# The Log of Mystic Seaport

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The Marine Historical Association, Inc.
Mystic, Connecticut

# The Log



OF MYSTIC SEAPORT

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## Our Cover

This painting of the *W.R. Grace*, sailing-vessel progenitor of the Grace Line fleet, is the work of the noted marine artist, Charles R. Patterson. He went to sea in one of these old square-rigged "Down Easters" when only a boy of thirteen and served ten years in sail, rounding Cape Horn twice.

The *W.R. Grace*, a main skysail-yard three-deck ship, was 218 feet long, 42 feet wide, and registered 1,893 tons. She was built by Chapman & Flint at Bath, Maine, in 1873, and named after William Russell Grace, twice mayor of New York City, and founder of W.R. Grace & Co., an organization which for over a century has been active in the development of trade routes between the United States and Central and South America.

The *W.R. Grace* made twelve runs to San Francisco by way of Cape Horn, of which eleven were from New York and one from Baltimore. On the eastward runs, two were to Liverpool, one to New York, and one, her last, to Havre. In 1888-1889 she made a round (trip) voyage between San Francisco and Sydney. The average of her twelve Cape Horn passages to San Francisco was 136 days, with 115 days as the fastest! The last passage she completed was from San Francisco to Havre, 131 days, arriving in June, 1889. In August, she left Havre for Philadelphia. Almost at her destination, she ran into a terrific hurricane near Lewes, Delaware, September 11, 1889, and met her fate along with about 36 other vessels, but all hands were saved, due to the skill of her Captain.

*--Grace Line Public Relations Department*

# GUNDEL
## and the Voyage to Freedom

Watchers at Noank saw the black ketch come out of the fog banks of Fishers Island Sound about 2:30 on the afternoon of September 5, and slowly head into the Mystic River. This sturdy vessel was to shortly become the newest addition to Mystic Seaport's fleet of historic ships. Her name is *Gundel*, and she was officially turned over to The Marine Historical Association later that afternoon by her owner and skipper, Captain Patrick T. Jackson of Boothbay Harbor, Maine.

The *Gundel* was built in Koge, Denmark, in 1893 and was originally named the *Marie Mathilde*. Hers was a humble seafaring business--carrying cargoes of salt from Denmark to Iceland and bringing home salt fish and general cargo. For such a purpose she was solidly constructed of teak and oak. After thirty years in this trade (including voyages to Greenland) the ketch was sold in Sweden in 1923 and renamed *Gundel*. A large single-cylinder diesel was installed and a pilot house added, and she hauled pulp wood, lumber and other cargoes. Her home port was Skarhamn, a town half-way up the Swedish-Baltic coast, and she still carries this name on her stern.

During World War II the *Gundel* was laid up at Skarhamn. At this time, her moment in history took form. Captain John Rozenbergs, an experienced Baltic mariner, had been commissioned by several fellow refugees from Latvia to seek a vessel which could take them to America. Having escaped to Sweden from their native country, they were still subject to Russian pressures and having no papers, could not legally go elsewhere. As their only hope, they planned a secret voyage to the United States. Borrowing what they could, saving what they could, the company scraped up enough money for a down-payment on the *Gundel*, which was selected by Captain Rozenbergs from several vessels in Baltic ports.

On May 27, 1948, the plucky group of Latvians sailed from Gottenberg, Sweden. On board were twenty-nine men,

women and children, each (even infants) owning a share of the ketch. They called themselves "Modern Pilgrims" and Captain Rozenbergs intended following the track of the *Mayflower*. After weathering a severe gale in the North Sea, they made Dover, England on June 1, where the *Gundel* was put under registry of the Latvian government in exile. On June 8 the *Gundel* sailed for the trans-Atlantic voyage. After a passage of forty-three days, the ketch sighted Cape Cod and on July 20 Captain Rozenbergs dropped anchor in Provincetown harbor.



*--Courtesy Mrs. Rozenbergs*

The appearance of the 65-foot black ketch, and the story of the twenty-nine refugees and their hope for political asylum, spread like wild fire. Three centuries before a vessel called the *Mayflower* had anchored in the same harbor with the original group of Pilgrims. Unlike this seventeenth-century group, the fifteen men, seven women, and seven children in this modern Pilgrim group were not allowed to go ashore. The *Gundel* was taken over by the U S. Coast Guard and escorted to Boston, where the refugees were interned by immigration

officials. The grizzled, 63-year-old master of the *Gundel*, who had navigated with a wrist watch and a sextant, appealed for political asylum. "We planned this voyage for three years," he stated, "but actually began our search for a way to freedom four years ago when the Russians entered our country and arrested all who were not sympathizers with Communism. All our resources went into the *Gundel* and this voyage. We have no one to turn to but the United States. We believe in freedom and cannot believe this great, free country will turn us away."




CAPT. AND MRS. JOHN V. ROZENBERGS *London Daily Mirror Photo*

Led by the Baltic-American Society, who engaged Attorney Anthony Shallna to handle the case, a campaign was begun to allow the refugees to remain here. A young Massachusetts Congressman named John F. Kennedy became especially interested in the case. He visited them at

their detention quarters in East Boston. Personal appeals were sent to President Truman. At length Congressman Kennedy entered a special bill in the House and Senator Henry Cabot Lodge a similar bill in the Senate, naming each refugee and authorizing his or her naturalization. These special bills were passed and the long voyage to freedom was over at last.

The *Gundel* was sold on May 6, 1949, and the proceeds sent to Sweden to repay debts. The new owner was Captain Patrick F. Jackson, of Boothbay, Maine, who brought the vessel to his home port. During the next decade, the *Gundel* was virtually the Jackson's floating summer home. Captain Jackson replaced her masts, booms and gaffs. Sails were renewed; an American Lathrop replaced the Swedish diesel engine; otherwise she remained unchanged. She took part in the motion picture *Carousel* in 1955, and continued to be a familiar sight sailing in and out of Boothbay. She often tied up close by another well-known sailing craft, the *Bowdoin*. Now, after a decade, the two craft are again neighbors.

Realizing that with the changing in the pattern of his family's summer life, the time was drawing near when the future of *Gundel* must be determined, Captain Jackson proposed the ketch be offered Mystic Seaport. Due to the fact that the *Australia* is scheduled to be hauled this fall and will be out of commission next summer, a replacement was necessary so the Youth Training Program's work could be continued. Thus, the *Gundel* will become an adjunct to the 1962 Program, serving in the role of the *Australia*.

