

Volume 14 No. 2
Spring 1962

The Log of Mystic Seaport

The Marine Historical Association, Inc.
Mystic, Connecticut



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

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Our Cover

Mystic Seaport is beautiful in the spring with all the flowering trees and shrubs. Some feel it is the best time of the year to visit, and we agree with them, especially if they happen to have one of the not-too-hot, not-too-cool days with sunshine.

The Captain's Garden is tucked in behind the Stillman Library, Planetarium and Buckingham House. Along a picket fence are plants that might have been in the dooryard of a seafaring man and which are still popular today. Brick paths divide the lawn and you enter this little spot between the Planetarium and the Clock Shop.

The little Shinto Shrine, formerly on the grounds of the Imperial Japanese Naval Academy at Yokosuka, Japan, was brought to the United States after World War II. It is made of native hard wood, carved and decorated. The roof, with curved rafters, is covered with overlapping copper shingles. Twelve steps lead up to the inner shrine. This type of shrine is similar to that at which the Imperial family performed their worship.

Originally it was located on a hill overlooking Tokyo Bay, and to it, to pray for success, would go Japanese submarine officers prior to setting out on their war patrol. The weeping willow is said to symbolize Japan.

Dr. Charles Wendell David Launches New Library Project

At the last meeting of the Executive Committee of the Association, President Franklin Cole received the report of the special Committee on Future Planning through its Chairman, Henry B. duPont. Heading the list of projects was that of a new Library Building, and it was recommended by Mr. duPont's committee that it take the form of a memorial to the late G.W. Blunt White.

The special committee has devoted much study to a new Library, engaging the services of several experts to survey both the physical properties involved and the existing collections. Reports from these experts strengthened the conviction of the Committee's members and other Seaport officials that a new Library was imperative.

The rapid development of Mystic Seaport has found the Stillman Library keeping pace but handicapped by lack of proper facilities for such growth in book and manuscript collections. A new library which will make its full contribution to Mystic Seaport's dual function of preservation and education must provide adequate stack room for the books, research facilities including manuscript collections in a protected area, and a main room available for Munson Institute seminars, Trustees' meetings, and the like. It must also be a fireproof structure for the protection of our valuable and growing collection of manuscript and printed material.

President Cole has announced the appointment of Dr. Charles W. David of Wayne, Pennsylvania, to serve as Assistant to the President in planning for the new G.W. Blunt White Memorial Library. Dr. David is exceptionally well qualified for this important assignment. He is a graduate of the University of Wisconsin, attended Oxford University as a Rhodes Scholar where he received a B.A., and obtained his Ph.D. from Harvard University. He has been a professor of History at the University of Wisconsin, University of Washington, and Bryn Mawr College, being the Marjorie Walter Goodhart Professor at the latter for seven years. For fifteen years (1940-1955) Dr. David was Professor of History and Director of Libraries of the University of Pennsylvania, and is now Director Emeritus. He has served as the Director of the Longwood Library, Kennett-Square, Pennsylvania, since 1955. His most recent accomplishment was the planning of the Eleutherian Mills Historical Library at Wilmington, Delaware--one of the

finest historical industrial libraries in the country, which houses an unrivaled collection of family and business records in its manuscript collections, quite aside from the rare books and wealth of volumes in the imprint collections. Dr. David served as its first Director.

Dr. David has written several books, including historical studies and Library planning, his most recent being *Changing Patterns of Scholarship and the Future of Research Libraries.* He is a member of the Franklin, Philobiblion, and Grolier Clubs. He is also a member of the American Historical Association, Mediaeval Academy of America, American Association of Rhodes Scholars, and the American Library Association.

Dear Mr. Hermes,

Among the buildings at Mystic I thought Spouters Tavern was the best. I enjoyed every minute there and I thought what you had to say was very interesting. I always had the impression that the taverns in those days were kind of like the bars of today, but when I saw the tavern and heard what you had to say I changed my mind One thing that amused me very much was the mug with the glass bottom. I never knew that the tavern played such a big part in the activity of a town. I also learned that the tavern was the place where captains of ships came to find out the news after being at sea for many years.

Sincerely yours
Jeff Hamlin

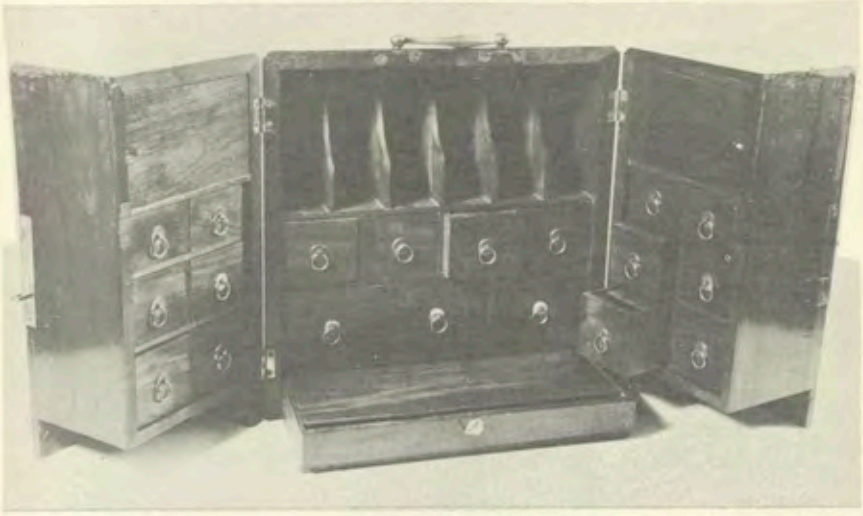






Seafarers and Medicine

The problems which faced officers on board ship were always complicated whenever a sailor or passenger became ill. On long voyages the early navigators were as much afraid of the dread scurvy as they were of the seas themselves, and the captains who were at sea for considerable lengths of time, especially whaling masters, knew that disease, accidents and exposure to the working of the ship, were to be reckoned as a part of the voyage. Carnage on the decks of the old frigates and ships-of-the-line were ghastly and a badly wounded man's chances for survival were slim, indeed.



To help the shipmaster a medicine chest was provided and a companion book gave some details of diseases with diagnosis and prescribed medicines. The medicines were in numbered bottles in the chest. There is the old story about the captain who found bottle number 13 empty and promptly mixed numbers 6 and 7 and gave the potion to the sick sailor. The story doesn't recount whether the patient recovered!

As a part of the equipment there was also the "Drug Cabinet" containing laudanum and other drugs. In the new Doctor's Office and Apothecary Shop will be found excellent examples of these little chests. In themselves they are beautifully constructed by skilled

cabinet makers, with compartments for the bottles, drawer for instruments, and usually a little panel containing a secret place.

Bad water, salt provisions and constant exposure to the elements made life at sea a constant battle against sickness. It was not until well into the nineteenth century that the reforms suggested and practiced by the famous Captain James Cook, Doctor James Lind and other leaders found a place in regular ship-board procedures.

While the Apothecary and Doctor's Office are fundamentally the land portion on the seaport side of medical practice and custom, they have a definite part of the seafaring tradition as they supplied the shipmaster with medicines on the one hand, equipment and advice on the other. Life at sea was hard enough in itself but the horrors of disease and serious accident were hazards which even the most imaginative would be hard pressed to recreate.

Contents of medicine chests were usually as follows: sulphur, quinine, bitters, syrup of squills, antimonial wine, calomel, carputa oil, mecurial pills, epsom salts, ipecac, blister plaster. Instruments included forceps or "rollers" for pulling teeth, tourniquet, needles for sewing, lancet, knives and a bone saw. Rum and whiskey, laudanum and chloroform were used as anæsthetics.

Iselin Trophies

The Corinthians Room in our Stillman Library now is the home of an unusual exhibit of yachting trophies. An extensive collection of silver trophies, received from C. Oliver Iselin Jr., has been placed in the former closet of the room and displayed in glass cases. The exhibit includes silver cups, goblets, compotes, trays, pitchers and chalices--representing the distinguished yachting career of C. Oliver Iselin Sr.

As a further gift, there has been presented a collection of framed photographs of yachts, together with an unusual album of clippings having to do with the America's Cup defender *Reliance* as well as the actual log book of the *Reliance*, 1903.

