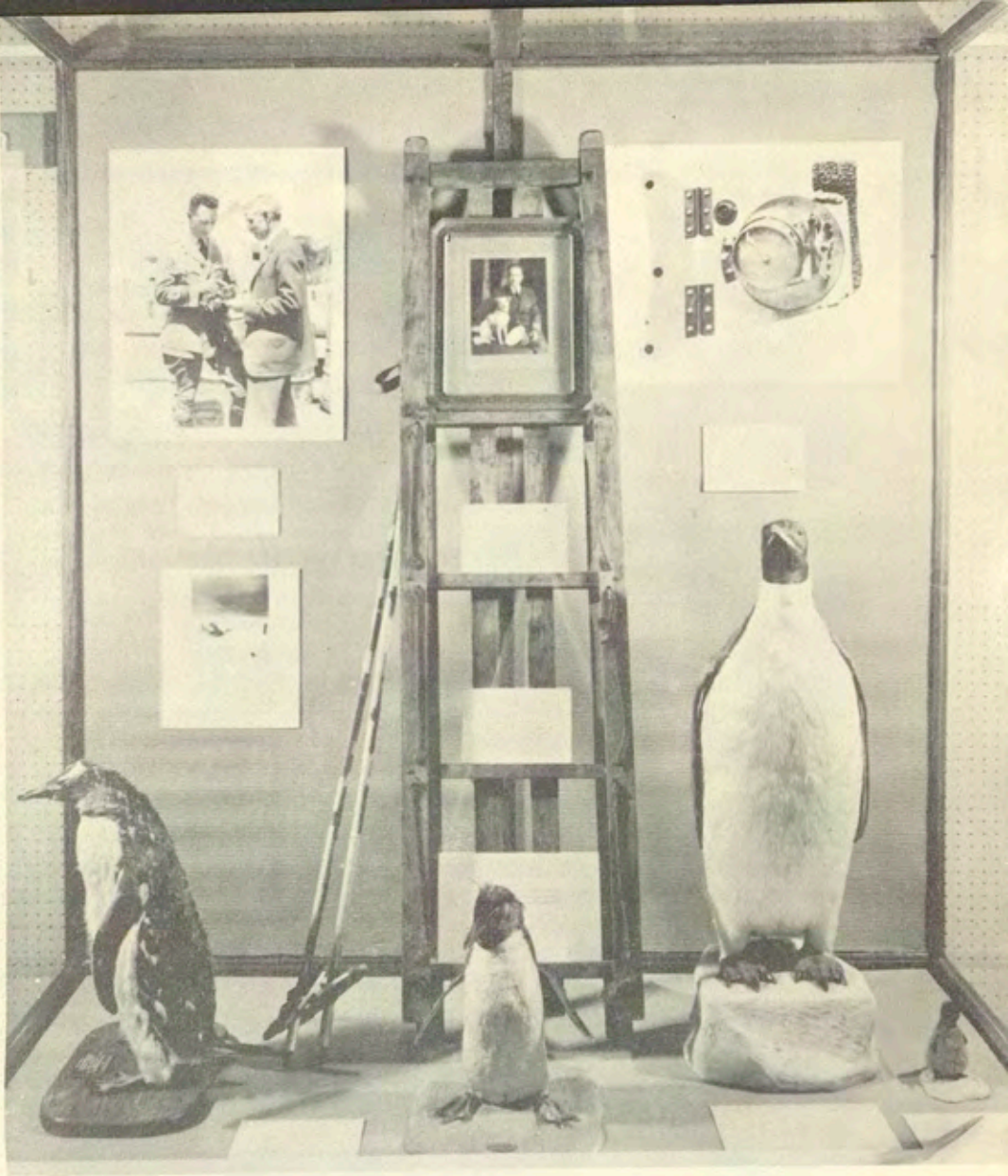


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The Log of Mystic Seaport

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The Marine Historical Association, Inc., Mystic, Connecticut

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Our Cover

Our newest major exhibit is the Admiral Richard E. Byrd Collection now on display in the Campbell Room. Arranged in two cases are various items which in themselves are but a fragment of the record made by this great American explorer, but which, we trust, will remind the viewers of the remarkable achievements of the man.

Admiral Byrd was the first explorer to fly over the North and South Poles. From his initial Arctic flight in 1925 to his leadership in Operation Deep Freeze in 1956 he devoted his life to discovery in the most forbidding parts of the world. At his death in 1957 it was acknowledged that he had contributed more than any other living American explorer to his country's conquest of the Antarctic.

Although but a small part of his accomplishments is revealed by this exhibit, some of Admiral Byrd's outstanding exploits are noted and the display affords a glimpse into the courage, ability, and achievements of this outstanding explorer and American.

Mrs. Byrd, Cmdr. Richard E. Byrd Jr., and Miss Gladys F. Wood, the family secretary, have been most generous in loaning this material. The *National Geographic Magazine* contributed maps of areas explored by Admiral Byrd as well as some excellent photographs, and A.J. Marino, a loyal member, lent a large share of encouragement to the project.

Mystic's Civil War Ironclad--the U.S. Gunboat GALENA

With the centenary of the Civil War upon us, it will interest our members to recount in brief the history of the first ironclad wooden vessel constructed for U.S. Navy service along the coast. This was the U.S. corvette *Galena*, built on the Mystic River during the winter of 1861-62.

Soon after the batteries at Charleston, South Carolina, opening on Fort Sumter, started the actual fighting of the Civil War, the U.S. Navy Department took action to meet the special problems of maintaining the great blockade of Confederate ports. At this time steam was fully established as the rival of sail. Even before the Federals acted, the Confederate Secretary of the Navy, Stephen R. Mallory, had taken steps to convert the half-destroyed frigate *Merrimac* into the ironclad *Virginia*. On September 16, 1861, a special committee reported to the U.S. Navy Department and recommended the construction of three ironclads. The three vessels subsequently became the *Monitor, Galena* and *New Ironsides*--the first built in New York, the second in Connecticut and the third in Pennsylvania.

Cornelius S. Bushnell, a native of Madison, Connecticut, was the contractor for two of these vessels—the *Monitor* and *Galena*. Warren O. Nettleton, of New Haven, an associate of Bushnell's, was assigned to help re-design the original *Monitor*'s plans with her inventor, the noted Swedish engineer, Captain John Ericsson. The work was done at Greenpoint (now part of Brooklyn) New York. Contract for building the *Galena* was awarded the Maxson & Fish Shipyard at Mystic, Connecticut, and here was dispatched a young marine architect, Samuel H. Pook, of Boston, who had become famous as the designer of some outstanding clipper ships, notably the *Northern Light*, a record holder.

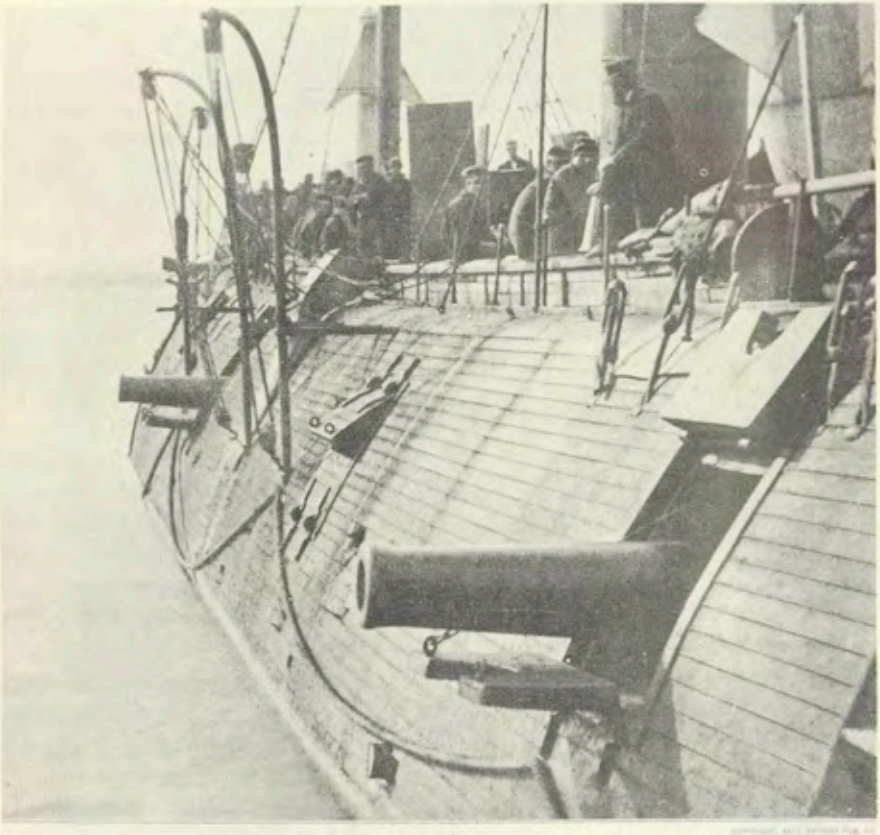


ORIGINAL BUILDER'S HALF-MODEL OF GALENA

The shipyard where the *Galena* was constructed is now the West Mystic Shipyard. It was in the summer of 1853 that Captain Nathan Gallup Fish, Simeon Fish, Captain William B. Clift, Benjamin F. Hoxie and William E. Maxson started the business at Oldfield on the Mystic River. Several fine ships, brigs and

schooners came from this yard before the Civil War broke out, among which was the medium clipper *Asphasia*. In 1860 Captain Fish and Mr. Hoxie took over full control of the yard.