The voyage from West Boothbay to Mystic began on Wednesday, August 30. In a colorful ceremony, led by Commodore James Wood of the Boothbay Yacht Club, a score of boats escorted *Gundel* to sea. On board the ketch until her final departure, and participating in the ceremonies, were Rear Admiral William F. Royall, U.S.N. (Ret.), Captain Walter Baranowski, Lieut. Commander William Bartow, Captain William Pack, Commander R.G. Johnson and Commander W.W. Olson, all of the U.S. Navy. Other guests were: Robert Heald of the Governor's Council, representing Maine's Governor Reed; Captain Thurlow A. Farmer, representing the Sea and Shores

Fisheries Commission; Town Manager Chester A. Swett, of Boothbay Harbor; William S. Danforth, staff commander of the U.S. Power Squadron, and Frazar B. Wilde, a member of Mystic Seaport.

Sailing to Mystic on the *Gundel* with Captain and Mrs. Jackson were Admiral and Mrs. W.N. Stevenson, the former serving as navigator; Patrick Jackson III, Edward L. Leonard, J. Bruce Twinem, and Owen G. Omundsen. On the way down the coast the ketch put in at Kittery, Marblehead, Duxbury, Marion and Newport. At the latter port, Captain James Kleinschmidt, of the Seaport's staff, joined the ship's company to serve as pilot for the remainder of the voyage.



The *Gundel* is 65 feet long, with a beam of 17 ft. 6 in. and draws 6 ft. 6 in. She is framed in oak and planked in teak from keel to waterline, and oak above that, with ceiling of 2½ in. hard pine. Having no centerboard, her great hold is ideal for berthing cadets in the Youth Training Program. She is ketch-rigged, with gaffs and booms, with all sails loose-footed, a forestaysail sheeted to a traveller, and two jibs set in the long 20-foot bowsprit. Her great outboard rudder, stern davits, raised poop deck and deep hull give her an appearance which carries out her stalwart history.











Captain Jackson is welcomed by Mr. Brooks (right) and Mr. Stackpole



Crew which brought *Gundel* to Mystic Seaport

# Flags A-flying



In mid-August the main entrance at the south end of our grounds became the scene of an unusual display of flags. These were an array of six house flags, and every good day since they have been displayed in a line. They are of more than ordinary interest in that they are replicas of the house flags of six well-known whaling firms of New Bedford, Massachusetts.

Taking these in the chronological order of such ownership, we have first the Charles W. Morgan flag. This is an M in a white diamond-shaped field, against a blue background. Next comes the Morgan-Rotch flag, an adaptation of the pennant flown by the most famous of New Bedford whaling firms--William Rotch & Sons. The Morgan-Rotch firm had a share in the *Morgan* from 1845 through 1848, when the Edward P. Robinson firm, whose flag is also flying, succeeded to ownership.

Isaac Howland Jr. & Co. has a red H in a white field and its ownership extended through voyages from 1853 to 1859, when the firm of J. & W.R. Wing purchased the majority of shares in the *Morgan*. This firm had a flag rectangular in shape, in two sections: one white with a black W, the other blue with a red circle. The Wing company owned the *Morgan* for more than half a century.

The sixth flag is that of the I.H. Bartlett firm, a contemporary of Charles W. Morgan.

# Special Events



Coast Guard Day. Cadets line up for coffee and doughnuts



Head table at Newcomen Society luncheon and meeting



Mystic Lions Club and Mystic Seaport present "Music under the Stars" with The New London Chorale and Mary Langdon

CLAM BAKE





Norwich Civic Band

Connecticut Yankees--Barber Shop Quartet from Meriden, Connecticut



Clam bake in preparation



Clam bake ready to serve

A display of fireworks was set off after dark. Many came from New York City to enjoy this special event.

# Hurricane - GRACE

The first commander of the *W.R. Grace* was Captain Dudley O. Black of Searsport, Maine, an outstanding example of the finest type of merchant navigator. Captain Black, before his death in 1882, completed seven round trips in her command. He was succeeded by Captain Joseph W. Wallnutt, who remained in command until the *W.R. Grace* met her fate along with 36 other vessels in a terrific hurricane near Lewes, Delaware, in September, 1889, with all hands saved.

The last successful voyage of the *W.R. Grace* was from San Francisco to Havre, a run which she made in 131 days. She left Havre August 3rd, 1889, on her last and ill-fated trip; bound for Philadelphia to load case oil for Japan. A graphic account of her last battle with the elements--written by the late Captain Arthur H. Clark of New York, a passenger on board--is quoted from *American Merchant Ships* as follows:

We sailed from Havre August 3, 1889, in the *W.R. Grace*, commanded by Capt. Joseph W. Wallnutt of Searsport, who was also a part-owner. The ship had 500 tons of stone ballast and 10,000 empty oil barrels for Philadelphia. Had fine weather with moderate westerly winds down the Channel and easily outsailed all vessels in company. Worked the English coast passing quite close to the Island of Wight. On the 7th day out left Land's End under our lee. The weather continued bright and clear with only three hours of fog to within 200 miles of the Delaware.

On Sunday, September 8, the weather was overcast, with rain squalls and the wind increasing. Ship was making 10 and 11 knots with all drawing sails set. At 6 p.m. took in the main skysail, fore and mizzen royals, cross-jack and flying jib, and at 8 p.m. got a cast of the lead with no bottom at 70 fathoms. At 9 p.m. took in the main royal, fore and mizzen topgallants and mainsail. On the 9th, at 4 a.m., bottom was got at 43 fathoms. At 10:30 made land on the starboard bow, three miles distant and soon after made Cape May Lighthouse and changed the course to the southward. At 12:30 sighted two pilot boats running to the westward for shelter. One of these, which proved to be the *E.W. Tunnell*, signalled that they would lead us in, as the sea was too high for a pilot to attempt to board.

Wore ship to the westward and stood in after her under three lower topsails and foretopmast staysail only. At this time it was blowing hard and the sea was so high that at times we could only see the mast heads of the pilot schooner and we shipped a good deal of heavy water fore and aft. At 3 p.m. sighted Cape Henlopen and soon after the pilot boarded and the tug *Battler* was

engaged to tow the ship to Philadelphia and took the end of the hawser. Finding that the tug could not handle the ship, let go the anchor in nine fathoms of water, Shears Shoal bearing S.W. one half mile distant, and paid out 30 fathoms on starboard chain. At 11 p.m. it was blowing a hurricane from N.E. and we let go port anchor and paid out 48 fathoms on each chain and at midnight paid out 90 fathoms on both chains. Ship was riding with knightheads under.

On Tuesday at daylight, we got two 6½-inch steel hawsers on the cables as springs to prevent the windlass from being torn out but they soon parted and we were obliged to get up the 11-inch hawser for this purpose, which held. At 11 a.m. had a terrific squall from the N.E. which was as heavy as anything I have ever experienced in a typhoon in the China Seas. We commenced to drag and drove across the Shears Shoal inside of the buoy and among the breakers, expecting every moment that the ship would strike and go to pieces. But she actually went clear and drove between the two large Norwegian barks which were lying so close together that I am sure that we would never have attempted to tow them in in fine weather. The sea at this time was running very high and we were riding forecastle under. We afterwards learned that during the squall the wind registered 104 miles an hour.