Whale's Tale Rally

Sunday morning, March 11, sports cars from several states began arriving at Mystic Seaport to participate in a New England Region of the Sports Car Club of America rally. Each car was manned by a driver and a navigator. The cars were assigned numbers, lined up in numerical order, and each navigator was given a sheet of *General Instructions* which contained information concerning the rally, such as: *Start--Your starting time is 12:30 plus your car number. You are responsible for your own correct start. Display car number provided at the lower right of your windshield.*



Since the scoring of the rally was based on how close a car could come to a predetermined (but unknown to the participants) length of time, while traveling over an unfamiliar route following clues on a sheet which would not be handed out until one minute prior to starting time, certain instruments were

necessary. Each car had to have an odometer (the device showing miles traveled, usually found in the speedometer dial) and some sort of clock or stopwatch. This was extremely basic equipment and many cars contained more than one re-settable odometer, several watches, and various types of calculators. One even had a regular office-type Monroe calculator mounted on the dashboard! At the officials' booth was a short-wave radio tuned to a standard time signal so all competitors could synchronize their watches with the watches of the officials.

At 12:30 car #1 was handed a set of instructions which started as follows: *At the start, turn L leaving Mystic Seaport. You have fifteen minutes to arrive at clue number six.*

1. *00.00 Mileage starts at the turnstile on your left.* (Note: this turnstile is at the exit path near the Eagle figurehead.)
2. *01.54 Acute R at Flying A, onto Jerry Brown Rd.*
3. *03.38 L at Y.*
4. *04.16 L at T.*

The instructions continued in a similar fashion, with one section being indicated as an odometer check so that the participants could compare their car's odometer reading with that of the car which was used to lay out the route. After this point no mileage figures were given--only directional instructions such as *L at Stop* (translation: turn left at next stop sign), and the average speeds to be maintained were to be determined per the following instruction, after clue #13: *Leave here at thirty-seven miles per hour. Then, commencing at the NEXT posted speed sign, and for the remainder of the rally, proceed at the posted speeds when thirty or under (NOT including school signs), at the posted speeds less ten percent for all others.* No high speeds or fast driving occur in a rally.

There were four "checkpoints" between the start and finish of the rally, where officials recorded the time each car arrived. This time was then compared to the time they *should* have arrived and one penalty point for each second, early or late, was added to their score. The winning team compiled only 47 points, while some of the less skilled (or less fortunate) teams accumulated over 2,400 points!

Forty-nine cars ran in the rally, most of them being sports cars such as Porsche, Corvette, TR-3, Alfa Romeo, MG, and Mercedes. Oliver Denison III and Leo Fanning of the Seaport staff

ran in Fanning's Sunbeam Alpine, and finished 15th. There were also entered a Rolls Royce sedan, a LaSalle coupe, a few small sedans and one VW bus.

The rally covered about 100 miles, ending on the outskirts of Southbridge, Massachusetts. The participants then proceeded to the Publick House in Sturbridge for dinner and relaxation while waiting for their scores.

Tentative plans are for a similar rally next year, probably starting somewhere in Massachusetts and ending at Mystic Seaport.

--Oliver Denison III

Christmas Island - Century Apart

The resumption of America's nuclear testing around Christmas and Johnson Islands in the far-away Pacific has focused world attention upon these little dots in the South Seas. A century ago they were better known to the New England whaleman than to Americans of today, as they were regularly sighted on voyages.

Christmas Island was discovered by the great circumnavigator Captain James Cook on December 25, 1777, hence its name. It is practically on the equator, in latitude 1058' north and longitude 157° 38' west. It is little more than a high sand bank, bounded by coral reefs and containing a lagoon. Captain Cook's anchorage in 30 fathoms off the west end is still the best place for mooring ships.

Only a few low bushes and trees originally grew on the island (which is barely five miles wide at its maximum width) and the inevitable landing field has been built on it by the United States, although the island is a British possession. Cocoanut trees planted a hundred years ago have managed to increase.

A number of ships were wrecked on this isolated island. One of them, the British whaleship *Briton*, lost in October, 1836, whose crew spent over seven months here before being rescued by the American whaler *Charles Frederick* of New Bedford. Many of the whaleship logbooks in our Stillman Library record sighting Christmas Island.

Captain Edmund Fanning of Stonington mentioned this island as did other American mariners who frequented this part of the Pacific. As a matter of fact, the whalemen from New England were the discoverers of several islands in this area.

Mystic Press Printing Shop

The latest addition to the Seaport Street exhibits is the *Mystic Press*, a printing shop recreated to demonstrate how the printers of the mid-nineteenth century worked. Set up in the front part of the Colegrove Building, the *Mystic Press* overlooks the waterfront just as the old printing shops of over a century ago did, when the printer was a notable part of every seaport town.

During the winter months Karel Wolke, master printer, made a tour of New England, acquiring suitable presses and equipment for the shop. The results of his work are evident--a Gordon platen press with foot-treadle, vintage of 1860, a Washington hand-press, manufactured by R. Hoe Co., 1840, and a Golding platen press of the 1868 period.

The unique collection of type-fonts, while not so self-evident, is individually unique. Here are some of the forgotten types--the six-point, the long Primer, the Brevier--up to the large wooden poster type of the 1860's. All this, together with leads and slugs, furniture, composing stone, ink brayers, lead cutter, mitre machine of ancient vintage, wooden composing sticks, bodkins, quoins and shooting sticks, reglets, wood cuts and even a "hell box" have been incorporated into the general set-up of the printing shop.

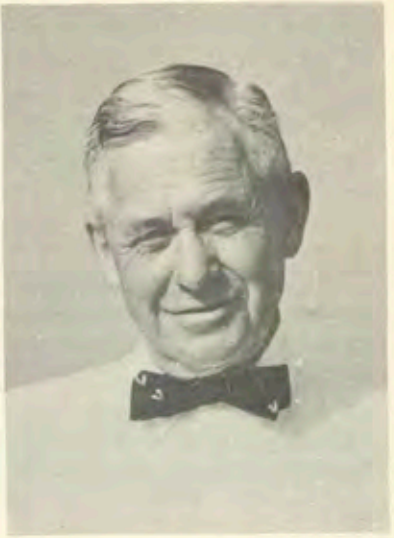
Mr. Wolke has found few of the old-time printers in the area still available for the interesting task of manning the Shop but he has done a highly commendable job in training several older men who find the work both interesting and worthwhile.

If the number of visitors who have already thronged the little shop are any criterion, the *Mystic Press* has had a good launching. If the almost forgotten printers who made the "marine columns" of the New London *Gazette*, Stonington *Mirror*, and Mystic *Pioneer* could be on hand, they would feel that this new exhibit was not only a proper addition but a form of memorial to their almost obscured efforts during the Age of Sail.

Sidney Withington, retired chief electrical engineer of the New Haven Railroad, author and historian, died suddenly on February 13 at Grace-New Haven Hospital. He was co-author of a book *Engineering in History* and wrote many articles dealing with early railroads and early steamboats.

At the time of his death he was president of New Haven Colony Historical Society and a trustee of The Marine Historical Association for which he had written two historical pamphlets--a translation of Marestier's *Steamboats of the United States*, and *Two Dramatic Episodes of New England Whaling*. Mr. Withington had many friends at the Seaport.

Blunt White Memorial Service



On Saturday morning, May 5 a Memorial Service for G.W. Blunt White was conducted on the green in front of the New York Yacht Club Station 10. Nearly four hundred friends of the well-known yachtsman joined in paying tribute to "Blunt", as he was always known.

For two decades he had been a devoted member and officer of The Marine Historical Association, an important influence not only within his own yachting fraternity but in the larger circle of our membership. He was a much-loved man whose passing came as a shock to all.

Dr. Robbins W. Barstow, Past Fleet Chaplain of the Cruising Club of America, conducted the service, with Mrs. J.C. Chesebrough of the Seaport staff as organist. The U.S. Coast Guard Academy's Protestant Choir assisted in the singing of the hymns. Ushers were William B. Dodge, Russell E. Francis, G. Kenneth Lewis, Thomas L. Miller, Joseph S. Santin and Henry A. Scheel. The Mystic Garden Club provided the flower arrangements.

