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The Log of Mystic Seaport

The Marine Historical Association, Inc.
Mystic, Connecticut

The Log OF MYSTIC SEAPORT

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

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Franklin Cole, *President*
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Mildred Courtney Mallory



To know her was to love her, to work with her was an inspiration.
Her life belonged to all others.
Her good deeds will be cherished.
Take solace in the knowledge that she gave so much and asked so little.

The Mystic Seaport Staff

Mildred Courtney Mallory

Mystic Seaport suffered the loss of one of its most devoted members in the death of Mildred Courtney Mallory on March 20. She had been in failing health for some time but her passing has been a real shock to the many who knew and admired her for her great and untiring devotion to the efforts of The Marine Historical Association.

As the wife of Philip R. Mallory, our President for twenty years and now Chairman of the Board of Trustees, she vigorously supported the evolution of the Seaport to its present status.

Her leadership and unceasing work have been responsible for the growth and effectiveness of the Membership Department and her acumen has played no small part in establishing the firm foundations upon which the Seaport rests. Especially have her capacities been demonstrated in the work of the volunteer hostesses to whom the Association owes so much. Year in and year out she stimulated her co-workers with her imaginative suggestions, her personal efforts and her financial support.

Mrs. Mallory was an extraordinary personality. Wherever she resided she became active in community work. Her interest in music was reflected in her organizing and sponsoring critically needed support for the then infant Indianapolis Symphony Orchestra. More recently she helped to found and organize the Symphony Club of the University of Miami. Her interest in music was recognized in 1959 by the University of Miami when the honorary degree of Doctor of Music was conferred upon her.

She likewise was an ardent supporter of community social effort. In Indianapolis, she founded the Crossroads Rehabilitation Center dedicated to the needy. During World War II she was actively engaged in British War Relief Work in the Miami area, having become instrumental in providing aid for British seamen whose ships had been destroyed by enemy submarines. For this, the British Crown gave recognition in awarding her the King George VI medal "for service in the cause of freedom."

Mrs. Mallory lived a full life, attracting innumerable friends through her forthright charm. All members and staff of Mystic Seaport feel that they have lost a friend as well as a leader.

A memorial service will be held at Mystic Seaport on Sunday, May 21, at 2:30 p.m.

Newest Exhibit--Mystic Diorama

With the same quietness which has characterized its construction, the Seaport's newest exhibit--the Mystic Diorama--opened on Saturday, April 15. The Diorama is a 40-ft. long by 12-ft. wide scale model of Mystic during the mid-nineteenth century, and is housed in a building which is a replica of one of the old woolen mills of New England. The scale used is 3/32 of an inch to the foot.

The Diorama is the most unique presentation of its type ever placed on exhibit here, and has a distinctive quality of authenticity. It is also, so far as known, the largest authentic scale model of a New England community ever attempted. Conceived three and a half years ago the project was launched and financially supported throughout by H.H. Kynett, whose loyal efforts in the development of Mystic Seaport are well known to our members. Mr. Kynett not only inaugurated the idea of creating the Diorama, but saw to it that it was steadily carried on during the long period of construction and that it did not falter in its progress.



To reproduce the Mystic area from Greenmanville down river through the railroad bridge required a research program of obvious scope. Both sides of the river are shown, with the various shipyards delineated, such as the Greenman Yard, the Mallory and Forsythe yards, and the Pistol Point area, the latter including Irons & Grinnell, MacDonald and Holmes yards. Dwellings, shops, waterfront structures; wharves, piers, anchorage areas; the highway bridge, ferry landing, Fort Rachel area, sheers, coal sheds, and lofts are all carefully placed in their authentic positions. Floral Hall, later Central Hall, the Hoxie House, Washington Hall, the Greenman dwellings, shipmasters' homes on Gravel Street, and other features are shown as they were in the mid-1850's.

COVER PICTURE--GREENMAN YARD SECTION OF DIORAMA--NOW MYSTIC SEAPORT

The shipyards are outstanding features, with ships on the ways. The *David Crockett* is poised for launching at the Greenman Yard *(see cover)*, the *Elizabeth Willetts* is being framed at the Forsythe Yard, and the *Haze* is in process of planking at the Mallory Yard. A Noank or Mystic sloop is sailing through the railroad bridge, and at the Richmond Yard a handsome yacht is in its finishing stage. Moored in the river is the legendary schooner yacht *Dauntless* and at the Mallory wharfs, the whaleship *Coriolanus* is unloading after two years at sea.

It would require a volume to bring out the historical background of the Diorama, so filled is it with the authentic parts of its whole. One could spend hours describing the features which comprise this fullsome presentation.

Although Mystic of today originally existed in the past century as two places, Mystic Bridge to the east and Mystic River or Portersville to the west, it was the scene of individual homesteads before 1700. Three shipbuilders were busy before the Revolution. From Old Mystic, at the "Head of the River," the building of ships gradually spread down the river. Shortly before the turn of the nineteenth century, John Packer had a yard adjoining Packers' ferry on the west bank of the river. The nineteenth century saw Mystic come into its own as a shipbuilding and seafaring community--it is this period the Diorama portrays.

The lighting is especially designed for bringing out this unusual scale model. One gazes at the whole and is aware that he is taking a long look at history, and as one examines the Diorama more closely, and the details gradually take shape, the full quality of the presentation comes forcibly home.

Those who worked so diligently to create Mystic's newest accomplishment were few but their efforts were many. The late Richard Orr first worked with Mr. Kynett on the planning. He was succeeded by S. Jerome Hoxie, Edward McCagg, Willard Shepard, Robert Morse, Gerard Aycrigg, Arthur Payne, Mrs. Elizabeth Warren and Mrs. Elizabeth Duerr. The Curatorial Department supervised the work throughout. But always of paramount importance, were the sustained efforts and encouragement of H.H. Kynett, whose original concept and financial support made it all possible.



Brewster Trophies



Mystic Seaport's "Station No. 10," the original home of the New York Yacht Club, annually attracts its share of the thousands of visitors who stroll about the grounds. This year, however, the century-old Club House, with its traditional architectural lines, is to have an additional outstanding attraction, one of the most unique exhibits of any similar museum building.

This unusual attraction will be an exhibit of the trophies won by the late Frederick Brewster of New Haven, long a friend and patron of the Seaport, and presented by Mrs. Brewster in his memory. It consists of an amazing variety of silver cups, urns, and pitchers awarded Mr. Brewster for his victories in his famous schooners *Elmina I* and *Elmina II* during the first decade of this century. They include some of the legendary Astor Cups.

The style and design of these silver trophies are in themselves worthy of an exhibit. But, in this display is represented a complete picture of one phase in the history of yachting which can never come again. It is truly a portion of American history, reflected through yachting, which can only be appreciated through the study of such eras as demonstrated by these handsome Brewster Trophies.

Special cases are being constructed in the interior of the Yacht Club on either side of the main entrance, and will display a dozen of the Brewster Trophies at a time. These will have protective devices, as well as special lighting, and have been especially designed to house the trophies.