The ship at this time was in a most critical position as the northeast wind was forcing her down upon the breakwater where the sea was dashing 20 to 30 feet high over into smooth water inside and where certain death awaited us. But the spring ebb tide was setting to the eastward and we decided to cut away the masts so that the wind would have less effect and the tide more. This was done in less than five minutes and the wreck cleared away. When we cut away the masts it was blowing so hard that we could scarcely hear the crash and the whole scene was so grand and terrible that our enormous masts and yards seemed like jack-straws going over the side.

As soon as we got rid of the masts the ship began to drive more to the southward and then brought up on the Hen and Chickens Shoal between Cape Henlopen and the lighthouse, the sea breaking over her fore and aft. At 4 p.m. we lashed a boat's mast to the taffrail and set the ensign union down for the life-saving crew, but it could not reach us. The ship at this time was pounding heavily on the sands and had already knocked her rudder out. At daylight, Wednesday, we found the decks badly broken up and the ship full of water and about three feet of water in the cabin on the lee side. We bored holes through the deck to let the water off into the between decks, started a fire in the stove in the forward cabin and got coffee for all hands.

The hurricane continued through the day and at 4 p.m. the life-saving crew came along the beach and threw a rocket across our decks. We hauled their hawser on board and made fast and soon had all the gear in working order. By 5:30 everyone had been

safely landed with the exception of the first and second mates and myself and the steward. The life-saving crew worked with great ability throughout.

Throughout Wednesday night and Thursday morning the hurricane raged with unabated fury. The ship was pretty well buried in the breakers and it seemed at times as if she would go to pieces; but on Thursday it moderated and on Friday morning we set a signal for a tug and the *North American* came to us and sent her yawl alongside. In this I landed safely with my dog and all my luggage.

We counted 27 wrecks within sight of our vessel and I believe the total number of vessels lost off the Delaware was 36. I may mention that the *Tonawanda* foundered the next night on the Shears Shoal exactly where we drove across and the two Norwegian barks, between which we dragged our anchors, were both driven ashore a few hours later. As far as our vessel was concerned, everything was done in a shipshape manner and no vessel ever went on shore under better seamanship.

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G.W. Blunt White, Executive Vice President of The Marine Historical Association, accepts the painting of the *W.R. Grace* from W.J. McNeil, President of Grace Lines, Inc. The painting, 14 ft. 5 in. high and 8 ft. wide, is hung on the front wall of Aloha Meeting House.

A luncheon at the New York Yacht Club Station #10 followed the presentation on September 20, 1961.



Frank Blair *(Today)* enjoyed his ride in the Shattuck barge



A group of NATO journalists in front of the *Eagle*



Cadets of the Royal Danish Aero Club were accompanied by Danish Air Force officers, and two members of the Civil Air Patrol--their hosts for the visit



Hugh Downs *(Concentration* and *Jack Paar Show)* and Mrs. Downs chat with the shipsmith



Players from American Shakespeare Festival, Stratford, Conn. had lunch at Galley before their tour of the Seaport




The Australian ambassador, Sir Howard Beal and Lady Beal were recent guests of Philip R. Mallory at Fishers Island

On the north wall of the Wendell Room is a carved sternboard from the H.M.S. *Boxer*. Not only is it a rare item but one which helps remind our visitors that Mystic Seaport is the repository for relics of the sea having connections beyond our American shores, extending all over the world.



The *Boxer* was a Royal Navy brig, and on August 15, 1812, Commander Samuel Blyth was appointed her master. He was then twenty-nine years old and a veteran of seventeen years at sea, having first entered the British Navy at the age of twelve as a midshipman aboard the *Bellerophon* and took part in the famous battle with the French fleet on June 1, 1794. After serving aboard *L'Aigle*, in which he was wrecked off Tunis, he saw service on the *Centaur*, *Romney* and *L'Africane*. Upon taking command of the *Boxer* he sailed for the American coast in March, 1813, reaching Halifax in time to attend the funeral of the brave Captain Lawrence who had died aboard the *Chesapeake*, United States frigate taken by the H.M.S. *Shannon*. Little did he realize that his fate was to be the same.

While on his first cruise off the coast of Maine, Commander Blyth's barge captured a sloop carrying the wife of Col. Ulmer, and several ladies accompanying her. Col. Ulmer was commanding troops on the northern frontier. The British commander immediately restored the party to their friends in Eastford.

Only a few weeks later, on the afternoon of September 5, 1813, the *Boxer*, then cruising off Portland, sighted the American brig *Enterprise*, under Lieutenant William Burrows. A sharp engagement took place--a sea-fight lasting barely three-quarters of an hour. Lieutenant Burrows was wounded twenty minutes after the action began and was carried below. He died several hours after the

action. At almost the same moment Lieutenant Burrows was wounded, Commander Blyth fell, mortally wounded. The *Boxer* lost a third of her 60-man crew by death or wounds, while the Americans had four killed--Lieut. Burrows, young Kerrin Waters, a midshipman, Nathaniel Garren, an ordinary seaman, and Elisha Blossom, carpenter's mate. Nine men were wounded.

The *Enterprise* took the *Boxer* into Portland. Two days after the battle both young commanders were buried close by one another in a Portland cemetery.



As a personal memento of the brave young Englishman, Mystic has a silver flask with his name inscribed, on exhibit in the South Wing of our Stillman Building. It is a small piece, inscribed as follows:

*This is the Legacy of the brave*
*Captn Samuel Blyth*
*who was killed in the brig "Boxer"*
*in Battle with the American*
*Ship Enterprise 1812*

With the start of the school year, the Planetarium staff is beginning to receive reservations for visits to the Planetarium by groups from the schools in the area. Last year demonstrations were given to eighty-seven school groups and it is expected the number will be considerably greater this year.

A five-week course in astronomy is being offered to the public and private school teachers in the area. The course began on September 27 and will be one evening each week through October 25. Thirty-nine teachers have been enrolled and the instructor is Prof. F.W. Keator, Planetarium Director.

The first lecture demonstration was on latitude and longitude, the celestial system of coordinates and gave a view of the sky as it appeared at eight o'clock that evening, with identification of the principal stars and visible planets.

Subsequent lectures will include: The Sun, The Earth and Moon, The Planets, and Stars and Galaxies.

Frank Streeter, of Madison, Connecticut, visited on July 15 and said he had ridden on the Shattuck barge at St. Paul's school for five years and hadn't thought he would again, until he came to Mystic Seaport with his family, saw the barge, found it to be the one he had ridden in at St. Paul's and was delighted to take his family "aboard" for a ride.

