable primary intent of the Antarctic Treaty is in the interest of world peace is unquestioned, he remarked. But we have already given the world much for nothing without gaining any respect.

The Senate Committee's hearing was held in the new Senate Office Building in the morning and in the Senate's famed caucus room in the afternoon. Senator Fulbright presided, with Senators

Aitken, Green, Hickenlooper, Morse, Humphries, Lausche and Sparkman present during the hearing.

Three Senators who strongly opposed ratification of the twelve-nation treaty were Senator Engle of California, Senator Dodd of Connecticut and Senator Gruening of Alaska. Representative Pillion, Congressman from New York, also recorded opposition. Among those appearing before the Committee to advocate ratification were Hon. Herman Phleger, representing the State Department; Admiral Tyree, head of the U.S. Antarctic Commission and in charge of the Navy's Antarctic program; Hon. Philip C. Jessup, Prof. of International Law at Columbia University; and Dr. Lawrence Gould, Antarctic geologist, who first went to the Antarctic with the late Admiral Byrd. Miss Elizabeth Kendall, of Washington, was another witness opposing ratification.

"In the international situation which now exists, it can hardly be controverted that the United States must advance its status as a nation leading the free world," stated one witness. Another declared: "Antarctica offers an area for the promotion of man's knowledge in science and technology but to consider it a land free of all attempts for logistic and military advantage is to be unrealistic." Contended Curator Stackpole: "To abandon our claims before documenting them for all the world to recognize is ignoring history."



On a Sunday afternoon a three-year-old boy was found standing in the area directly before the *Morgan*, looking disconsolately around.

"Are you lost?" inquired the Pinkerton man on duty.

"I can't find my mother or my sisters," was the answer.

"What is your name?"

"Gordon," promptly replied the boy.

"Where do you come from?"

"Saudi Arabia," the answer came instantly and clearly.

Fortunately, within the next half hour the family appeared to claim the young man, thereby relieving a rather puzzling situation. Mystic Seaport returns all articles which the owner or owners may identify, but this youngster posed a problem since it developed that he actually was born in the place he claimed and had recently arrived in this country with his native American parents.

Bark Edward Sewall

On November 4, 1911, a young 17-year-old Connecticut youth, Lawrence C. Howard, embarked at New York aboard the four-masted bark *Edward Sewall*, and began a voyage which took him around Cape Horn to San Francisco in 127 days. It was an experience which helped to shape the business career of Mr. Howard, and this career was both colorful and successful. Two years ago, Mr. Howard wrote of this voyage in a book titled "Log of the *Edward Sewall*." He passed away in April 1959, only a few months after the book's appearance.

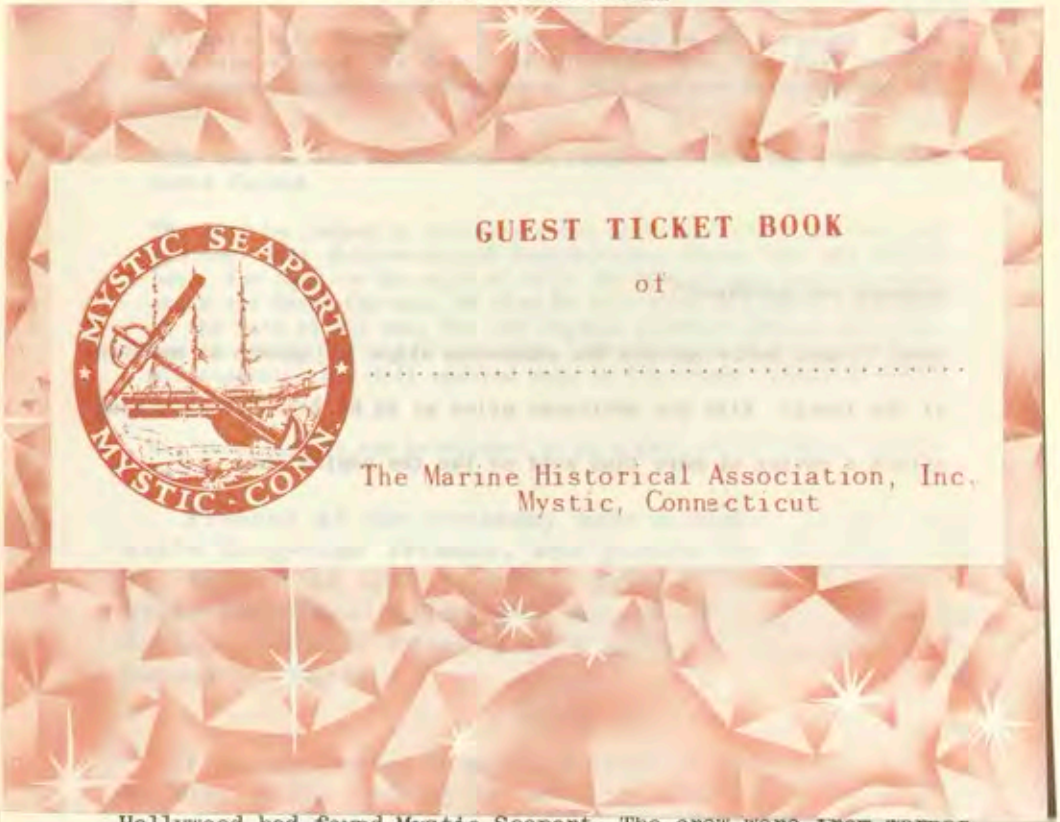
An enthusiastic Trustee of Mystic Seaport, Captain Lawrence Howard visited many times and always gave evidence of his interest in the progress of the development. His daughter, Nancy Marilyn Howard of Salem, Connecticut, became a Life Member in 1956. His widow, and his elder son, Lawrence Jr. of Butler, New Jersey, are also members.



UNSIGNED PHOTO

On April 14 at a luncheon held at India House, New York, a painting of the Edward Sewall was presented to Mystic Seaport by Lawrence and Robert Howard, sons of Captain Howard. As a part of the presentation, Donald Watson, President of the Weyerhaeuser Steamship Company, a long-time friend of the deceased, gave a brass plaque bearing the following inscription:

BARK EDWARD SEWALL



Hollywood had found Mystic Seaport. The crew were from Warner Bros., Burbank, California.