President's New-found Desk



Photo by Abbie Rowe. Courtesy National Park Service, Washington, D. C.

Several weeks ago a front page story in the daily press told of the discovery by Mrs. John F. Kennedy of a desk in the White House which was promptly "moved upstairs" for President Kennedy's use. While the story described the desk as "a forgotten" piece of furniture, originally presented to President Hayes by Queen Victoria, and that it was made from the old ship *Resolute*, the facts are that it had been used by other Presidents. At any rate the desk became first page news. The full story of the desk has appeared in a Marine Historical Association publication *Two Dramatic Episodes of New England Whaling* written by Sidney Withington, and published in 1958 as one of the regular series issued for our members.

This publication recounts a most unusual story. The now famous desk *was* made from the timbers of the *Resolute*, and *was* presented President Hayes in 1880 by Queen Victoria. But the *Resolute* was a British exploring ship and in the year 1852, under

the command of Captains Henry Kellett and George F. McDougall, she joined a squadron of six ships bound for the Arctic and the search for the lost expedition of Sir John Franklin, which had vanished attempting discovery of the legendary Northwest Passage. The fleet was finally beset by ice at the entrance to Melville Sound in 1854 and the *Resolute* was abandoned. While her crew escaped, joining those of the remaining vessels, the *Resolute* was not broken up by the ice but drifted 1,000 miles, and finally reached Cape Mercy off Baffin Island.

At this time the real hero of the story made his appearance. Captain James Monroe Buddington, master of the New London whaleship *George Henry*, a humble whaleman, sighted the abandoned *Resolute*. Boarding the vessel on September 10, 1855, he soon found she was still sound in hull, though held by accumulation of ice on her port side. Captain Buddington took a boat's crew and refitted the *Resolute*. Placing his own ship in charge of John Quale, the mate, Buddington brought the *Resolute* back to New London, where he arrived on Christmas Eve, 1855. The *George Henry* had arrived five days before in the same port.

The news caused a sensation in England. It was not often that a British exploring craft, once abandoned, was considered worth recovery. Due to rather strained relations between the two countries, Henry Grinnell, a New York merchant, thought it would be a good gesture on the part of the United States to completely refit the *Resolute* and return her to England. The cost was $40,000, appropriated by the Congress.

This was done. On December 24, 1856, the *Resolute*, in A-1 condition again, arrived at Portsmouth, England, where she was boarded by Queen Victoria three days later.

In 1880, when the *Resolute* ended her active career, it was suggested that a piece of furniture be constructed from her timbers and presented to the President of the United States "in grateful acknowledgment of the restoration of the vessel in 1856 as a free gift of the people of the United States." The desk was then made and presented to President Rutherford B. Hayes by Queen Victoria.

While an incident of perhaps minor importance in our diplomatic history, it does have its interest. Captain Buddington's exploit is the most dramatic part of the story of the desk, and an example of how whalemen rose to any occasion as a part of their adventurous lives. It was Captain Buddington's greatest achievement in his long career as a whaleman. The *George Henry*

was not his most famous whaleship, for the veteran shipmaster sailed to the Antarctic as well as the Arctic. At the age of seventy he served as mate for his son on a sealing voyage, and he retired at the age of seventy-three. He was over ninety when he went to Sailors' Snug Harbor and on December 24, 1908, the 53rd anniversary of his bringing the *Resolute* to New London, the venerable whaling master died in his sleep. Ironically, the *George Henry* was lost in the Arctic in 1863.

(The publication *Two Dramatic Episodes of New England Whaling* may be procured from the Seaport Stores.)



The British flag flew at the Seaport in January for Mrs. Mae Bamber, former Mayor of Southport, England, when she arrived with Mr. and Mrs. Richard Wiegand of Waterbury, Connecticut.

On March 12 the Canadian flag was flown. Vice Admiral Herbert S. Rayner, Chief of Staff for the Royal Canadian Navy, with Commodore Owen C.S. Robertson, Canadian Naval Attache at Washington, and members of the Admiral's staff, were escorted by Commander Osler and Lieutenant Carroway of Admiral Daspit's staff at the Submarine Base. They were guided by Curator Stackpole and spent twenty minutes beyond the time alloted for the visit. Admiral Rayner later wrote of the pleasure derived from his visit.

A member of the staff of the *National Geographic*, John Putnam, came on March 21 to prepare copy for a book which the *Geographic* is to publish titled *Outstanding Landmarks of American Liberty*. Three places in New England have been selected for inclusion in this volume--Salem, Nantucket and Mystic Seaport. Mr. Putnam was entertained at lunch and spent a few hours in studying the Seaport.

Early in March Vaughan Brown, of the Historic Annapolis organization, was an interested visitor.

Ingajeld Engelson of the Norwegian Defense Research Establishment, with Louis Maples of the Underwater Sound Laboratory, spent several hours here recently.

Mr. and Mrs. Fred Hardenbrook, the latter Director of the Children's Museum in Boston, were February visitors enjoying a winter's day in the snow of Mystic Seaport.

Curatorial Winter

While the flow of visitors to Mystic Seaport has been a comparative trickle during January and February, the work of the individuals within the several departments continued at a steady pace. The Curatorial Department has had a busy winter. In the Bartram Building work in completing the Exhibits Workshop on the second floor was completed. The task of assembling the tools and equipment for installation, moving the various materials to be used, and clearing the central room and the basement of the material to be moved upstairs, occupied several weeks and now Messrs. Aycrigg, Morse and Pope are settled in their new quarters.

At the other end of the grounds, at the Shipyard, the three workers were getting the Diorama ready for its initial display. Overhead in the forty-foot case, the lights were adjusted. Within the case, the workers arranged the various structures in place--houses, shops, shipyard buildings, ships, and tiny figures of men, women and boys. The large glass sections were carefully cleaned and the dust-checks installed. Painting the river and installation of stone walls, fences, wharves, piers and ships were the final touches. Overhead, a ventilating system has been installed while at the entrance, a light-baffle was erected.

In the Shipwrights' Shop, the yawl-boat from the huge six-masted schooner *Mertie B. Crowley* was carefully restored. Transom, bow, frames, planking--all the features of this strong but graceful craft were carefully fitted. The two shipwrights are the same who do the restoration work on the *Morgan* and the *Australia*. In the winter their skilled hands turn to indoor work.

At the Mallory Sail Loft, another important phase of Seaport work still goes on. Here in the Riggers' Loft, the fore, main and mizzen yards of the *Joseph Conrad* underwent restoration. This is a painstaking task. The yards were first cleared of braces and lifts and carefully lowered to the wharf, to be transported to the Loft. After being stripped of the jack-stays, iron bands, yoke and other irons, the yards are scraped, the rotted sections cut out, and replaced by wooden "dutchmen" set in epoxy resin. In two instances, end pieces were scarfed into place. The main-yard was first completed, and next the foreyard is receiving the rigorous treatment necessary. In the case of the topsail yards, the rotted sections will not only have the wooden dutchmen inserted in epoxy but will be wrapped in fibreglass cloth sheets, affixed with resin, and finally given coats of paint.

