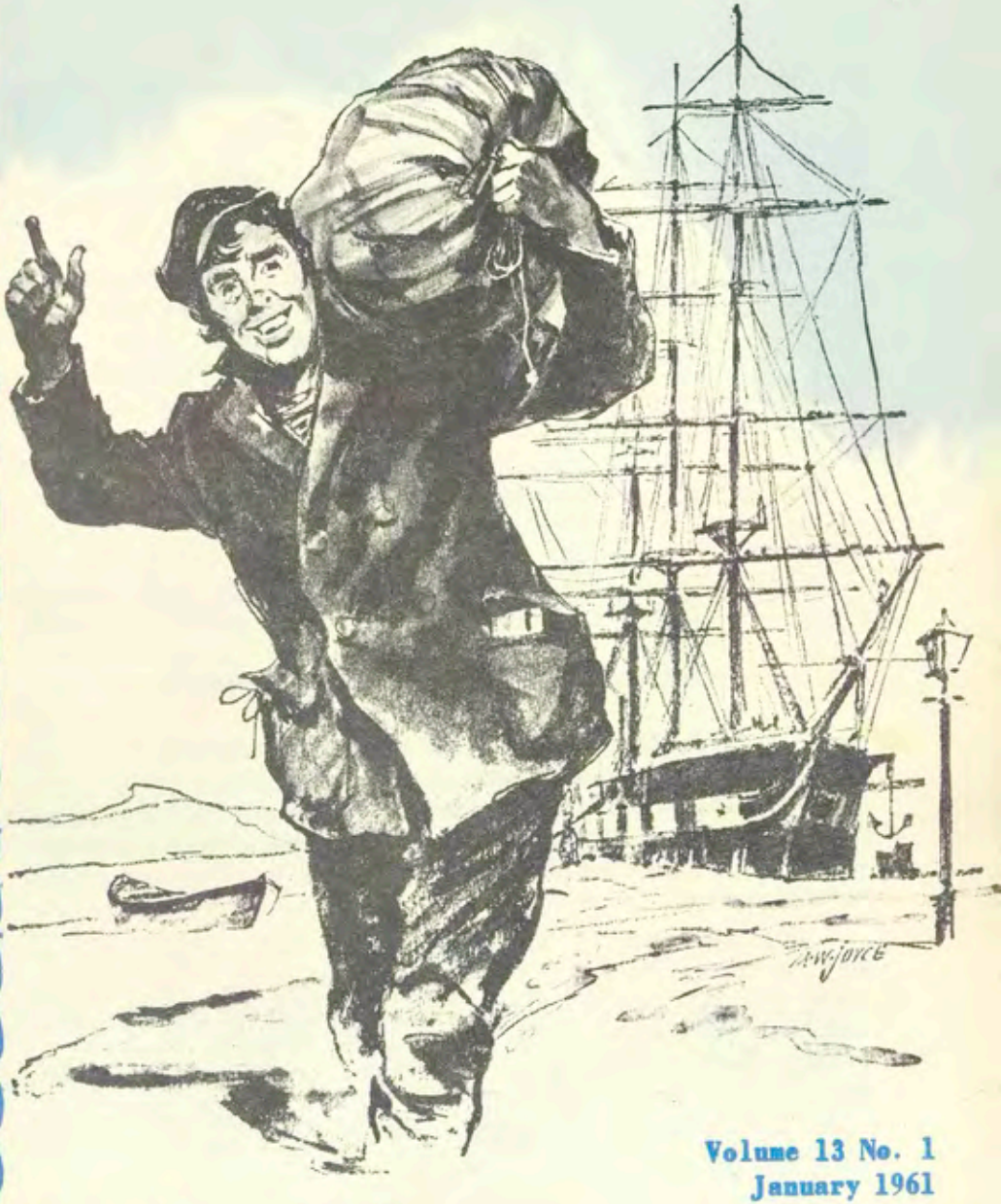


Volume 13 No. 1
January 1961

The Log of Mystic Seaport

The Marine Historical Association, Inc.
Mystic, Connecticut



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

Philip R. Mallory, *Chairman of the Board*
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Our Cover

The happy seaman on our cover is so glad to be back home again for he has been gone for a long time. Notice his pockets bulging with trinkets he has brought home from his travels--and his sea-bag looks mighty heavy too.

Our own *Charles W. Morgan* is in the background, so Mystic Seaport must be where he landed. The snow is deep but he is used to cold weather as he has been whaling in the cold waters of the Arctic. In his excitement of getting home, he forgot to wear his mittens but in no time at all he will be beside his own fireside with his family. Can't you imagine the fascinating stories he will tell?

The picture certainly has "An Atmosphere of the Past" and its use links it with the present. The drawing appeared on the Christmas Greetings of a Mystic manufacturing firm--Davis-Standard, a division of Franklin Research and Development Corporation, from whom we received permission to reprint.

An Atmosphere of the Past

The old New England seaport represented a number of striking American characteristics. First, of course, was its physical appearance which, while not unlike its European counterparts, was in itself definitely the colonial model. Built on the deeper sides of natural harbors, on rocky promontories into the sea, or on tidal estuaries and river mouths, these seaport collections of varied sizes of buildings, lofts and waterside structures differed little from New Jersey to Eastport, Maine.

But it was within these sprawling seaport towns that the vigor of sea-borne commerce gave confidence to the merchants, mariners and travelers throughout the New England scene. The gradual development of trade was accomplished despite the restrictions imposed by political factors which ultimately resulted in the Revolution and the formation of this new nation.

At Mystic Seaport a dual role is played--seaport life afloat and ashore. The several physical features of this seaport life need to be preserved because only through such evidences is the value of the older day revealed. From the fisherman's shanty, the sail-loft, the shipsmith shop, ship chandlery and counting house, and on the decks of the vessels, we catch some feeling for the day-to-day tasks of the mariner afloat and the merchant ashore. The dwellings, the school, church and country store provide visible evidence of home-life.

Here, then, is one reason why Mystic Seaport has a self-evident value--the authentic presentation in a physical sense of how our nineteenth century seafaring communities looked. Through such a presentation is incorporated the economic features of bustling activity of the land on the one hand and adventures at sea on the other. These become as much a part of our individual characteristics as the buildings and ships themselves.

The men working on the ships, renewing and adding new rigging to the *Morgan*, painting and caulking small craft, using rigging loft, boat shop, shipsmith shop, sail loft, and shipwright's shop, are all a part of the natural scene. Augmenting this actual demonstration are the several exhibits in the various buildings, dwellings, business institutions, social centers--all a part of the portrayal.

In the formal museum buildings, with their wealth of paintings and prints, models and figureheads, where not only reminders of the historic past are evident but a definite cultural sense is conveyed, the visitor, having observed the actual, feels in stronger measure the authenticity of the seafaring town itself.

But there are other touches to the scene which help to bring out the humble pleasures of these seaport towns. These are in the little park areas, called village greens or "commons", promenades along the waterfront, or grassy areas close to river and harbor sides, where the pleasant summer evenings were spent by visitors.

What of the changes which the years have brought to our seaport towns? Do we not regret that, under the guise of progress, we have destroyed much of the flavor of the olden day by removing our waterfront structures and substituting a less attractive version? People who, as visitors, come from all parts of our country, come to New England in search of their ancestral homes or for their American past. These visitors are grateful to find those places which still retain the old flavor. What is more, they return again and again; because they become refreshed by these glimpses into the past.

It is not out of keeping to suggest that these pilgrimages to New England are for the purpose of recapturing a feeling for a fundamental American characteristic--the restless urge of the free spirit--freedom of opportunity; freedom of thought, freedom of expression, politically, socially and economically.

With its buildings, its ships and small craft, Mystic Seaport helps bridge the years between past and present. From our entrance to the river-side is but a few steps, but in this distance we must bring about the transition of thought so necessary for the full appreciation of the scene. Such a gradual transference from the present to the past depends upon the success of those physical evidences of that past which we have gathered together to become Mystic Seaport. It becomes that intangible quality so subtly known as "atmosphere".

In these days of sudden change--both in ideas and technocracy--our national scene needs the steadying influence of this atmosphere of the past because it represents the stabilizing fundamental of our national growth--the American freedoms.

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Sailing Activity

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Pertinent information will be distributed at the earliest possible time to all who evidence interest.

For Seaport Sailing Activity
Henry Scheel
G.W. Blunt White

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A preliminary meeting for those interested in the Seaport Sailing Activity is planned for early February.