Claudette Colbert is starring in *Parrish* and as part of the script she has a tete-a-tete with her son, aboard the *Charles W. Morgan.* The early hour was to avoid confusion and the caravan departed for the next shooting in another part of the state before noon. Panorama shots were made of the Seaport Street, "as seen from the eyes of Miss Colbert" and when the film is released you may be thrilled to see the Seaport in part of it.

Letters to the Editor

The Real McCoy

TO THE EDITOR: — I was much interested in the June 6 observations of your "Man About Town" after his visit to Mystic Seaport.

I think it is worthy of note that the Apothecary Shop is not a reproduction, but the real McCoy, being the one and only, purchased by John Wyeth and Sons, pharmaceutical chemists, some 70 to 100 years ago and used as an exhibit, one might almost say "trade mark" of the business. Soon after the death of Mr. Wyeth and the reorganization of the company, the Bringhurst Apothecary Shop was transported to Mystic Museum and established on the water front.....

--Clipping from the *Washington (D.C.) Post*

The letter was signed "Mystic Mariner" and dated "Wilmington, June 10". It also made note that the schooner *Australia*, with all its intriguing history of blockade running, was among the great attractions at Mystic Seaport.

The Apothecary Shop *contents* are the original collection--not the building.



The Apothecary Shop has recently been moved from the Seaport Street to the Village Street.

The Campbell Room

The Campbell Room was formally opened on Wednesday, May 18, 1960. The room is named in memory of Edwin D. Campbell, father of William D. Campbell, a member of the Executive Committee, who made this room and arrangement possible.



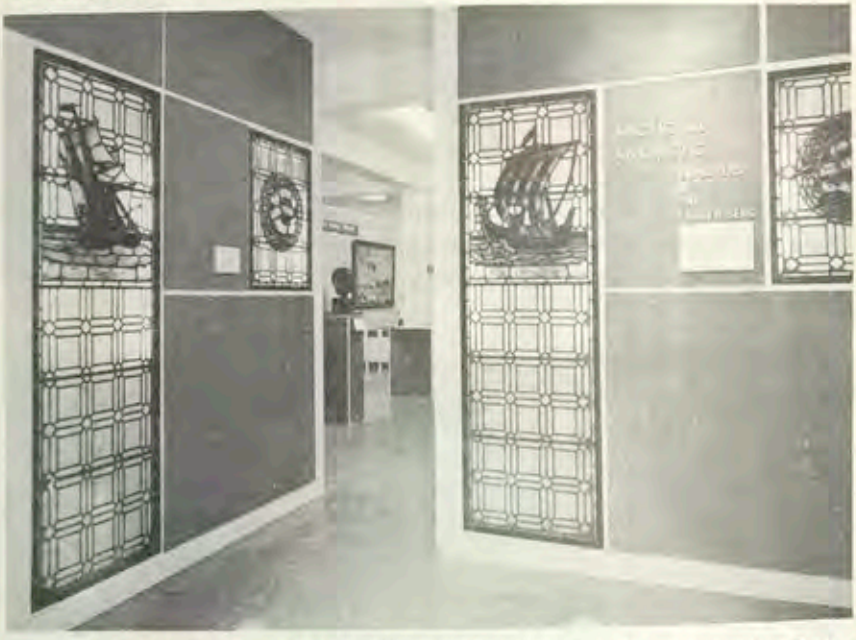
MEMORIAL PLAQUE AT ENTRANCE TO CAMPBELL ROOM



Lady Suzanne Wilkins, Admiral and Mrs. MacMillan and Commander James Calvert were among the guests.

As explorers, the men who dared the ice and uncharted seas of the northern and southern hemispheres have been recognized as specialists within their own time. From the days when the Vikings crossed the edge of the northern world to the recent great voyages of the submarines *Nautilus* and *Skate* over the very top of

the earth, from the cruises of the sealers to the advent of Little America, these adventurers in the Arctic and Antarctic have written famous chapters in the story of exploration.



The James Foundation's collection of stained glass windows make a fine medium for introducing our visitors to the other displays. The several exhibits have been arranged so that the traditional and almost legendary figures of exploration serve as companions to those who have done so much in our own times to make the Arctic and Antarctic known to present generations.

To the left from the entrance vestibule is the model of the *Half Moon*. This little vessel, which the English sea captain Henry Hudson sailed to America in 1609 for the Dutch East India Company in quest of a northwest passage, was a sturdy little craft and was typical of the ships of her period. Having failed to proceed on a northeasterly course around Nova Zembla, due to a rebellious crew, Hudson had sailed for this continent, discovered the river now bearing his name, and returned with Holland's claim to a part of the New World.

Quite in contrast to the *Half Moon* is the model of the whaleship of the nineteenth century. In these vessels, not more than one hundred feet in length, the American whaling masters became notable explorers. Rounding Good Hope in 1787 and Cape Horn a few years later, the New England whaler became a pioneer in those sections of the South Atlantic, Indian and Pacific Oceans which had never before seen the white man's ships. Not only did the whaleman discover some twenty-five islands in the South Seas but he became America's ambassador to many ports long before our nation supplied an official consul. A number of the islands he discovered and re-charted are to be found on the old chart exhibited here.

There is a display devoted to that race of sea-adventurers known as the "sealers." These were a daring generation of seafarers who sought those remote islands and coasts of the high southern latitudes for rookeries where the fur seal came out of the sea. The pelt of these seals in quantity meant a fortune on the China market, and the sealers of England and America were great rivals in the South Shetland islands, five hundred miles south of Cape Horn. In their restless search for new rookeries the sealers steered their small sloops and schooners south and east from the South Shetlands, to come upon the lofty ice-covered mountains of a peninsula which they recognized as a part of a new continent. Thus, it was the sealer who actually discovered the last of our great land masses--the Antarctic Continent.

An excellent sequence of maps reveals the Antarctic discoveries from the time when Captain Cook first circumnavigated the southernmost continent until Operation Deep Freeze set up a tent-town at the South Pole itself. The dramatic story which this series of maps reveals will not be lost on the visitor who carefully follows their progression of Antarctic history.

As a perfect link between exploration of the Arctic and Antarctic, we are fortunate to have the Sir Hubert Wilkins Collection.

Born in South Australia in 1888, the youngest of thirteen children, Sir Hubert Wilkins lived a life

which would have done credit to a dozen men. A skilled photographer, war correspondent, experienced pilot, he went through varied dangerous experiences before joining Stefansson's Canadian Arctic Expedition in 1913.