That this Mystic Shipyard was selected to construct this important new type of war vessel is significant of the high regard in which Mystic shipbuilders were held by "the trade."



U. S. S. "GALENA"—ONE OF THE THREE FIRST EXPERIMENTS IN FEDERAL IRONCLADS

Two unusual characteristics placed the Galena in a class by itself. She had a very pronounced "tumble home" to her hull, so designed to deflect cannon shot. Her armor plate consisted of a covering of railroad rails to which three-inch thick iron boiler plate was bolted. Called a corvette, she was 180 feet long, with a beam of 36 feet, and drew 12 feet. She was originally rigged

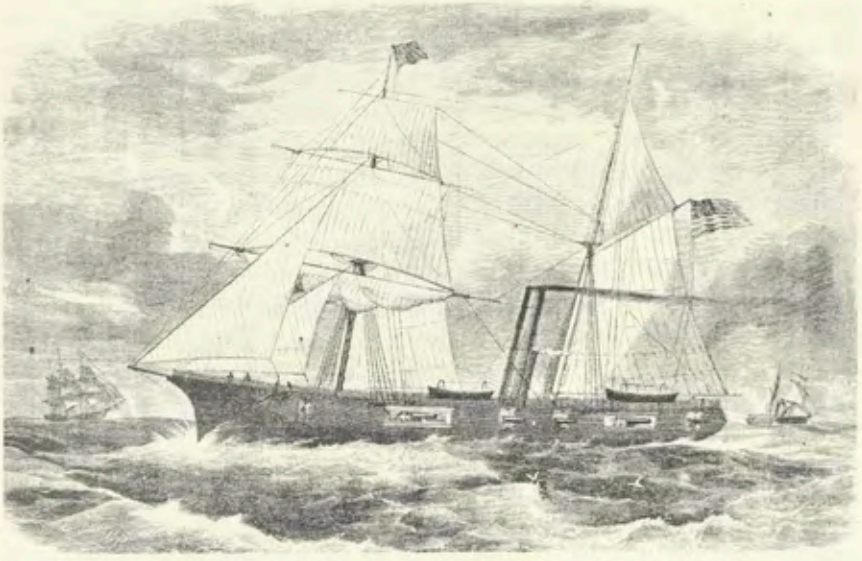
as a brigantine, and had two engines driving a four-bladed propeller on the single shaft.

History has little in printed form about the *Galena* and some discrepancies appear. Accordingly, the early written references, which appear in the Simeon Fish diaries, are historically important. Through the kindness of Leonard Reid, of Mystic, who now owns the diaries, we are able to copy pertinent references.

Mr. Fish recorded:

> Sept. 17: Drafting and laying down gunboat under Mr. Samuel H. Pook.
>
> October 26: Pleasant. At work on gun boat.
>
> Memorandum: Chestnut (timber) none but best to be large and crooked suitable for futtocks and floor timbers, worth $7. White oak, large, worked with 8 or extra 9. Oak siding not less than 7 to 8 inches thick, $18. per extra $19. 50 fathoms of 2¾ manilla. Copper bolts per lb. 25. Composition 22. Iron bolts 2. Oak plank per ft. 4 to 4½ cents. White pine clear 4. Black walnut 6. Copper nails per lb. 35 cents. Bushnell's G.R. _$235.25.

A total of carpenter and joiner work, plus copper, rigging and chains and outfit was $59,125.



THE IRONCLAD WAR-STEAMER NOW BUILDING AT MYSTIC, CONNECTICUT
Harper's Weekly--Oct. 13, 1861

On February 6, 1862 Commander Alfred Taylor, USN, was at Mystic in charge of the *Galena*. His executive officer was Lt.

L.H. Newman. The Simeon Fish diary records the progress of the work as follows:

> February 13: Finished copper. By this time tomorrow we should have a launch or a flummox.
>
> February 14: A launch and a most beautiful one, too. Everything went off in the most acceptable manner. Ship leaks somewhat from auger holes at first but if nothing worse comes to light will be well satisfied.
>
> February 17: Our riggers getting near at end.
>
> February 21: Got sail aboard and other articles. Great confusion getting ready.
>
> February 22: Screw tug boat came from New York after vessel. After great labor and bustle, boat got under weigh shortly before 3:00 o'clock.
>
> February 25: Very cold. Pook gone to New York in train. ... Gun boat to be named *Galena*.

Nathan Gallup, in a letter from Ledyard on March 28, 1862, wrote: "The gunboat that was launched at Mystic is wholly mail-clad. She is at New York now having her guns put aboard and getting ready to meet the rebels face to face. She has 18 port holes.

Despite the fact that the *Galena* was built as an armored wooden vessel, she was soon called upon to face an impossible task. Officially designated a "screw corvette," and armed with 28 guns, she was commissioned on April 12 at New York and taken in tow the next day by the tug *Baltic*. She arrived before Fortress Monroe on April 24 and Commander John Rodgers came aboard, relieving Commander Taylor. The *Galena* was now in the area where only a few weeks before had occurred the famous engagement of the Federal *Monitor* versus the Confederate *Virginia (Merrimac)*. During the next few days the *Galena* stood by with the *Monitor* and the *Nantucket* awaiting the return to action by the powerful Confederate craft--which never came about--although the *Virginia* did put in an appearance but declined to challenge the new representative of the Union fleet.

The *Galena* now became the flagship of Commander John Rodgers' fleet. On May 8 Rodgers was ordered up the James River to destroy batteries and to attack the strong Fort Darling on Drewry's Bluff. The Federal fleet consisted of the *Monitor*, under Lieut. William Jeffers; the *Galena*, as flagship, under Commander John Rodgers; the double-ended wooden gunboats *Port Royal* and *Aroostook*, with the single-gun *Naugatuck* (also called the *E.A. Stevens*), another wooden gunboat.

The *Galena*'s baptism of fire soon began. As she led the Federal fleet up the James on May 8, she encountered a Confederate

battery of eleven guns at Rock Wharf and silenced it. At Harden's Bluff, the enemy's battery was much more obstinate but the *Galena's* six guns kept up a steady fire, enabling the wooden gunboats *Aroostook* and *Naugatuck* and the double-ender *Port Royal* to safely pass and proceed up river.

Fort Darling, at Drewry's Bluff, was a powerful position and under Commander E. Farrand, CSN, had gunners recruited from the ironclad *Virginia*, which had been destroyed by the Confederates themselves only a few days before rather than allow her to fall into the hands of the Federals. At the foot of the bluff, several vessels had been sunk to block passage.

Commander Rodgers recognized the limitations of the lightly-armed *Galena* and a letter written shortly after stated: "I was convinced...she would be riddled under fire, but the public thought differently and I resolved to give the matter a fair trial." With characteristic courage, he ran the *Galena* up to a point where, according to a Confederate officer, "...she let go her stream anchor from the starboard quarter, hove ahead, and made ready for action before firing a gun."

One may visualize this performance, all done with a neatness and precision so dear to the Navy man's heart. In the words of a Confederate officer, "It was one of the most masterful pieces of seamanship of the whole war." No greater tribute could be paid Commander Rodgers and the crew of the *Galena*--and, by the same token, the maneuverability of the corvette was a reflection on the fine workmanship of her builders.

On May 15, the engagement began, as the vessels attempted to silence this fort, which was located some six miles below Richmond. Anchoring within six hundred yards of the powerful guns of Fort Darling, the Federal fleet was exposed to fourteen guns of the land-based batteries. For three hours and twenty minutes the battle raged. The little *Galena* was struck by twenty-eight heavy shot and penetrated eighteen times, finally receiving a direct hit from a ten-inch shell which broke through her armor and shattered her badly amidships. In the action thirteen of her crew were killed and eleven wounded. Two of the wounded subsequently died, including Jared Boorom, Chief Gunner.

The *Naugatuck* went out of action soon after bursting her single gun. The *Monitor* was unable to elevate her guns sufficiently to help the *Galena* and had to drop back to a position down river. The smaller gunboats had too light an armament to be of serious aid.