In the Sail Loft above, another workman was busily rigging out the foot-ropes, preparing the straps, worming the ropes, and setting up the grommets. When this is done, the wire braces will be served with marline, and the lifts also rigged.

As soon as completed the yards were moved to the area in front of the Loft, ready for sending up this spring. But before this is done, the masts must be strengthened, the standing rigging checked and renewed wherever necessary, and the running rigging lined up.



Meanwhile, in the small boat-shed within the Shipyard, two other men carefully restored a little 20-foot craft known as a "Woods Hole" boat. Perhaps there are some of these boats still extant in barns along the Cape but it is not certain. Typically American, designed for the swift-tidal conditions where the waters of Vineyard Sound and Buzzards Bay meet, this little boat adds another to our growing list of almost extinct New England small craft.

And in our Stillman Library, the staff continues its regular duties. Library work, continuance of cataloguing and classifying, has kept the Library assistant busy. The research associate continued her work, indexing our manuscript collections. The Curator

and Assistant Curator were kept close to their desks with the preparation of publications, replies to letters of inquiry, determination of schedules, and other matters conducted here. The Marine Maintenance Superintendent was on hand in both the Library and Shipyard office. Research in the fishing diorama project has used the services of another staff member, working in the Library.

Always, there is planning for re-arrangement of the exhibits and refurbishing of existing buildings. Suggestions of additional structures in the Seaport Street area received consideration.

It may have been winter, with snow taking over the landscape, but *Curatorial* continued its part in the busy schedule of activities which characterizes all the departmental functions in the life of Mystic Seaport the year 'round.



Mystic Seaport has a unique relationship with its membership in that there is a close bond between the museum staff within the organization and the members as the supporting cast. In continuing its role as a "living museum of the sea," we are grateful to members who keep in close touch by writing an occasional letter. In recent weeks several have written of their reception of our last publication. Among these is Harold A. Nomer Jr., of Ardsley, New York, who has given us permission to reprint his letter:

To the Marine Historical Association
Mystic, Connecticut

Again this year I was excited to receive the annual packet from the Seaport and I was not let down by its contents. *Salted Tories* is not only interesting history but it tells a story about a port where my employer, W.R. Grace & Co. was once very active.

Later when the story broke about the desk which Jacquie Kennedy moved into her husband's office in the White House, I scurried off to my "Mystic" shelf to review the story of the *Resolute* in the 1958 booklet.

One thing led to another and soon I had re-read the *Mutiny on the Pedro Varela* and *The Huron & the Huntress*. Then I began to wonder how many members let you know their reactions to your annual publications. Up to now I never have; but I DO enjoy them greatly...

Editor's Note: If anyone is willing to part with his copy of Salted Tories we would be most happy to receive it as our supply is exhausted.

Denmark's Prime Minister

"We are often shown large cities and capitals, but greatly appreciate the opportunity to visit a small New England community."

It was Prime Minister Viggo Kampmann of Denmark, who was speaking during an informal luncheon tendered him at Seaport Manor on Sunday, February 12, prior to his tour of Mystic Seaport.

It was the first time the head of a foreign nation's government had paid an official visit to the Seaport. It was literally a flying visit, as the Prime Minister and his party arrived at Trumbull Airport in a plane provided by the Charles Pfizer Company, with John O. Teeter, Vice President of Pfizer International, and Franklin Cole, President of The Marine Historical Association. The plane was met by Charles Brooks, Edouard Stackpole, Poul A. Christensen, President of the Danish-American Society, Walter Elwood, General Manager of the Groton Pfizer plant, and Dr. Carl Brunnings, also of the Groton plant.

With the State Police providing an escort, the auto cavalcade was whisked to the Seaport Manor for the luncheon. An hour later the party was taken to Mystic Seaport, where the Prime Minister was conducted on a swiftly paced tour which included the *Charles W. Morgan*, Seaport Street, *Joseph Conrad*, Shipyard and formal museum buildings. Although the excursion through the grounds was rapid, Prime Minister Kampmann smilingly kept pace and showed a keen interest in everything, posing on the deck of the *Conrad*, originally the Danish training ship *Georg Stage*.



MR. STACKPOLE, MR. COLE AND HIS EXCELLENCY, VIGGO KAMPMANN PHOTO BY SANDRA

"It is heartening to know that you are preserving this fine ship," he said. "I can think of no better bond between Denmark and the United States. The Seaport's use of her for the Youth Training Program is a most fitting sequel to this fine old vessel's original building and usage."

As an appropriate close to Mr. Kampmann's visit to Mystic, a reception was held at the home of Mr. and Mrs. Brooks. Present to greet him were officers of The Marine Historical Association, Seaport department heads, representatives of state and local governments, heads of local military installations and of community organizations.

The schedule for the day was kept to the minute, and after a brief visit to the new Pfizer Research Laboratory the Prime Minister and his party were flown back to New York.

Denmark's Prime Minister is a graduate of the University of Denmark, where he majored in Political Science and Economics. He has been in the service of his government since 1944, beginning in the Government Department of Statistics. In February 1960, following the death of H.C. Hansen who had been Prime Minister since 1955, Viggo Kampmann became Prime Minister, and was returned to this post in the election of November, 1960.

This was Mr. Kampmann's second visit to the United States. Following his Seaport visit he met with President Kennedy and was the first head of state to see the President after the inauguration. He then went on to Chicago for the opening ceremony of the Danish exhibit at the Chicago Art Institute.



The second annual frostbite derby sponsored by The Corinthians was held at Mystic Seaport Saturday, March 11.

About seventy members in the Long Island Sound and Boston areas met just after noon. After a light luncheon at the Galley, these deep-water sailors indulged in serious competition, using the Seaport's fleet of seventeen Dyer dhows for their racing activities on the Mystic River.

The races continued for most of the afternoon and the permanent trophy was awarded the winning crew at a reception in The Corinthians Room in the Stillman Library.

Warner B. Cornwall, chairman of the Race Committee, and Charles A. Brooks, General Manager, planned the day's events, which concluded with a dinner at Groton Motor Inn.

Winter Passage

Two of Mystic Seaport's staff took part in an unusual adventure early in January. Francis E. Bowker, mate of the Brilliant, *on his vacation, accepted an assignment as mate of the 97-foot ketch* Caryn, *former Woods Hole Oceanographic Institute research vessel. Her new owner, Stephen H. Swift, of Milton, Massachusetts, cousin of Edward Watson of our Educational Department, planned to take her to the West Indies, and Bowker signed on for the passage as mate. When the ketch left New Bedford on January 7, bound for San Juan, Puerto Rico, there were twelve aboard, including the six-month-old baby.*

Engine trouble was experienced soon after leaving port. The storm which lashed the entire coast and destroyed a Texas Tower off New York, struck the Caryn *half-way to Bermuda.*

Mate Francis E. Bowker reports the experience as follows:

News of the Texas Tower disaster, last January, eluded me for some time. As mate of the 97-foot ketch *Caryn*, my thoughts were far too taken up with the predicament of our own little vessel and I was far too exhausted to absorb the news if it did come my way.