In 1920-21 he was second in command of the British Imperial Antarctic Expedition, and in the following season was a naturalist with Shackleton on the *Quest*.

In 1928 came his epochal flight from Point Barrow, Alaska, to Spitsbergen, with Ben Eilson. For this and his other accomplishments he was knighted by King George V. His series of Arctic flights was followed by as equally daring exploration by air in the Antarctic.

When Wilkins first conceived the idea of submarine cruises under the Arctic ice in 1930, he was derided, but in 1931 he used an obsolete Navy submarine to demonstrate the feasibility of the route under the North Pole ice cap.

The remarkable exploits of the U.S. Navy submarines *Nautilus* and *Skate* under Commanders William R. Anderson and James M. Calvert, in 1958 and 1959, have brought new glory to our nation's history of polar exploration.



With the excellent models of these two undersea craft, and the charts of their courses under the polar ice cap, the average visitor shares in the exploit and gains a new understanding of these epochal voyages across the top of the earth.

In one of the most dramatic episodes in Polar history, on March 17, 1959, while the winter sun hid below the horizon, Commander Calvert brought the *Skate* up through an opening in the ice and in the glare of torches he scattered the ashes of Sir Hubert Wilkins in the wastes of the Arctic he knew so well.

Charts of the submarine voyages under North Polar ice were presented by Commander Calvert, who also made valuable suggestions for their display. An interesting addition is a letter and envelope which made the circumnavigation in the submarine *Triton*, under Captain Edward Beach--a pioneer voyage.

The role of Norway in the field of polar exploration brings up memories of hundreds of gallant men and their ships. Roald Amundsen, the first man who ever went to the South Pole by dog-sledge and afoot, later went over the North Pole by air in the dirigible *Norge*.

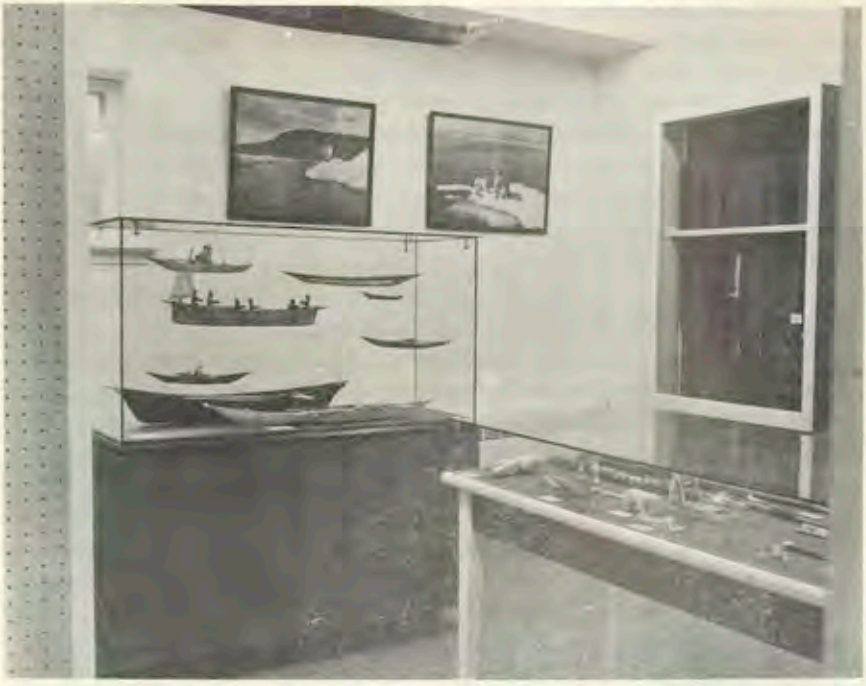
For three years, 1903-1906, Amundsen and his companions slowly made their way through the unexplored regions which made up the legendary Northwest Passage from Davis Straits to Behring Straits. The floating home for the hardy band of pioneers was the almost miniature *Gjøa*. On King William Island, one-third of the way along the crooked Passage, the vessel and her imprisoned explorers spent two years of Arctic winter.

In the excellent model of *Gjøa* by Raymond E. Pendleton, and from the chart, one may gain a better conception of the remarkable voyage which gave Norway's sons an enviable niche in our Polar Hall of Fame.

It has been the good fortune of Mystic Seaport to have recently acquired an unprecedented combination. On June 27, 1959, the famous Arctic exploring schooner *Bowdoin*, in command of Admiral Donald B. MacMillan, her owner-skipper, came up the Mystic River, slid into her berth at Mystic Seaport.

The Admiral brought with him his famed collection of Arctic mementoes and relics. With the valued assistance of his wife Miriam, he presented the Seaport as fine a collection of Arctic material as may be found anywhere. Here are the nautical instruments he has used on the *Bowdoin*; a set of rifles and muskets which were part of the schooner's complement of guns; photographs

of Greenland coastline, polar bears, Eskimos, bird life of the north, etc.; a collection of Eskimo artifacts, and a most colorful display of Greenland Eskimo clothing.



As a result of their lifetime of exciting voyages to the Arctic, the MacMillans wrote numerous books, recounting their experiences and the extraordinary services of their sturdy schooner. These volumes may be seen in the special exhibit.

The most attractive display of exhibits in the Campbell Room was planned by Thomas Hale, Assistant to Curator for Exhibits.

Up in Gloucester, Massachusetts, there is a campaign afoot to purchase the famous "Centennial Dory," which little craft Capt. Alfred Johnson sailed and rowed from Gloucester to Liverpool, England, in 1876. The trans-Atlantic voyage took sixty-six days. Although the dory is in nearby Marblehead, it is privately-owned and must be purchased. The present owner has maintained it over the years as an attraction to his hotel.

Home-coming Albatross

In one of the most unusual ceremonies in Mystic Seaport's growing history, a white brigantine came up the Mystic River at mid-morning on Sunday, May 15, slowly slid along the fairway between the river-channel's buoys, and warped up to a berth at the *Morgan* wharf.



It was the schoolship *Albatross*, just in from the high seas after a ten-months cruise in the Mediterranean and around Africa. The Seaport is her "home port," and she was in command of Captain Christopher Sheldon, owner and Director of the Ocean Academy, a unique organization incorporated as a part of the brigantine.