To assure continuation of this unique activity, we need to know how many are interested in joining.

If you would like to become a member, or want to enroll your children in these sailing classes, please fill out and return the other half of this slip.

Sailing Activity

Mystic Seaport has a fleet of sixteen Dyer dhows which have been generously presented by various leading east-coast yacht clubs. These dhows are used by the Youth Training Program throughout the summer months and have been inactive from October to May each year.

In this part of Connecticut and Rhode Island there are many enthusiastic sailors, both young and old, who have all too little opportunity to sail. A small group of Association members in the Mystic area has recommended the formation of a Sailing Activity centered around the availability of the dhows during the off seasons. Adults, who can sail, will teach the uninitiated in this wonderful sport. Instruction will be given to groups during the winter months, with actual sailing in the dhows as soon as weather permits. It is also planned to have Frostbite Racing at stated periods during the winter.

A venture of this kind will require financial support to cover miscellaneous expenses, including upkeep of the dhows, and adequate insurance coverage. We invite Marine Historical Association members to join this Seaport Sailing Activity at an annual cost of $10.00. For Juniors, ten to eighteen years of age (whether or not members of the Association), the charge is $5.00 per year.

The formation of this Activity has been approved by the Mystic Seaport Operating Committee, as an adjunct to the Education Department Youth Training Program, and will start early in 1961 if sufficient interest is shown to assure adequate operating funds. Many Association members live so far away that they will not be able to participate actively, but it is hoped that many will evidence interest in this most worthwhile venture by becoming members of the Sailing Activity. Checks should be drawn to The Marine Historical Association, accompanied by the slip-sheet membership application included in this issue of The *Log*.

Pertinent information will be distributed at the earliest possible time to all who evidence interest.

For Seaport Sailing Activity
Henry Scheel
G.W. Blunt White

Letter from Mattie

Many of our visitors, and certainly our members, remember Mathiew Richard, who was a part of Mystic Seaport during a period of seven years, from 1953 through 1959. "Mattie" as he was popularly known, came here as mate on the *Brilliant*, with Captain Adrian Lane. When he decided that the time to "go ashore" had arrived, he was given a number of assignments, including work on the *Morgan*, custodian of the Sail Loft, and finally ship-keeper of the *Bowdoin*, Admiral MacMillan's famous Arctic schooner.

Due to illness, Mattie was unable to get back this year. As a veteran fisherman, he has a circle of friends in New England ports, and this circle was considerably widened through his activities at the Seaport. For a number of years, Mattie, each spring, would bring a "Novie" boat from Yarmouth, Nova Scotia to New York, stopping at various harbors all the way from the east end.

The following letter to Emil H. Brunke, the Counting House proprietor on Seaport Street, reveals that Mattie misses us as much as we miss him. We wish him many happy years in his retirement at his home in the Maritime Province of Nova Scotia.

> Dear Friend Brunke: I have been busy all Fall getting things ready for what is coming at us, but so far we have had a very mild Fall and no rain...not enough to dampen the ground...I had to dig a new well...My wife is in poor health with a heart condition...
>
> I'd love to be able to go over and spend a few days with all of you. I am sure that it would do me a lot of good. I still get up early in the morning each day. My granddaughter travels 25 miles a day by bus to the nearest high school. They have built a new school here, such as the new one at Noank, but it only goes up to the 8th grade. They drill 50 feet in solid granite for water, but find very little, so they have to drill 200 feet to find it.
>
> The boys are all busy getting ready for the lobster fishing. The season opens Dec. 1st. It is a big business all over the Province; runs into a million dollars, boat and gear. I understand the price will be forty cents per pound at the opening, of course it goes up higher later.
>
> Well, this is about the story. Remember me to all the staff. Best regards to all.
>
> Your friend,
> Mathiew Richard

Ed. Note: Mattie's address, if you care to write a note, is Lower Wedgeport, Yarmouth County, Nova Scotia

A Visitor from Free China

During one of December's non-stormy days, we welcomed a visitor from China--Dr. Pao, Tsen-Seng, Director of the National Historical Museum at Taipei since 1953. Dr. Pao is in the United States under a scholarship grant from UNESCO, making a study of the nature of the influence of Chinese art on the culture of the modern western world, and completing research on Chinese ship-builders and Chinese navigators in the Indian Ocean.

Dr. Pao found the Seaport quite different from what he had supposed. He expressed considerable interest in the variety of display within the buildings, and was especially taken by what he termed the major centers of interest for visitors, both as inside and outdoor exhibits.

Besides his work as Director of the Taiwan Historical Museum, Dr. Pao has also been Professor in Museology at the Taiwan Normal University, and a member of the Board of Directors of the National Palace and National Central Museum at Taiwan.

At present he is attending graduate seminar courses in the History of Art at the University of Pennsylvania, with Dr. Schyler Camman, Professor of Chinese Studies, and at New York University under Professors Alfred Salmony and Alexander Coburn Soper, of the Department of Oriental Arts.

Dr. Pao's researches include not only Chinese Art and History, but the system of Navigation of the Yuan Dynasty (A.D. 1279-1368) and of Ship Building in the Ming Dynasty (A.D. 1369-1644). He is particularly interested in the types of vessels and navigational methods of the legendary Chinese navigator Cheng-Ho who explored the Indian Ocean before the Europeans found the Cape of Good Hope.

It is good to report that Dr. Pao found something of interest in our collections, especially the rare books in our Stillman Library, and that he plans to return for further study here.

"Aside from my research in ship-building," said Dr. Pao, "I desire to learn more about the nature of the influence of Chinese art on the western world. This area of human knowledge deserves detailed study to learn the effects of one culture upon another. I know it will stimulate understanding and appreciation of the cultural values of East and West."

Planetarium lecture demonstrations for school children have become an important supplement to their science training. Mrs. Dorothy Gilmore, science teacher at the Mystic Oral School, a state school educating deaf children through vocal communication rather than "signing", wanted her science class to have the Planetarium experience.

Communication was the obstacle, for although the children in the senior classes were adept lip-readers, the darkened planetarium would not permit seeing the lecturer.

The Seaport's Education Department staff, and the Planetarium staff, with Mrs. Gilmore, developed a series of slides. Material for these was typed at the Seaport, photographed by Seaport photographer and mounted as slides. These were then tinted red, for red does not kill night vision and the stars could easily be seen after each slide was shown on the dome.

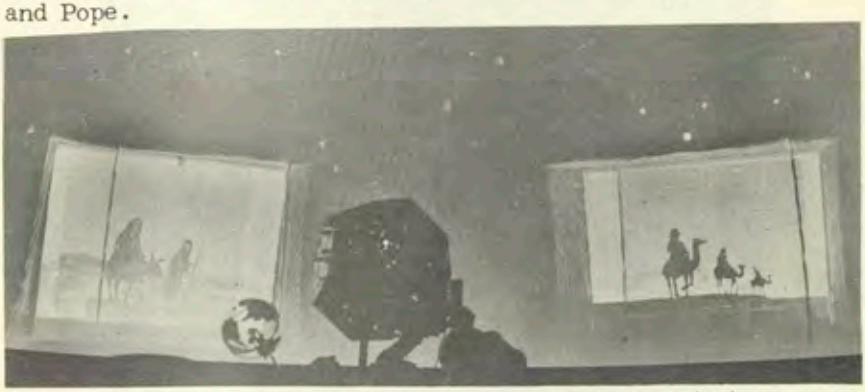
Another example of the versatility of the Planetarium is a special show which ties in with celestial navigation which has been given for two power squadrons.

During the Christmas season "The Star of Bethlehem" was presented. Following is a description of this showing as it was experienced by one of our staff:

> To the strains of "Joy to the World" you are welcomed to the Christmas Show at the Seaport Planetarium. Three other carols are played by an orchestra and then during the choir-singing of "O Little Town of Bethlehem" the light dims softly until all is dark and the narrator gives a welcome to all. A brief explanation of a planetarium, and then we see the location of Judea as if we were looking from below the earth. The familiar scripture from St. Luke introduces the first diorama--Joseph, and Mary on a donkey, on their journey during the "Silent Night". (For each scene there are two dioramas so all may see, wherever they may be sitting.) Then the scripture reading about the shepherds, and music, while the lights come up in the diorama sections showing the shepherds tending their sheep.
>
> The narrator announces the Three Kings as we see them on their journey. Each King sings of his gift as the three worship at the manger. Between the lighted diorama scenes the stars return overhead and you feel at peace with all the world.
>
> Then we are told about the Star of Bethlehem--it could have been three planets, Mars, Jupiter and Saturn, massed together as they do every 805 years; or it could have been a nova--or even a comet or a meteor. We also learn that many Christians believe that there was a real star just for Jesus' birth.