With our storm trysail blown to bits, the fore staysail in ribbons and the main halyard parted, we were in poor condition to face thirty-foot seas which tumbled and crossed and seemed to come at us from several directions at once. The *Caryn* wallowed helplessly, rolling and pitching until it seemed the masts must come out of her. With her fuel tanks foul, and her engines dead, we gave thanks for the workmanship that went into her stout teak hull when she was built at Singapore in 1926.

I'd made a "pierhead jump" aboard the *Caryn*. A trip from New Bedford to the Virgin Islands sounds mighty tempting on a cold January day. The *Caryn* needed a mate in a hurry. A week later we were in the middle of the Gulf Stream and in a mess.

Our *Mayday!* was picked up by *Caryn's* old Woods Hole running mate, the *Atlantis*, and through her efforts the British tanker *Garrone* was brought to our assistance. With superb seamanship the *Garrone* was maneuvered close to us and a boat lowered in the heavy seas to remove our lady passenger, Mrs. Chester Hryniewicz, and her six-month-old son. Mrs. Hryniewicz is the daughter of Stephen H. Swift, the *Caryn's* owner.

Meanwhile the Coast Guard dispatched the weather ship *Rockaway* from Bermuda, as Coast Guard units along the coast were busily

engaged on the Texas Tower emergency. The *Rockaway* was easily persuaded to tow us on to Bermuda where we were able to repair our damage, clean the fuel tanks and get our engines in operating condition.



U.S. COAST GUARD ROCKAWAY LEAVING CARYN OUTSIDE OF ST. GEORGE'S, BERMUDA
--Photo House, St. George's, Bermuda

Captain Gary Twing left us at Bermuda and was replaced by Captain Adrian Lane of the *Brilliant*, who flew down to take the vessel on the last leg of her passage. Fine weather sped us along and six days after leaving Bermuda we dropped anchor at Fredericksted, St. Croix. From thence we sailed to San Juan. Adrian and I sped home by jet, leaving the *Caryn* to sail Caribbean seas as a future charter boat.

Once again the *Brilliant's* mate has sworn off shipping aboard sailing craft for winter passages, but...On a cold January day...

Arthur D. Little, Inc.
Caribbean Office
First Federal Savings Building
1519 Ponce De Leon Avenue
San Juan (Santurce), Puerto Rico

March 5, 1961

Director
Mystic Seaport, Inc.
Mystic, Conn.

Dear Sir,

In the second week of January of this year, I was fortunate in securing the assistance of one of your staff members, Mr. Francis E. Bowker, in sailing my ninety-foot auxiliary ketch Caryn from New Bedford,

Mass. to Frederiksted, St. Croix, Virgin Islands. I would like you and your staff to know that Mr. Bowker during the course of this voyage proved to be an outstanding deck officer as well as a gentleman of the highest personal qualifications and judgement. In one instance he was especially outstanding. We were transferring two passengers at sea to the life boat of another vessel, when we drifted dangerously close to another ship, the rescuing tanker. Mr. Bowker anticipated this situation and succeeded under the most difficult circumstances in getting sufficient sail raised to move Caryn from the danger area.

Having had the privilege of working closely with Mr. Bowker during some trying times when human failure was paramount, he proved many times over to be a person of great understanding and value in the important human qualities. You will also be interested to know that he is a dedicated believer in the potential of Mystic Seaport, Inc.

I should like to offer my congratulations on having such an outstanding staff member.

Very sincerely yours,
Stephen H. Swift



CREW OF CARYN (LEFT TO RIGHT) JEFFREY BRUCATI, GEORGE PETERSON, BIFF BOWKER (MATE), DON WILLY, DAVE JOHNSON, GARY TWING (CAPTAIN), GOTTFRIED ROBILLER, STEPHEN H. SWIFT (OWNER), CHESTER HYRNIEWICZ, MARCO STEFANI.
--Photo House, St. George's, Bermuda

Telephone calls received through our switchboard are many and the information asked for may be easy to give or it may present somewhat of a problem.

A long distance call from a New York man asked an unusual question: "Are there any sailing vessels around that would want a willing greenhorn to sign on for a voyage?" That was a fairly broad question and it was not answered to the satisfaction of the questioner!

AMOS F. SMALLEY--Harpooner of a White Whale

On the island of Martha's Vineyard a few weeks ago Amos F. Smalley, a Gay Head Indian, died at the age of eighty-four. In 1902, while on a whaling voyage in the bark *Platina* of New Bedford, Smalley harpooned a white sperm whale and thus became famed as the only whaleman known who had ever harpooned a protagonist of Moby-Dick. It was many years after this event that his story became generally known. When John Huston made the motion picture *Moby-Dick* four years ago, he invited Mr. Smalley to attend the premiere of the film in New Bedford. Shortly after, the story of his 1902 exploit appeared in the *Reader's Digest*.

Amos Smalley was a quiet man, with a ready smile and wit. He was a boatman all his life and a fisherman. During the ceremonies attending the *Moby-Dick* film launching in New Bedford he sat with a group of friends joining John Huston at the New Bedford Hotel. Asked about his thoughts when the *Platina's* whaleboat approached the white sperm whale, Mr. Smalley said: "He was a big fellow and looked bigger because he was white. He was also an old whale--just how old none of us could tell, but for all his age he put up quite a fight before we killed him with a bomb-lance."

The *Bulletin* of the National Association of Watch and Clock Collectors for February (Vol. IX, No. 8) has an interesting article titled "Clocks at Mystic Seaport." This was written by Edwin Pugsley, one of our Vice Presidents, whose interest and practical support has made possible not only the Clock Shop and the steeple clock but a number of exhibits in other areas.

The *Bulletin's* article describes the sequence of events leading up to the establishment of the Clock Shop, as well as the development of the navigational instrument display and other related facts. In recounting the experience of adapting the Sheffield Hall tower clock from Yale University to the Meeting House at Mystic Seaport, Mr. Pugsley mentioned an amusing incident:

"When the four sets of hands were connected and ready to run, due to the use of several sets of mitre gears, we found the hands were running backward. Feeling certain that there would be objections to this innovation, we successfully reversed one set of gears and the hands assumed the conventional direction."

The article is an excellent one--it may bring many Collectors to Mystic Seaport's unusual Pugsley Clock Shop.

Reunion--Man and Boat

Not everyone associates reunions as those involving veteran mariners and old boats, unless, of course, it be the visit of an old seaman to an old vessel on which he served which has somehow survived the vicissitudes of time. Mystic Seaport, however, records such an incident. In this case it concerned not only such a veteran but a small boat.