The crowd on hand to welcome the *Albatross* and her crew consisted primarily of relatives and friends of those aboard the sleek brigantine. Excitement mounted as the square-rig of the foremast of the *Albatross* came into clearer view, and the crew ranged out on the yards and in the tops waved and returned the greetings of those lined up all along the river-front.

Ships in port were dressed, adding color to the occasion, and although the skies threatened it did not rain. The little tug *Weir* acted as escort vessel, having met the *Albatross* at West Harbor, Fishers Island, where she had spent the night after clearing through New London customs the previous afternoon.



The *Albatross* was officially welcomed to Mystic Seaport by General Manager Brooks and Curator Stackpole immediately after her mooring lines were made fast, with Captain and Mrs. Sheldon smilingly acknowledging the greetings. Upon the conclusion of this ceremony relatives and friends thronged the deck of the vessel to offer congratulations for the successful voyage, exchange news, and inspect the craft.

Ocean Academy, Ltd. is a unique venture, and was conceived by its present directors, Captain and Mrs. Sheldon, both of whom are veterans of Captain Irving Johnson's world-girdling *Yankee*. The students joined for sophomore and junior prep school courses, held during the ten months voyage which took them 20,000 miles. The *Albatross* cruised the length of the Mediterranean; went through the Suez Canal to the Red Sea; sailed down

the Indian Ocean and along the east coast of Africa to the Cape of Good Hope; crossed into the South Atlantic and made her way up the west coast of Africa before sailing directly through mid-Atlantic to Bermuda, thence to Connecticut.

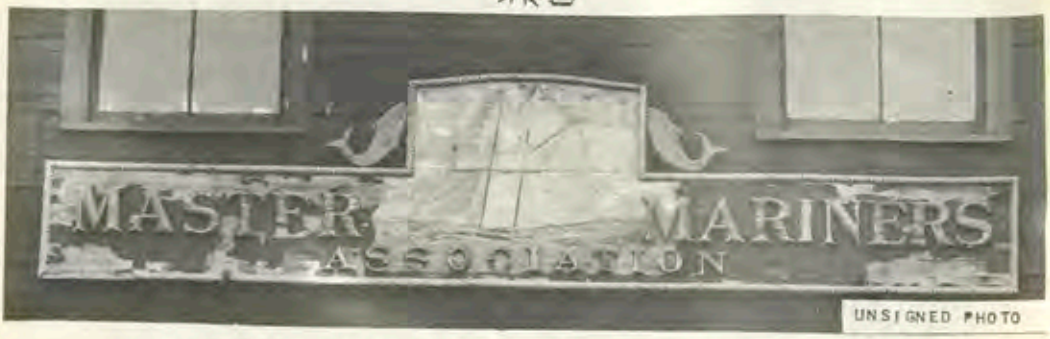
During future voyages, standard preparatory school classes will be conducted in courses basic to all secondary schools. The crew members are also encouraged to visit and study in foreign lands. In addition to commanding and navigating the vessel, Captain Sheldon teaches Spanish and navigation. He has an excellent academic and nautical background, having completed his undergraduate work in South America and received a Bachelor of Arts degree in linguistics and archaeology from the University of San Marco, Lima, Peru. Soon after, he entered Princeton Theological Seminary, where he obtained his Bachelor of Divinity degree. After attending the University of Madrid, he received a doctorate in Spanish philosophy and literature. He has sailed extensively in all types of vessels since he was fifteen years of age. Mrs. Sheldon is a graduate of Wellesley College, where she was elected to several honor societies. She has a Doctor of Medicine degree from Cornell University Medical School, and has four years general practice. Aboard the *Yankee*, she met her future husband while she was serving as ship's doctor and he as mate.

The 92-foot *Albatross* spent a month at Mystic Seaport, undergoing re-fitting for her next cruise, which began on June 17. Captain Sheldon took her to Bermuda, and from that island he will sail for Lisbon to join a fleet celebrating the 500th anniversary of the birth of Prince Henry the Navigator. The brigantine will then go to Naples, for the opening of 1960's summer Olympic games, following which it will return to the Atlantic and visit the Canary Islands before crossing the Western Ocean for a Caribbean cruise. After a visit to Bermuda, Captain Sheldon plans to return to Mystic Seaport in May, 1961.

While the former Dutch pilot schooner was being warped up to her berth, the tide and wind swung her stern off so that the heaving line fell short on two

successive throws. At that precise moment, the little *Weir* was not under way or standing by and so, from close at hand, Master Christopher Stackpole with his tiny skiff *Jewel* proceeded alongside, took the heaving line, and brought it to the wharf and the mooring was completed. This added a bit of good humor to the ceremony, especially when Captain Christopher--from his vantage point atop the cabin of the *Albatross*--acknowledged the maneuver to Master Christopher with a quick salute.

Built for service in the North Sea, the steel-hulled *Albatross* looked her rugged self as she lay astern the older veteran *Charles W. Morgan*. The brigantine was built in 1921 and after a notable career of service as a pilot boat was for a number of years owned by Ernest K. Gann, well-known author. Her voyages have now taken her to five of the great oceans and two of the world's largest seas. With the success of her initial cruise, her future will offer further exciting adventures in study and cruising.



UNSIGNED PHOTO

This sign, affixed to one of Gloucester's old waterfront buildings, marked the location of the meeting place of that port's captains. Now the "master mariners" are gone and their meeting place has disappeared but this sign will remind visitors at Mystic Seaport that these men contributed much to New England's seafaring tradition. Similar organizations existed in other ports, such as East India Marine Society, Salem; Jib-boom Club, New London; Pacific Club, Nantucket, and Boston Marine Society.

Bowdoin Day

The second *Bowdoin* Day was held on Monday, June 27, the anniversary of her arrival at Mystic Seaport in 1959. Vessels in the Seaport's fleet were "dressed," and the weather was propitious for the occasion. Rear Admiral and Mrs. Donald B. MacMillan spent the day on the decks of the schooner, answering innumerable questions about her, and reminiscing with numerous friends who dropped in for the occasion. Frank Henderson, of Provincetown, also a veteran of the MacMillan-Bowdoin voyages to the Arctic, accompanied the Admiral and "Lady Mac" to the Seaport and joined them aboard the schooner.