Lyman L. and Harold Chapman of Old Mystic drove the two horses of the bus-type wagon which carries twenty persons. Starting from the South Gate every half hour, the barge went up the Village Street, past the *Charles W. Morgan*, around the circle in the formal museum area, back past the *Morgan*, down cobblestoned Seaport Street past the Sail Loft and the Shipyard, and returned to the gate area.

## Small Horses Or Big Dogs?

MYSTIC — The horse drawn wagon from the Mystic Seaport which meets excursion trains from New York City at the Mystic station has proved very popular during the summer months, offering somewhat unique and much appreciated transportation from the station to the Museum.

On one instance, at least, which occurred this past weekend, this popularity was questioned.

A remark heard from a youngster as he got off the train and hesitated before boarding the horse-drawn wagon:

"Daddy, I don't like those big dogs."

*Westerly (R.I.) Sun*
*July 31, 1961*



The barge was used at St. Paul's School, Concord, New Hampshire, long before 1900, to transport the boys on the crews of the two boat clubs from the school to Long Pond. There were three others also. Mystic's barge is the larger of two belonging to the Shattuck Club and was presented to the Association by Trustees of the school.

The children were delighted, had to be watched that they did not stay on for second and third rides, and many times there was no room for adults who might have liked to rest their weary feet. Even the Trustees of Mystic Seaport enjoyed their ride on Annual Meeting Day.

The popularity has convinced the management of the Seaport that a second barge should be operated next year. This barge has already arrived--also from St. Paul's School--the original companion equippage to the *Shattuck*, called *Halcyon*.

# License Plates

At different hours and different days of the week, with different weather conditions, ten surveys were made of license plates on cars in the North and South parking lots. Connecticut led with 1295 cars, with New York second, 1016. New Jersey, 428 and Massachusetts, 303, were a bit ahead of near-by Rhode Island, 172 and Pennsylvania, 170. Maine, 6, Vermont, 10 and New Hampshire, 9, were not represented with as many cars as states not as near--Maryland, 69; Ohio, 49, Illinois, 42; Florida, 33; Michigan, 32; Virginia, 28; Delaware, 19; California, 16; Texas, 14. Indiana and Missouri had 7, North Carolina, 6, and Alabama, Georgia and Minnesota produced 5 each. Kansas, South Carolina, Tennessee and West Virginia were noted with 4 each, Kentucky and Montana, 3. Iowa, Louisiana, Wisconsin and Wyoming, 2 each, while the states with only one representative were Arkansas, Mississippi, Nebraska, North Dakota, Oklahoma, South Dakota and Washington.

Our Canadian visitors came from Quebec, 2, Ontario, 5, and Nova Scotia, 1. No one visited (at the time of the surveys) from Alaska, Arizona, Colorado, Hawaii, Idaho, Nevada, New Mexico, Oregon or Utah.

# Munson Institute - 1961

For the seventh consecutive year the Munson Institute of American Maritime History conducted its six-week course at Mystic Seaport from July 3 through August 11. In affiliation with the University of Connecticut the course was again conducted by Dr. Robert G. Albion, Gardiner Professor of Oceanic History at Harvard, assisted by Dr. Archibald Lewis, Chairman of the History Department, University of Texas. Visiting lecturers included Dr. Albert E. Van Dusen, University of Connecticut, Dr. Charles H.P. Copeland, of Salem, Massachusetts, Commander Lane C. Kendall, Military Sea Transport Service of Washington, D.C., and Curator Edouard A. Stackpole. During the evenings, guest lecturers were heard in the Aloha Meeting House.



On the final day of the course certificates were presented by Dr. Albion at the concluding ceremonies in the Navy Room on August 10. At this time, Philip R. Mallory, Chairman of the Board of Trustees, spoke to the class on some of the aspects of Mystic Seaport's efforts in preserving our American maritime heritage. He told of the deep interest of his sister, Mrs. Cora Mallory Munson, whose support made the Munson Institute possible, and of her efforts on behalf of the work of the Seaport. He also complimented each member of the class upon their successful completion of the course. Remarks were also made by Dr. Lewis and

Curator Stackpole, who has served as the Director of the Institute since its inception in 1955.

The Munson Institute Class for 1961 included:

Sister Andrew Marie, graduate of St Louis University, a teacher of American History and literature at Maryknoll Teachers College, Maryknoll, New York.

Rev. Robert Bryan, a graduate of Yale University, Chaplain and teacher of History at Choate School, Wallingford, Connecticut.

Robert Owen Decker, graduate of Butler University, with an M.A. from University of Indiana, a teacher in the social science department at Central Connecticut College, New Britain, Conn.

Jeanne Kazienko, graduate of Hillyer College and University of Connecticut, a teacher of history at King Philip Junior High School, West Hartford, Connecticut.

Mrs. Carol W. Kimball, a graduate of Willimantic State Teachers College, and a teacher at the S.B. Butler School, Mystic, Conn.

John H. Lindenbusch, a graduate of Washington University in St. Louis, Missouri, and attendant at the graduate school of Brown University, Providence, Rhode Island.

Robert H. Richheimer, graduate of Carleton College, Northfield, Minnesota, to attend University of Chicago's Graduate School.

Sidney O. Roberts, graduate of Boston University, a history teacher in Falmouth, Massachusetts.

George Frederick Rowe, graduate of San Francisco State College, head of the history department at the Forman School, Litchfield, Connecticut.

Mrs. Joan L. Stough, graduate of Thiel College, a history teacher at Eisenhower High School, Greenville, Pennsylvania.

William D. Wilkinson, graduate of Harvard University, Business Manager and Marine Curator of the Museum of the City of New York.

Those who audited the complete course were Mrs. Walter Hanover, Co-ordinator of Volunteers at the Seaport, Mrs. Mary Morrison, a member, of Westerly, Rhode Island, and John Cornelius, Assistant Librarian of the Stillman Library. A number of other Seaport personnel were in attendance at the evening lectures.

The last evening lecture was presented by John Biddle. To his remarkable color motion picture films of the square-rigger schoolship race from Norway to Belgium last year, called *Racing Windjammers*, and a film on racing catamarans as well as the annual Mallory Cup Races, John Biddle added his entertaining commentary. A packed house of members and friends joined the Munson Institute class in bringing the course to such a pleasant conclusion.