On January 4, 1961, Captain Louis Doucette came to the Stillman Library with his granddaughter. After an enjoyable hour of reminiscence, he was taken to the Shipwrights' Shop where he enjoyed the unusual opportunity of standing beside a boat he had not seen in fifty years. It was a memorable occasion, as Captain Doucette shared with this boat an experience of which few men may boast.



CAPTAINS LANE AND DOUCETTE INSPECT THE YAWL BOAT OF MERTIE B. CROWLEY

Captain Louis Doucette is the last survivor of the boat's crew, under Captain Levi Jackson (who died in February of this year) which rescued Captain William H. Haskell, his wife, and thirteen crew members of the six-masted schooner *Mertie B. Crowley*, wrecked in Muskeget Channel, between Martha's Vineyard and Nantucket, on January 23, 1910. The fishing sloop *Priscilla* of Edgartown, under Captain Levi Jackson, went out to the scene and performed the dramatic rescue of the *Crowley's* survivors. Two days later Captain Jackson returned to the wreck and found the

Nantucket Life Saving Station's crew from Muskeget. They had picked up the yawl boat about a mile from the wreck, and they had filled it with some of the valuable gear which they had salvaged. The Nantucket crew presented the yawl boat to Captain Jackson. She was towed back to Edgartown and eventually sold to Captain Benjamin Cromwell for $176.

After using it for a number of years Captain Cromwell sold the boat to his son, who converted it into a swordfisherman. Some years later Robert Douglas, a summer resident of the Vineyard, saw the boat and decided to restore her. He hired George Cook of Gay Head, to do the work, and Mr. Cook engaged the services of Reginald Norton. While the work was in progress, the 1944 hurricane badly damaged the yawl boat, and it appeared her days were numbered. But Mr. Douglas persevered, and re-engaged Messrs. Cook and Norton to complete the work.

In 1956 Mr. Douglas offered the boat to Mystic Seaport and she was towed here from Vineyard Haven by the launch *Admiral Jim*, with James Kleinschmidt and Louis Martel making the trip. Work on complete restoration has just been finished by Elwood Bogue and Irving Holdredge, our competent shipwrights.



The Devil and Daniel Webster

The Adventure Series of Seaport lectures took an interesting departure from the usual or regular pattern on Monday, March 27, when the Bishop Company of Santa Barbara, California, presented a one-act drama based on Stephen Vincent Benet's play *The Devil and Daniel Webster*. This repertory company, led by Merle Harbach, was organized in 1952 and has traveled some 600,000 miles in forty-eight states, presenting various plays. The several members of the Bishop Company have dedicated themselves to the profession of a traveling company, much after those of the earliest days of the theatre.

Many of the Company's performances have been in churches. But it is doubtful if it has staged a performance in any place comparable with the Seaport setting. Held in the South Wing of the Stillman Building, with the figureheads looming along the walls in the semi-darkness, the big bay window alcove became the stage. Reflections of the cast in the window panes created an illusion which was quite unusual.

Benet's fascinating tale of Daniel Webster and his defense of Jabez Stone, a fellow New Hampshire farmer who had sold his soul to the Devil, contains mankind's own story of the ageless struggle against the forces of corruption. The cast carried out their roles with professional skill, and the entries and exits of the individuals by means of the center aisle added to the dramatic impact. Merle Harbach, as Daniel Webster, was excellent in the scene wherein he defends Farmer Stone before a Jury of the Dead assembled by the Devil, who is called Mr. Scratch in the play. Ross Hughes, as Mr. Scratch, carried out his assignment with a sure touch, and the other members of the group performed their respective roles with skill. All in the cast but one played dual parts.

The cast was as follows:

Narrator----------Smeet.....Nancy Knife
Smantha----------Cole.....Margie Elm
Becky----------Clowell.....Minna Caldwell
Henry----------Daniel Webster.....Merle Harbach
Caleb----------Mr. Scratch.....Ross Hughes
Miser Stevens-----Jabez Stone.....Ronald Logan
Mary Stone.....Carolyn Lovelady

Mariner Ship HIGHLANDER

The seventh Log Book Contest of the *Joseph Conrad* Youth Training Program had Henry Scheel, Harold C. Blair and Mrs. Donald P. Robinson as judges. They picked the entry of M.S. *Highlander*, Highland Park, New Jersey, as the winner; second, M.S. *Joseph Conrad* of New Canaan, Connecticut; awarded Honorable Mention to Mariner Ship 75 of Vineland, New Jersey.

When you open the wood cover with wood-burned outline of the *Joseph Conrad*, you find "M.S. *Highlander* charted a course into Mystic Harbor by selling Girl Scout calendars and cookies, mixed nuts, holding a dance and a Mariner-Sea Scout Gam." Next you read "Embarking was a pleasant occasion, and the papers gave us a notation." (The newspaper clipping is on the same page.)

Throughout the book, illustrated with snapshots and cut-outs, are bits of original and quoted poetry...

"The old, old sea, as one in fears,
Comes murmuring with its foamy lips,
And knocking at the vacant piers,
Calls for its long-lost multitudes of ships."

Thomas Buchanan Read

"Climbing the rigging is quite an honor
Woops! Don't slip, you'll be a goner."

There was a page for each *Conrad* staff member; ship's work pages were illustrated with pipe-cleaner figures with mop, cloth and brass polish can, and under the notation "We worked like beavers" snapshot heads of each girl were pasted on little beavers cut from felt.

A snapshot of the girls coming from Fishtown Chapel and a color postcard carried a Bible quotation: "We took sweet counsel together, and walked into the house of God in company." *David*

A wheel with a variety of tiny knots applied, rope weaving, a tiny ditty bag, clothing on some of the figures, and cloth sheets on bunk beds, illustrate the time and thought put into this book.

The record ended: "Tired but happy, we returned,
Filled with memories and honors earned."
with the newspaper clipping from their local paper.

Their interesting "A Humorous Presentation (to the tune of Old MacDonald)" follows:

The *Joseph Conrad* is a ship, way haul away,
And to this ship we came one day, way haul away.
With a captain here and three mates there
Here a rule, there a rule, everywhere a different rule
The *Joseph Conrad* is a ship, way haul away.

The captain has an eagle eye, way haul away,
When he checked inspection my, oh my! way haul away.
With a flashlight here, and a white glove there,
Here some brass, there some rust, everywhere he found some dust,
The *Joseph Conrad* is a ship, way haul away.

And on this ship there was a first mate, way haul away,
So to the poop deck don't be late, way haul away.
With a lecture here, a lecture there,
Here a rope, there a chart, everywhere he taught the art,
The *Joseph Conrad* is a ship, way haul away.

The second mate sat upon the wheel, way haul away,
With a compass right beneath her keel, way haul away.
With a chanty here, a chanty there,
Here a way, there a way, but everywhere HER way,
The *Joseph Conrad* is a ship, way haul away.

The third mate, Norm, is quite a guy, way haul away,
When you need a tow he'll come right by, way haul away.
With a wolf whistle here, and a wolf whistle there,
Here a (whistle), there a (whistle), everywhere a (wolf whistle)
The *Joseph Conrad* is a ship, way haul away.