That evening Admiral MacMillan gave an illustrated lecture on his voyages "North on the *Bowdoin*," and an enthusiastic audience greeted him in the South Wing of the Stillman Building. For twenty minutes before the films were shown, the Admiral entertained with stories of the discoveries of the North and South Poles. He was introduced by John J. Halford Jr., a former student who served with him on the schooner *Gertrude L. Thebault* who, in turn, was introduced by General Manager Charles A. Brooks.

The remarkable story of Admiral MacMillan and the *Bowdoin* has been recounted many times, and *The Log* was privileged to publish such an account a year ago, after our first *"Bowdoin* Day." Last summer at the concluding lecture for the Munson Institute, Admiral MacMillan gave his listeners a memorable evening. This was just such an occasion. One never fails to be inspired by this unusual man who, in his 82nd year, is still vigorous and describes with gusto his outstanding film records of his voyages aboard his beloved *Bowdoin*. When he showed views of the MacMillan-Moravian Mission School at Naine, Labrador, another phase of this man's extraordinary life was revealed, and he spoke with justifiable pride.

As the last survivor of the Peary Expedition to the North Pole in 1909, Admiral Mac could have long since rested on his laurels, but his active life was only then beginning and he spent a half century more in Arctic accomplishments.

In reference to his beloved schooner, he remarked: "She is as staunch a vessel as ever sailed through the ice of Baffin's Bay and I am content in knowing that she will not go the way of other great vessels--on the beach, lost at sea, or destroyed by fire--but be safe at her berth at Mystic Seaport."

Accession Highlights

While a number of our outstanding accessions during the year to date have been mentioned in previous *Logs*, there are always new acquisitions to record with the passage of months. It is in the variety of these that we find a never-ending source of interest, since they all have to do with the sea or seaport towns.

From the loft of a carriage house in Milton, Massachusetts, comes one of the rare American small craft known as a St. Lawrence skiff, made possible by the generosity of Arthur Rotch. A commemorative letter carried by the submarine *Triton* on the first submerged circumnavigation of the world, presented by Commander Edward Beach, hangs in our Campbell Room. From Gloucester, through the interest of Edmund F. Moran, was acquired the large sign which once graced the building where the Gloucester Master Mariners' Association held forth, and a bowsprit with "pulpit" attached, some thirty-six feet long, from a swordfishing schooner. Admiral Donald B. MacMillan has loaned the *Bowdoin*'s spyglass, as well as other objects for his exhibit, while the Town of Groton presented a framed map of Noank as it appeared a half-century ago.

In response to "Things We Need" Dr. and Mrs. Roger Ryley donated a 19th-century iron toy horse and cart. A train set, given by Mr. and Mrs. Allan Ayers, now attracts attention in the Edwards House kitchen, and a unique little "pop-up" toy of Civil War vintage was sent from Martha's Vineyard by Miss Olive Hillman.

Excellent old models of the *Monitor* and *Merrimack* (Virginia) were presented by Mrs. S. Milton Clark, and are in our Navy Room in the Meeting House. The Girl Scout Mariners of Ship *Waterwitch* gave a binnacle with compass, while Dr. Robert T. Henkle has presented two old telescopes.

A grandfather clock from Mrs. G.W. Blunt White, has a hand-painted face, original case intact, and wooden works, and is now being restored and regulated by Edwin Pugsley, our Vice President whose interest in such mechanics made the Meeting House tower clock and our Clock Shop possible. The second unusual clock came from Mrs. James A. Farrell Jr. of Darien, Connecticut.

It could be called our "St. Helena Clock" since it has the clock works and face mounted in a model of that island, with the sheer cliffs well represented and Napoleon standing on a turreted rampart. The intriguing touch is provided by the miniature model of a full-rigged ship which, when the clock is going, rolls at her anchorage in the exposed roadstead off Jamestown.

Dr. Neil Josephson provided the chart of Amundsen's cruise in the *Gjøa* through the Arctic channels atop the world. It is displayed in the Campbell Room, close to Raymond Pendleton's fine model of that sloop. Photographs, ranging from the Mallory steam yacht *Clifton* to schooners *Thomas A. Lawson, Highland Light*, steamer *Great Eastern* and training bark *Charleston*, have been added to our file. Some of the finest of the Benjamin Russell prints, *Abandonment of the Whalers*, came to us through the Acorn Foundation, and makes a good companion piece to other whaling prints.

Ann Mallory had a child's chair which she gave to Isabel Moredock when Isabel was four years old. Isabel married Warren Prentice Rathbun. They were the parents of Miss Anne Rathbun, donor of the chair, which is now in the Buckingham House. A small mirror, set into maple veneer, Biedermeier style, was given in memory of Mr. and Mrs. William Donsbach by Mr. and Mrs. Otto Voetsch.

The nameboard for the *Horst Wessel* was presented by Captain Gordon McGowan, now in command of the *Joseph Conrad* at Mystic Seaport. Capt. McGowan was sent to Bremerhaven, Germany in 1946 to outfit and commission the three-masted bark. Later he brought the vessel (under sail most of the way) where she became the Coast Guard Academy Training Ship *Eagle*.

Maps and charts, and an oyster dipper used in washing oysters after they were opened by the Stevens Oyster Co. in Rowayton, Connecticut, arrived in June from H.L. Crockett. President Mallory contributed blueprints of a Thames River 97-foot barge yacht of Capt. Hammond—Cox & Stevens, Inc., Naval Architects; also a print of the passenger liner *Oriana*, under construction at the Barrow Yard of Vickers-Armstrong, Ltd.

If you admire good furs you might like to use the sea otter lap robe presented by Miss Ruth Newcomb. It came from the Crozier-Williams Estate in New London, Connecticut. The Williams were descendants of C.A. Williams of Williams & Havens, outstanding whaling and sealing merchants in New London for fifty-five years.

The International Moth Class Association has given the Antonia trophy. *Antonia* belonged to Frank Feeney of Philadelphia, Pennsylvania. Captain Joel Van Sant, designer of the original Moth boat, was Mr. Feeney's captain on the *Antonia* and in appreciation of his services Mr. Feeney presented the trophy to what at the time was the newly-formed National Moth Boat Association. The moth motif appears among mermaid and other designs. Drawings and blueprints of *Ranger*, America's Cup defender, were sent to us by Olin J. Stephens II. Jackson Jenks, noted skin-diver, gave the Association an interesting scrapbook album of seaweed specimens collected by Mrs. William C. Simmons of Newport, Rhode Island. The specimens are mounted on blue paper with their botanical names pasted on the back cover.