Dr. Robbins' tribute was well presented and pertinent sections follow:

Friends, we are met here today united in a common sorrow, but also with a common purpose, namely, to honor the memory of one held in universal esteem, one whose friendship we were privileged to share. I suppose we represent in one way or another many of the robust interests that made up the rich pattern of a life fully lived and radiantly expressed. No eulogy is needed to praise him to this company. The log has been recorded day by day, and many of us have participated in the entries from time to time. Thus as we briefly review, in barest outline, some of the wave crests of the voyage now terminated, each one will fill in the special remembrances for which to give thanks.

George William Blunt White was born in 1895 in New York City. His father was Captain William P. White of the U.S. Navy, and Blunt's boyhood was an unusual but fruitful combination of travel, foreign residence, and studies at three schools--Taft, Holderness and Phillips Exeter. His business career began at the bottom, as a machinist's helper in his father's shop, the Lowell Tube Corporation.

Blunt's successful business career was in a way, only a launching pad for his participation in countless other activities and services. To list all his connections, offices, and committee assignments would tax an I.B.M. computor. His interests ranged widely, everywhere his counsel was sought, his keen judgment respected, his constant good humor welcomed, and his capacity for hard work appreciated.

I presume all of us here think of Blunt most naturally in terms of two of his major concerns--The Cruising Club of America, and Mystic Seaport. Like many of the rest of us he learned to sail as a boy and pursued that hobby with characteristic enthusiasm. *White Mist* is most appropriately lying alongside as a silent participant in this memorial service, for her skipper has been a familiar and always formidable contender in many Bermuda, Fastnet, Transatlantic and Coastwise races. And it was fitting indeed that Blunt's going was the way he would have chosen, at the happy ending of a long-desired east-west crossing. He just slipped out beyond the line of our vision, over the horizon, with his top-siders on!

Therefore friends, should we not rejoice and give thanks to God for such a life, that he was one of us, and that his spirit still moves among us and challenges us to crowd on more sail as we seek to emulate him in serving our day, our generation, our nation, and our world.

New England, especially Martha's Vineyard, lost another of its grand old master mariners a few weeks ago when Captain Levi Jackson of Edgartown died in his 83rd year. Last of three famous brothers, Captain Jackson was the recipient of a Carnegie medal for his feat of saving Captain William Haskell, Mrs. Haskell, and a crew of thirteen men from the wreck of the battered six-masted schooner *Mertie B. Crowley* in January, 1910. Only one man, Louis Doucette, is now living, who participated in that famous rescue.

Mystic Seaport has three graphic reminders of the incident—the yawl boat of the schooner, restored and exhibited, the starboard quarter board and the schooner's huge flag.



Calling all Cape Horn Sailormen

A few months ago William H. Taylor, managing editor of *Yachting Magazine*, reported an unusual request. It seems that Dr. H. Van der Horst, of Hilversum, Holland, had written Mr. Taylor with the proposition that the surviving Cape Horn sailormen of America join a parent organization originating in Europe.

Dr. Van der Horst's letter reads, in part:

In this country, as well as in France, Germany, England, Belgium and in Denmark-in-being, is a Society of old Sailormen who have been around Cape Horn in sail. These Societies have an international character and, since the French started it before the war, the old, old seaport St. Malo is the headquarters. But even so, we will have a meeting of the Dutch group in the Captain's Room of the Town Hall of the old seaport Hoorn on the Zuyderzee, which room existed when early in the 16th century two Dutch captains, Schouten and Le Maire, sailed from Hoorn in two ships and discovered that extremity of South America. Magellan was earlier but he went through the Straits. Schouten and Le Maire named the cape after their home town.

If any members of our Marine Historical Association who are eligible would like to join this unique group of deep-seamen they should get in touch with Mr. Taylor at *Yachting*.

Charles E. Baker, custodian at Mystic Seaport since 1954, has made four trips around the Horn. Once, as First Mate, Mr. Baker sailed out of Boston with Capt. Charles Hart on the 7-masted schooner *Thomas W. Lawson*. "A hard ship to bring about--too clumsy" says her salty mate.

But, says Mr. Baker with feeling, "It was the old square-riggers that really performed at sea, fair weather or foul. When you rounded the Cape in below-zero temperatures with valuable cargo aboard, there was nothing like an old square-rigger under your feet. For instance the *Lyndhurst*, on a return voyage from Manila with a 6,000 ton cargo of sugar in the hold (to be kept dry)--I'd signed on as First Mate for the trip when her mate was stricken in port and had to go into a hospital--made that crossing of the Pacific before a gale, with all sails set. Her captain was a hard-driver, a devil-may-care, but he knew his ship and what she'd do. He kept her on a steady run of 17-knots for 19 straight hours without reefing a yard of sail. We kept the cargo dry and we rounded the Horn in record time."

--From Mystic Seaport Staff Bulletin

My Life is Dear But... So I Will Risque It

The vault in the Stillman Library contains a variety of collections most of which have a direct bearing on our maritime history. However, there are a number of recent accessions which have an interest far beyond seafaring limits and a good example is a letter written from Hatfield, Massachusetts, dated May 18, 1775, by Zebina Montague and addressed to John Montague at Sunderland, as follows:

Respected Friend:

The battle at Lexington unhappyly desolvd our Correspondence by letter but considering that our men come of Victorious in that Skirmish it may not be amiss to begin our Periodical Speculations upon the Scenes which are passing at this day. You may remember that seventeen days of this soft season are past. I should be glad you would favour me what the opperation has been in the limits of your jurisdiction—what observation I have taken herabouts have been confined to but a small part to what Perhaps it might have been had I been on your side of the water—and my conclusion is that we are not half so successful in the Wars of Venus as you are the repeated success you have had is witnessed by the large number of prisoners you have taken but them wars are so far expired as I suppose Hostages are Given on both sides—You have Jeapourded your self in the high Places of the field and have always come off victorious. Your Courage must now be great and undaunted and therefore to me with submission Intreat of you to be in Preparation for the worst—but that subject has sufficiently been Propogated through your Society therefore I will bid it farewell and say something upon the domestic occurrences of Life—as to Health I am highly favoured—My mind much confused with Reflections upon the unhappy state we are in who as an Individual must suffer Equal to what small crum I have as those who have Great Possessions—my life is dear but however so I will Risque it in opposition to the Measure of administration against this Insulted People—Last Night in the Evening I had Intelligence that orders was come over for the Troops to Destroy Plunder and burn as much as was possible they could. This is the Language of a British Parliament! May God in his Infinite Mercy Prevent their Rage from succeeding and may the Net they have spread for the Innocent take their feet of the Councils of those men who are seeking the destruction of this People be Carried headlong. I am inform that L.D. North's Fishery Bill as equally mercifull

as his others has passed the two Houses of Parliament which will be very distressing to many of our New England men and Especially the Island of Nantucket who must Innevitably Perish without moving off for when at Newport was Inform that their whole dependance for the Necessarys of Life was the Effects of their fishery--there is not any favour to be Expected from that Parliament who have avowed the Desolution of a People who are as Loyal Subjects as any in Great Britain. I am Inform that Mr. Parsons of Amherst came in to Hadley to buy some shad but could not get any at all because he was a Tory Neither could he get any at Northampton. I believe if Lord N---H should hear of it he would be for a Bill to Restrain the fishery in Connecticut River or to put a stop to the Shads coming up the River which would Effect us who are short on for meat but Mr. E. Billings is Waiting for this in a few days I shall see you so I remain your

Most Humble Servt.