Sophie Steve cooks grub divine, way haul away,
We're getting fat because it's fine, way haul away.
With potatoes here, and spaghetti there,
Here an inch, there an inch, everywhere an extra inch,
The *Joseph Conrad* is a ship, way haul away.

The Leaders are a right fine bunch, way haul away,
They brought us through our Thursday's lunch, way haul away.
With liverwurst here, ham over there,
Here a chip, there a sip, everywhere a neat slip,
The *Joseph Conrad* is a ship, way haul away.

The uke's give out a tune like mad, way haul away,
And tuning them is quite a fad, way haul away.
With Gail's chord here, and Norm's chord there,
Here a chord, there a chord, but everywhere a DISCHORD
The *Joseph Conrad* is a ship, way haul away.

We swab the deck down everyday, way haul away,
Until we swish the dirt away, way haul away.
With a swish swash here, and a swash swish there,
Here a swish, there a swash, everywhere a swish swash,
The *Joseph Conrad* is a ship, way haul away.

Although we work a hard, long day, way haul away,
We're glad we came and enjoyed our stay, Way, Haul Away.

Sir Hubert Wilkins Exhibit

The British American Chronicle, Vol 8; *has an article by Lady Wilkins, widow of Sir Hubert Wilkins, from which we quote:*

New London, Connecticut, U.S.A., is the home of the nuclear submarine. Nearby...are scattered villages that have made New England so justly famous...Not the least of these is Mystic... There, in a deceptively sleepy atmosphere, is...an energetic Memorial to seafaring men, artisans, craftsmen, shipwrights, and all the others who have contributed so much to what is inescapably the best in Anglo-American culture and progress. Art is there and Science, and the quaint past, the determined present, and a feeling of a dynamic future which comes from that quaint and sleepy past.

The fortunate traveller...at Mystic will now see something new of the recent past at the Seaport Museum's Campbell Room... There is today a (building) that houses not only a handsome planetarium for those who look to the future of space but reveals the conquered mysteries of the Arctic and Antarctic.

On May 18, 1960 this (room) was dedicated in memory of all those men who had done so much to uncover the mysteries of the unknown Polar regions...There is the wealth of material left from the accomplishments of Sir Hubert Wilkins, as unassuming as he was great in his achievements. His crowded life is documented from 1912 to 1958, from a passport signed by Lord Grey allowing Wilkins entrance to the Ottoman Empire as war motion picture photographer...till his last Antarctic voyage in 1958. He flew a plane before 1912, and flew in them until the end. He over-ran the Arctic by dog-sled, air, and submarine in peace and war. He was an explorer's explorer. Yet he preferred to be known as a scientist. Adventure was only his means to an end, to find out. Of paramount importance to him was the better knowledge of meteorology, the establishment of permanent weather stations, correct forecasting of climatic conditions for the good of mankind, for better living conditions in a shrinking world.

His experiences enabled him to contribute to living and survival conditions in jungle, ice and desert areas. This knowledge was widely used by the United States and Canadian authorities, especially in the Arctic...His own attempt to reach the North Pole by submarine in 1931 only narrowly failed, but his ambition was achieved only years later in a better submarine from New London...

The warm and living Mystic has bridged the past and present, as it welcomes to its restful halls those men and ships that know the North, the icy wastes whose secrets are revealed at last for all to see. Mystic has embraced the Arctic, and taken Wilkins to its heart.

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!)

Our growing collection of naval arms and armaments has been enhanced through the gifts of William H. Guthman. Besides an excellent collection of American cutlasses, Mr. Guthman has presented a Connecticut militia musket, a naval dirk with brass-bound handle cross-hatched on ivory, an 18th-century sailor's knife with a wooden handle, and an 1844 model regulation U S Navy pistol. Mr. Guthman also presented a most interesting old document, now in our vault, having to do with the Revolutionary war period.

From the James Foundation has come a number of framed prints, engravings and lithographs, including several fine Currier & Ives.

A beautiful red Paisley shawl with green edges and fringed in green, gold, blue and white is a gift from Mrs. Frank E. Fairchild and may be seen in the Buckingham House. The fine Bokhara oriental rug in the south bedroom is from Mrs. Fred Adams. Old hand-woven linen sheets came from Bennett Fisher.

Francis Bowker, mate of the *Brilliant*, has presented a set of forty photographs of the 4-masted schooner *Helen Barnet Gring*, on which he once sailed.

Several valuable gifts have come from H.H. Kynett. Among these are two Currier & Ives prints--clipper ship *Dreadnought* and the small folio Currier clipper *Witch of the Wave*. A large framed painting of the Aberdeen schooner *Sirocco*, signed "C.L. Weyts," came from Scotland, and a prisoner-of-war beef-bone model of the 60-gun French ship-of-the-line *Le Janbard*, circa 1810, was presented at the same time. This is a fine model of its period, with elaborately carved stern galleries. Placed in the Kynett Room is a ship's cabin crib-bed which came from the famous clipper ship *Sovereign of the Sea* and was used by the wife of Captain Lauchlan McKay, first master of the vessel and brother of the illustrious builder, Donald McKay.

In addition to his previous gifts dealing with the history of floating grain elevators, Charles E. Burgess Jr. has given half models of the elevator *America* and tug *Jack Dykman*, as well as albums, scrapbooks and manuscript collections concerning these unusual craft and the history of the business.

In the Wendell Room a new water color has been added to the excellent collection exhibited there. The gift of Alexander Vietor of Yale, this new acquisition is of the brig *Isabel* departing from Naples, and has the style and detail of the famous Corne[illegible] A 15-star American flag flies from her gaff.

A well-preserved chart of "Long Island Sound from New York to Montauk Point" surveyed by Edmund Blunt in 1828, -29 and

-30 and published by E. & G.W. Blunt, was presented by Frazar B. Wilde of Hartford. It has been framed and is now on exhibit in our Stillman Building.

Cornelius Shields of New York City is the donor of a half model of the International One Design Class yacht *Aileen*, green topside with gold cove stripe, boot top in red, and blue below the waterline, mounted on a backboard for display in our Yacht Club.

An interesting addition to our lifeboat models is one presented by George O'May of Southport, Connecticut. This is a model of a collapsible lifeboat, manufactured by the Berthon Boat Company, Romsey Hants, England, some sixty years ago.

We are grateful for *Things We Received.....*

From Henry A. Street Jr., two captain's chairs; a cable grip from the Cable Grip Company; one boarding ladder for the Youth Training Program from Donald P. Robinson; from Miss Pauline Bill, a hand vacuum cleaner; Sandpaper Incorporated sent sheets and belts of sandpaper; fire hose, chairs, tables, glass and mirrors came from Constantine Christatos; Falcon Alarm Company, fire detection horns and from an anonymous donor, fire detection alarms.