During the course a group of University of Connecticut officials spent a full day at Mystic. W. Harrison Carter, Dean of the University's College of Arts and Sciences, with Mrs. Carter; Dr. Robert W. Lougee, Chairman of the History Department, and Mrs. Lougee; Dr. and Mrs. Peter R. Schroeder of the History Department, attended morning lectures, joined in a launch trip on

the *Admiral Jim* to Fishers Island in the afternoon, and were entertained at dinner before attending the evening lecture at the Meeting House, where Prof: Frederick Keator spoke on "Navigation in the Nineteenth Century." This annual visitation by the University's officials gives opportunity for important conferences with the Munson Institute faculty. At the end of the course, the Munson instructors were guests of Dr. and Mrs. Albert E. Van Dusen at Storrs.

Among the guest lecturers at the Institute this year were:

Prof. Benjamin Labaree, of Harvard--"Merchants and Politics of Old Salem"

Captain John B. Sloggett, of Cape Elizabeth, Maine--"Three Decades of Tanker Transportation"

Loyall Sewall, of Cambridge, Massachusetts, and Bath, Maine--"The Sewall Ships of Bath"

Prof: H.O. Werner, U.S. Naval Academy, Annapolis--"The Sea in Literature"

R. Loren Graham--"The Old Boston Waterfront"

Prof. Herbert L. Seward, of Yale and Old Saybrook--"Safety at Sea"

During the past few years, a number of other museums have set up seminar courses similar to the Munson Institute. Colonial Williamsburg, in affiliation with the National Trust for Historical Preservation, sponsors a "Seminar for Historical Administrators." Radcliffe College and the Department of History, Harvard University, have for a number of years co-sponsored an "Institute of Historical and Archival Management." The American University has two summer institutes in "Records Management," and "Archives Administration," in co-operation with the National Archives and Library of Congress. The Henry Francis duPont Winterthur Museum and the University of Delaware, launched a "Seminar in Early American Culture" four years ago, and now have a two-year graduate course leading to the Master of Arts degree. Recently it was proposed that a seminar in "American Studies" be set up in affiliation with the University of Connecticut, to be held at one of our companion out-door museums. It is a graduate course on "The New England Heritage."

Thus, we can see that the Munson Institute for American Maritime History is well in the forefront of these summer courses, and is the pioneering effort in its own field of American studies.

Robert L. Bachman, a member of the Munson Class of 1959, has written a fine article, titled "*Savannah*, The Pioneer Merchant Ship," which appeared in the September issue of the *Naval Institute Proceedings*. Mr. Bachman, a graduate of the University of Illinois, received his Master's degree from Western Michigan University, and is a teacher of history and director of publications at Waterford High School, Waterford, Connecticut.

Thomas Tobias, of the 1958 Class, has now become an editor of the South Carolina *Port News*, official publication of the Charleston-Georgetown-Port Royal State Port Authority.

# Report

The 1961 season (June 12-September 2) has been marked by better performance and higher ratings for nearly all groups which attended. 518 cadets and leaders from nine different states participated. The reduction in number as compared to last year (598) is the result of eliminating three and four-day periods and the adoption of a 5½-day period for every group. Most leaders expressed satisfaction with this arrangement and preferred it to the seven-day week of previous years.

One group of boys received training. They were assembled from various troops in the Nassau County Council of New York.

Mariner cadets, assisted by Westerly (R.I.) Sea Scouts, participated in the Annual Meeting Day ceremonies and the dedication of the Youth Training Building on that occasion.

The new Youth Training Building, with its lecture hall, laundry facilities, lavatories, office space and bosun's locker, was in constant use and represents a great improvement over the Spar Shed, especially in bad weather.

The day's routine followed the same general lines described in last year's report, except that after the season had started, an earlier rising hour was adopted in order to devote more of the morning period to sailing. A continuing effort was made to prevent accidents. The few that occurred were minor.

The morale of the cadets was excellent. There were no disciplinary problems. The progress of individual groups bore a direct relationship to the caliber of the leaders. It was noted that the Mariner cadets, ages fifteen and above, showed more interest, greater ability, and were less inclined to get involved in accidents due to carelessness. This was also true of the boys, but not to such a marked degree.

The following members of the Museum staff have been helpful by voluntarily participating and assisting in the program: Edward Watson, talks on whales and whaling; Frederic Keator and staff, weekly lectures at the Planetarium; Charles Brooks or Donald McLaughlin, greeting and welcoming incoming cadets; James Kleinschmidt, an evening lecture to the boy's group from Nassau County on the history of the various small vessels on display at the Seaport; Miss Marion Dickerman, readings and weekly talks on our maritime heritage; John Leavitt, illustrated lectures on famous sailing ships, including those connected with the lives of Joseph Conrad, John Masefield and Alan Villiers. On rainy days he found time to conduct marlinspike instruction on board the *Morgan* for groups of cadets.

Harry Williams and Joe Herman were always available and gave cheerful and voluntary service at all hours. Robert Tatro provided a handsome hand-built gangway... and thereby contributed to the safety of the cadets and the public...

Respectfully submitted,
Gordon McGowan, Captain--*Joseph Conrad*

# 1961-62

*Editor's Note: We realize only 275 members can attend the Mystic Seaport Adventures but believe all members are interested in the lecturers who make this series so popular. (275 is Stillman Building's capacity.)*



**OWEN LEE**
Exploring Inner Space



**JOHN ROBERTS**
Valley of the Rhine



**MRS. FRANKLIN D. ROOSEVELT**
How Can the United States Best Influence the World against Communism?



**QUENTIN KEYNES**
The Zambezi, I Presume



**PHIL WALKER**
Mexico



**TED BUMILLER**
Scandinavia

# Conference

The 1961 New England Conference of the American Association of Museums was held in Mystic and New London on October 4 and 5, with the host museums Mystic Seaport, Lyman Allyn Museum, and the New London County Historical Society. The theme of the meeting was "Preparing for Tomorrow Today."

The conferees, who for the most part were representatives of museums in all of the New England states, were welcomed to the conference following a luncheon at Mystic Seaport. G.W. Blunt White, executive vice president of The Marine Historical Association welcomed the group.

Bernhard Knollenberg of Chester, Conn., a member of the Connecticut Historical Commission, and author, who in 1943-45 was deputy administrator of the Lend-Lease Administration, addressed the group at the Seaport, on the subject: "How History is being Preserved."

Panel discussions followed in the afternoon, also at the Seaport. Speakers included Robert Kerr II, executive director of Historic Annapolis, Inc., who in 1959-60 was executive director of the Newport, R.I. Redevelopment Authority; Henry Hope Reed Jr., architectural historian of New York, who most recently spoke in New London at the annual meeting of the New London County Historical Society; and C. Francis Driscoll, director, New London Redevelopment Agency. Dwight C. Lyman, president of the New London County Historical Society was the moderator of this panel on "areas," their preservation and restoration.