The attack on Fort Darling proved that the river obstructions could not be passed without first destroying the fort. After receiving Rodgers' report of the engagement Commodore Goldsborough recommended to General McClellan that a land force be used in conjunction with another fleet attack but McClellan was too filled with his own strategy and lost the opportunity.

The plans going into the construction of the *Galena*, and the subsequent experience before Drewry's Bluff, were of inestimable value to the U.S. Navy. In combat at sea, the unusual "tumble-home" feature of her armored hull tended to divert the direct penetrating power of the projectiles, but exposed to a concentration of fire with guns bearing directly down upon her from the elevated land fort, the inward curvature of her hull above the water-line had a completely reverse effect as the eight-inch shells struck her at almost point-blank range.

During the next three months the *Galena*, although badly hulled by shot, was in constant service, patrolling the lower James River, shelling enemy installations at City Point, cruising the Appomattox and the James, and aiding in the famous retreat of McClellan's army to Harrison's Landing. During this time she was always in the vanguard of the naval support of the army.



BATTLE OF MALVERN HILL, VA.--U. S. GUNBOATS ON JAMES RIVER COVERING RETREAT

Withdrawn from service, the *Galena* was soon converted into a wooden sloop-of-war and served with Farragut at the battle of Mobile Bay, being lashed to the side of the ill-starred *Oneida*. The Mystic-built craft proved her seaworthiness throughout the remainder of the war as she took an active part in the successful blockade of the Southern ports.

After the war she continued in service until late in the century when *Galena* was wrecked near Gay Head during a passage to Boston under tow.

Small Craft Additions

Three newly acquired small craft have been added to our display during the past three months, each of which is so different in design, age and use as to make excellent exhibits in themselves.

The first of these to arrive came from the Adrian Iselin estate--the Star Class *Ace*. This famous craft, No. 202 in the Class, was World's Champion twice, first in 1925 and again in 1936. Built in 1924 the *Ace* spent all of her thirty-seven years under Mr. Iselin's ownership, and is in as good condition today as during her active career when she so well represented the Star Class.

Second craft to arrive was the Casco Bay spritsail ketch *Cuspidor*, a Hampton Boat design, built sixty years ago at Bailey's Island, Maine by D.P. Smith. With mainmast, mizzen, running bowsprit and spritsail poles, also came her sails, so that the handsome little craft will be fitted out following her complete refinishing.

Third to take her place in the exhibits is the little harbor launch *Yankee*, which belonged to the father of donors Herbert R. and Harold O. Reis. Twenty-two feet long, with a five-foot ten-inch beam, draft forward one foot, draft aft twenty-one inches, the *Yankee* was built around 1900 and has been in possession of the Reis family at Cedarville, Michigan, since 1920. Powered originally by a two-cylinder gasoline engine, with her comfortable cockpit equipped with cushions and canopy, the *Yankee* made a handsome appearance in the Lakes and now joins her contemporaries in the shed near the New York Yacht Club Station 10.

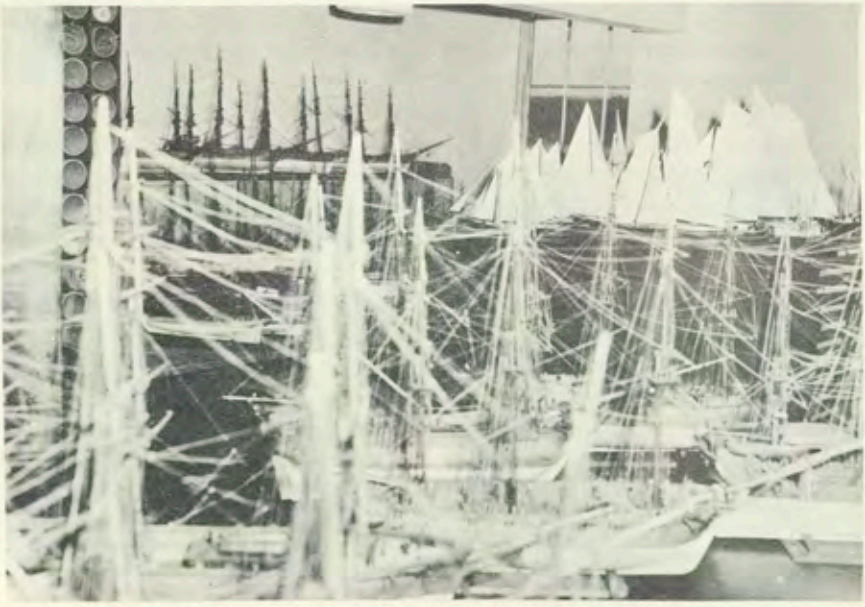
Munificent Gift

On January 9 announcement was made by Franklin Cole, President of The Marine Historical Association, of a major gift to the Association. Josiah K. Lilly, of Indianapolis, and Mrs. Lilly, transferred their 30-acre estate "Red Oaks" in Quisset, Massachusetts, to the Association on January 2.

Concurrent with the gift of real estate, Mr. Lilly also gave his collection of fifty-seven ship, boat, and yacht models. These include models of all of the American yachts that have participated in the defense of the America's Cup, from the first yacht *America* through the *Columbia*. This collection is believed to be the only one of its kind in existence, and all are built to the same scale. Two excellent models of the *Charles W. Morgan* are also in the collection.

Mr. Lilly, a long-time member of the Association, is the grandson of Eli Lilly who founded the Indianapolis pharmaceutical company, and is presently vice-chairman of its board.

Mr. Cole, in expressing his gratitude to Mr. and Mrs. Lilly said that this is one of the largest gifts ever presented to the Association. The Association will probably dispose of the property by sale and the funds will be utilized in the future development of Mystic Seaport.



A SMALL PART OF THE LILLY COLLECTION OF MODELS

Visit of Frank G.G. Carr

One of the most pleasant occasions occurring at the Seaport was the visit of Mr. and Mrs. Frank G.G. Carr of Greenwich, England, on November 8 through 11. Mr. Carr, Director of the National Museum at Greenwich, and Mrs. Carr were making a tour of this country. Through the courtesy of H.H. Kynett, Seaport staff members and their respective spouses were guests at a reception held for the Carrs at the Groton Motor Inn. Unfortunately Mr. and Mrs. Kynett could not be present.



During their visit here Mr. and Mrs. Carr were taken on a tour of the Electric Boat Division of General Dynamics, where they saw, among other things, the latest atomic submarine, the *Thomas Edison*; to the Coast Guard Academy, where Admiral Evans, Captain Steele, Commander Smith and their colleagues arranged a tour which included a most interesting visit to the bark *Eagle*; and to the U.S. Submarine Base, where Captain George Gage, Commanding Officer, arranged a very exciting series of visits. General Manager Charles A. Brooks and Mrs. Brooks, and Curator and Mrs. Stackpole, accompanied the Carrs during these two days' activities.

Following these events an extensive trip was taken through New England which found the Carrs visiting Providence, R.I.; the Whaling Museum at Sharon, Mass.; the Peabody Museum at Salem; the U.S. frigate *Constitution* at the Charlestown Navy Yard; Boston, Quincy and New Bedford, at the latter place visiting the Old Dartmouth Whaling Museum as well as the Wamsutta Club, a former whaling merchant's mansion. Returning to Mystic for another brief visit, the Carrs were then whisked off to New Haven where they visited the home of Mr. and Mrs. Alexander O. Vietor and had lunch with Mr. and Mrs. Edwin Pugsley, both men Seaport trustees who had visited the Greenwich Museum only a few years ago.

At Sharon, Mrs. Henry Kendall and her two sons were gracious in their hospitality, and at New Bedford Mrs. Gladys Reynolds SaVoie was a fine hostess. At Salem, Director Ernest Dodge and Mrs. Dodge, Curator Marion Brewington and Mrs. Brewington, together with several colleagues, joined in making Salem a memorable part of the tour. Curator and Mrs. Stackpole served as guides during the tour.

Arriving in New York on November 15, the Carrs were met by Mr. Kynett and had dinner at the New York Yacht Club. The following day a special luncheon was held for Mr. Carr at the Club.

Before leaving the city on the 16th, Mr. Carr was the guest of honor at another luncheon, arranged for him at the Seaman's Church Institute by Franklin E. Vilas, President of the Institute. In attendance were officers of nautical museums, including Mystic Seaport.

Throughout his stay Mr. Carr was thoroughly embued with the excitement of his trip and proved a delightful companion and Mrs. Carr endeared herself to all who came to know her. Mr. Kynett is to be highly commended for his generous support which made the New England visit possible and for his careful preparation of the itinerary.