With 48 stars, 49 stars and now 50 stars, we sometimes forget about the flags with less. E.B. Rowe III has given the blue field of an American flag with 38 stars, which dates back to 1876 when the State of Colorado was admitted to the Union. The flag was made in the Rowe Sail Loft, Gloucester, Massachusetts which was operated by his great-grandfather and his father.

It would take many pages to list the total accessions through the first six months of the year. Our members may recall that the Bartram Building, as the headquarters for our Accessioning Department, is only four years old. The Curatorial Department often wonders how it ever worked without it.

Eskimo, Fiji and Staffordshire

Charles Bispham Levey, of New York and Mystic, has presented two valuable and interesting collections. The first is a grouping of two Eskimo spears and a kayak-paddle originally belonging to the natives of Greenland who accompanied Admiral Peary on his successful dash in discovering the North Pole in 1909. This collection came from the inimitable Captain "Bob" Bartlett, a personal friend of Mr. Levey, and the latter included a signed photograph of Cap'n Bartlett with this gift. The second grouping consisted of three elaborately carved ceremonial paddles from the Fiji Islands, which Capt. Charles Bispham, the donor's grandfather, acquired in those islands while master of a merchant vessel bound to Hong Kong in 1830.

Mrs. Levey has given a collection of charming Staffordshire figures, in varied sizes, of nautical background.



To Accounting Department
Mystic Seaport
Mystic, Connecticut

I enclose my check for $7.50. Please send a guest ticket book of ten admissions to:

Name _____

Street Address _____

City _____ Zone _____ State _____

America's Cup, is ystic Seaport. The sleek white sloop, with graceful hull, has been placed in the same t last year—at the Cruising Club Dock, adja ork Yacht Club's Station No. 10. Interested ob ee a handsome model of the former Cup defender *Rainbow* in the Yacht Club, as well as note the transoms of *Enterprise*, *Resolute* and *Weetamoe* which are hung on the wall of the North Building. As a study in contrasts, the sandbagger *Annie* overlooks the scene from the nearby lawn.



Part of the collection is shown above. One of the smallest (center) is a remarkable likeness of Lord Nelson, with blue epaulets, medals and cockade in hat; another (right) of Admiral Lord Duncan. The unusual pair is titled "Departure" and "Return" depicting the sailor and his sweetheart.

All are excellent examples of their period, and the colorful array make in themselves a unique and attractive collection.

The 12-meter yacht *Columbia*, successful defender of the America's Cup, is again on exhibit at Mystic Seaport. The sleek white sloop, with the towering mast and graceful hull, has been placed in the same berth as she occupied last year--at the Cruising Club Dock, adjacent to the New York Yacht Club's Station No. 10. Interested observers may see a handsome model of the former Cup defender *Rainbow* in the Yacht Club, as well as note the transoms of *Enterprise*, *Resolute* and *Weetamoe* which are hung on the wall of the North Building. As a study in contrasts, the sandbagger *Annie* overlooks the scene from the nearby lawn.

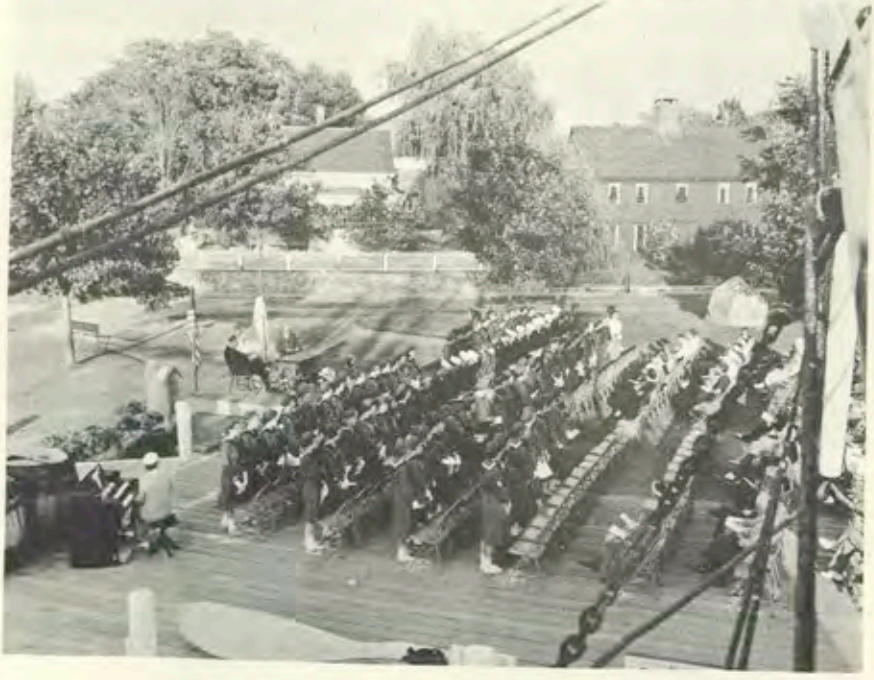


Raymond Titus

April 21, 1960

Conrad Youth Training Program

Memorial Service for Captain Raymond Titus, June 26, 1960



Some of the Visitors

Everyone will associate the name "Ingersoll" with a watch and so it was natural that during the last week in April, a member of the Ingersoll family did not miss visiting the Clock Shop.

In April TV actor Peter Lind Hayes included Mystic Seaport as part of a cruise. He was an interested spectator at one of the first Planetarium lectures.

Mr. and Mrs. Gordon Marr of Sydney, Australia, read the *National Geographic Magazine*. Because of the article on New England they stopped at Mystic while on a six-month tour of the world.

A spry old gentleman paused while inspecting the *Morgan*'s gear, on a recent week-end, and announced that he had made a whaling voyage out of San Francisco a half century ago, as a member of the crew of the *Andrew Hicks*. During the capture of a bull sperm whale, the mate of the *Hicks* was killed when the flukes of the whale smashed the boat. The old gentleman was Fred Hervey of Brooklyn, New York, and as he gazed at familiar scenes his remarks revealed that the memory of his voyage on the *Hicks* returned in surprising detail.