"Hark the Herald Angels Sing" marks the close of the show with the lights coming up, but beautiful music continues as we leave the Planetarium.

The Christmas Show is a taped show, the music selected from three recorded albums. The stars and lighting are operated from the console. Professor Keator, Director of the Planetarium, is the narrator. The construction of the diorama tableaus, the lighting and all incidentals to the show were carried out by Seaport staff members--Aycrigg, Hale, Herman, Jewett, Morse, and Pope.



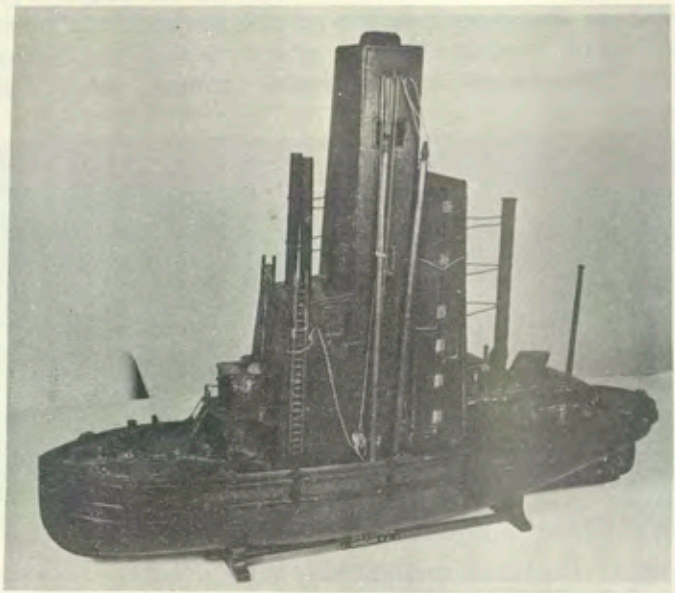
--WESTERLY (RI) SUN PHOTO

Perhaps the most unique way to discover Mystic Seaport has been found by Ensign Vincent J. Onslow, USN of the U.S.S. *Wasp*. Flying one of the giant carrier's helicopters, Ensign Onslow, while on a routine mission along the coast, made a sweep inland one day and from a certain angle suddenly discovered the masts of the *Morgan*. He swooped for a closer look and, as he described it, almost at once the Seaport took shape--with ships, shops, dwellings and museum buildings assuming a definite pattern.

"It was like looking back into the past all at once," remarked Ensign Onslow, "and I couldn't wait to pay a visit."

Over the holiday week-end of January 1, 1961, the young naval officer and friends finally arrived and after several hours dropped in for tea at the Buckingham House. It was then that Mrs. Hanover, Co-ordinator of Volunteer Hostesses, learned of the intriguing manner this young man had learned of Mystic Seaport.

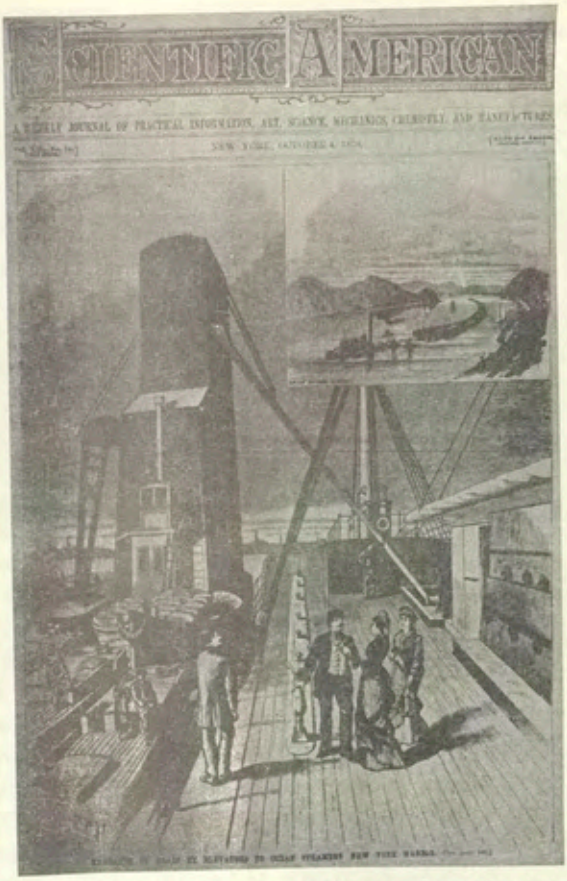
Floating Grain Elevators



Of all the models at the Seaport, a recent arrival is in a class by itself. It is the *Isis*, a model of one of New York's floating grain elevators, presented by Charles C. Burgess Jr. of Montclair, New Jersey. Built to scale in 1901, this model represents one of the most unusual maritime stories in New York City's history.

For over a century that city was the headquarters for shipping grain via the Erie Canal, and the cumbersome methods of handling it at New York brought about the design of the first floating elevator in 1848. Over the years this was improved, reflecting the growth of the port, and the steamship lines and railroads co-operated in the development. The unique floating grain elevators, resembling enlarged tugs, played a major role in one of this industry's rare accomplishments. The Port of New York Authority now owns the six craft of this type remaining in that port.

Mr. Burgess has also given an extensive collection about these craft, including prints, newspaper illustrations, models and half-models, scrap-books, drawings and blueprints.



This print, dated October 4, 1879, is framed so one may read the article on the reverse side. We quote from the article:

"On the Hudson River Railroad, and all the other iron thoroughfares converging upon this city, long trains of grain cars are almost constantly in sight, while on the river vast rafts of grain laden canal boats more than rival the railway trains carrying capacity. It is no uncommon thing for one of the large towing steamers to bring down the river fifty, sixty, or more canal boats..."

"A vast amount of loading is done at the elevators at 65th street and North River. A larger amount is transferred by floating elevators, which draw up alongside the great steamers as they lie in their accustomed slips... Our illustration gives a general view of an elevator of this sort, of which a fleet of twenty or more are constantly employed in our harbor."

Presentation



CAPTAIN BEACH, LT. THAMM AND MR. STACKPOLE

On December 28, 1960 Captain Edward L. Beach, commanding officer of the U.S.S. *Triton*, presented to Curator Stackpole for Mystic Seaport one of two original plaques cast for *Triton's* presentation at the monument to Magellan in San Lucar de Barrameda, Spain, earlier this year. San Lucar de Barrameda was the port (Cadiz) from which Ferdinand Magellan and his five tiny ships sailed on the original circumnavigation of the world.

The presentation of the plaque in Spain was made by Ambassador John D. Lodge, earlier this year.

In presenting the plaque to the Seaport, Captain Beach said, "This plaque is presented to the Mystic Seaport in recognition of the work you have done in preserving the maritime history of our country and in perpetuating the great traditions of American seafaring."

With Captain Beach were Mrs. Beach and their three children, and the following officers and men from the *Triton*: Lt. James C. Hay, service information officer, Lt. Tom B. Thamm, designer of the plaque, Bernard E. Pile, RDCS, Chief of the ship, Harold J. Marley, RM1 Editor of "Triton Eagle," and Allen W. Steele, TM2 who was commended by the Secretary of the Navy for outstanding performance of duty during the cruise.

Several staff members attended the ceremony in the Navy Room where the plaque has been mounted.

The First Successful American Hydroplane

On Wednesday morning, December 14, three visitors called at the Stillman Library. Mrs. Jasper McLevy, wife of the well-known former mayor of Bridgeport, Connecticut, had come to the Seaport with Mr. and Mrs. Henry Hensel, who had arranged the visit. Mrs. McLevy brought with her photographs and magazine articles describing the design and building of the first successful hydroplane, the *Vida May I*, by her brother, the late William Stearns, during the fall of 1906.