Frank G.G. Carr is not only the distinguished Director of the famous National Museum in Greenwich but one with a considerable background in practical experience at sea. As mate of an English sailing barge, he had crossed the English Channel to Antwerp on several voyages. The first money he ever earned was a pound a week "all found." Having taken an Honours Degree in Law at Cambridge in 1926, he spent the money which should have made him a barrister on buying the old Bristol channel pilot cutter *Cariad* in order to sail her round the world. This plan had to be abandoned however, owing to a serious illness of his father, and a year or so later he became Assistant Librarian to the House of Lords.

His employment as an officer of the House of Lords gave him long holidays which he devoted to cruising in his pilot cutter on voyages of nautical research around the British Isles, and extending from the Baltic to Spain. In the thirty-one years he owned her, he covered in this way over 35,000 miles.

When the war came, he joined the Royal Naval Volunteer Reserve, in which he served for six years, rising to the rank of Lieutenant-Commander. After the war he returned to the House of Lords, but following the death of Sir Geoffrey Callender in 1946, was appointed to succeed him as Director of the newly-formed National Maritime Museum at Greenwich, England. Thus, in May, 1947, his hobby became his job, and since then he has devoted himself to the expansion of the Museum, to taking over the Old Royal Observatory, and to the preservation of historic ships, like the tea clipper *Cutty Sark*. One of his greatest pleasures is to look from his office window to where he can see the spars of the *Cutty Sark* above the trees, and to be able to feel that he was one of those who had a share in bringing this historic ship to Greenwich.

His trip was made on behalf of the National Maritime Museum, of which H.R.H. Prince Philip, Duke of Edinburgh, is one of the Trustees. Prince Philip himself was particularly anxious that Frank Carr should undertake this tour, because he was sure that the experience gained would be extremely valuable, and that he would return from America full of fresh ideas which will in due course make their mark at Greenwich, to the benefit of the National Maritime Museum.

Captain Ellery Thompson's Observations

During the season, from April through November, one of the most popular places visitors find in the Seaport is Captain Ellery's Fishing Shanty. Located on Hobey's wharf, near the main entrance, this little structure is one of the first places seen, and the visitors are always willing to linger because of the engaging personality of Captain Thompson, the activist in charge.

"Captain Ellery" is an unusual combination of veteran fisherman, author and artist. His *Draggerman's Haul* is known to all who like to read of New England and its fishing industry. Aboard the little dragger *Eleanor* he was a familiar figure in Stonington waters for years. His paintings have become popular and recently he was called upon to paint particular subjects.

As the custodian of the Fishing Shanty, he is called upon to serve as guide and story-teller for both young and old. A report on his activities as he observes the whole pattern of his experience, tells the story best.



As Fish Shack Activist I believe it's high time I offered some sort of report--log--on some observations of mine. I might write all day and into the night about all the good things I've seen and felt, but I will try to keep it brief. First of all, I've noticed that tens of thousands (and include me in) have appeared a bit overwhelmed by our Mystic Seaport as a whole, of the "glories" that are all about, of the heritage that is ours. Only yesterday, on one of the few slim days of

the year, a couple, man and wife, visited the fish shack on the way out the South Gate, and spoke of traveling about the world, especially about a fishing village in Spain. Already they had hailed our Seaport as great.

"I've always wanted to travel," I butted in wistfully.

They looked at me in surprise.

"You might have missed more than you'd gained. Believe me, Cap, You Have It Right Here. Why elaborate? About the nicest spot of earth is between the Connecticut River and Cape Cod, and what your islands haven't got, the north shore has, and you're in the center of it." At least, it was something like that, as if the heart and everlasting spirit of our life is Here.

Of course this is not news. I realize quite well how fortunate are those who live in and around Mystic and who help to activate the Seaport. I am happy to say that the Fish Shack seems to be a useful spoke in the whirling wheel of Seaport life, and a live lobster on hand does more good than harm. Yet, during the summer, two ladies refused to enter the Shack until told that the lobsters we had wanted for today were still crawling around off Narragansett Bay.

"Come Aboard," I coaxed. "We have only the shell of a large lobster; he's deader'n a mackerel."

"What's a mackerel?" she inquired, coming through the doorway.

By gosh, for a moment she had me. Then I did a better job of explaining than I did for the fellow who asked for a true devination of a "Sprit-sail Cat". (I must study up on that one.)

Most people are interested in lobsters; so many have never seen a live one, especially youngsters. I should have had more of them. One of our Hartford members, who goes to Maine in summer, brought me down two pots from Vinal Haven, with twin openings on the side. I expect further donations this winter.

Within the Shack, an old spirit compass has attracted considerable interest, mainly because of the air bubble alongside the pure grain alcohol. Occasionally, before I can explain, boys ask their dads for the

answers to pertinent questions--and Dads have more wrong answers on their chests than one might point an oar at. One Dad called our compass a Giro·Sextant. I won't say what his wife called him. But all in fun.

It has amazed me that no one has openly criticized my way of running the fish shack. Yet helpful suggestions have come my way from Jim and others, including faithful Bill Tatro from the chandlery. I know I've made mistakes, and some right moves. I think I know what courses to take to better them. One has to learn some things by experience.

Visitors to the shack get a kick out of reading amusing and price telling items on the big blackboard, such as a sure cure for seasickness--Sit under an apple tree on high ground. I have some 1914 lobster prices posted--20 cents a pound. Jumbo lobsters, name your own price. Shorts of respectable size (but illegal) a dozen and a half for a dollar. See us after dark. Cash on the barrel head.

The Shack's wicker-like eel trap has attracted lots of attention. When Rodney Cleveland was up here from the Vineyard he explained to me that his grandfather, Desira Cleveland, made them out of pine roots that had been soaked in tubs of water, and with strips of oak from trees (the first ten feet up from the ground). Some have taken it for an unusual lobster trap, but before I could explain, one man told his wife and kids that it was an Indian lobster pot.

"How can a big lobster crawl through that small round hole?" she demanded.

"Don't ask me" he grinned. "I'm no lobster."

"Mr. No it all," she replied.

Believe me an activist has to use tact and diplomacy to keep peace in the family, for many families are coming back again and again.

It is no secret that I've done a considerable amount of painting at the Fish Shack. I had nothing to start with and paintings of boats and the sea tell a mighty story, which helps a fellow out with words--not to mention the pleasure a realistic painting of boats and salt water give to people from away and from closer by. Only too well have I realized the danger of overdoing

it, from several quarters, of a finger that might point to commercialism. So I posted a sign--Paintings Not For Sale. And I literally stopped painting small ones that a tourist might ask about. Yet, during the summer I sold several--mainly to those who know our story and are good friends of the Seaport. I didn't dare refuse to those capable of having a guy shanghied and keelhauled off Montauk Point. But this sum is or was earmarked for giving the faithful old *Eleanor* a shipyard beauty treatment. It might yet come to pass. Months ago I started only painting large canvasses which might tell a lasting story. Next year, if this old skipper is on deck, he might try to concentrate on added fishery business, to shy away from art stuff.

However, by and large, it has surprised me the vast numbers who not only enjoy seeing and talking marine paintings (also speaking of those in other buildings) but who expects or accepts, a lecture from me on about every subject from painting in oil, cooking lobsters to a turn, dead-reckoning navigation around Block Island, to a discussion of the best flounder grounds around Nantucket. I've learned that fishing families are no strangers at the Seaport, not now anyway, coming from many Atlantic coast states. We've had many from Long Island, too, this summer. They are coming back--the Seaport has So Much.

Well, it's now long past my bunktime and my thoughts are about as mixed up as the tide rips off Race Point, so we'd better drop anchor and without any splicing of the coffee main brace. So thanks for listening and if, during long winter months ahead, there is anything I can be of help on, please let me know. I'll be only too happy to do it, although my weight on the oar isn't what it used to be.



Winter Features

Three educational courses are being conducted during the winter quarter of 1962 at Mystic Seaport, in cooperation with other educational units. With the Stonington, Connecticut school system, an in-service course on the "Introduction to Astronomy" was offered to all elementary school teachers and teachers of secondary school science. The course, which began on Monday, January 8, continued for five weeks. An extension course, "Problems in Astronomy", co-sponsored by the Willimantic State College, is held weekly on Wednesday evenings, beginning February 7. Prof. Frederic W. Keator, Director of the Planetarium, is the instructor for both courses in the Planetarium.

"Safe Boating" was the over-all course subject for a series of illustrated lectures, co-sponsored by the Mystic Flotilla 9-3, U.S. Coast Guard Auxiliary and Mystic Seaport. The first session of the course was held in Aloha Meeting House on Wednesday, January 10, and will continue weekly on Wednesday evenings. The awarding of certificates for satisfactory completion of the course will take place on March 14. The course was open to men, women, and children over twelve.