Early in June a gentleman from Auckland, New Zealand, H.W. Rodewald, included this corner of New England because of his interest in whaling. Mr. Rodewald's maternal great-grandfather was in command of the brig *Prince Edward*, which brought one hundred immigrants from Prince Edward Island in Canada to New Zealand in 1858-59. Upon her arrival "down under", the brig was purchased by Captain Butler and converted into a whaleship. Mr. Rodewald is anxious to learn all he can about the adventures of the brig during her whaling career.

On Sunday June 26, Mrs. Jeanette Rattray, author and editor, of East Hampton, Long Island, came for the first time, accompanied by a friend. Mrs. Rattray wrote *Whale Off!*--an account of her grandfather, Captain Edwards, the last to conduct shore whaling from Long Island's east end. For many years she has published the East Hampton Star, now edited by her son, and still writes a regular column for this excellent weekly. She was deeply impressed with the Seaport and especially the *Charles W. Morgan*. The report of her visit made very pleasant reading in the *Star*.

Several distinguished members of the Turkish Naval Forces were escorted on April 24 by Commander May and Lieutenant J. D. MacDougal, USNR, attached to Admiral Daspit's staff at the U.S. Submarine Base. The visitors were Admiral Arnom, Commander-in-Chief of the Turkish Navy, together with Captain Onel, and Commander Sonez of his staff.



Several of the twenty-two winners of an essay contest conducted by the Committee of Correspondence of New York for its 3,000 correspondents in 92 countries, arrived May 3, 1960, with members of the Committee. The Committee of Correspondence is a non-governmental and independent group of American women who are drawn together through their interest in: the growing role women are taking throughout the world in the development of their nations; the role women play in raising standards of living; the developing status of women as national and international leaders.

Dr. Ervind S. Englestad, State Director of Museums in Norway, was conducted about the grounds by members of the Staff on Saturday, June 18. Dr. Englestad was in this country for two weeks under the auspices of the State Department. As he is interested in the administration and operations of museums, he found his visit to Mystic Seaport of considerable interest.

New Educational Staff

Marion Dickerman, Educational Director, knows you will be interested in the growth of the Educational Department.

Carl Cannon has joined the staff as Associate in Education. He came to the Seaport from St. Mary's Junior College in Raleigh, North Carolina, where he was an instructor in American History. In Raleigh he was also Research Consultant to the Historic Sites Division, North Carolina Department of Archives and History. He has his Master's Degree from Duke University and has completed most of the requirements for his Ph.D. Mr. Cannon is from Newport News, Virginia, where he worked in the Hydraulic Laboratory & Shipmodel Testing Basin of the Newport News Shipbuilding & Dry Dock Co. He has also had experience working with young people—as a camp counselor for four years and in Scouting, twelve years.

Captain Gordon McGowan is Skipper of the *Joseph Conrad* this summer and Mrs. McGowan is also a member of the *Conrad* staff. Capt. McGowan at one time, was Head of the Seamanship Department of the Coast Guard Academy in New London. He served on various ships and stations throughout the United States and Alaska. When in Korea he established training facilities for the Korean Coast Guard. After a tour of duty in the United States he returned to the Far East in 1951, and then went to Okinawa. In 1953 he returned to the U.S. with duty in Chicago and New Orleans and six years later was retired. Captain and Mrs. McGowan live in Thomasville, Georgia. He is the author of *The Skipper and The Eagle*, a fascinating story of one chapter in an eventful life.

Michael Sturges is now First Mate on the *Conrad* and at the end of summer will rejoin Edward Watson, working with school groups.

Planetarium Director Frederic Keator is now at the Seaport for the summer. Professor Keator is Associate Professor of Mechanical Engineering at Yale University. Harrison Jewett, Technical Director, and Clifford Phelps, Associate Lecturer, with Professor Keator, will handle the operation of the Planetarium.

Variable Winds

Visitors to the Clock Shop the other day were quite surprised when a youngster emerged from the door with the announcement that there was a "grass-hopper in there." His reference was to the clock-works with the grass-hopper escapement, so-called, which never fails to attract visitors.

For many years Howard L. Jennings of Washington, D.C. has collected the "vital statistics" concerned with the only seven-masted schooner ever built--the *Thomas W. Lawson*. His bibliography of this colossus among schooners includes articles which have appeared in magazines, newspapers and books, besides photographs, letters, and reports on personal interviews. Much of the material is contained in scrap-books, and he also has a model of the schooner. Mystic Seaport's model is in the South Wing, Stillman Building. Mr. Jennings was here recently.

It is with regret that we announce the death of George Hussey of Mount Vernon, New York, a member of our Association since 1948. Mr. Hussey, who died June 7, was a direct descendant of Charles W. Morgan, builder and first owner of our whaleship, and of the Wing family which controlled the ship's career for many years. He was working on a detailed history of the Wing firm at the time of his death.

Besides his wife, Mr. Hussey is survived by his two sons, George of Michigan, and Charles of Cambridge, Mass. and a sister, Mrs. Elizabeth M. Hussey of South Yarmouth, Mass. His visits to the Seaport always resulted in valuable observations, especially as regards the story of American whaling.

As of April 16 the adult admission went up to $2.00 but the rate for children remained the same, 50 cents. For families, it is believed this will be a benefit, because *children* includes all children through fifteen years of age. The former children's age stopped at eleven years. This change in rate was made only after considerable study by the Executive Committee.

Many of the members were not aware of the Guest Ticket Books. The tear slip gives information on this subject.

W.K. Van Duzer has recently moved the Junior Museum to the Village Street and the Greenman Barn and Bringhurst Apothecary Shop exchanged places.

Plans are completed for a large building on the waterfront, west of the small boat ramps. This will be the Youth Training Center. Part of the structure will extend over the water and from outward appearances will resemble an Oyster Shed. An all-purpose room, 30' x 40' will provide activity space during the *Conrad-Australia* season and the room will be available for other Seaport-sponsored programs during the winter, such as the regular sessions of the Seaport Squares held weekly.

Except for the pile-driving and masonry, the construction will be by Seaport staff. The building is financed by funds from the Latouche bequest.

Annual Meeting on Thursday, August 4 will commemorate the 170th anniversary of the founding of the United States Coast Guard. You should have received your notice and program of this meeting.

The "Portrait of the Year" was on exhibit in New York City at the

Portraits, Inc. Gallery until mid-June. The portrait with this distinction was the Robert Brackman portrait of President Philip R. Mallory, which hangs in the Stillman Building.