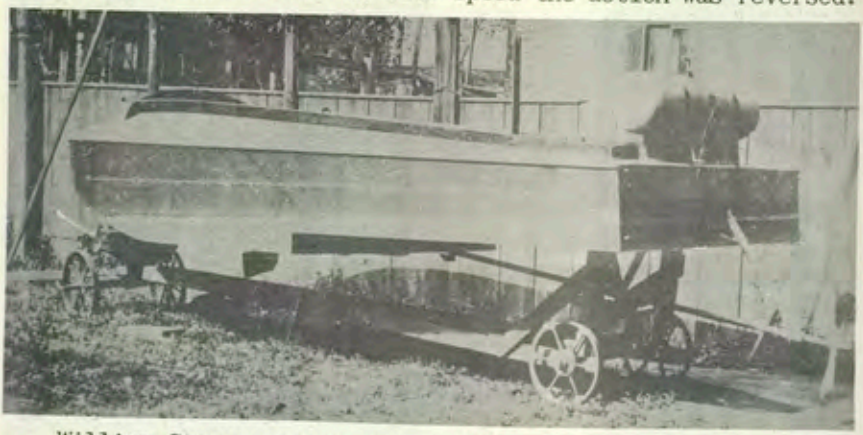
Mr. Stearns built four of these hydroplanes from 1906-1907. In *Vida May IV* he established a speed in excess of twenty-one miles an hour. The hydroplane was sixteen feet long, five feet wide, and with a draft of five inches. She was equipped with a two-cycle motor, and the weight of the boat complete was 1,050 pounds. Designed with a V-shaped bow and flat bottom, the *Vida May IV* flared to a five-foot beam throughout most of her length, featuring a forward step. The stern was squared across the transom and perpendicular to the horizontal.

Framed of oak, the hydroplane had 3/4 in. white cedar planking, 7 in. wide at the sides and after-plane and 4 in. wide forward; the fastenings were 1 1/4 in. brass screws, and the bilge clamps 1 in. brass screws. The floor timbers were fastened to the keel by 1 3/4 in. screws, driven from the underside of the keel into the floor timbers, and the engine bearers set into them. The keel measured 7/8 in. by 4 in. oak.

The engine--a 2-cycle, 2-cylinder 14 h.p. Cushman marine engine--was just forward of the center line, and the propeller

shaft had a hanger bearing half-way to the stern, bolted to the keel. The propeller was two-bladed, 18 in. diameter, 4½ in. wide, and ran a little aft of the stern. A gasoline tank was mounted on the transom. Two seats athwartship and a flooring between the engine bearers completed the interior fittings. The combings were 3/4 in. mahogany, with a quarter-round for filling between combings and deck. A half-round oak beading, placed where the deck met the side, acted as rub-strake and set the boat off. Her deck was 1/4 in. white pine, with canvas covering.

The innovation in the boat was the step, or forward plane. With the rudder amidship, advantage was taken of the fact that when the hydroplane speeded up the downward pressure between the bottom of the boat and the surface of the water shifted aft toward the stern. Any slight force acting in the forebody at right angles to the direction of motion of the boat easily caused her to sheer off. At slow speed the action was reversed.



William Stearns never patented his design. He was a modest young engineer, who was aided by his brother Walter in building the first hydroplane, and he named the craft for his sister, Vida May Stearns, the present Mrs. McLevy. As she recalled those days, half a century ago, Mrs. McLevy mentioned her own participation in the trials of this innovation in boat design, and it was not difficult to understand why the young designer named his boat the *Vida May*.

Besides his interest in hydroplanes, Mr. Stearns was an ardent yachtsman. He was the first measurer for the Bishop Challenge Cup Race in 1910, and was a committee member every year after when the race was held, until his death in 1951.

Deep Sea Povers from Mystic

Friends of Mr. and Mrs. H.M. Horn, of Mystic, will be interested to know that their 41-foot ketch *Ben Gunn* arrived at Auckland, New Zealand, on November 10. The New Zealand *Herald* printed an article titled "Sea Rovers in Port", and reported the Horns and their daughter were well and happy. The *Ben Gunn* had left Suva in the Fijis, and after a stormy 14-day passage, reached Auckland safely. On board was Mr. Svedlund, who had joined the Horns at Rarotonga. It will be recalled that the Horns sailed from the Seaport eighteen months ago and are on a 'round-the-world cruise without any time schedule. Their little daughter, Carlile, is continuing her studies via a correspondence course. She has two cats as pets, one named *Shum* comes from Panama, while *Paquite* is from the Galapagos Islands. Captain Horn reported his only difficulty was keeping in cigarettes.

The newspaper clipping was forwarded to us by our New Zealand correspondent of several years--Arthur J. Sheat, of Auckland--and we acknowledge his thoughtfulness with thanks.

The annual Seaport Community Carol Sing was held at 4:30 p.m. on Sunday, December 18, in front of Aloha Meeting House which was brilliantly flood-lighted for the occasion. Some three hundred people, young and old, were in attendance.

A 10-piece ensemble was supplied by the Music Trust Fund through a grant from the Recording Industries, and New London Musicians Union, Local No. 285. Gathering in the Meeting House, under the direction of Chester Przbysz, they played familiar Christmas music from 3:30 until the Carol Sing, the music amplified to the grounds in the vicinity.

Charles A. Brooks (General Manager) led the singing, Mrs. J.C. Chesebrough (Printing) was at the electric organ and Mrs. John Wylie (secretary to Mr. Brooks) sang "O Holy Night" as a solo.

Two huge Christmas trees, gifts of Elmer Doyle and Henry F. Deady, were placed on Shipyard Point and in front of the *Morgan*. The admission charge was suspended after two o'clock--another chance for neighbors and friends to visit the Seaport.

Last Registry

Thousands of people visit the *Charles W. Morgan* every year, going aboard her starboard gangway and inspecting the old ship from stem to stern. Among oft-repeated questions is the one: "How did she get to Mystic? Did she actually come all the way from New Bedford?"

For a vessel which has sailed through every one of the seven seas such a question might seem strange, but it is usually prompted by the curiosity of those who do not consider the *Morgan* as having been at sea in fifty years, and is therefore natural enough.

As a matter of fact the *Morgan* just observed the nineteenth anniversary of her arrival at the Seaport--November 29, 1941. Almost to the day of this anniversary, the last Certificate of Registry ever issued to the old ship was presented Mystic Seaport by Miss Barbara Tripp, niece of the late William H. Tripp, who was the *Morgan*'s last registered captain. The Registry was hung in the den of Will Tripp's home on Newton Street, in New Bedford, where it remained following his retirement as Curator of the New Bedford Whaling Museum.



WILLIAM TRIPP ON MORGAN (PHOTOGRAPHER UNKNOWN)

This Registry was issued on November 5, 1941, by New Bedford's Deputy of Customs, Willis J. Fitzgerald, and signed by A.J. Tyrer, Commissioner of Navigation. The ship's owners were given as Whaling Enshrined, Incorporated, and the name of William H. Tripp was entered as the Master. The dimensions of the ship were noted and her "service" was given merely as "whaling."

The *Morgan* had a stormy trip from New Bedford during her 18-hour tow from the evening of November 5 to the afternoon of November 6. Chief C.L. Jordan of the *General Greene*, the Coast Guard cutter towing, and the skipper of the escort patrol boat 158, were glad of the opportunity to take the ship into New London rather than risk the passage up the crooked channel of the Mystic River. She stayed in New London while her berth was being prepared at Mystic.

As a memento of that last "voyage" of the *Morgan*, this framed Registry Certificate also tells a story of the men who made up her last crew and of the dedicated man, William H. Tripp, who was her last "master."



Following a practice of co-operating with all civic agencies whenever possible, the South Wing of the Stillman Building was cleared to accommodate the Red Cross Blood donors on November 29. Several staff members contributed to this worthy cause.

Philip R. Mallory, *Chairman of the Board*

Another milestone in the history of our Marine Historical Association is reached with the decision of Philip R. Mallory to relinquish his post as President and assume the post of Chairman of the Board of Trustees. For several years Mr. Mallory has sought a replacement. After two decades of invaluable leadership Philip Mallory places in the hands of Franklin Cole, not only the reins he has held over the years, but the guarantee that his advice, counsel and support will always be available.

Following the meeting of the Executive Committee in November Mr. Mallory issued a statement which is self-explanatory:

To our Staff:

It is a great pleasure for me to let you know that, at my suggestion, the Executive Committee, at their meeting held on November 11, 1960, elected Mr. Franklin Cole as President of this Association, effective January 1, 1961. Mr. Cole is not only eminently qualified in every way for this position, but he enters into his new responsibilities as a dedicated individual who believes in our cause and is prepared to make personal sacrifices to fulfill these duties.