Less formal, but also included in the Seaport's winter educational program, is the "Adventure" series of lectures. Visiting lecturers present films and commentaries that take their audiences to some far corners of the world. Audiences for these special events number 275 for each, the capacity of the Stillman Building South Wing.

Mrs. John Reid Ferguson, one of our faithful volunteers of long standing, has presented three chairs for use in the Greenman House. Two of these are in the dining room alcove--a Victorian side chair with carved oval back, and a rocker with small carved supports for the back. Both are upholstered in a warm rose color. The rocker has an interesting history, having been once the property of Mrs. Jefferson Davis, when she was Miss Varina Howell.

The third is a Medallion Chair, so-called from a carved Greek head at the apex of the back. This is in the front parlor.

A Whaleboat Sail

Through the generosity of Jan Irvine, one of our Trustees, a new sail has been presented for one of the *Morgan*'s whaleboats. The story behind this gift is so unusual that our members may like to learn of it.

During the morning of the Annual Meeting last July, in observance of the *Morgan*'s 120th birthday, a brief ceremony was held on the green at the big boulder which contains the bronze commemorative plaques. At this time John W. Durant was introduced as the oldest New Bedford sailmaker, and the man who had cut and sewed the last complete suit of sails for the *Morgan*. It was also mentioned that Mr. Durant had sewed sails for the individual whaleboats. A few minutes later Mr. Irvine met Mr. Durant and immediately proposed that he undertake to make a sail for a *Morgan* boat on a contract basis. The agreement was then made.

The sail has now arrived at the Seaport's Mallory Loft and will be "bent on" when the whaleboat is launched this spring.



PHOTO BY GONSALVES

It is indeed a pleasant story inasmuch as John W. Durant, Sailmaker, is now in his 75th year. He began work at fifteen in the old Beckman Loft on Commercial Street in New Bedford, (Mass.) and recalls those days as noteworthy for the fact that the skilled sailmakers came to work in top hats and even "boiled shirts." After two decades in the Beckman Loft, fourteen years in which he served as foreman, Mr. Durant went in business for himself on Merrill's wharf where he operated first as Gilkey & Durant, and later as J.W. Durant Co.

As one of the last of the old-time sail lofts in New England, the Durant building is an historic structure in itself. Three stories high, built of stone in

1808, it occupies a site on one of the oldest wharves in New Bedford, originally the old Rotch wharf. Jonathan Bourne used it as a counting house until the early years of this century. Edward Merrill purchased the wharf in 1837 and his heirs sold it to Mr. George Homer in 1929. It is now called Homer's Wharf. In this old loft sails for literally hundreds of whaleships have been made up, including such famous vessels as *Maria, Morning Star, Wanderer, John R. Manta, Greyhound,* and *Charles W. Morgan.*

On the other corner at the head of the wharf, opposite the Durant Sail Loft, once stood the Peters Shipsmith Shop, now a part of our Seaport Street. As another matter of history, the *Charles W. Morgan* many times was tied up at the west end of the wharf itself, a stone's throw from both structures.

Among our many interesting visitors during the fall months were Radm A.R. Khan, Commander-in-Chief, Pakistan Navy, and his aide, Commander Janjua, and Captain Anuar, the Pakistan Naval Attache to the United States. Lieut. F.J. Trunzo, USN, of the Submarine Base accompanied the visitors

During a tour with the Curator as guide, the group walked through the Stillman Building and it was during this time that Commander Janjua, standing in front of the figurehead *Asia* remarked: "The likeness of the head is so striking that I am sure this is supposed to be a sculpture of Sultan Tippu, who was a great national hero of Pakistan, a man similar to your George Washington." The visitors examined the features closely and were so convinced that they emphatically declared the likeness was so remarkably accurate that it could be of no one else.



Madre de Dios~~~

A Remarkable Model made by a Loyal Member

A few years ago, Frederick Stern, of New Rochelle, N.Y., made his regular visit as a member and stopped in for a chat with the Curator. As a model maker of long standing Mr. Stern described his favorite work--the model of the Portuguese East Indiaman *Madre de Dios*. Mr. Stern passed away last year and his sons, knowing of his keen interest in Mystic Seaport, have presented this model in his memory. It is now in our possession and will soon go on exhibit.



--PHOTO BY R. WYRLEY BIRCH

The *Madre de Dios* is beautifully built, and is about five feet in length from stern to bowsprit end, being $\frac{1}{4}$ inch to the foot in scale. Mr. Stern planked the model from keel up, put in 3/8 inch Italian walnut ribs, and installed movable cannon, hinged port-lids, and sailors in the costume of the period. The rigging is in the proper order and the quarter-gallery design well depicted. In typical thoroughness, Mr. Stern went to the Hispanic Museum for his research and the model reflects his study.

The historical background of the model is interesting. The *Madre de Dios* was captured in 1593 by the British with a full cargo of spices, silks and India cloths, valued at a million dollars. Taken to Dartmouth, England, she was measured by the Port Surveyor and it was from this written description that the model was constructed.

Escape of the Eliza Mallory

The youthful Albert Gary Burrows was in his eighteenth year when he sailed from New York in the medium clipper *Eliza Mallory*. Born in Mystic, in the township of Groton, he was the son and grandson of sea captains. Although a youth in years, he had already made two voyages and in his third was going out as second mate. With this family tradition behind him, coupled with the fact that the *Eliza Mallory* was built directly across the river from his home in Mystic by Charles Mallory, one does not wonder that there is more than the account of a near-disaster in this unusual narrative.

Burrows continued to go to sea, became a captain on one of the pioneer Mallory Line vessels which helped to develop the Gulf ports and opened the Texas trade on a scheduled shipping basis. He saw the decline of the windships in coast-wise commerce, giving way to steam, but kept to the sea and ended his days as master of a coal barge. Death came tragically in 1905, when he was washed from the deck of his barge while under tow of a tug and caught by a winter gale in Vineyard Sound. He kept to the sea longer than any of his contemporaries and could never reconcile himself to the fact that he had outlived the age of sail in his own time.

The following excerpts from his journal reveal the keen awareness of shipboard situations by a seafaring man. Promoted to first mate by the death of the Captain, young Burrows was ready for the post.

The *Eliza Mallory* was driven hard, and her career did not last beyond a decade. The clippers were ships of destiny and were the shortest-lived vessels in nineteenth-century maritime history. Built in 1851, the *Eliza Mallory* was 150 feet long, 33 feet in breadth or beam and drew 16.9 feet. She was the first clipper built in Charles Mallory's famous yard at Mystic, Connecticut, and was owned by the Mallorys, Ashbey, Fish & Co., of New York, with her master Captain William Gwynn having a share. The vessel was lost in a gale on the Florida coast in 1859.

Young Second Mate Albert G. Burrow's journal commenced on Saturday, December 11, 1857, and we take up the account when the *Eliza Mallory* is leaving the port of New York.

Dec. 11, 1857 At 12M--got the crew on board at the wharf and took steam down the River at 2PM let go the tug and made sail for sea. Ten men before the mast all *sober*. At 4PM discharged the pilot and steered E by S wind fresh from N.W. sent out topgallant (sic) studdingsail. This day ends pleasant and with strong winds gave the Pilot a letter for B___ giving a final account of poor Liz up to the hour of sailing--The ship leaks like thunder & keeps us pumping good ⅔ of the time. A fool I was to go in her--Now all I want is fair winds to get to Bristol and have a spell from these pumps. Prospect for living is rather hard for we have one old negro to cook for all hands and a dirty faced cuss of a boy to set the table in the cabin. I'm cold, ugly wet & lame--all that and have got a watch to stand this PM.

Sunday PM 13th. We have fine fair winds and pleasant weather. Steering E. by N. with all sail set. We must always have a pleasant Sunday if possible at sea. I have been the sick man for a month past and though somewhat recovered, still am under the weather. The stove in the cabin smokes like a dutchman, and my eyes look like peeled onions. She dont seem to leak quite so bad in smooth weather

Monday 14th Dec. The wind still fair & blowing fresh. The ship has been going 9 knots good for the past 24 hours, and the prospect fine for another days fair wind. The weather begins to be a little more mild as we leave the coast. I believe there is no place in the world, in the same latitude, so cold as the coast of the United States from Hatteras up to Boston. I experienced a pretty good sample of it last winter, being 30 days between the former & N York. Today we shall be in 63° West and with this wind she would go over in 16 days. *So mote it be.*

Tuesday 15th. Commences with fresh breezes from W by N and pleasant. Steering 3 ½ N all sail out. At 4 PM the mizen topmast went close bye the cap and immediately afterwards the main topmast broke off just in the sheave hole, taking everything with them & leaving the main truck about 6 feet over our heads with topgallantsail & royal set *bottom up*, the whole wreck hanging over the main topsail yard. The mizen topgallant mast was broke and the topmast crosstrees hanging over the main spencer gaff. That was about the way things laid after the crash. We went to work and took in sail forward to double reefed topsail and then got the mizen topsail unbent. I let the rest of the wreck hang till daylight & then turned to clearing away the wreck. Latter part fresh winds from N & pleasant. Employed in clearing up. So that is the way ill luck chases a fellow up from one ship to another. Here we are--4 days out and almost a wreck aloft and our 16 days passage is *quashed* by the unlucky accident happening to us when just out from home. Sailing *Friday* they say augurs no good to us.