Following the panel theme "The Problems of Preservation and Restoration" Francis D. Rogers, partner--Rogers & Butler, architects, New York moderated a panel concerning buildings. Mr. Rogers, a vice president of The Marine Historical Association, has designed practically all of the Seaport buildings, and supervised the reconstruction of pre-existing properties. On the panel were Bertram K. Little, director of the Society for the Preservation of New England Antiquities; Kenneth Wilson, curator at Old Sturbridge Village; and Robert I. Carter, of Essex, who is an architect well known for his interest in the restoration of historic buildings, and the application of this interest in his practice.

Larry Majewski of the Conservation Institute at New York University and Edouard A. Stackpole, curator at Mystic Seaport, shared the platform on the panel on preservation and restoration of objects. Edgar de N. Mayhew, curator at the Lyman Allyn Museum in New London was moderator for this panel.

The group met for dinner at the Mohican Hotel Roof-garden on Wednesday at six o'clock, and after remarks made by Joseph A. Patterson, director of the American Association of Museums, Dr. Edward P. Alexander, vice president and director of the Division of Interpretation at Colonial Williamsburg, addressed the group on the subject, "Our British Cousins and their Museums."

The art and history sections of the conference met in separate locations on Thursday morning. The art section convened at the Lyman Allyn Museum and heard Winslow Ames, first director of the Lyman Allyn Museum and later first director of the Springfield, Missouri Art Museum, speak on the subject: "It is better to Accept than to Reject."

The history section met at the Shaw mansion, where Dr. Edmundo Lassalle, Vice Chairman of the Committee for Preservation of Nubian Antiquities, and a member of the staff of UNESCO, talked on "The Drowning Sphinx, Archaeological Salvage and Preservation in Nubia."

Luncheon at the Lyman Allyn Museum was followed by an address by Professor Richard D. Birdsall, of Connecticut College, who talked on "History as Communication between the Living and the Dead." Professor Birdsall is the author of *Berkshire County, A Cultural History*, and is at present working on a cultural history of New England, for which he was awarded a Guggenheim Fellowship in 1959-60. A business meeting closed the conference, following Professor Birdsall's talk.

The local committee on arrangements included Charles A. Brooks, chairman, Edouard A. Stackpole, Donald McLaughlin and Alma Eshenfelder for Mystic Seaport; Dwight C. Lyman, president of the New London County Historical Society, and Edgar de N. Mayhew, curator at the Lyman Allyn Museum.

*--from Seaport Press Release*



On Saturday, September 30, Harry B. Henshel, President of the Bulova Watch Company, was on his way to a football game at Brown University in Providence. Mr. Henshel stopped for a most interesting presentation to Philip R. Mallory for the Pugsley Clock Shop. The Bulova *Accutron*, latest microsonic time piece, operates for one year on a Mallory mercury battery. It has an extremely high degree of accuracy.

The time piece is in a lucite case and has no face so one may see the works. Why do we have an ultra-modern watch in the Clock Shop? Beginning with a pocket watch made by Windmills in London, England, about 1711, you may trace the development of watches up through the years to the present time.

# Reception

On Wednesday afternoon, September 27, at five o'clock, the Youth Training Building was the scene of a reception for some two hundred new teachers in the southeastern Connecticut area. Sponsored by the New London Chamber of Commerce, this was the fourth annual function of this nature in which the Seaport has cooperated. Representatives of the Chamber's Education Committee, businessmen of the area, and Seaport officials were on hand to greet the new teachers.

John Esher, Chairman of the Chamber's Educational Department, greeted the assembly and introduced General Manager Brooks of Mystic Seaport. After welcoming the teachers and guests of the Chamber, Mr. Brooks introduced Marion Dickerman, Director of the Educational Department. Miss Dickerman described the work of the Seaport in the field of education. She introduced the members of her Department: Michael Sturges, Edward Watson, Mrs. Jeannette Brown, and Frederic Keator. The latter spoke on the programs at the Planetarium, of which he is Director.

State Senator Peter Mariani, the Chamber's President, pointed out the great need for dedicated teachers and welcomed the group to the community.

The speaker of the afternoon was Graham Beckel, General Manager of Croft Educational Services, New London. Mr. Beckel gave a vigorous talk on "The Classroom Teacher--Top VIP in the Community." He stressed the role which teachers must play in developing good citizens, urged the new teachers to grow with their professional duties, and encouraged them to take advantage of every opportunity which would enhance their careers.

Refreshments were served and the new teachers were made to feel welcome as the Chamber's members, industrial representatives and guests went about the room greeting the new arrivals in this area. Many remarks were heard complimentary to the excellence of the Theodora Griffis Latouche Youth Training Building.



Exhibit of available Educational material at the Teacher's Reception

# Clift Collection

Through the interest of one of our members, a valuable collection of early nineteenth-century shipping papers has been presented for our Stillman Library's manuscript collection. Harry F. Cornwall, of Westfield, New Jersey, brought the papers with him early in September. They represent clearances, manifests, bills of lading, shipping agreements, statements, and accounts of the schooner *Polly*, brig *Lion*, brigantine *Genius* and other vessels commanded by Captain Amos Clift, of Groton, the great-great grandfather of Mr. Cornwall. The Captain Clift house, on the west side of the Mystic River, was built in 1810 and was the result of the money made from the several voyages so carefully listed in these documents.

The Captain Amos Clift Collection is valuable in that it treats of voyages from New London to Surinam, the West India Islands, and Europe. It gives in detail the variety of supplies which were taken aboard and sold in foreign ports and the return cargoes. The early years of the 1800's gave American shipmasters a great opportunity before the Jeffersonian tactics and the embargoes sowed the seeds for the 1812 war.

# Letters

G.W. Blunt White, Executive Vice-President
Mystic Seaport
Mystic, Connecticut

September 7, 1961

Dear Mr. Blunt White:

You know, Sir, you are a very lucky man to be a director of a most remarkable museum. I have been to Mystic Seaport twice and each time have spent several days at the Seaport and I believe that the most remarkable thing about the Seaport is not the ships, nor the boats, nor the exhibits, nor even the planetarium, but the staff. It is not merely that everyone I have talked to has been good humored and willing to treat me as an equal--it is the fact that your people are enthusiastic about their exhibits and are not only willing, but anxious to answer questions and tell you more about the exhibits.

Maybe I can give you one example of the numerous thoughtful little extra things that have happened to us at Mystic. As you probably know, most museums frown on picture taking--I'll never know why, but they do--but at Mystic when my son photographed an exhibit, the man in charge came over and said, "I think if you come around back with me, I can show you a better angle." My point is this--I don't know any place else where they would have bothered with an amateur photographer, not to speak of a young one. I know that this is a small point, but your enjoyment of any place is made up of small things and, curiously enough, I have the impression that the staff is quite young because they are so enthusiastic about their work. I have yet to meet a member of the staff at Mystic who wasn't interested and interesting.