At Mr. Cole's request I shall continue on, as Chairman of the Board of Trustees, if that is the wish of the Board.

As you may know, I am now in my twentieth year as your President. For at least the last five years, I have felt, and said, that this long tenure was neither good for the Association nor desirable for me. The search for a successor, who could and would fill our requirements has been long and, at times, rather discouraging.

At last we have found the right man--one who has the ability, the vision and the determination. He will furnish a leadership that will command our admiration and respect.

I am sure that you will join with me in assuring him of our confidence and loyal support come Hell or High Water!

Cordially,
P.R. Mallory

In this same period Mr. Mallory wrote another significant paragraph:

The last twenty years of work with our organization at the Seaport has been on the whole, a very happy and rewarding experience for me. Out of it, I have made many fast friends and have found a common bond between us because of our mutual effort in a cause which, to me, seems ever more important and which has been reasonably successful.

I hope to continue to live in the future instead of in the past and trust that it may be my pleasure for a long time to come to spend much of my spare time with all of you at the Seaport.

Personal Statement of Franklin Cole on the occasion of his election as President of The Marine Historical Association, Nov. 1960.



--FABIAN BACHRACH

It has been my privilege and pleasure to be associated with Mystic Seaport some ten years, first as a member of the Board of Trustees and the Executive Committee. What little contribution I may have made to this splendid institution, I feel, has been as a member of the Investment and Endowment Committee, of which Commodore J. Burr Bartram is the Chairman.

My close association, friendship, and admiration for our esteemed President, Phil Mallory, dates back some twenty-five years. His integrity, his qualities of leadership and understanding have been an inspiration to me throughout these years. I assume the Presidency of Mystic Seaport with the greatest humility, knowing that I cannot possibly achieve the results of my predecessor, and do so only with the knowledge that I will continue to have the benefit of his advice and sound counsel, along with the full co-operation of our Board members and those of the staff who have helped make Mystic Seaport the outstanding success it is.

I have been asked for a biographical sketch which I can put into a few words, for my occupations in life, while interesting and challenging to me, are far from noteworthy. I was born in Towson, Maryland, February 24, 1897. I attended Johns Hopkins University, Baltimore, Maryland. My education was interrupted by the first World War. I joined the Navy at the outset of the war as a gob, received my Ensign's commission and served aboard the sub-chaser 53, Squadron 11, as executive and commanding officer.

Following a course of studies in Corporate Finance, and Money and Banking at the close of the War, I entered the field of investment finance in the early twenties, and have been engaged in Economic Consultant and Investment Counsel work for the past twenty-seven years. My present firm which was founded in 1944 bears my name, and is located at 15 Broad Street, New York City.

I am married and reside at 1033 Oak Lane, Plainfield, New Jersey. My daughter and son-in-law, Mr. and Mrs. Peter D. Bunzel, reside in Pelham Manor, New York. Mrs. Cole and I are the proud grandparents of four lively boys, Cole 8, Robert 6, Jeffery 4, and John not yet 1.

Thomas Burke, Rigger

Visitors to Mystic Seaport at this time of year are often surprised to find that one of the places active and busy is the Riggers' Loft. Such activity is no surprise to Seaport personnel because work on the rigging of the ships in the Seaport fleet knows no season.

Presiding in the Loft is Thomas Burke who, at seventy-two, is still a vigorous exponent of the riggers' craft. "Tom", as he is popularly known, is a native of Port Law, Waterford County, Ireland, and as a young man moved to Belfast, where he lived under the very shadow of the famed shipyard of Harland & Wolfe. After a few years voyaging across the Bristol Channel and Irish Sea, Tom came to this country. Following his seafaring career, he made his way to Buenos Aires, where on board the bark *Alvaranta Brown*, formerly *Lord Russell*, he made trips around Cape Horn to Chile; thence to Honolulu. From the Hawaiian Islands he sailed to Seattle, Washington, and finally reached San Francisco.

He remained in California a short time before going by train to Florida, and ultimately reached Key West. Working on a number of vessels, he cruised to several Gulf ports, Cuba and Florida. It was on board the Mallory Line steamer *Comal* that he returned to New York, there to ship out on the S.S. *Kaiser and Augusta-Victoria* for Cuxhaven.

During the next few years, Tom served as an able seaman on the Italian full-rigged ship *Michael-Bianchi* and the bark *Stella del Maris*, making a voyage to Honolulu in the latter vessel. He returned to the United States aboard the ship *Erskine M. Phelps*, bringing sugar to the Spreckles wharf at Philadelphia.

Tom now transferred his activities to riggers' lofts, working in Philadelphia and Brooklyn for many years. He often served with Charlie Scott, who will be pleasantly remembered for his excellent rigging work here, and who presided over the Mallory Loft until he moved south last year.

Tom Burke's experience in this type of rigging, both with wire and rope, have made him a valuable asset to Mystic Seaport. Besides his willingness to help with the regular work involved with re-rigging the *Conrad*, Tom is also teaching many little-known features of his trade to the young men working with him.

First Editions of Melville

In the prodigious literature of the sea there is no book comparable to Herman Melville's American classic, *Moby Dick*. That combination of fact and fancy, great highs and lows in human spirit, has challenged readers for over a century but only in recent years has it come into its own and Melville recognized for his genius.

To receive a first edition of Melville's *Moby Dick* would be a gift worth boasting. But Mystic Seaport's Stillman Library has been more fortunate than even this apogee of Melville presentations, because John A. Kebler, a member in Bronxville, New York, has made the magnificent gift of ten first editions of Melville's works.



These include *Typee*, published in 1846--his first book; *Omoo*, 1847; *Mardi*, 1849 (2 volumes); *White Jacket*, 1850; *Moby Dick*, 1851; *Pierre*, 1853; *Israel Potter*, 1855; *Piazza Tales*, 1856; *Battle Pieces*, 1866; and *The Apple Tree Table*, a collection of Melville's shorter magazine pieces written during the years from 1850 to 1856 as collected by Henry Chapin and printed in 1922 by the Princeton Press. Also included are Maude Minnigerode's *Some Personal Papers of Herman Melville*, published in 1922; A.S.W. Rosenbach's *An Introduction to Moby Dick*,

printed in 1924; and R.M. Weaver's excellent biography *Herman Melville, Mariner and Mystic*, printed in 1921.

As an example of how an American classic, late to be recognized, came to be a collectors' item, Moby Dick is an excellent case in point. Published originally by Richard Bentley in England as *The Whale* in 1851, it made its first appearance in New York under Harper's imprint about a month after London saw its launching. However, as most of this first American edition was destroyed by fire at the warehouse, surviving copies in good condition are very rare. There is a further qualification. Those with red cloth binding are the most scarce. Other bindings, in order of relative scarcity, are blue, green, black, grey and brown. Mystic Seaport's first edition is the most desirable--a red binding. The original published price was $1.50.

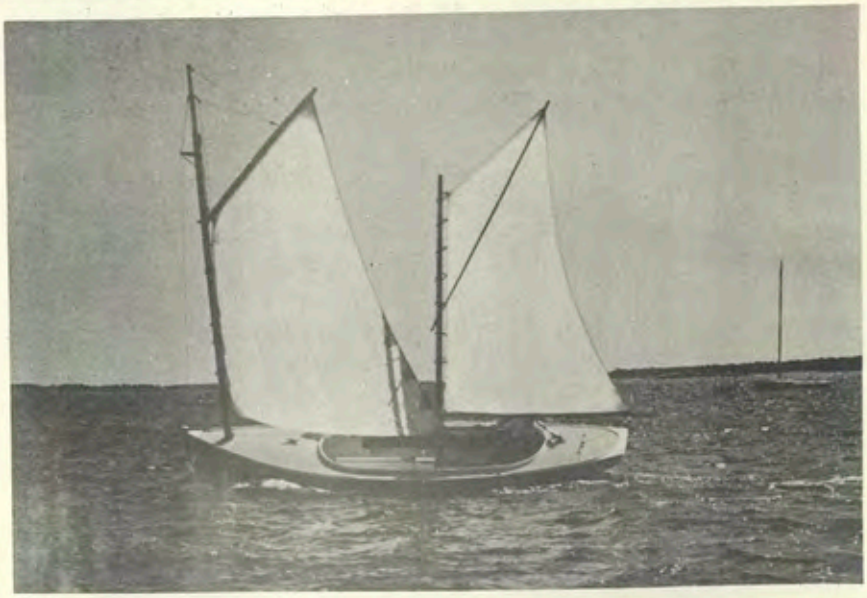
There is something very natural about this rare edition of *Moby Dick* coming to rest in the Stillman Library, only a short distance from the last of the American wooden whaleships, the *Charles W. Morgan*. The affinity is more pointed when we re-read Melville's own words:

> And as for me, if, by any possibility there can be any as yet undiscovered prime in me; if I shall ever deserve any real repute in that small but high hushed world which I might not unreasonably be ambitious of;... if, at my death, my executors, or more properly my creditors, find any precious Mss. in my desk, then here I prospectively ascribe all the honour and the glory to whaling; for a whaleship was my Yale College and my Harvard.