Zebina Montague

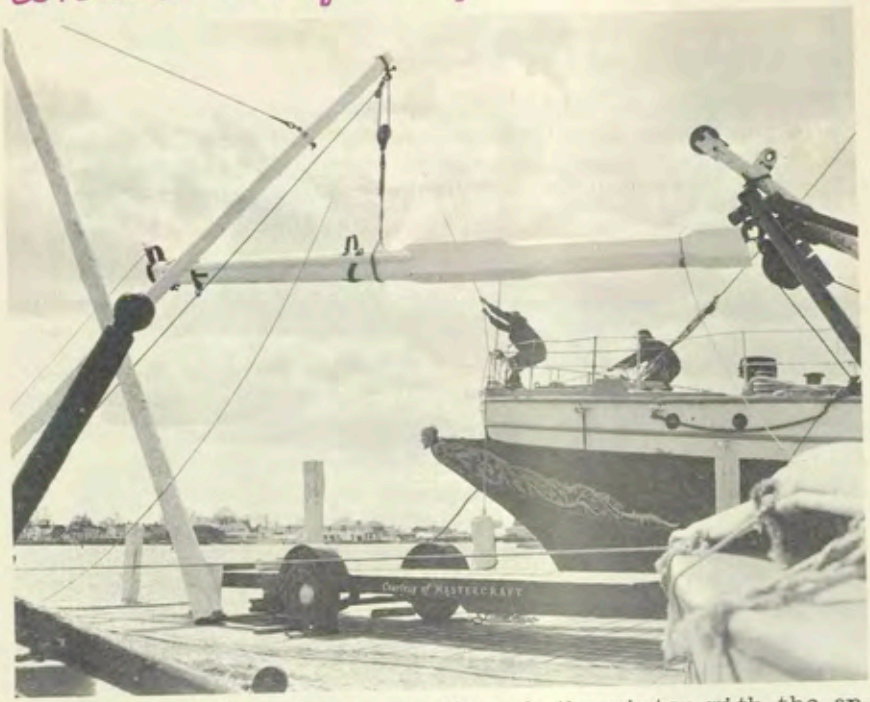
P.S. I hear your men have all safe arrivd to them that have been in the Army which is a sign that there will be more Indian Corn Raisd this summer than if they was obligd to be there.

Visitors

An interesting personality at the Seaport one morning was Anders Westberg of Brostgen Saltsjobaden, Sweden. Dressed in his Sea Scout uniform the 17-year-old young man had come into New England on a walking tour and found in Mystic "a place of much fascination". Anders was completing an American visit of slightly over a year, during which time he had gone to school in this country, worked in American stores and acquired an amazing knowledge of American ways and lore. In his own manner he personified the best of Sea Scout traditions and is a representative of which this organization may well be proud.

Mrs. Richard E. Byrd, widow of the famous American polar explorer and aviator, and her son, Commander Richard E. Byrd Jr., came for a short afternoon visit on Saturday, May 5. After inspecting the Admiral Byrd exhibit in the Campbell Room, they went aboard the *Charles W. Morgan* and also enjoyed a visit to the Buckingham House. They expressed the hope that they will come again soon, and we look forward to their return.

Conrad's Re-fitting



The *Joseph Conrad* has gone through the winter with the appearance of a vessel ready for the ship-breakers. With her topmasts down and bowsprit out she was a forlorn craft, indeed. But it was merely the preliminary to the next stage in the program of rehabilitation of the ship. Early in April, a new bowsprit was installed by the Shipyard crew and the old-style sheer-legs were utilized for this particular job.

On May 5 the *Conrad* was towed over to the Thames Shipyard, where after hauling and scraping another coat of Fiberglas was sprayed on her iron hull. Brought back by the Seaport's little tug *Weir*, the *Conrad* will have her topmasts placed in position, the necessary rigging set up and deck cleared so that the opening of the Youth Training Program will find the headquarters vessel available for another year of interesting activity aboard.

This current task of restoring spars and rigging on the *Conrad* is just another part of the major plan for complete restoration. As one of Mystic's prized exhibits, the *Conrad* continues to not only be the key vessel for our Youth Training Program but of inestimable value for the over-all appearance of the most important part of Mystic Seaport--the marine exhibits.

Outstanding Naval Prints featured in Stevens-Hicks Collection

The Navy Room was re-opened to the public during the last week in April with a new exhibit--the Stevens-Hicks Collection of U.S. Naval Prints. Comprising several hundred in number, the collection is American, British, French, German and Dutch in origin and includes scenes of American naval engagements, ships, portraits of prominent naval figures (American, British and French) and related subjects, as well as having views of the slave trade, relief missions, cable-laying, and other unusual scenes.

With few exceptions the pictures are contemporaneous with their subjects, and extend in time from the Continental Navy's not inconsiderable role during the Revolution, through the United States Navy's decisive part in the Civil War. Views of the Navy's participation in the undeclared Quasi-War with France, the War with the Barbary Pirates, the War of 1812, the punitive expedition against Algiers immediately following it, and the Mexican War, are all represented. Also included is one large-folio lithograph of the Spanish-American War period, "Our Victorious Fleets in Cuban Waters", acquired primarily as a matter of sentiment inasmuch as it was one of the last titles, if not *the* last, ever published by the famous old firm of Currier & Ives, many of whose earlier subjects are to be found in the collection.

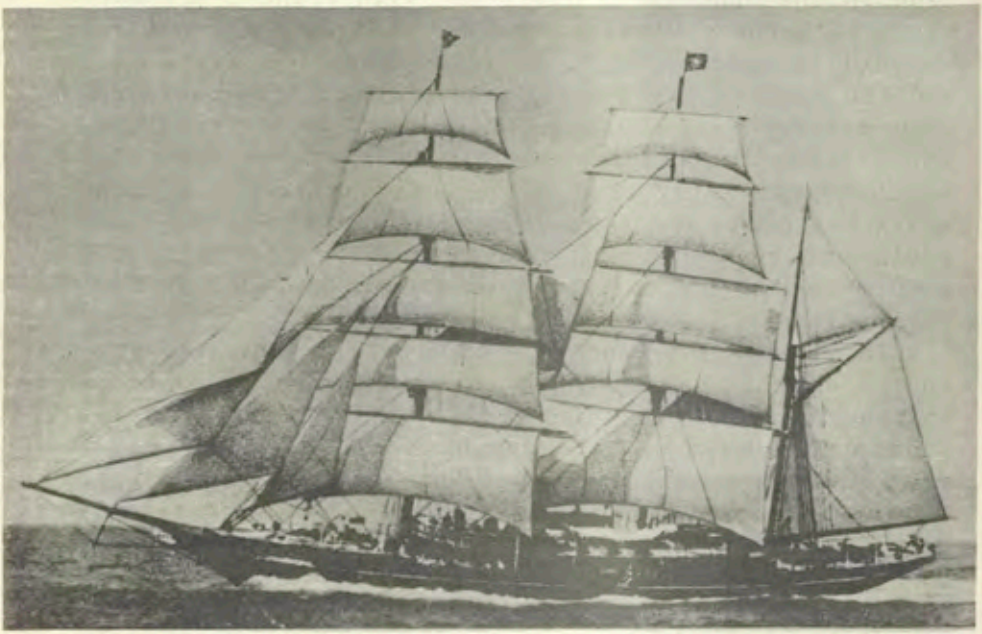
In view of the centenary of the Civil War, emphasis in the exhibit has been placed upon the naval aspects of that War, and accordingly there may be found a considerable number of lithographs by the prolific Currier & Ives as well as lesser known firms, engravings from contemporaneous histories of that tragic conflict, and woodcuts taken from such periodicals of that day as *Harper's Weekly*, *Frank Leslie's Illustrated Newspaper*, and *The Illustrated London News*, all showing the Federal (and, to some extent, the Confederate) Navies' far-flung duties and burdens.

The entire exhibit was made possible by Frederick Hicks, who has written:

The pictures which have recently gone on exhibit in the Navy Room at Mystic Seaport are representative items from the

Stevens-Hicks collection of engravings and lithographs depicting the history of the United States Navy. The basic collection was formed over the course of many years by successive generations of members of the Stevens family, one of the oldest of American naval families, and from whom I am descended through my mother. Following her marriage to my father, the collection was substantially augmented owing to his interest in maritime history generally, and particularly in the Navy. The Hicks family had been early merchant shipowners of New York, and he, as Representative from Long Island during and after the First World War, was Chairman of the Naval Affairs Committee in the Congress. I was fortunate enough to not only inherit the collection but a seafaring tradition on both my mother's and father's sides more than sufficient to assure my interest in maintaining and, where possible, expanding it.