Friends Overseas

From Cheticamp, Nova Scotia, Captain J.W. McBride wrote:

May I congratulate you on having the services of Mr. Thomas Burke in your rigging department. The old-time riggers are almost all gone now, and Mr. Burke is the best qualified one I know still living. I met Mr. Burke when I joined the gang at the rigging loft of the Electric Boat in Groton. I was a stranger. He walked across the floor and introduced himself--offered me the use of a tool.

"Mac," he said, "I know submarines are not square riggers. If there is any problems you do not understand come over to me and I will explain them."

I will never forget his kindness. I was not exactly a green man; I was born on the barkentine *Golden Rod* and spent the first five years of my life on her. The next ship I boarded was the *King's County*, a 2000-ton four-masted bark of Hansport, Nova Scotia. I left her at age 12 to go to school. In 1920 I joined the Baltimore Steamship Co. and have sailed many years. For generations my ancestors were deep water seamen, so I knew a little about rigging...but Mr. Burke's knowledge far exceeded mine. He is a master craftsman."

We regret that Mr. Burke was stricken ill early in March and rushed to the Westerly Hospital. We wish him a speedy recovery.

The second letter came from a ship in the U.S. Sixth Fleet, now in the Mediterranean and was written by Capt. Stephen Lee, Fleet Logistics Officer, to Charles Brooks:

Thought you might be interested to know that the story of your entertaining the Danish Prime Minister reached us at sea. We have long ears in the Sixth Fleet!

It was surely good to hear news of this sort from home, and I could visualize the ceremonies at the Seaport, as well as at Seaport Manor and 22 Clift Street.

We are enjoying this tour tremendously--many interesting and exotic ports, many interesting and exotic personalities to meet.

But it will be good to get back to Mystic and the news of the reception yesterday was like a breath of spring--although I guess you could use some Mediterranean weather in Mystic, this year particularly.

U.S. Observer, Rear Admiral Richard Blackburn Black, USNR (Ret.) heads his letter: "14 January 1961, tied up to the bay ice in Roi Leopold III Bay, ϕ 70° 20′ S., Λ 24° 13′ E. near Roi Baudouin Base, Expedition Antarctique Belge" and writes:

Dear Ed Stackpole:

I left home on 26 December, flew to Brussels on SABENA jet, then to Leopoldville, Johannesburg, and Cape Town. We sailed on 31 December and reached here the night of 9 January. The last three days were in heavy, hummocky pack-ice with progress only 1/2 m.p.h. at times. The floes were not large but some were rafted and thick--30 ft. or more--and since this is only a so-called "ice-worthy" vessel, not a breaker, she had quite a job moving them around.

Due partly to the Congo, Belgium sent no 4th wintering party this year. We will take home with us the 20 men now here and close the base down, at least for this year. We have aboard a 20-man "summer mission" working on marine biology, oceanography, and deep core-drilling into the shelf ice 1 km. south of base. A vertical photogrammetry program planned by the summer people had to be cancelled when the otter plane was damaged in takeoff in the Sör Rondane Mts. 120 miles south. The other plane, a Cessna (was) not equipped for (this work) and risky anyway to work with only one plane.

I fly back from Cape Town to Brussels, then Oslo, then London on ONR Arctic business, then to Paris and home by MATS. Best to you, Mrs. Stackpole and all the staff. Dick

Ed. Note: Admiral Black is a veteran Arctic explorer and one of the lecturers for Munson Institute.

Mr. and Mrs. Herbert Hirsche write from Hong Kong on a post card showing the teeming waterfront of that place:

Dear Mystic Seaport: Here are a few boats that we don't have at the Seaport. These people live on these craft all their lives. Hong Kong is simply fantastic--it cannot be described. We are about to get underway for Japan any minute. Best to all.

The Hirsche's are making a 'round-the-world cruise on a Scandinavian freighter and enjoying their unusual adventure. Mr. Hirsche works on the restoration of models at the Seaport.

While preparing his book *The Moonrakers*, which Harper & Bros. published in February, Robert Carse spent many hours in our Stillman Library. His book has been favorably reviewed in such newspapers as the *Times* and *Herald-Tribune* of New York, as a colorful record of sea adventures of clipper ship men in the age of sail. The book's name is derived from the square sails above the skysails and royals on a clipper, known as "moonsails." Mr. Carse has a vivid, fast-moving style. He writes about such stalwarts as Nat Palmer, Donald McKay, "Bully" Waterman, Philip Dumares, "Black Ben" Forbes, and the Lows. There is a full chapter on Captain James S. Prescott, who was "discovered" by The Marine Historical Association's Curator. In *The Moonrakers*, Mr. Carse has compressed a great deal of clipper-ship history, especially in the China trade period, and writes with a steady hand.

Quite in contrast is Ruth Brindze's *All About Undersea Exploration*, published by Random House. This is a well-written and splendidly illustrated volume which will open up a new world for young people to whom the growing world under the sea is indeed a new world.

Ghost Towns of New England, by Fessenden S. Blanchard, published by Dodd, Mead & Company, contains stories of nineteen New England towns, which are designated as "ghost towns"--as interpreted by Mr. Blanchard to be communities "once alive" and flourishing which have either lost their population or else have become so dead that only a relatively few people remain. Among these are Dudleytown, Gay City, and Mount Riga in Connecticut; Dogtown Common in Massachusetts; Mayfield, Brighton and other towns in Maine, and other "forgotten" communities. Mr. Blanchard has a chapter titled "Mystic and Mystic River--The Story of a Town That Came Back" and includes some complimentary paragraphs on Mystic Seaport as a part of the Mystic "come-back."

Another of our Association's members, Albion Ende, has written an exciting yarn for boys titled *Rip-Rap*, which treats of the War of 1812. The hero, Kervin Waters, was an actual participant in the sea-fight off Portland, Maine, between the American brig *Enterprise* and the British brig *Boxer*. As a young U.S. Navy lieutenant of eighteen, he died from wounds received in that battle and was buried in the old Portland cemetery beside the brig's commander, Captain William Burrows. Mr. Ende has done an excellent job in his research of the period, bringing out many interesting facts. *Rip-Rap* is published by Vantage Press.

Variable Winds

Activation of exhibits began on April 15. The Galley, run by Mrs. Vacca this winter, is again managed by Mr. and Mrs. Farnham.

Mr. and Mrs. Frank Harden recently drove to the Seaport in their 1959 Buick station wagon. They returned home via other transportation, leaving their station wagon as a gift to be used by the Administration Department. Mr. Harden has supplied many *Things We Need* in the past--chairs, tools, jacks, etc.

Folders have been mailed out for the Munson Institute of Maritime History which will be held at the Seaport July 3 through August 11. This course is affiliated with the University of Connecticut.

The New Haven railroad will begin the Saturday and Sunday one-day excursions to Mystic from New York, Stamford, Bridgeport and New Haven on April 30.

Edouard Stackpole, Charles Brooks and James Kleinschmidt have filled numerous speaking engagements, here and there, sometimes talking about the Seaport, sometimes on a specific subject. Marion Dickerman, Carl Cannon and Edward Watson do the same for the Educational Department.