Joseph D. McLaughlin has assumed the duties of Administrative Assistant to the General Manager.

The Mystic Garden Club is again providing flower arrangements for the Mallory Building, Aloha Meeting House and other locations.

On May 24 and 25 an 18-minute film *Telephone Courtesy* was shown to all staff members. The film was humorous but so true when it showed what happened the "wrong way" and interesting and informative in its "right way."

"Music Under the Stars", a concert co-sponsored with the Mystic Lions Club, will be presented under a tent, rain or shine, on the evening of August 3, at 8:30 p.m.

The semi-annual safety meeting with Vincent Mooney of the Federal Insurance Company was held in the Meeting House on June 30. It is Mr. Mooney's job to point out to staff members certain hazards in their work as well as any on the grounds which might be dangerous to our visitors. After the meeting Mr. Mooney was host for dinner at The Galley.

Local area residents have received a notice of the Munson Institute evening lectures. If you are in this area during July and through August 10, you may wish to attend. A postcard will bring you a lecture schedule, or you may telephone.

On July 23 students of Connecticut College School of the Dance and Munson Institute of Mystic Seaport will hold a picnic and dance. Their guests will be square dancers from Mystic Seaport Squares.

Brilliant's 1960 schedule began on the week-end of May 20, and will continue through October 14. States represented by the groups include New York, New Jersey, Connecticut, New Hampshire, Pennsylvania, Rhode Island and Massachusetts.

The Lewis L. Cross Award this year went to a group from the Connecticut Junior Republic. The young men who were on this cruise, were chosen by the Junior Republic administration for their good citizenship record during the past school year.

At our docks again this summer is Jim Ewing, Dock Master. Alfred Ogden III is Dock Attendant for his first season.

At the Executive Committee Meeting on July 8, it was voted to stop the practise of allowing non-members to enter the grounds without charge to visit the Galley or one of the Seaport Stores. Any non-member must either pay the regular admission fee or present a slip from a member's Guest Ticket Book.

The Printing Department is happy with a new Vari-typer (which does all the typing for your *Log*) and a new Multigraph 1250 for the printing. Each machine is the same general type as its predecessor but a few changes sometimes make the operator stop and think!

Yacht rendezvous scheduled for July: Bayside U.S. Power Squadron; Second District U.S. Power Squadron; Midget Ocean Racing Club and the Hugenot Yacht Club.

Mystic Seaport Squares, the Seaport square dancing group, will be host to area club dancers at the second Dock Dance on the Parade, Thursday evening, August 4. This is Annual Meeting Day and a cordial invitation is extended for you to come and watch these colorful dancers in the cool of the evening.

The Frank C. Munson Memorial Institute of American Maritime History started its sixth year of summer courses on July 5. Three years ago the Institute became affiliated with the University of Connecticut's summer program. Six credits are awarded the students successfully completing the course.

The former porch area of the Galley is now a part of the Galley building. No longer will you ladies have your hair blown about, but the big windows, overlooking the Circle, make it cool and comfortable on a hot day. On those days which are too cool, you will now be more comfortable!

Mystic VIII arrived at the Seaport during the last of May. The boat makes frequent trips between Fishers Island and Mystic Seaport for she belongs to President Mallory.

In the spring we have school groups--in the summer we have camp children. During the week of July 9 three different camps were represented.

Members of the Steamship Historical Society received special permission to go aboard the *Brinckerhhoff* on Saturday, May 21 when they were here for an informal meeting.

Dr. Glenn E. Thompson, Research Associate in the Curatorial Department, will be leaving the staff in mid-August. He has accepted the position of Assistant Director of the Wisconsin Historical Society. We shall regret not having Glenn on our staff, but wish him all success in his new post. While here Dr. Thompson did a fine job on the valuable material in the Library vault, cataloging, cross-indexing, storing the manuscripts in neat boxes so that any subject on which there is material available, can be readily found.

Vesper Services are held each Sunday afternoon in Fishtown Chapel at 5:00 p.m. during the summer. Arrangements for the services are made by the Rev. Orin Dice.

In this age of space exploration everyone is interested in the Universe around us. In the Planetarium we can show most of the stars visible to the naked eye, in a very realistic manner. A live lecture accompanies the show, given in simple language which everyone can understand. The lecture explains the star groups and how to locate them. It also shows the way the mariner uses the stars to find his way about the oceans.

Sitting in the Planetarium chamber one gets the feeling of actually being out of doors on a clear night. Admission to the lecture-demonstration is twenty-five cents.

Mrs. Betty Hanover, who since 1944 has been a volunteer at the Seaport, is now Co-ordinator of Volunteers. She called a meeting of the captains on May 3. They were given kits of information and brief talks concerning phases of Seaport activities were presented by Mr. Brooks, Mr. Stackpole and Miss Dickerman. They were also given a brief lecture-demonstration in the Planetarium.



Grading the South Green. The bandstand came from Fishers Island by barge.

Things We Need. . .

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

2 men's bikes in good condition for use of Maintenance Staff and Dock Attendant to get about the grounds quickly.

A Surveyor's Transit or Builder's Level and tripod.

8 or 9-column adding machine, for use in the Accounting Department.

If anyone is thinking of turning in a good used station wagon, a replacement for our old 1952 Ford (100,000 miles), or 1954 Studebaker (50,000 miles) would be most gratefully received. Both cars are still usable but in very poor condition and undependable.

Sail for catboat--boom 22 ft., gaff 14 ft., mast 22 ft.

Foreign Flags for use in properly honoring visitors from such countries as Bolivia, Chile, Columbia, Costa Rica, Dominican Republic, Equador, Egypt, El Salvador, Ethiopia, Haiti, Honduras, India, Iran, Iraq, Lebanon, Liberia, Luxembourg, Mexico, Nicaragua, Norway, Panama, Paraguay, Peru, Philippines, Saudi Arabia, Syria, South Africa, Turkey, Uruguay, Ukraine and Venezuela.
These should be not less than 3 feet on the hoist. The countries mentioned are all members of the U.N. We have on hand flags of almost all other nations.



Cutting in tackle aboard
Charles W. Morgan

The large hook hauls the blanket-piece of blubber aboard ship as it is cut from the whale.

Mystic Seaport
Marine Historical Association, Inc.
Mystic Connecticut

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