Not only will our membership greet this news of our Melville windfall with a deep sense of appreciation to Mr. Kebler, but those who find pleasure in such literary feasts will enjoy an opportunity to visit Mystic Seaport and look at these Melville treasures, all carefully protected by individual boxes.

The New England Conference, American Association of Museums, met in Worcester (Mass.) and Old Sturbridge Village in October. Donald McLaughlin and Mrs. Alma Eshenfelder attended from the Seaport, and Mrs. Helen Cross and Mrs. Barbara Gould from the Seaport Store. The Conference accepted an invitation from Charles A. Brooks to convene at Mystic Seaport in 1961. Museum officials and personnel attend and discuss projects of mutual interest.

A Revival in Sail



One of the most unusual sailing craft in Mystic waters this past season is a boat reclaimed from the past named *Solitaire*. Formerly the Kingston lobster boat *Ruth*, built around 1900 by the well-known Edward A. Ransom at his shop on Jones River, Kingston, Massachusetts, this interesting craft was acquired, personally, by Capt. James Kleinschmidt from Walder Engstrom, of Plymouth, who had sailed her for years as a pleasure boat.

Jim Kleinschmidt had fallen in love with Mystic Seaport's Kingston lobster boat, and upon acquiring the Ransom-built craft immediately began an extensive restoration, rebuilding the counter and transom, installing a new section of the keel, new frames, some planking, and of course, completely refastening the old planking. The work was done at home in his little barn.

A new suit of sails was cut and sewed, but *Solitaire* retained all her original detail of cat-ketch rig. She joined the Ram Island Yacht Club this summer and performed beautifully, consistently out-sailing many modern boats of comparative size.

Lines have been taken off by Mr. Kleinschmidt and accurate drawings are now being prepared.

News from Education Department

A conference on October 14 for superintendents and principals to acquaint them with the educational possibilities of the Planetarium attracted forty-four educators. This meeting made possible a second with three special Planetarium showings and three workshops.

The second meeting was on Saturday, November 5--a Pupil-Teacher Roundtable Conference on Planetarium Use--designed especially for elementary and junior high school teachers and pupils. Over 265 teachers and pupils attended.

The elementary teachers and pupils, in two workshops led by Dr. Robert Wickware of Willimantic State College, discovered to their delight how to make elementary telescopes, how to study the constellations, what devices could be built in the classroom and what other projects might be carried out in school.

Milford J. Deprey of Amity Regional Junior High School in Orange, Connecticut, led a junior high conference on how the Planetarium's facilities could best be used and/or developed to serve the junior high school and earth science courses. The students crowded around when he demonstrated several large telescopes constructed by his junior high students.

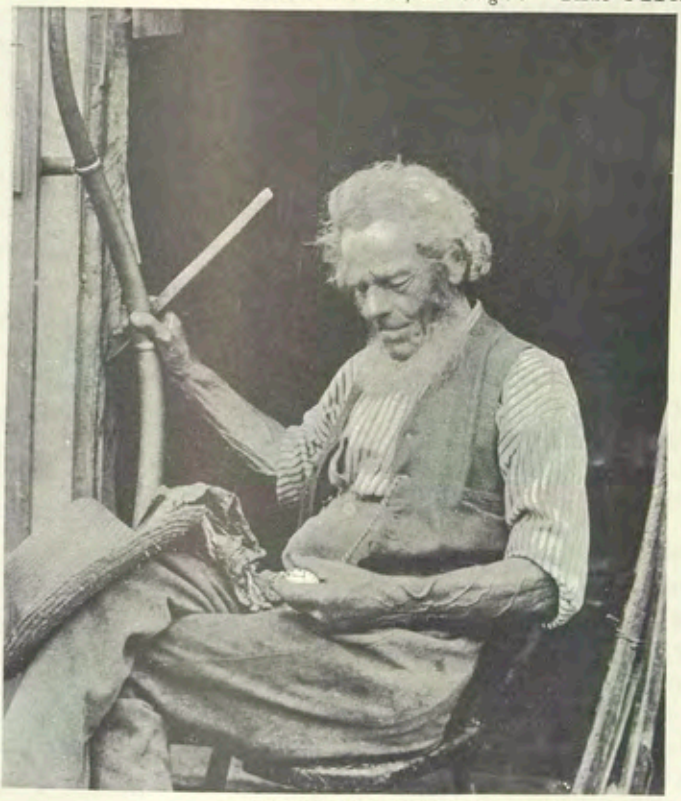
Since the conferences, bookings for special groups continue to rise in number.

Dr. George R. Creeger, Associate Professor of History at Wesleyan University, Middletown, Connecticut, recently requested that his senior seminar students, who had just finished their study of *Moby Dick*, be given a chance to have some direct contact with the "gear, tackle and trim" of whaling. The group spent much of their time on the *Charles W. Morgan*.

At their request a special exhibit dealing with whaling was sent to the College of William and Mary in Williamsburg, Virginia, for their proposed program on Herman Melville. The Curatorial Department helped out on the extensive exhibit (insurance value $500) which included such items as: the slide lecture "Story of American Whaling", a ship in a bottle, a piece of baleen, phonograph records, books, pictures, a whaleboat model with gear, and actual whaling implements from Seaport collections.

Tempus Fugit

Nearly seventy years ago a photographer saw an old New Englander seated in the doorway of a shed. The man was resting from the work of mowing a field of oats and, having honed his scythe blade during this period, had taken out his old watch for a check on the time. Grasping the opportunity, the photographer took a rare picture. He named it *Tempus Fugit*--Time Flies.



--NANTUCKET HISTORICAL ASSOCIATION

In 1893 when the photograph was made, the subject, Obed Ellis, was nearly seventy-five years old. The very pose suggests the definite characteristics of New England individuality--strength of arm, strength of purpose. But *time* was in a different category in those days. It meant the proper use of daylight, as man usually worked from sunrise to sunset.

For a graphic demonstration of how time was measured, our Clock Shop displays a variety of clocks, chronometers and watches. Starting with two ancient "water-clocks", so named because water slowly dripping from a cylindrical chamber allowed movement of a float, attached to a side-arm, to swing around a numbered dial face, the clock mechanisms show progress through a wide range of movements housed in a remarkable array of cases. From the Time Ball on the roof, which drops at noon to mark the meridian hour, to the "atmospheric movement", the Clock Shop's collections not only present outstanding types but constantly remind our visitors that *Tempus Fugit*.

Thus, we are all reminded that another year has arrived and that it is again a year of challenge. With the continued support of our members and friends, Mystic Seaport hopes to continue its progress in its efforts to preserve evidences of our maritime past which, if not so preserved, will be lost forever. And so, we face the year with confidence that "time and tide" are on our side.

■■■

In keeping with the custom of the seas, Mystic Seaport's ships were supplied with Christmas trees for lashing to mainmast tops. *The Lookout*, published by Seaman's Church Institute, noted in its December issue that it was unfortunate this custom was no longer followed. Assistant Curator Robert White took this occasion to write the *Lookout*'s editor as follows:

While reading the December issue of *The Lookout*, I was happy to find the article by Jean Conger, "When Christmas Trees Took To The Seas". The final paragraph of the article, however, was rather dismaying, stating as it does that "none of our nation's floating museums carry on this tradition today." I am happy to state that, here at Mystic Seaport, you may observe a Christmas tree lashed firmly to the mainmast of every one of our floating exhibit ships, including *Joseph Conrad* and *Charles W. Morgan*. We should be happy to supply you with a photograph of these as evidence, if you so desire.

Seriously, though, this Association, devoted as it is to the preservation of the customs and traditions of the days of sail, has followed this old and heart-warming custom for many years. It is only in the interest of supplying you and your good readers with correct information that I trouble you with this letter.