You really have a most remarkable organization and I'm proud to be a member of the Marine Historical Association.

Very truly yours,
Roland W. Brickenkamp

September 29, 1961

Charles A. Brooks, General Manager
Mystic Seaport
Mystic, Connecticut

Dear Mr. Brooks:

If the opinions I expressed in my letter to Mr. G.W. Blunt White had been mine alone, I would be unwilling for you to publish my letter. But since I have talked to a number of boatmen who are unanimous in their praise of Mystic Seaport, you may reprint the letter with the understanding that this is not only the way I feel, but the way everyone I have talked to who has visited Mystic feels about Mystic Seaport and its staff.

I would like to meet you next season at Mystic, but when we go cruising we have a very flexible E.T.A. I'll look you up when we get to Mystic.

Very truly yours,
Roland W. Brickenkamp

# Smokehouse




By a sign, and the aroma of hickory smoke, the smokehouse advertises Connecticut Hams and Bacon. A visitor may look in the glass window and see the hams and bacon strips in the process of being cured, and the smoke winding its way up through the chimney at the top.

Way back in March 1959 an arrangement was made by Mystic Seaport Stores, Inc., with Archie Dubuque of North Stonington, Connecticut to supply the General Store with country smoked hams and bacon. Mr. Dubuque suggested it would be of considerable interest to our visitors to have an old-fashioned smokehouse behind the General Store. Lansdell K. Christie and Eric Sloane sent sketches and photographs of smokehouses. We quote from one of Mr. Sloane's letters: "Meanwhile here is the sort of thing that I have seen around Connecticut, with a square peaked roof and a damper arrangement to regulate the smoke. Ropes were used to raise or lower a central square rack for hanging hams upon. Higher up, there were stationary beams with poles or hooks for corned beef, etc. The fire was at floor level, with a screen or grate only two or three inches from the floor. Most homes had

smoke houses in the attic or between two upper bedrooms; the smoke came from a fireplace in the cellar, and the idea was that the smoke got cooled before it reached the meat, which was an advantage."

At first the idea of moving an available, old, small building to the site was considered, but finally the smokehouse was constructed of old lumber by the Seaport staff. Francis D. Rogers, Seaport architect, did the drawings for the building and the interior construction was from sketches by Mr. Dubuque.

Louis Pellegrino, staff member, takes hickory logs, makes chips and shavings which he puts in the pit--which is brick with a steel firebox. Louis says one match *can* do the trick, but he usually uses another as no paper is used for kindling, just the shavings. After the fire is going well and gets a good base of coals, it is covered over with damp (hickory) sawdust and allowed to smoulder, so that the smoke comes out of the pit and circulates around the meats which are hanging overhead on hooks on a wooden bar. The fire is checked about every three or four hours and additional chips and sawdust are added. At night there is no check made, but the pit always has warm coals in the morning.

Mr. Dubuque supplies the hams and bacon and places them in the smokehouse. One to two weeks time is needed to smoke them, depending on their size. When cured, extra hams can be stored in a refrigerator in the General Store or in the smokehouse. Mr. Dubuque slices the bacon, for it seems most people prefer it that way, and it is wrapped in the conventional cellophane. Hams are wrapped in paper.

♦◇♦◇♦◇♦

Richard Headley, a man with a most unusual vocation, was here early in October. He is the proprietor of a firm known as "Sea Lions International." Mr. Headley is a professional trapper and shipper of California sea lions, which he sends to zoos and aquariums all over the world. He has also taken part in several skin-diving exploring expeditions at wreck sites on the west coast. He was particularly interested in the accounts of the New England sealers off the coast of California a century and a half ago. Mr. Headley's comments as to the appeal of Mystic Seaport were most flattering.




Of the 400,000 people reported to have attended the Eastern States Exposition in Springfield, Massachusetts, probably at least half of them visited the Connecticut Building where the Mystic Seaport exhibit depicted a rigging loft. The background had a window through which a painting of the *Morgan* added realism.

John Leavitt and Ned Dieckerhoff were the attendants and demonstrated serving, splicing and knot-tying and chatted with those who stopped with questions. The question asked most was: "Are you open year 'round?" Most people seemed to be aware of the Seaport and many were heard to remark "we ought to go again." Some did not realize the size of the Seaport and that it can not properly be seen in an hour or two. Others did not know that the ships and marine exhibits are unique.

The exhibit was designed by Mr. Leavitt, and built at the Seaport by staff, under the direction of James Kleinschmidt. The space (20 x 10 ft.) in the building was generously donated by the Connecticut Development Commission who operate the building.

The Mystic Art Festival, an annual sidewalk display, awarded John Leavitt second prize for his water-color of the ship *Ortega*. The *Ortega* was the only sailing command Joseph Conrad, the author, ever had.



The International Salt Company, Clark Summit, Pennsylvania, recently donated a car load (450 100-lb. bags) of Sterling rock salt which was used for preserving the hull of the *Charles W. Morgan*.



--*photo by Sandra*

Ellery
Thompson

Fisherman

Author

Artist

Activist at
Mystic Seaport

astonishes
visitors
at the
Fish Shack
with this
lobster

# Variable Winds

The Chas. Pfizer & Company band gave a concert on August 7. Your own camp chairs or pillows made you comfortable while listening to this excellent concert.

The American Yacht Club concluded its annual Long Island Sound Cruise and Race with dinner and the awarding of trophies at the Seaport.

Charles W. Morgan of Douglaston, New York, recently became a member.

During the first week in August a television commercial for a famous food item was filmed. A local cast of twelve were used to film the story boards and the costumes were in keeping with the period represented here. Members throughout the U.S. will recognize Mystic Seaport when they see this commercial on their sets.

"Glamorous" describes the models used by another photographing group. For ten days, models, stylist and photographers spent several glorious August days taking color pictures of teen-age fashions, with Seaport backgrounds, for a mail order catalog to be issued for Spring & Summer, 1962.

Dr. Marden Bauer, with Mrs. Bauer found the Seaport most interesting. Dr. Bauer is from the German Consulate in New York City.

Explorer Scout Ship No. 247 from Philadelphia used the Seaport as a lay-over. Aboard the *Sea Gypsy* the eleven explorers and their leader, Marvin Epstein, were on a month's cruise and enroute east after leaving here.

Professor Frederic W. Keator, Director of the Planetarium, is writing a weekly astronomy column for the (New London) *Day*. Keator came here after thirty-nine years on the faculty of Yale University, is a life member of the U.S. Power Squadrons, and has served as a navigator in five ocean races.

This summer he presented a series of five evening lectures to those holding series tickets.

Professor and Mrs. Keator now live in Mystic.