The *Eliza Mallory* reached Bristol, England, without further incident. She took aboard a cargo of railroad rails for Havana, Cuba, and reached that port after a boisterous passage. Second Mate Burrows' journal takes up the story:

Saturday Dec 25th Our anything but *merry* Christmas commences moderate and pleasant but Barometer very low Bent a fore topsail and set it At 4 PM got a breeze from W and by making short tacks succeeded in getting a passable good offing During

the AM employed in repairing damages and getting every rag of sail we have left ready to set to keep off the lee shore Latter part breezing up all the time heavy squalls and ugly sea The men much exhausted and 3 off duty Myself ill with the Ague but still around decks Heading S.W. by W

Sunday 26th Dec. 58 Commences with strong gales from N.W ship under close reefed topsails and reefed courses reefed jib and reefed spanker carrying a tremendous press of canvass and driving her under sometimes so that the whole length of the *Main sail* is out of sight but we have nothing left to wash away and the sea washes through the forecastle Galley and midship House without meeting any obstacle and as the bulwarks are gone the sea sometimes breaks right over her throwing the foam as high as the foot of the Main Topsail Carried off our other and only remaining boat from the side Davitt and all. but one of the lashings a good rope being slack it brought her up and hooking on the M.T. Halyards we hauled her in on the poop holus bolus and made her fast to the mizen mast At 3 PM the fore tack took out the hook and a large part of the solid Bulwark of the forecastle hauled up the weather side and let the sheet be fast at 6 PM the wind blowing violently and the mainmast head working 2 feet back and fro took in mainsail and jib back and fro took in mainsail and jib At 7 saw Densmore head on the lee beam wore to North and headed N At midnight more moderate set Mainsail Jib and M Topmast Staysail At daylight blew again tremendously and we saw the loom of land to leeward held on every rag of sail as it is our only chan (sic) She behaves very weatherly and if the spars & canvass hold on our chance is good But the breaks over her fore and aft washing even the gear out through the bulwarks and the anchors lifting a foot from their bed every pitch in spite of the best busshing (sic) that can be put on them. The men lashed at the pumps Poor Devils what a wretched life is a sailors

To have been in some safe position from which to have seen the ship at this time would have been enough to have cooled the ardor of any headstrong boy who can never be satisfied till they try it Our yards by 10 AM bent like wythes and the sails almost seemed to stretch twice their size by the tremendous force of the wind At 10 AM the mainsail went with a loud report the pieces flying in every direction in a few moments more both the fore and mizen topsails shared the same fate and at Meridian there is more wind than ever and we are drifting on to the land

very fast The only sign in our favor now is the Barometer which is rising a very little The breakers form a line along the shore without a single clear spot

Monday Dec 27th Commences with violent gales from WNW heading north under close reefed main topsail reefed foresail and spanker land under our Lee. At 2 PM a violent squall blew away the spanker and a sea swept the deck of every remaining thing and gave the poop such a blow that it works 2 inches Port and Starboard at every roll. Immediately after to our unspeakable joy the gale very sensibly moderated and we wore ship heading S.W. and soon made the distance greater between ourselves and the shore all night fine and moonlight making short boards off and on. At daylight held a council of "War" and concluded to keep off and if possible to find Galway so we squared away pointing between two rows of breakers and at 10 AM we beheld opening before us the bay of Galway which we steered At 2 PM got the ship free for the first time in several days took a pilot from one of the fishing boats and at 4 PM anchored in Galway roads and the sailors gave three cheers of joy and as to myself at night I turned in for the first time in ten days and all the rest aft might say the same and as to dry clothes it was a luxury not to be mentioned by any one So now we are doomed in all probability to pass a couple of months at least in Paddys land a bad job for the ship but not so bad for us as we are now clea (sic) of the winter in the Atlantic which is not a very pleasant voyage to contemplate let alone to undertake with a load of R R Iron

Perhaps the most unique piece of whalebone in our collection was presented early this winter by C.L. Sibley of Nantucket, Mass. and Wallingford, Conn. This is a strip of baleen (black bone) engraved on both sides the full length of its six-foot height and eight- to five-inch width.

The incisions depict whaleships, whales, shields, flags and crossed palm branches. This would be enough to give it an unusual quality but what stamps it as an historic piece are the words: "June 24, 1854. Taken by Barque *Superior*, E.J.D." This particular whaling vessel is the first known to have penetrated the Behring Straits, and under Captain Royce, sailed from Sag Harbor, N.Y. on this historic voyage.

Wales Water Colors

One of our outstanding exhibits, the Wales Water Colors, is now on display in the Kynett Room on the second floor of the Stillman Building. This outstanding collection, presented several years ago by H.H. Kynett, has been individually framed and hung so that it may now be better appreciated by our visitors.

George Canning Wales is gradually gaining the recognition he deserves as an American artist of superior skill. Born in Boston, Mass., on December 23, 1865, the son of Nathaniel and Susan E. Wales, he was educated in the public schools and studied architecture at the Massachusetts Institute of Technology from 1885 to 1888. Soon after graduation he was employed by the Boston firm of Peabody & Stearns as a draftsman, leaving in 1891 for a tour of Europe. Upon his return home he opened his own office, continuing in the business until 1924. In 1905, he married Marie Ames Sweet.



1928 PHOTO
COURTESY MRS. ALLEN FRENCH

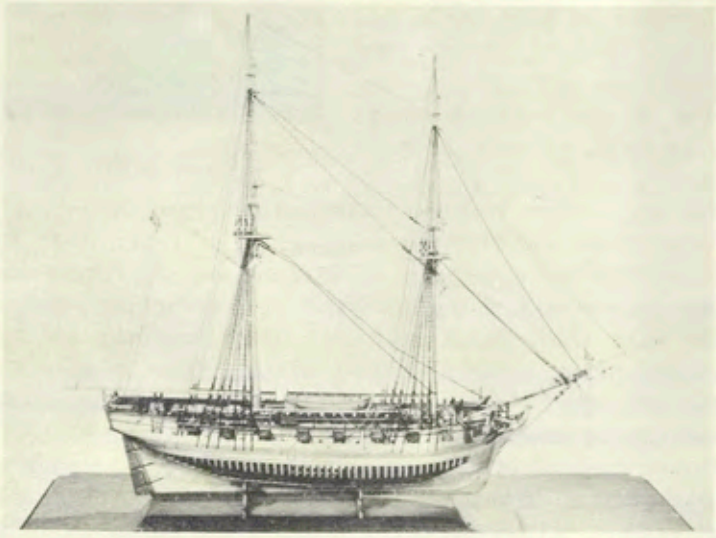
The sea always intrigued him and he began at an early age sketching ships and studying rigging and sail-plans. In 1917 he began to study and experiment in etching and progressed steadily to where he was soon doing dry-point with effective results. Not content with this, Wales next took up lithography and in 1923 issued his print in this field--"Salem Pepper Traders." It is significant that his work not only became admired by artists and critics but by seamen and yachtsmen as well.

It was typical of the man that he should next engage in the demanding medium of water color. Connoisseurs of marine art soon recognized his talent and application. The results may be gauged here at Mystic Seaport in the Wales Collection; they represent a tremendous achievement. Quite apart from the technical correctness with which he portrayed his ships--this in itself bespeaking the scrupulous research which has endeared him to marine historians--is the excellence of the technique with which he rendered

sea and ships, using a most difficult medium. His fame has mounted steadily since his death on March 21, 1940.

In a monograph published by Goodspeed's Book Shop, Boston, a number of years ago Mr. Wales expressed his own feeling about marine art. He said: "I would like to define some of the things at which I aim. To make a picture that shall be true to the old ships and to their handling, that shall express both the buoyancy and the weight of the hull in the water, and progress through it, or the idling in a calm; to show a sail, not as a piece of carved ivory, but as it really looks, heavy canvas, soiled perhaps, not settling perfectly, but creased and wrinkled by pressure of buntline or pull of sheet; then, too, the different moods of the sea and the weight and swing of it in motion."

In 1932 and again in 1941 Mr. Kynett located and procured from private collections the twenty-nine examples of the work of Wales now on display. Mystic Seaport was his choice as a suitable background for the water colors of George Canning Wales, a marine artist with few peers.