Aloha

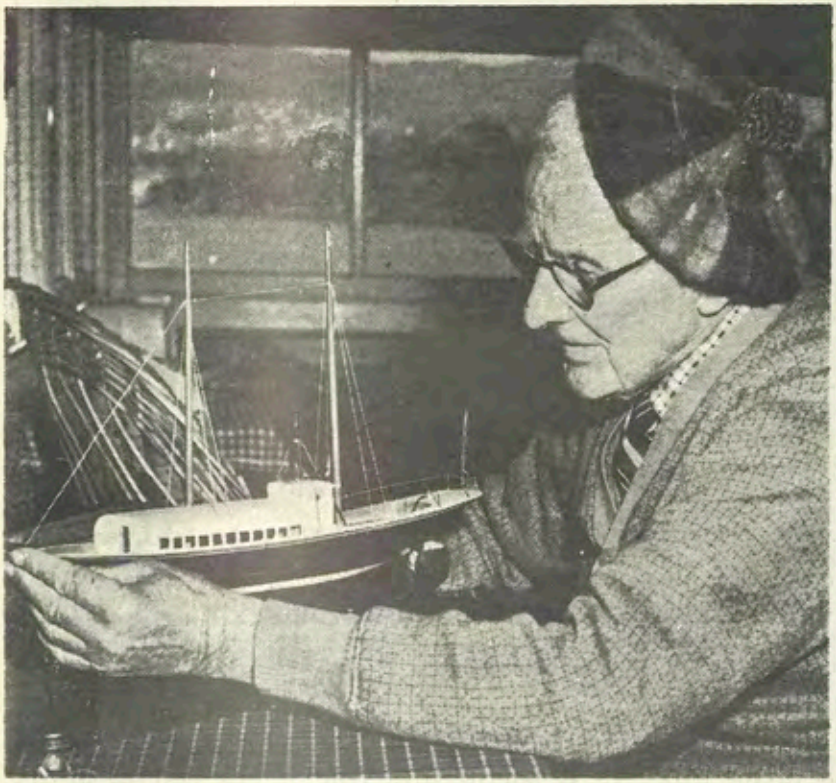


Dr. Karl Vogel of New York City, one of our long-time members who has presented us with valuable volumes for our Library, recently sent an old color postcard of the Arthur Curtiss James bark-rigged auxiliary yacht *Aloha*. Dr. Vogel accompanied Mr. James on a 'round-the-world voyage in *Aloha* a half century ago and his book on that voyage is remembered by many of our members.

The following is a reprint of an article in the Hobart, Tasmania Mercury.

—THE MERCURY, WEDNESDAY, 28/2/1962

"Grand Old Man" of Derwent 90 today



By a Staff Reporter

THE "Grand Old Man" of the Derwent, Capt. Harry O'May, today celebrates his 90th birthday, yet his clear-cut features and sprightly gait suggest someone in his 70's.

But only a week ago he was discharged from hospital after a minor operation.

"I'm not quite up on deck," he said yesterday, "only half-speed bell."

Capt. O'May (pictured above with a model of Success, the first ship he captained), who retired from the management of the Derwent ferries 21 years ago, has a keen sense of humour and his conversation is richly spiced with nautical phrases.

Born at Kangaroo Pt., now known as Bellerive, he is the eldest son of the late Robert (a Scot) and Annie O'May (an English woman). "I am proud of my Scotch and English descent, but proud-

Editor's Note: On May 24 word was received of the death of this "grand old man".

er still to be a Tasmanian," he said.

"I have spent all my life on the Derwent. I have known it in all of its different moods, and I have loved every minute of it."

He ran away

Educated at Bellerive and later at Scotch College (where the T.P.I. building now stands in Elizabeth St.), he was only 11 years when he ran away from college, because, he said: "They wanted me to learn French. I did not like it and would not learn it. They caned me, so I ran away."

His father was then engineer and skipper of the Enterprise and Success so he ran to the wharf and told him what happened. His parents considered the matter and decided that he could become a wharf boy.

"That was in 1883, and the harbour was full of colour and romance," he said. "There were square rigs coming up the harbour every day and they would let go their anchors with the roar of cable chains. There were also six whalers operating out of the port."

"Real humdinger"

Capt. O'May said that his father and his two brothers started the Bellerive - Hobart ferry service in 1864 with rowing boats and sailing ships.

The first steam launch, the Enterprise, came in 1870. Her engines were made by John Clark, in Hobart Town. Then came the Success, Result, Victory and in 1899 the Silver Crown ("a real humdinger").

Although only a boy, Capt. Harry O'May was allowed to steer the Victory and when 19 he was granted a permit to drive engines "until I was old enough to sit for a ticket."

"I was among the first to be granted a master's river service ticket," he recalled. "My first ship was the Success and I sailed many others until I retired in 1939. My last ship was the Kangaroo."

For over ten years it has been the editor's privilege to correspond with one of the most unusual men he has ever met through letters--Captain Harry O'May of Hobart, Tasmania. Not only is he known as the Patriarch of all maritime historians in his part of the world, but he has also contributed much to a wider knowledge of American marine interests in Tasmania, Australia and New Zealand.

The O'Mays came to Tasmania from Scotland in 1856, and Captain O'May is the head of his "clan", as he terms his family. In a recent letter he wrote:

I must again compliment you Yanks at Mystic Seaport for collecting the maritime items you display. I contend that historical exhibits should not be banished to the basements for the purpose of providing a spacious floor space, as I would rather see many items than a few exhibits set up for artistic effect.

Captain O'May has been a member of The Marine Historical Association since 1954. During this year he was visited by Mr. and Mrs. Philip R. Mallory. Richard Woolworth (marine maintenance department at Seaport) and Mrs. Woolworth also visited with Capt. O'May when they were in Hobart. They report his interest in Mystic is as keen as ever.

The Eighteenth Annual National Antiques show held in Madison Square Garden from Feb. 28 through March 8, contained an exhibit commemorating the historic engagement between the *Monitor* and the *Merrimac*. This particular display was made possible through the loan of two models from Mystic Seaport's Navy Room.

Corinthians Regatta



12, 15 and 16 of New England Fleet--1 and 2 of Darien contingent.
--photo--C.B. Crumpton

The Corinthians Third Annual Frostbite Regatta was held at Mystic Seaport last Saturday, March 10, 1962. This is a challenge series between fleets, raced in the Seaport's 9 ft. dhows. Again it was a beautiful day with a fine breeze, and eight races were held. The Philadelphia Fleet was not represented, so the New England Fleet, the defending champions, battled it out with the home fleet. Each fleet raced eight dinghies.

The boys from Boston tried hard, but we furnished the Race Committee, reliable, not-quite-impartial Commodore Bruce Sweet. Bob Heidenreich, NEF, won the first race in a breeze, and it looked grim for the members from NY, NJ, Darien and Rowayton. But the next seven races established the superiority of the home fleet on Mystic River for this year.

Charlie Brooks and Jim Kleinschmidt, NEF, of the Seaport were charming hosts as always, and it was a grand affair. After the races...the party adjourned to the Groton Motor Inn, where the NEF hosted a room-to-room cocktail party, followed by dinner. The main course, we understand, was flavored with wait-till-next-year sauce.

--From *The Monthly Mainsheet*
of the Corinthians

A Tale of the Mystic Seaport Comets

All those who have seen a comet through a telescope are struck by the remarkably long tail which stretches in a luminous curve for some distance behind the bright head.

But not many who look at the ships arrayed at Mystic Seaport are aware of a similar comet's tail attached to each. The reason is obvious--there is no visible evidence of the tail. But the fact remains, the tail is just as much a reality as that which is so plainly marked or attached to the comet in the sky.

The tail of these Mystic ships is known as *maintenance*.

It is a "tail" or "tale" which stretches from now until forever, since it will always be with us as long as the ships are with us. It is a tale which serves as a never-ending serial, each chapter of different words but following the same basic theme.

When the shipwrights busy themselves in this never-ceasing work of maintenance they are also using crafts which do not always have full appreciation by the average visitors because these are skills no longer a part of our American scene. The work of restoration on the *Charles W. Morgan* is fascinating, revealing as it does the old-time skills with adze and plane, shaping frames and fitting planks. Aloft on the *Joseph Conrad*, the riggers installing her topmasts, or swinging from boatswains' chairs in the shrouds or from the stays, never fail to catch the eye.

But such mundane pursuits as putting a plank in our small craft; fitting a bowsprit to our pinky; scraping and painting the hull of the *Bowdoin*, or cleaning and painting the large collection of small craft are noticed but never remembered.

The endless variety of maintenance work on small craft and large craft is necessary if these important craft are to survive. Already Mystic Seaport is preserving types no longer in existence and never likely to be revived. This requires very careful restoration in the first work, and so these initial steps are necessarily of longer duration than work on average craft.