The variety of materials donated is amazing, and it is also amazing that with this variety, they can always be used somewhere on the grounds or in buildings--bedsteads and mattresses, battery chargers, typewriters, intercom system, 75-gallon copper tank, old hardware, paper for stationery, fire hose, vacuum cleaner, bolts, nuts and screws, Seaport film strips, rope, drapery material, bench grinder, hand vacuum cleaner, Agrimycin-100, marble top coffee table, strobe light, parallel rule, refrigerator, lawn mowers, caulking irons, ice chest, boat gear, office furniture.

Henry Butler, in his column in the (Indianapolis, Indiana) *Times* on July 11 wrote: "I like the town-name of Mystic, Conn. With such a name the town should be on the Eerie Railroad. 'Mystic Marina' a sign read. 'Mystic Studebaker.' Remembering we needed coffee at the cottage, I went to the Mystic A & P. This seemed like going to a lodge meeting."

Within a stone's throw of Franklin D. Roosevelt's *Vireo*, his grand-

son, Curtis Roosevelt, enjoyed the annual picnic of the School of the Dance of Connecticut College. Mr. Roosevelt's wife is Jeannette Schlottman, Director of the School of the Dance. Square dancing on the Parade Dock was a feature of the evening.

John Whitlock, head of Butterworth's, of London, England, visited in August. This publishing house is one of the oldest in England and has the distinction of having been publishers to the Royal Family since Elizabeth I. They do all the printing and binding of the Royal State Papers. Their principal business is law books but they also print a limited number of scientific works.

Boys from the Mystic and Stonington Community Centers enjoyed a five-day cruise on the *Brilliant*.

Hurricane Esther, the lady who could not make up her mind where and when she was going, would have found everything ready for her at Mystic Seaport. Anything that was low was moved up high and extra lines put on all the ships. She did cancel the supper meeting of the Westerly Historical Society which was scheduled for the Galley and because the torrential rains made it unlikely any visitor would venture forth, the Seaport closed its gatehouse at 2:00 p.m.

During week-ends, visitors had the opportunity to ride in the launch *Admiral Jim*. Taking passengers aboard at the little fishing shanty wharf, the launch made a leisurely cruise along the channel, around the perimeter of the Seaport and north to a point just above the New York Yacht Club Station No. 10. The return trip retraced this route.

Staff member Richard Woolworth and Marcia Fountain were married in Fishtown Chapel September 16.

Mystic Seaport Squares, who dance on Monday nights in the Youth Training Building, have recently purchased equipment (including two 50-cup percolators) for the kitchen with the contribution acquired from dances in the past year.

Dishes and silver from the *Joseph Conrad* (which are not used in the winter season) were moved to the kitchen so 100 people can now be served a moderate meal.

Open House for area residents was held on October 8 from two to five in the afternoon. The Norwich Civic band gave a concert in the bandstand during these hours.

The Seaport staff recently enjoyed a movie of the building of a Texas Tower. Scenes at the shipyard in Quincy, Mass. and in the Atlantic even included a hurricane. The film was presented by Charles A. Hegyes of Raymond International, Inc.

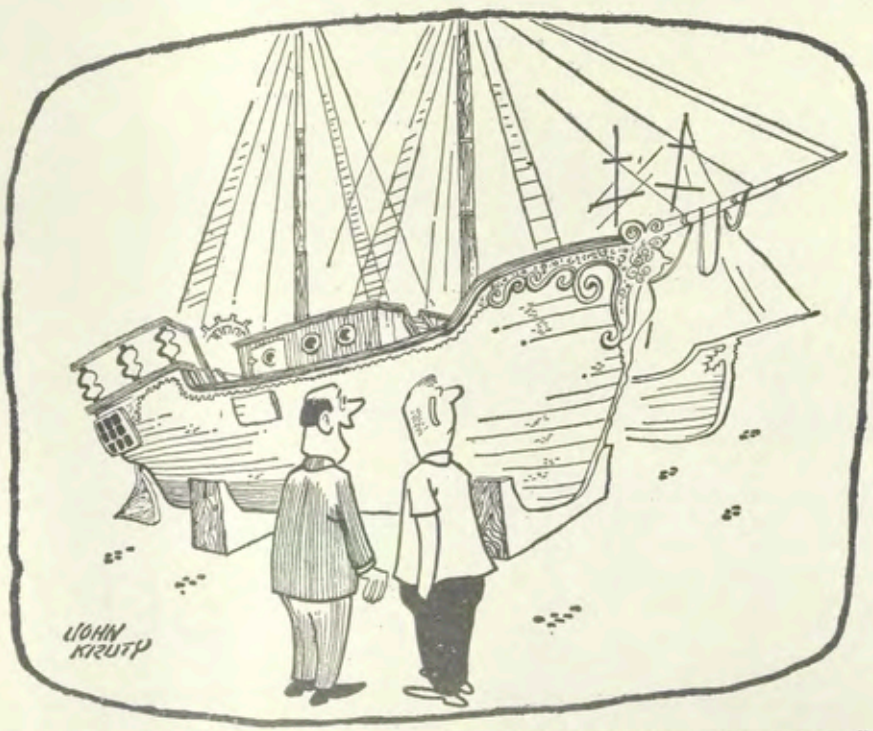
Tyrus Hillway, founder and first president of the Melville Society, was a visitor on October 1. It was his first return to this area in ten years, and he expressed delight in the progress of the restoration of the *Morgan* and growth of the Seaport.

Many visitors ask why the *Dorothy A. Parsons* is termed a "bugeye." The origin is said to be an American adaptation of the Scotch word for oyster, "buckie," and as many Scotsmen settled in the Chesapeake area, this is not unsupported.

The bugeye type of schooner was built soon after the Civil War when there was an increased demand for oysters which brought about the development of this new design. Those of the *Parson's* type were of log hulls in frame, with duck-bill sterns and fine bows. The rakish masts give her a distinctive appearance.



While the last *Log* really did the *Morgan* up proud, another incident took place after we went to press when the great-great-grandson of Charles Waln Morgan, George Hussey III inspected the vessel. George was among Winnapaug Day camp youngsters who came on their annual visit.




"WE'RE PROBABLY THE LAST OUTFIT THAT HANDLES THIS LINE."

--From *Maine Coast Fisherman*

Mystic Seaport
Marine Historical Association, Inc.
Mystic Connecticut

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"The Log of Mystic Seaport"--published quarterly
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Purchase of ten guest admissions for $7.50
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Membership Committee
The Marine Historical Association, Inc.
Mystic, Connecticut

Please enroll me as a.....Member.
Enclosed is my check for $.....payable to Mystic Seaport.

Name.....

Street Address.....

City.....Zone....State.....

Annual payments: Active $10; Contributing $25;
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