This excellent model of *Procrius* was presented by Arthur R. Sawers. It is of an English 14-gun brig of the period of 1830, fully rigged and of the "Admiralty" type of workmanship, meticulously made of contrasting woods, partially open to show the futtock construction. The over-all length is 40 1/2 inches. A.A. Parisser, an English model maker, constructed the *Procrius* some twenty years ago.

The Schwatka Expedition



FRANKLIN ARCTIC SEARCH PARTY

Our manuscript collection in the Stillman Library has ben enriched through the purchase of the original Journal of the Schwatka Expedition. Written in pencil by Lieut. Frederick Schwatka, the organizer and leader of the Franklin Search Party, the Journal recounts the adventures of Schwatka and his companions in 1878-79-80 during the expedition's activities. This Franklin Search Party, one of many in the nineteenth century, resulted from information that some Eskimos had reported the spot where Franklin and his men had perished, and the shipping firm of Morison & Brown of New York fitted out their whaling schooner *Eothen*, under Captain Thomas Barry, to take Lieut. Schwatka and his party to the north.

The Journal gives the first-hand account of the expedition and provides another chapter in that period of Arctic exploration which immediately preceded the successful expeditions of Peary. The Schwatka story has never appeared in printed form with the exception of a few magazine articles. This expedition marked the longest sledge journey on record up to that time--3,251 statute miles--and tells how Schwatka found the camp site which revealed the fate of Franklin's men. Here he buried the skeletons of the party and brought back numerous relics of that ill-fated command.

Sir John Franklin was an Arctic explorer who, on his third expedition in search of a Northwest Passage in 1845, disappeared. Many expeditions were dispatched in search of Franklin and his men and eventually it was learned that the ill-fated explorers perished in 1847 from exposure and starvation. Although the English Captain Leopold McClintock found the first evidences of the Franklin party's fate, Lieut. Schwatka came upon what was probably the last camp.

Brown foundation stones from one of the barracks buildings at Fort Wright, Fishers Island, have been unloaded and stockpiled at the South end of the Seaport for future construction purposes.

Sea Chests

Four of Mystic Seaport's traveling sea chests were sent to Hamden and Wallingford, Connecticut, for supplementary study in the elementary and high schools.

These sea chests, prepared by the Educational Department, have materials pertinent to nineteenth-century whaling and include samples of scrimshaw--the "whaleman's art", pamphlets on whaling, whaling ballads, pieces of whalebone, prints and photographs, bibliographies, and other audio-visual materials.

In Hamden two junior high schools have one chest for a month and the eleven elementary schools in the town are circulating the other chest among fifth grade classes during the next four months.

The twelve schools in the Wallingford school system are circulating a chest similar to those in Hamden and a special chest with contents for the eleventh grade use has been sent to the Lyman Hall High School.

The Lyman Hall juniors are supplementing their study of Herman Melville's *Moby-Dick* through the study of items in this whaling chest. The chest contains the log book of the whaler *George & Mary* which sailed out of New London, Connecticut as well as additional material concerning Melville.

The Education Department has several sea chests available to schools in this and other states. They are particularly useful as supplemental teaching aids, and are often sent to schools too distant for their classes to visit Mystic. The only charge for the chest is the shipping costs, and the weight is approximately 49 pounds. When they are used in schools nearby, the study is usually climaxed by a visit of the class to Mystic.

Miss Marion Dickerman and Alexander O. Vietor have been appointed by William J. Sanders, Commissioner of Education for Connecticut, to a committee designed to survey and clarify the responsibility of museums to the people of the state, particularly with respect to their relationship with schools in providing services. Miss Dickerman is Educational Director at the Seaport, and Mr. Vietor, Secretary of the Committee of Libraries and Museums of Yale University, is one of our Trustees and Chairman of the Education Committee.

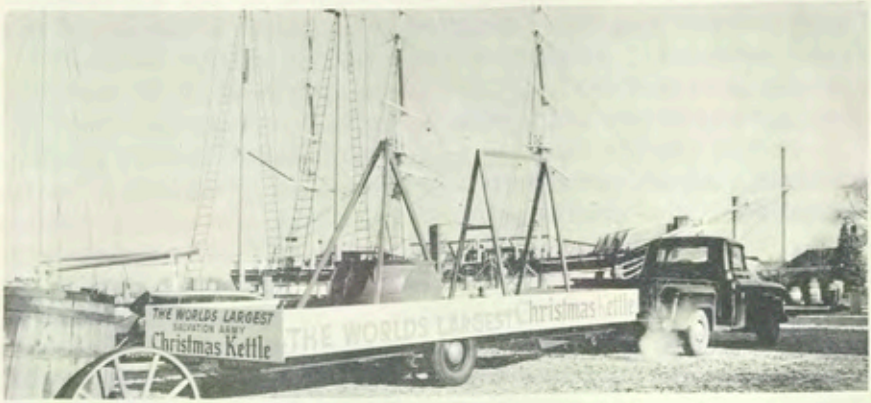
Try-kettles

Major Andrew Miller of the New York Salvation Army issued an appeal for a giant kettle "large enough to stand in" but in all New York, none could be found.



SALVATION ARMY PHOTO

So, the giant-sized kettle, which has a 250-gallon capacity, used in the drive which opened in Times Square on November 24 was obtained from Mystic Seaport. A second kettle was used on various street corners in the city.



The Salvation Army also toured the state of Connecticut with a third kettle during the Christmas season.

Australia Now Ashore

The schooner *Australia*, for the last decade a fixture at her wharf on Seaport Street, now presents quite a different view.



Soon after the season ended, the schooner was taken to West Mystic Shipyard, her masts removed and placed on deck, and then towed back to a berth at the South Wharf. After her masts were brought ashore, the schooner was beached at the old Greenman shipyard on a high tide. Here, W.K. Van Duzer, a contractor from Peacedale, R.I., assisted by Elwood Bogue and his shipwrights, gradually jacked the hull into a position parallel to the shore and then slid her around and up to her present position.

At the present time the *Australia* occupies the old Greenman launching ways area. Sections of her planking, especially at the garboards, have been removed to reveal the area which requires complete renewing. The actual rebuilding of the schooner will follow the pattern used in the *Morgan*'s restoration--that is, taking out sections and re-framing and re-planking the area.

Considerable rebuilding has already been accomplished in her hull above the waterline over a period of several years, but it was inevitable that the remainder of the hull had to be restored, as well. The masts are sound and the standing rigging in good

condition, while the running rigging will be replaced as necessary when the time comes.

Of course, the most important factor is that of financing the project. The restoration will be a major effort, and can proceed only as the money is available. Our Marine Maintenance Department has made a survey and estimate of costs and a regular schedule for work in the program of re-building will be launched when the weather permits in the spring. Funds in hand, however, will only allow for a start on the major work.

For years this glamorous old schooner has been an integral part of our Youth Training Program, serving as a floating adjunct to the *Joseph Conrad*, in berthing the cadets. So much a part of Mystic Seaport's development, the *Australia*'s return to her former location will be eagerly anticipated.

The process of re-building the schooner should prove to be of great interest to our visitors, as it will be a form of activation not duplicated anywhere. Shipwrights, busily engaged in re-building a wooden vessel on the very site where clippers were once constructed, will be renewing a time-honored craft in a hallowed spot.

Student Research

It is a good sign of the times to find a renewed interest in maritime subjects on the part of undergraduates. In recent months the Stillman Library has been used by students from four of our universities and colleges. Among the institutions represented are Yale University, U.S. Naval Academy, University of Connecticut, and Colby College. In addition several persons doing research on books they are writing continue to use the Library.

Such use of the growing collections in our Stillman Library is not only gratifying but stimulating. The Curator, Research Associate, Assistant Librarian, and other workers are always anxious to help such student researchers. As many of the students have only week-ends free they were not sure of finding the Library open. However, John Cornelius, the Assistant Librarian, is available for such week-ends and is always willing to come in at any time.

Letters

To many Americans, the comparative youthfulness of our country is little realized. But the following letter, which explains itself, will bring this fact out better than a formal lecture on the subject.

Barnstable, Mass.

Editor of The LOG
Mystic Seaport, Conn.

While glancing through the October 1961 (Vol. 13, No. 4) issue of the LOG, I became interested in the brief note on page 13, explaining some of the historical background of the carved sternboard from H.M.S. *Boxer*.

You mention the brief engagement of the *Boxer* and the American brig *Enterprise*. Among the names of the four Americans killed in this encounter was an ordinary seaman, Nathaniel Garren.

This being an unusual name, and because my own name is often misspelled in this fashion, I dug out the old family bible for any information it might give.