On favorable Sundays the bright sails of the Dyer dhows on the river indicate the Seaport Sailing Activity frostbite sailing for adult members of The Marine Historical Association is in full swing.

The Trustees have approved the plan for an exchange exhibit with Denmark. In 1962 the Seaport is sending a whaling exhibit to be displayed at Elsinore Castle and a marine exhibit will be shipped from Denmark for display in the South Wing during June, July and August. The visit of His Excellency, Viggo Kampmann, was in connection with the planning of these exhibits.

At the Executive Meeting on January 27, Francis D. Rogers was elected a Vice President and Clifford D. Mallory Jr. elected Treasurer. Mr. Mallory succeeds Franklin Cole.

On the 120th anniversary of the launching of the *Charles W. Morgan*, Friday, July 21, 1961, the Annual Meeting of the Association will be held. Mark the date on your calendar!

In the evening Mystic Seaport Squares will have their annual square dance on the Parade Dock--always a colorful affair.

Alma Eshenfelder, Publicity Director, recently attended a meeting of the Connecticut Travel Council. The group is composed of representatives from the hotel and motel association, the oil companies, Southern New England Telephone Co., transportation companies, and others. The object of the Council is to promote travel to our state through

publicizing the attractions.

Mr. Brooks and Mrs. Eshenfelder recently went to Providence for a meeting of the New England Conference of the National Association of Travel Organizations.

Speaking of travel, you will recognize the *Morgan* and Tavern in the color picture on the New England *Esso* road map.

Through the interest of the Southern New England Telephone Company a folder has been produced describing the Seaport and the economic contribution to the area. Small whales and ships on *Things We Need* are from this folder.

On February 27 Irving Johnson presented *Yankee Sails Across Europe* to a capacity audience at Stonington High School auditorium. The event, scheduled as a Mystic Seaport Adventure, was moved from the Stillman Building South Wing to become a benefit for the *Conrad* Re-rigging Fund.

The Bruce Buckley Folk Song Concert on Sunday, April 16 was for the same benefit.

Opening soon on the second floor of Schaefer's Spouter Tavern will be a Volunteer's Lounge and Co-ordinator's office. Captains of the Volunteer Corps met February 9 with Mr. Brooks and Mrs. Walter Hanover to discuss plans for the summer volunteer schedules.

Three meetings on Wednesdays cover three phases of the Seaport--Charles Brooks showing a collection of slides of early days up through the present; Marion Dickerman describing the activities of the Educational Department and Alma Eshenfelder Publicity and Membership; the "Interpretation" of Mystic Seaport through the Curatorial Department being the subject of Edouard Stackpole.

The little tug boat *Weir* was busy north of the highway bridge on February 27. When the Army Engineers surveyed the channel shortly after the December 14 fire in Mystic, the end of a large timber was visible in the water on the westward edge of the channel near Gravel Street. Seaport staff members volunteered to remove it, so a line was secured to the end of the timber. When it began to move it was found to be attached to a large piece of wall, presumed to be from the Strand Theatre.

Another note about *Weir*--Mr. Brooks announces a fire pump for her--on permanent loan from the U. S. Navy, so she will be able to perform new duties if the occasion arises.

The *Encyclopedia Year Book for 1961*, published by Grolier Society, Inc. of New York, has an article "Mystic Seaport--Living Museum of the Sea" by Curator Stackpole in the section devoted to *Books, Music and Art*. It contains two illustrations by Louis Martel, Seaport photographer.

The National Trust for Historic Preservation's *News* had an item in its January issue concerning Hurricane Donna at Mystic Seaport taken from the October *Log*.

Spring is really here--the parking lot has busses and cars!

THINGS WE NEED

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



For Youth Training Program

Tank-type vacuum cleaner
Electric flat iron
Portable movie screen--6 ft. x 6 ft.
Pelorus, dividers, parallel rules



For Seaport Store

Addressograph storage cabinet with trays for Seaport Stores' mailing list (5000)



For Maintenance

Truck, either dump or stake body
3 power reel lawn mowers
1 power head (Toro) with attachments

For the Library

N.Y. Marine Register--1857

American Lloyd's, A.S.A. or A.B.S. *Record*
1858--63 incl.
1865--66
1868--75 incl.
1878--81 incl.
1888--89
1891
1893--94
1912--21 incl.

Lloyd's
Any prior to 1840
1841--44 incl.
1846--48 incl.
1850--64 incl.
1866--98 incl.
1904--05
1906--07
1912--13
1921--22
1923--24
1925--26



To be flown at Main Entrance

State flags--4 ft. on hoist
Connecticut
Rhode Island
Massachusetts
Maine
New Hampshire
New York

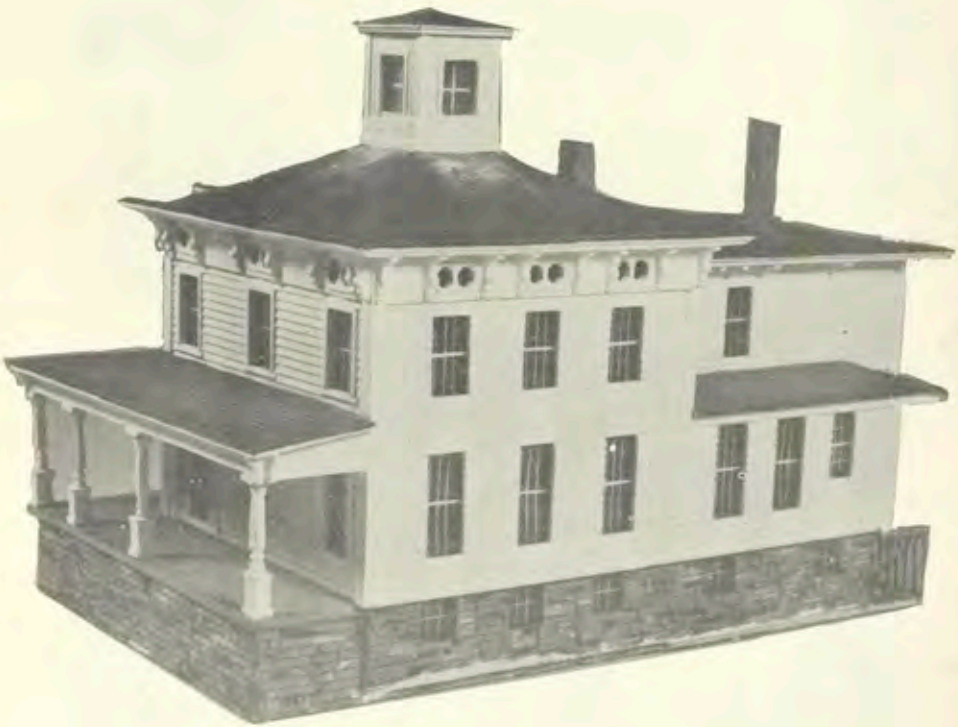


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Mystic Connecticut

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