Thus the unseen tail of our maintenance comet is all the more important because it is not seen. From its intangible presence it may be almost entirely missed by our average visitor. But it is always with us and those close to Mystic Seaport's operations are perhaps the more conscious of its presence because it cannot be discerned.

Noank Sloop Launched

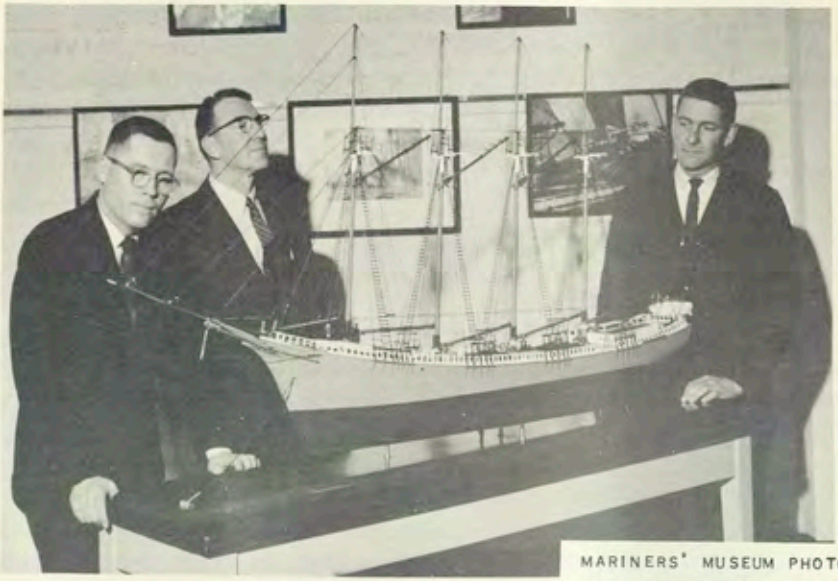
Early in April, a beautiful little sloop was launched from the Martha's Vineyard Shipyard by Thomas Hale, proprietor, and formerly with Mystic Seaport's Curatorial Department. Built during the winter at the Vineyard Haven shop, the little sloop is a gaff-rigged centerboarder, 24 ft. 6 in. overall in length, 10 ft. 11 in. in beam, drawing 2 ft. 7 in. with board up. Her lines are those of the fishing sloop *Birdie* of Noank, typical of the humble fishermen which were active in this area in the 1880's and '90's.

The sloop's lines were "taken off" by James Kleinschmidt, the Curatorial Department's Superintendent for Marine Maintenance. (He has also made up sail plans.) Consultations with Howard I. Chapelle, the nationally known authority, entered into these plans for modification of hull, etc. The lines are somewhat similar to those of a Martha's Vineyard or Cape Cod catboat, which reached their heights of popularity some years later, and it seems likely that the cats were, in fact, a development of the earlier round bottomed sloops.

The sloop is more than just a character boat or sentimental attempt to recreate the past. For most people today looking for a boat she would be quite unsuitable, but for those who like cruising in the old-style manner, she fills the bill admirably. She is not a racing boat, nor is she built to any racing-cruising rule. She is not yachty in materials or finish and her accommodations in her cuddy cabin—even when finished off by her owner—will be Spartan by today's standards.

This little sloop has been built for Mason Merchant of Scarsdale, N.Y.—a young man with wide experience in sail—and he expects to have her ready in time for the summer of 1962. Mason is a familiar member of the Association, having been employed in our Ship Maintenance program as well as harbor-master.

"Helen Barnet Gring"



MARINERS' MUSEUM PHOTO

Captain Francis E. Bowker inspects a model of the four-masted schooner *Helen Barnet Gring* recently acquired by the Mariners Museum at Newport News, Virginia. Looking on with him is Robert H. Burgess, Curator of Exhibits at the museum, and William G. Greenman of Hampton, Virginia.

Both Captain Bowker and Mr. Greenman were sailors aboard the ship in 1940 when she loaded a cargo of coal at Newport News to begin what proved to be her final voyage.

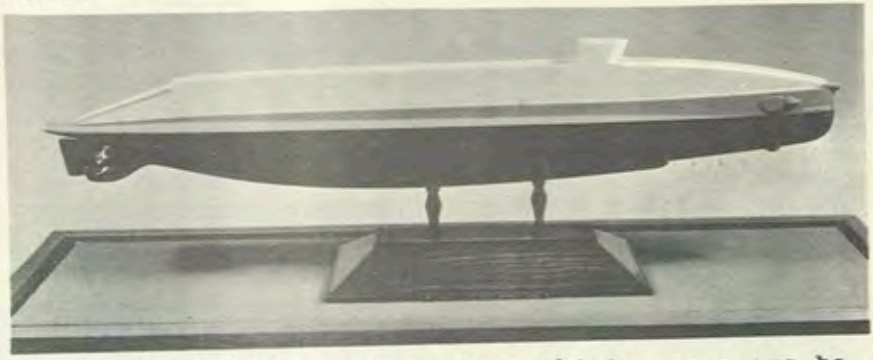
Mr. Greenman left the schooner at Barbados but Bowker remained on as one of the crew. The vessel proceeded to Las Piedras, Venezuela, where she loaded fertilizer for Jacksonville, Florida. Enroute, she was totally wrecked on a reef off the north coast of Cuba.

The *Helen Barnet Gring* was built at Camden, Maine in 1919. She was 203 feet in length and carried over 1900 tons of cargo. One of the last sailing vessels of her class to be built, she was one of the last to operate commercially.

Captain Bowker is skipper of the *Brilliant*, the cruising schooner of the Youth Training Program.

First under the Arctic Ice

At a very simple ceremony held in the Campbell Room on Saturday afternoon, May 11, Lady Suzanne Wilkins presented a model of the submarine *Nautilus* for the Sir Hubert Wilkins Collection. Constructed by Guido Ciaci of Saybrook, Connecticut, the trim little model has been placed close by those of the USS *Nautilus* and USS *Skate*, which were first to make the legendary voyages under the Arctic Ice from ocean to ocean.



By co-incidence it was just thirty-one years before on this May day that the indomitable Wilkins took his submarine *Nautilus* from New York to New London in preparation for a cruise to Provincetown and thence across the Atlantic. After a series of misadventures with engines and fuel he finally reached the Arctic and made that first momentous dive under the ice of the Polar sea.

Only a man of Sir Hubert's knowledge and courage would have dared such an adventure. When he first broached the idea of taking a submarine voyage under the ice the scoffers were legion. "You are daft," said an old Navy friend. "It can never be done." But Wilkins knew it could be accomplished. In previous years when he planned his epochal flight in a single-engined plane from Alaska to Spitsbergen in 1928, even the great Amundsen was appalled. "What you are trying to do is beyond the possibility of human endeavor," he wrote to Wilkins. He was right to a great extent except Wilkins was not only a daring man but perhaps the

first of our scientific explorers. When he took aloft his little Lockheed-Vega monoplane, and with Ben Eielson, completed the historic flight (for which he was knighted by King George V) it was merely another great adventure.

Through the dogged personality applied to his conviction, Sir Hubert was able to obtain from the United States Navy an O-type submarine scheduled for the scrap heap. After interminable delays, he managed to get the craft to the Brooklyn Navy Yard for overhaul and refitting. On the morning of March 24, 1931, under the shadow of the Brooklyn Bridge, the *Nautilus* was re-launched and christened. Among those present were Lady Suzanne Wilkins; Dr. Hugo Eckener, the Zeppelin genius; Simon Lake, Connecticut's submarine designer; Jean Julès Verne, grandson of the great French novelist, Lowell Thomas and other dignitaries. In command of the *Nautilus* was Captain Sloan Danenhower, Annapolis graduate, whose father had survived the ill-fated *Jeannette* expedition of half a century before.



SIR HUBERT WILKINS--LADY WILKINS--JEAN JULES VERNE--MARCH 24, 1931

The voyage of the *Nautilus* to the north, via England, Norway and Spitsbergen, was one of endless delays due to mechanical failures. Instead of reaching

the Arctic on schedule they were months behind, and on August 23, 1931, the most heart-breaking development of all occurred. When they had voyaged 5,000 miles to reach a point only 600 miles from the North Pole the diving rudders of the submarine broke off and the *Nautilus* was no longer submersible.