I discovered there that my great grandfather George, had a brother Nathaniel Garran, who was born Nov. 10, 1797, and was recorded as having been killed on board U.S. Ship of War, *Enterprise*.

Thus the Nathaniel Garren you speak of, indeed would have been by great great uncle, and his last name should be spelled the same as mine.

Unfortunately, no further information is obtainable here, other than the fact that Nathaniel Garran, O.S., died before his sixteenth birthday.

This information might be of some interest to you.

Yours truly,
F.W. Garran, Jr.

A recent publication by the Vanguard Press is titled *Missionary Whaleship* and was written by Thomas E. French. It contains the story of the New Haven (Conn.) whaleship *Thames* which in 1882 took a group of missionaries from New Haven to Hawaii.

One of the illustrations is a view of the *Charles W. Morgan* at Mystic Seaport. The *Thames* was somewhat smaller than the *Morgan* but the author felt that the picture would help bring out the dramatic voyage of the "Missionary Whaleship." The book is based on a printed account of the voyage with some previously unpublished material from diaries and letters, the whole giving the unusual voyage its first full-scale study.

Variable Winds

In our list of lectures presented last summer for our Munson Institute we inadvertently left out one that was given by William Ewen on "Hudson River Steamboats." This is doubly regrettable because the lecture is one of the most popular of our evening series and Bill Ewen has given it each year--and we hope will be again with us the coming summer.

Loans of display material have been made to the Historic Annapolis maritime exhibit at Annapolis and to the Virginia Museum of Fine Arts marine exhibit at Richmond, Virginia. Both the Groton Motor Inn and the Lighthouse Inn of New London have whaleship models on display in their establishments. In the office of the State Secretary in Hartford is another model on loan from the Seaport.

The *New York Times* Book Review in a recent issue illustrating a review of books on science had a picture of Galileo's mechanism for a pendulum clock which is similar to the working exhibit of the same mechanism now in our Clock Shop.

The Spring & Summer 1962 Montgomery Ward catalog shows some of their models against indistinct Seaport backgrounds.

We are pleased to note that *MoTor Boating* "Reads" The *Log*. We quote: "Mystic Seaport is a unique living museum in the form of an old New England seaport... Responsible for this remarkable display of Americana is the Marine Historical Association of Mystic, Connecticut, a philanthropic group which publishes a ... booklet entitled *The Log*.

...A recent issue carried a brief article of direct interest to the racing brethren. Entitled 'The First Successful American Hydroplane' the item dealt with the pioneering work of the late William Stearns who designed and built a hydro as early as 1906. ...One gathers from the article that Stearns invented the 'step' although it is noted that he never patented the design. A photograph of the Stearns craft shows a remarkable similarity to the hydros raced right up to the introduction of the three-point hull in the mid-thirties!"

Since the Family Membership was added on January 1 there have been numerous conversions and a considerable number of new. At this writing we now list 121 Family Memberships.

Mrs. Thomas P. Nichols, one of our most valued volunteers, with many years of reliable service, was the guest of honor at the fiftieth anniversary of the graduation of the Westerly High School Class of 1911. She was a favorite room teacher of the class members.

During the fall months a lady introduced herself as a "native" of Mystic Seaport. When the puzzled custodian inquired for further detail he learned that the

lady was Mrs. William Johnson who was born in the present Aloha Meeting House in 1913, during the time the original meeting house had been converted into apartments and stood near the present entrance. Mrs. Johnson left the area in 1918. Fred Hermes, one of our Activists, recalled her father and her family and the two had a pleasant "gam".

In view of the publicity attendant to the use of the whaleship try-pots by the Salvation Army during the holiday season it will be of interest to note that one of our faithful New Zealand friends, Arthur J. Sheat of Auckland, has sent us a clipping from the *Pacific Islands Monthly* which describes a try-pot now in Tahiti. This item, so distinctly a whaling piece, came from none other vessel than the *Charles W. Morgan*, last American square-rigged whaler to anchor at Papeete in 1906.

Our members will recall the story in *The Log* of the wooden replica of the Silver Oar of the Vice-Admiralty Court of New York made of wood from the *Charles W. Morgan* at the request of Judge Robert P. Anderson of the U.S. District Court, which sits in admiralty in New Haven, and used by him during these sessions.

The story was reprinted in a number of journals including *The Compass*, published by the Marine Office of America. Now, Judge Joseph J. Fisher, of the U.S. District Court of Beaumont, Tex. has indicated his willingness to accept a similar replica, and the law offices of Brown & Fullbright, of Beaumont, have requested that the "*Morgan* oar" be forthcoming. James Kleinschmidt, who made the first replica, has agreed to fashion the Texas-bound oar.

Alexander Laing, of Dartmouth College, whose latest book *American Sail* is an excellent pictorial study, writes us in appreciation of the help which the staff members gave him while he worked at the Seaport. In conclusion, he states: "A friend who returned from a visit to Mystic told me that he had been cautiously exposing his jet-propelled teen-age son to the variety of things, hoping against hope that such interests had not been finally eclipsed by the Space Age. The boy was bored at first. 'How long do we have to stay, pop?' 'Only as long as you want to, son.' The boy tried to be polite, and not rush it too much. Four or five hours later, toward closing time, he asked: 'How soon do we have to go, pop?' 'We can stay over and come back tomorrow, if you like.' 'Swell, let's.' So, you see, all is not lost if the atmosphere is right. And you seem to have made it so."

The National Lead Company of New York, through Theodore F. Mack, has presented an original and a replica of the small wooden keg used in marketing white lead in the seafaring trade during the nineteenth century. The brand was familiar with the "Dutch Boy" advertisements. The kegs are now on display in our Ship's Chandlery.

The uncanny habit of history coming to full cycle again occurred in 1961. A letter from Western Australia written by Ian Heppingstone inquired if

there was any information available on a "Nelson Haley of America." Resultant correspondence revealed that Haley was the same Nelson Cole Haley who had written *Whale Hunt*, published a decade ago from the original manuscript now at Mystic Seaport.

Mr. Heppingstone's letter revealed another close touch. Haley had married Charlotte, the daughter of Captain and Mrs. Robert Brown. Captain Brown was master of the whaler *North Star* of New London. In 1854 the *North Star* put in at Vasse, Western Australia, where Captain Brown met Charlotte Heppingstone, daughter of Robert Heppingstone, and married her. The *North Star* was lost on her next voyage on the Australian coast and the crew rescued and taken to Mauritius by Captain Hempstead of the New London whaler *Vesper*. Captain Hempstead also married an Australian girl, Harriet Layman.

Mrs. P.H. Ringsdorf of Mathews, Virginia, has sent us a photograph of the *Charles W. Morgan* as it looked at her wharf in the Acushnet River in 1906, when she was still an active whaler. This has been given in memory of Mrs. Ringsdorf's father, Dr. L.F. Potter of New Bedford.

We pat ourselves on the back and quote from *New London Life:* "If you are lucky enough to see *The Log*, the publication of the Mystic Seaport, you must have enjoyed the latest copy especially, because the cover is done in color, showing the painting of the *W.R. Grace*...

An album of twenty-six photographs of the America's Cup races of 1899 has been received from C. Oliver Iselin Jr. The album is a handsome one and was assembled and arranged by Mr. Iselin's father.

Mrs. Charles R. Paterson has changed over from loan to gift several models, including that of the schooner *Elena* on exhibit in the New York Yacht Club Station 10.

Among recent acquisitions of the Library are two diaries kept during the years 1868 and 1869 by Charles N. Clift of Mystic aboard the Civil War gunboat *Unadilla* in Far East waters. They were presented by H.F. Cornwall of Westfield, N.J.

When H.H. Kynett was in Scotland this past summer he found two interesting items which he purchased and had shipped to the Seaport. One was a ship model made of beef-bone and ivory by French prisoners of war at Edinburgh Castle during the Napoleonic Wars and the other a whaling relic--a bomb-lance gun manufactured in New Bedford in 1876 by S. Eggers. This was probably used by the Scotch whalers out of Aberdeen in the in the Greenland fishery.

Mr. Brooks and Mr. Stackpole attended the ceremony at the Submarine Library on Oct. 27 when the Morris Collection of the John P. Holland papers was presented by Dr. Richard K. Morris, grandson of Mr. Holland. General Dynamics succeeded in plant ownership of the Holland Company and continued in the development of the submarine to the nuclear-powered craft of today.

Mystic Seaport
Marine Historical Association, Inc.
Mystic Connecticut

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Entries in the *Conrad* Youth Training Program Log Book Contest shown here are from M.S. *Pinafore*, St. Louis, Missouri; M.S. *Savannah*, Norristown, Pennsylvania; M.S. *Sea Witch*, Elgin, Illinois; M.S. *Columbia*, Dallas, Texas, and an individual entry.