New Bowsprit Installed

During the first week in December the big crane from Intra-State Tree Service lifted the *Morgan*'s new bowsprit into position. When it was discovered this fall that the old whaler's bowsprit was dangerously rotted, decision was made to get it out and a new replacement installed as quickly as possible.

Through the co-operation of the well-known Pigeon Spar Company of Boston, a bowsprit was procured which weighed nearly two tons. Our shipwrights, Bogue and Holdredge, completed the shaping of the outer end for the jib-boom cap, fitting and cutting the tenons for the inner end. When the crane lowered the big spar into place it fitted as neatly as a pin. Before installation a new king-plank was set into the fore deck, and following it a new jib-boom keel chock installed. Replacement and setting up of the head-rigging will give the *Morgan* another bit of restoration so vital not only to her appearance but to her safety as our main exhibit.

In an interesting letter, printed in the Dec. 9, 1960 issue of the *Vineyard Gazette*, Robert Douglas writes of the voyage of the replica of H.M.S. *Bounty* to Tahiti. The new *Bounty* was built at Lunenburg, Nova Scotia, and sailed from that port on November 26, bound for the Panama Canal, thence to Tahiti, where it will remain for ten weeks while the film makers shoot scenes for a new version of *Mutiny on the Bounty*. Douglas described the passage from Nova Scotia to Panama, via the Mona Passage. The first land-fall after leaving the Maritimes was Dominica, twelve days later, and then the mountains of Cristobal.

Robert Douglas is one of our members. A few years ago he presented the Seaport with the yawl boat from the six-masted schooner *Mertie B. Crowley*. This big schooner was wrecked in January, 1910, and the yawl boat is the only known surviving type of craft which hung over the stern of this huge schooner. It is now being restored in our Shipwright's Shop.

A Bookman's Notebook



San Francisco's Role In the Whaling Days

William Hogan

AN IMPORTANT PIECE of California reaches us from Mystic, Conn., of all places, in "Salted Tories: The Story of the Whaling Fleets of San Francisco," by Lloyd C. M. Hare. Mystic, Conn., of all places? That is the site of The Marine Historical Association, Inc., a museum which also publishes maritime history. It is the obvious place for a book of this kind to come from until the San Francisco Maritime Museum — Western counterpart of the Connecticut enterprise — becomes an equally obvious source.



—from the book.

The local museum, under a program of publishing maritime historical material, would have been the obvious source of John Haskell Kimbell's monumental "San Francisco Bay: A Pictorial Maritime History." That appeared a few seasons ago from a Maryland concern, Cornell Maritime Press, although many of the historical photographs in the book came from the museum at the foot of Polk street. Karl Kortum, director of the local and wonderful storehouse, tells us that he and his staff would be very interested in a maritime history publishing program. Anyone for a subsidy?

"Salted Tories," in the meantime, is a valuable record of San Francisco's role in the whaling industry — one which goes back to the 1820s. From the middle 1880s until after the century's turn, San Francisco, I was surprised to learn, was the Nation's premier whaling port rather than Nantucket or New Bedford. The big, awkward but handsome and functional sailing vessels left their historic New England bases to concentrate on Arctic and Pacific hunting grounds.

Later New Bedford was revived as a whaling center, and the West Coast branch of that epic was finished. There is one vessel surviving from that time, the Charles W. Morgan, preserved at Mystic Seaport in much the same manner as the venerable Balclutha is preserved here.

The author of this memoir is a lawyer, maritime historian and a descendant of New England whaling masters. He has put together the essential San Francisco whaling story in this brief but admirable work. It is available through bookstores or The Marine Historical Association, Mystic, Conn. (114 pp.; illus.; $2).

Wednesday, Nov. 30, 1960

THE SAN FRANCISCO CHRONICLE

Recent Accessions

(Because of space all accessions received cannot be listed. If your gift is not here, do not think it is not welcome--it certainly is!)

The interesting accessions listed in this issue vary in value from $5 to $4,000!

Ship's gear is always welcome and one of the more recent accessions is two sheave blocks from the *Metis*, with triple sheaves and a becket. The blocks were acquired by the Babcock family about 1910 and were presented by Frank Babcock. The *Metis* was a passenger steamer which sank after a collision with a schooner off Block Island in 1872.

A ship's flag of significance to the Seaport was presented by Robert Waggaman of Washington, D.C. It is the flag saved from the *Mertie B. Crowley*, wrecked in Muskeget Channel between Nantucket and Martha's Vineyard, in January, 1912. As we have the *Crowley*'s yawl boat and quarterboard, the flag was most acceptable.

A model of the *Lexington*, given and made by Ransom Hughes, who used Davis' book *Built up ship models* and original draughts from the British admiralty as guides, is cream below the waterline, black above, with white trim and masts. The life boats are on davits, 16 guns in gunports, hammocks are stowed on cap rails, and other similar careful details.

A scale model of the U.S.S. sloop-of-war *Hartford*, Admiral Farragut's flagship in the Civil War, was built by George B. Lewis during 1935 and 1936. Mr. Lewis kept track of his time and used 1850 hours on this model, including the five lifeboats, models of twenty-two 9" Dahlgrens, two rifled Parrott guns, and fighting tops.

Arthur R. Sawers has presented a colorful model of the bomb ketch *Mercure* made by the late C. Percy Ashley. It is also cream below the waterline, black and dark-finished natural wood above, with a blue stern and blue above the sheer wale on the hull. The stern is decorated with fire-brands and branches in metallic color with red berries in the branches. The equipment consists of six cannon, six swivel guns, two mortars, four anchors and a small boat on the deck. She is flying two fleur-de-lis flags.



Those interested in old guns would enjoy seeing this brass swivel gun, $37\frac{9}{16}$ in. l.o.a., 2-inch bore, with flintlock firing device, recently given by Alexander O. Vietor. The markings are: No. 1 in two places, a crown on the barrel, below which is an 8-pointed star in sunburst design, with EX on the circle in the center of the star. Experts have declared this one of the rarest swivels in this country.

In the money line we add a Mystic River Bank note, one dollar denomination with a handwritten date of August 10, 1860. The note is signed "GWM, cash'r" and "N.G. Fish, Pres't". The center portion at the top shows a shipyard scene with two ships on the ways. The left-hand oval has a picture of George Washington while the right-hand oval has the picture of a lady. John Stewart gave this note.

If you like shell-fishery, Elijah Ball has given an oystering fork. These are on display in the Lobster Shack.

A three-sided block of wood with a brass presentation plaque tells us Commander Mahoney, with the officers and men of the U.S.S. *Fulton*, presented sections of the hull of Admiral Nelson's flagship *Victory*.



Miss "Drina", who has reached the ripe old age of more than a hundred years, has taken up residence in the Greenman House. Her "mother" is Miss Victoria Keator.

In response to *Things We Need* Miss Marguerite W. King has supplied the feather-filled, striped ticking bolsters for the Buckingham House, andirons and matching tongs have come from Mrs. Walter S. Price and Howard P. Wright gave a cross and candlesticks for Fishtown Chapel in memory of Elmer Gay Wright, who was lost at sea in World War II.

The *Charles W. Morgan* is always a good subject and staff member John F. Leavitt is the artist-donor of a very beautiful watercolor, starboard view, broadside, with boats on davits and sailors in the rigging, which shows the vessel underway.

In the small boat line we now have a Turkish caigue (pronounced cake!) built in Constantinople in 1911 for Kaiser Wilhelm of Germany by the most celebrated boat builder on the Bosphorus. The boat is of natural finish wood with black painted sheer streak, and a great deal of carving on the deck and inside. John O. Crane is the donor of this interesting craft.

"The East Prospect of the City of Philadelphia, in the Province of Pennsylvania" is the title of a framed, rare engraving, dated 1776, received from Charles W. Wharton Jr., who has also given books for the Library.

The Captain's bed on the *Morgan* is now quite gay with a pieced quilt of red and white cotton, given by Dr. and Mrs. Robert H. Fowler.

Not from a donor, but by recent purchase, is the billethead from *Benjamin F. Packard* and a brass windlass cover. These are added to the many *Packard* items already here.

Superior Sperm Oil

Back in the year 1835, Ezra Kelley, of New Bedford, opened a small store in New Bedford, Massachusetts for the sale of sperm oil. He had perfected a refining process for this type of whale oil and advertised it as the best lubricating oil for watches, clocks and chronometers. As the years went by he increased his scope by including sewing machines and finally, typewriters.