An ordinary man would have abandoned the endeavor in complete disgust. Not so Sir Hubert Wilkins. A man who had been first across uncharted reaches of the Arctic, first to fly across the unknown Antarctic Peninsula, a combat photographer in No Man's Land in World War I, and an explorer in the unmarked Australian bush country, was not apt to give up even such a quest as this unparalleled effort.

Captain Danenhower, Dr. Harold Sverdrup and other officers in the expedition agreed with Wilkins. Having come this far they should make every effort to test Wilkins' theories of under-ice navigation. The dangers they faced were incredible. Had they figured their stability correctly? Would the submarine capsize under the ice? Would the vents freeze open and prevent pumping out the ballast tanks? Would the air-lines congeal and check blowing out the water?

Everyone knew that with the diving rudders gone they would not control the *Nautilus* closely under way nor could they "porpoise" quickly. They had to depend on the inclination of the submarine by the bow and the thrust. For their initial experiment they selected a floe under which the sea was 2,000 fathoms deep.

The order to flood the ballast tanks came. The water line rose around them--ice domes and shapes of all descriptions appeared as the ice level fell to meet them. Soon Wilkins could see the beautiful blue of the crystal-clear water as the *Nautilus* settled down as the tanks were "trimmed" off. Finally, when the bow was down by some two degrees the order came to proceed--"Ahead." With all hands holding respective breaths they awaited the impending crash. Finally it came, as the submarine struck the edge of the floe and buried herself under the edge. After a series of crunching blows, the *Nautilus* was under, down by the nose by 7½ degrees.

The depth gauge read 37 feet, but as the gauge of submersion showed only 20 feet they knew the ice floe was 17 feet thick. For the first time in history man had deliberately dared to submerge beneath the Arctic ice!

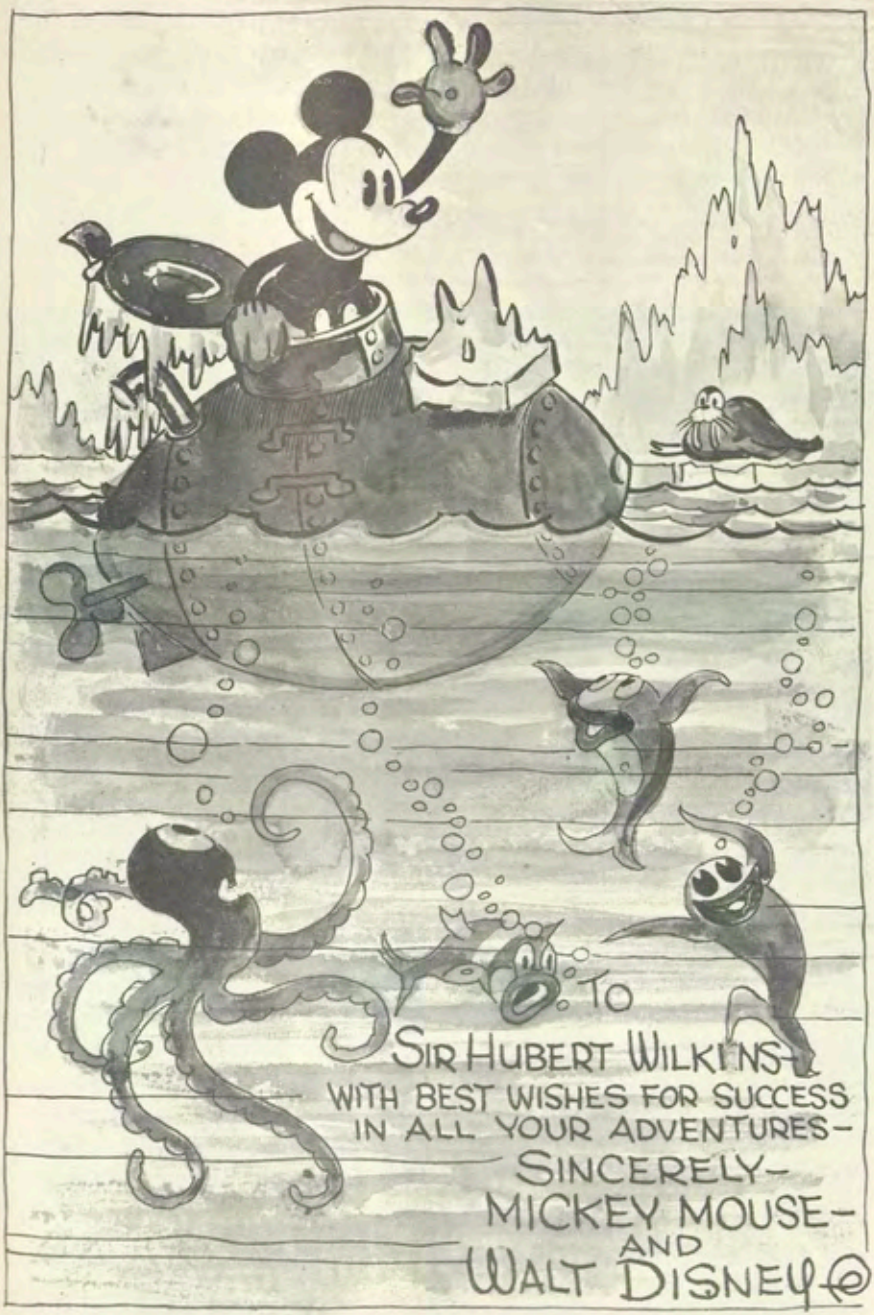
One can only imagine the thoughts which raced through the mind of Wilkins at that moment. Through especially constructed eye ports an amazing sight greeted them. As far as they could observe through the water--which was as clear as crystal--the under-side of the ice floe stretched away, revealing a series of corrugations, valleys, peaks, castles, in reverse--a counterpart of the top but upside down and much more rounded in outline.

But now they were down and under, what next? They could not proceed downward because of the lack of diving rudders. They could not rely on the ice-drill which Wilkins had invented as the submarine was in an unstable condition. If they ran forward and sank too deeply for their hull strength they might not be able to blow their tanks and so come up against 17 feet of ice which might capsize them.

After carrying out several important tests, and proceeding slowly for some distance, the logical order came, "Full speed astern." While they watched the underwater section of the ice floe retreat before their startled eyes the *Nautilus* gradually backed away and at last rose by the stern to the surface. In blinding radiance the sun flooded into the eye-ports and told them they were once more on the surface of the Arctic sea.

It had been done. Wilkins theory was correct. Man had dared the unknown and proven that a submarine could descend below the surface of the polar ice. In Latitude 82° north, some 500 miles from the North Pole itself, in a surface temperature below freezing, the great experiment had been successfully culminated.

During the next several days, a series of other dives was accomplished. But September had arrived, the season was now late and weather precarious. Regretfully, Wilkins gave the order to return to Norway. The condition of the submarine precluded any further attempts.



WILKINS COLLECTION--MYSTIC SEAPORT

Wilkins was always aware of the significance of this remarkable incident. He had proved that man would some day proceed under the Arctic ice, eventually voyaging from ocean to ocean, thus linking the continents of the world by the shortest possible route. As a part of this truly great explorer's plan for the advancement of scientific research in the polar regions, it was the fulfillment of a dream which had begun in 1913 when he served with Stefansson in the Arctic. He knew there was no land at the North Pole--Peary had proved it; the dirigible *Norge* under Amundsen had proven it by its flight, and Wilkins himself, with Eielson had cut his own path across previously unknown sections of the Arctic sea.

It was Wilkins' plan to take his submarine on a criss-cross pattern under the ice to prove the practicality of such navigation; also, to surface through the ice and have the submarine serve as a floating weather station. Even with an obsolete and damaged submarine he was able to prove his unprecedented plan was practical.

It remained for Commander Anderson of the USS *Nautilus* in 1958 to carry out the great dream of Sir Hubert Wilkins and for Commander James F. Calvert, in the USS *Skate* to first surface at the Pole. On the 17th of March, 1959, Commander Calvert scattered the ashes of Sir Hubert on the ice of the North Pole. It was a fitting ceremonial end for this gallant man whose dream encompassed much more than mere exploration.

The Sir Hubert Wilkins Exhibit at Mystic Seaport is the only existing comprehensive memorial to the man. Made possible through the interest of Lady Suzanne Wilkins, it contains relics and mementoes of a man whose incredible adventures out-rival fiction. Perhaps the Arctic submarine episode may become the most outstanding in his career, and this may be fitting inasmuch as it was the one he felt disappointment keenly for not having been able to complete.