Ezra Kelley's "celebrated oils" were among the best-known products in this special category. The Seth Thomas Clock Company wrote in 1889 that it used this oil exclusively, as did the Hamilton Watch Company and other similar businesses.

Another famous New Bedford firm (which out-lasted all competitors) was the William F. Nye Company, whose plant on Fish Island, between New Bedford and Fairhaven, was a landmark for many years. Nye was a colorful man, and at one time operated the largest business of this type in the world. He wrote articles on the processing of whale oil which were read before learned Horological Societies. The Elgin and Waltham Watch factories used his oil in quantity, and the famous Strassburg Cathedral's clock in Germany was lubricated with Nye Sperm Oil.

Through the estate of the late William H. Tripp of New Bedford, four boxes of the Ezra Kelley Clock oil have been obtained and are now on display in our Clock Shop, together with samples of the interesting labels and advertising media. It is indeed fitting that this sperm oil product should be exhibited in such proximity to the *Charles W. Morgan* which brought home so many cargoes of sperm oil.

The oil in a sperm whale's head is believed to serve as a cushion to protect vital organs from the excessive pressure during its deep ocean dives.

Variable Winds

Through special contributions for the purpose, brick paths have been laid in the Captain's Garden and around the Planetarium building. The old gravel ones will no longer cause hazards on the steps nor will brick need the constant attention.

The Youth Training Building is well underway. The outside is almost completely shingled, the ceiling is up and flooring in. Wiring is practically completed. The Seaport staff is doing the work with an estimated completion date of April 1.

Fritz Vollmer, the Director of the Deutsches Museum, Munich, Germany, was at the Seaport as a guest of Ernst Glaessel, a long-time member of the Association. Mr. Glaessel is President of a shipping company in New York.

During the latter part of October Rear Admiral Parks, USN (Ret.), who brought the Shinto Shrine back from Japan, was again a visitor.

An exchange exhibit with Denmark in 1961 is a possibility. Lief B. Hendil, the Secretary General of Denmark in U.S.A. Committee, Frithjof Toksvig and Kai Johannessen--all of Copenhagen, Denmark, came to discuss this exhibit exchange.

The University of Connecticut Radio-Television department has given a sound film used on Channels 3 and 8 recently. The half hour film opens with a Munson Institute class, Dr. Albion presiding. The last half of the film shows the *Morgan*, with Mr. Stackpole presenting the commentary.

A large group of American Bluejackets made their annual tour of the Seaport in late October. They came from New York City by train.



Admiral Sir Caspar John, KCB, RN, (right) First Sea Lord and Chief of Naval Staff of Great Britain, chats with Captain C.J. Zurcher, USN, Commander Submarine Development, Group 2, Submarine Base, Groton, Conn.

On a Saturday night a lone young man paddled up the Mystic River in a kayak, took his sleeping bag up on the *Morgan*

Westerly (R.I.) [illegible] Club in November. "S[illegible] New England" w[illegible] is lecture wh[illegible] y

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( ) I am interested in joining the Seaport Sailing Activity and would like to be notified of coming events and meetings.

( ) I enclose $..... for ..... adult memberships at $10.00.

( ) I enclose $..... for ..... junior memberships at $5.00.

Name.....

Street Address.....

City.....State.....

Telephone.....



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torical Society of Greenwich, Conn.

Captain James Kleinschmidt was the speaker for the Charles River Power Squadron at the Boston Yacht Club, Rowes Wharf, Boston, Mass. in October and the

until he [illegible] Florida.

Photograph[illegible]ed a Christmas ca[illegible] West stating Blanchard is now working on an oil-drilling rig in the Gulf of Mexico.

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( ) I am interested in classes for my children.

( ) I am interested in classes for adults.

( ) I am interested in frostbite racing.

( ) I am interested in helping to teach classes in basic sailing and/or racing.

Please mail to:

Michael D. Sturges
Education Department
Mystic Seaport
Mystic, Connecticut

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On a Saturday night a lone young man paddled up the Mystic River in a kayak, took his sleeping bag up on the *Morgan* deck and slept there overnight. He left early Sunday morning--is from Massachusetts and is paddling solo to Miami. He tries to write home once a week so his folks will know he is all right!

Mike Sturges was busy answering questions and handing out literature at the Seaport exhibit featuring the Youth Training programs on the *Joseph Conrad* and the *Brilliant*, at the Motor Boat show in the Coliseum, New York City.

Staff members and friends were shown three interesting films in the Meeting House in December. These were *Long Journey West-1820* (filmed with Old Sturbridge Village backgrounds), *Pioneer Spinning and Weaving*, and *America's Cup Races-1958*.

The annual Newcomen Society address at the U.S. Coast Guard Academy was given by Curator Stackpole on October 18. It was titled: "The American Sealers and the Discovery of the Antarctic Continent". Mr. Stackpole presented a slide-lecture, "Mystic Seaport and the American Maritime Tradition" for the Mattatuck Historical Society in Waterbury, Conn. and the Historical Society of Greenwich, Conn.

Captain James Kleinschmidt was the speaker for the Charles River Power Squadron at the Boston Yacht Club, Rowes Wharf, Boston, Mass. in October and the Westerly (R.I.) Yacht Club in November. "Small Craft of New England" was the title of his lecture which is illustrated by slides.

Captain Adrian Lane visited the New Britain (Conn.) Power Squadron in October, with slides and a talk on "Mystic Seaport".



Another October visitor was Howard S. Blanchard of Seattle, Washington. He left Seattle in May, 1960 on his bicycle to see the United States. After three months he arrived in Portland, Maine, where he was employed until he started his trip to Florida.

Photographer Martel received a Christmas card from Key West stating Blanchard is now working on an oil-drilling rig in the Gulf of Mexico.



Standing near the Pantry is a large Sidewalk Clock with bell atop, which strikes ship time. The unusual combination was presented by Edwin Pugsley. The new clock face will be welcome to visitors and the sound of its bell directs the attention to its location. Mr. Pugsley also sent the electric connectives and mechanism which operates this unusual combination.

From *Things We Need* we have received: a Volkswagen bus from Mrs. Philip R. Mallory (assigned to the Education Department); a Studebaker station wagon from George Lauder (assigned to the Curatorial Department); tablecloths from many of our members; six captain's chairs from Frank Harden; a bike from Donald Chesebrough and catboat sail from S. Bayard Colgate and Hathaway Reiser & Raymond Inc.

Among those who have written of their enjoyment of the latest Seaport publication, *Salted Tories*, is Captain Jack Shickell of San Francisco. Capt. Shickell was a young whaleman on board the schooner *Carolyn Francis*, later the *Brower*. Among his recollections was a meeting with the whaler commanded by Captain James MacComber, a colorful skipper called "Sperm-whale Jimmy."

In his letter Captain Shickell wrote: "I thought I had read rather completely of the history of this port, but this small volume brought facts that were new to me. In it I came across old familiar names--not so much of skippers, as I knew but a few of them and then not always in a way to leave pleasant memories--but of ships that I knew, saw, or heard of in forecastles."

Visitor Elmer O. Stevens, a clock manufacturer of East Weymouth, Massachusetts, identified the Tavern's clock as one manufactured by Eli Ingraham & Company of Bristol, in 1861.

On a November afternoon two men wandered casually about the grounds, obviously intrigued with what they found. One was Burton G. Tremaine, a member for many years, and his companion was Walter Pidgeon, well-known stage, screen and television personality. It was a pleasure to see them both and we hope Mr. Tremaine will bring his guest again.



On October 12, 1960 the annual party for hostesses and volunteers was held in the South Wing of the Stillman Building.

THINGS WE NEED...

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

For the new Exhibits Workshop: a 4" jointer w/motor; a tilt head drill press w/motor; a power-driven wet stone; a dental drill unit w/motor; ¼" electric drill; a radial saw (Delta preferable); hand-held vacuum cleaner, and large (canister) industrial vacuum cleaner; ultra-violet lamp, tube-type, rectangular unit, 110 volt A.C.; two clamp-on workbench type, rectangular fluorescent lamp units.

For Library: Complete set of *American Heritage*, hard-bound volumes, from 1954.

For Membership: an Autotypist machine with IBM typewriter.

For Accounting: an 8- or 9-column adding machine.

For Mailing Department: a machine which ties bundles.

For Printing Department: a Punch & Binder for plastic bindings on small booklets.

For the Secretary: an electric typewriter in good condition and a swivel chair, with arms, cushioned.

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