The *High C's*, belonging to member Robert H. Howe, was the first yacht to come in this season.

More from Cap'n Ellery

Our first lady-guest at the Fish Shanty was Elizabeth B. Smith who goes to Nantucket each summer. So many sea-loving people come from Nantucket and other islands off the coast. We had several Vineyarders, and strangely enough, it was the very romantic atmosphere around Nantucket and Martha's Vineyard that bred in me the urge to write.

Naturally we have a lot of visitors from Long Island and New Jersey shore areas too, who well know about boats and fishing and lobsters. One lady put it this way:

"We have short lobsters down around Barnegat, and more'n once my husband brought them home in his hat."

"Some hat," I remarked.

"It was, and it held half a dozen for a dollar."

I recall an old "bony-fish steamer" chanty, one often heard on the heaving deck of Wilcox menhaden steamers:

I lost my hat off Barnegat, and where do you think I found it?
Upon a pole at Holmes Hole, with a dozen gulls around it.

Holmes Hole of old is now Vineyard Haven, I believe.

Last week-end I had the Shanty fixed up to represent the old New England fishing industry, with emphasis on fishing boats and gear. We had live lobster, a basket of winter and dab flounders, caught in the "Second Hole" off Block Island—also steamer clams, and good! And near the end of the day I couldn't resist the giving away of a mess of firm-meated flounders to a family party who fish-hungry as the devil, were a bit flabbergasted.

"This is some Seaport!" gasped out the pretty wife. "We go home with a fresh fish dinner after one of the nicest days in our lives. We'll be back."

"I may not have any fish next time," I said.

"Don't worry about it," replied the husband. "Your record will still be good."

I am continually amazed at the many visitors who seem well or expertly informed on Atlantic Coast fishing, even a lady art teacher from Vermont who confessed to an urge for going to sea.

"Mystic Seaport is my Atlantic Ocean," she stated, "and you Cap'n seem to be symbolic--"

"And rheumatic," I hastily added. "And I caught pneumonia with every million fish we hauled over the rail of my dragger."

"Romantic, Cap'n, too. You have that Cape Cod look in your eyes, a sort of Mystic one."

"Aye, I got it from looking off at Martha's Vineyard and Nantucket."

A Saturday party thought the five-pound lobster I had was my pet. And later a group of boys hung around to watch me boil him on the pot-bellied stove.

I could ramble on all day and it might not amount to much, but all's well on the one-fathom course near the South Gate.

Variable Winds

The state of Connecticut highway department has installed a new drain for the pond across the street from the Administration Building to prevent flooding of the highway. The pond will be a pond instead of a mud hole, as sand has been placed around the edges, a dam built to raise the level of the water, and the wall has been pointed up. Between the top of the wall and the fence a border of crushed stone adds to the attractiveness. (The stones are just fine for small boys to throw in the pond!) Small willow trees add to the landscaping.

Indoctrination can be interesting as was proved at the sessions held for the summer activists and a morning session for the volunteer hostesses. Staff sessions were an innovation and held on Tuesday and Wednesday evenings for three successive weeks. Topics included: Development of Mystic Seaport, Immediate and Long Range Plans; Report on Employee Insurance and Annuity Programs; Public Relations and Membership Campaign; Procedures; Ships and Craft; Education Program, and The Significance of Maritime History and the part Mystic Seaport Plays. President Franklin Cole and Dr. Robert G. Albion were guest speakers. A tour of the Seaport completed the indoctrination.

On March 24 and 25 Mrs. Grace L. Thompson of North Stonington presided at the tea table in the Mallory Building. Mrs. Thompson is the oldest member of the Volunteer Corps, having observed her 89th birthday on March 18.

Jeremiah Holmes, who has been a MHA member since 1938, also celebrated his 89th birthday--on April 20.

Thirty-six groups, totaling 561 cadets and leaders will participate in the 1962 *Conrad* Youth Training Program. Twelve states will be represented--Connecticut, Illinois, Indiana, Maryland, Massachusetts, Michigan, Missouri, New Jersey, New York, Ohio, Pennsylvania and Wisconsin.

The *Brilliant* Program began with the week-end cruise of May 18. Twenty-one groups, totaling 210 cadets and leaders are expected during the season which ends October 12.

Two 5-week courses in Astronomy for teachers in Groton and Stonington schools were completed in the spring at the Planetarium. Average attendance was seventy-five.

From April 14 to May 11 3056 children signed the Log in the Junior Museum with eighteen foreign countries represented.

William B. White has been appointed to the Board of Trustees to fill the term of his father, G.W. Blunt White.

The Sailing Activity, under Education Department's Mike Sturges, had a very busy season. Eighty-three boys and girls between the ages of 10 and 18 participated in a program which

included classes on week-days after school and Saturday mornings for instruction, ending with actual sailing on the Mystic River in early April. Classes will be resumed in September.

Red Oaks, the estate given to the Association by Mr. and Mrs. Josiah K. Lilly for re-sale, has been sold to Mr. and Mrs. Howard E. Houston of Quisset, Massachusetts and Meriden, Connecticut.

The last Log noted 121 Family Memberships. The number today (May 24) is 401, indicating the popularity of this newest membership classification.

A second information booth will be opened, in the North Parking Lot. These booths have information on other museums and places of interest as well as where to stay, etc. and seem to be very helpful to the visitors.

Projects: Extension of the Galley to provide much needed working space; remodeling the facilities of the New York Yacht Club Station #10 for better service to visiting yachtsmen, and installation of a heating system to make year-round use possible. enlarging and enclosing the North Boat Shed.

During the week of May 23 two school groups came via New Haven Railroad. The Sherman School (Fairfield, Conn.) arrived at 10:40 a.m. on an eastbound train and the Sherman School (West Warwick, R.I.) came in at 11:04 a.m. on a westbound train. Unusual, to say the least!

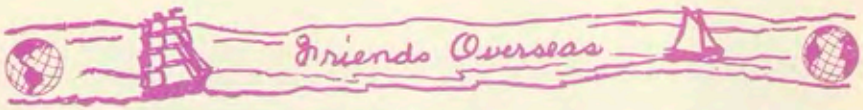
From Long Island, Maine comes an unusual anchor, with double flukes on either end at right angles to one another. An iron ring slips up and down the shaft between and it is thought the anchor was so fashioned for use in a rocky bottom. The gift was made possible through the interest of Dean K. Worcester, a member from New York City.

An interesting volume, *The Building of the Cape Cod Canal*, is a gift of Mrs. August Belmont, whose husband did so much to make this plan of a century come true.

Mason Hammond of Cambridge, Mass. sent in a brass cartridge from a one-pound shell salvaged from a Spanish battleship at Santiago on September 3, 1893. The relic was originally obtained by Navy Dr. Frank L. Pleadwell, and by co-incidence, the late Dr. Pleadwell spent a few weeks with the Munson Institute in 1957.

A late model Polaroid Land camera has been presented the Curatorial Department by Hugh Downs, the well-known television personality, through Mr. Brooks, General Manager. The same will be used in identification of accessions and other record memorandum.

The Library has received as gift two first editions of Herman Melville from John A. Kebler of Mount Vernon, N.Y.— *Narrative of a Four Month's Residence among the Natives of a Valley of the Marqueses Islands*, London, 1846, two volumes; *Omoo*, New York, 1847. Also *Typee*, second English Edition with first appearance of *The Story of Toby*, London, 1847.



Letters come to the editor's desk from distant points of the globe, all of which add flavor to correspondence. One of the most unusual requests for information came from G. Grady, who wrote from the Samoan Islands seeking the lines of the original *Spray*. *Spray* was the little sloop (later yawl) which took Captain Joshua Slocum on his single-handed voyage around the world.

Seeadler
Pago Pago
American Samoa
May 10, 1962

Dear Mr. Stackpole:

Thanks very much for attempting to locate the address of the Slocum Society, and for sending the copy of *The Log*. I find it a very interesting publication.

As you state you would like to hear from us, would be very glad to write you on any subject. Let me know what it is that you would like to hear about and will do our best. In the meantime perhaps you will be interested in the following.

The *Seeadler* is a hoy-rig sloop, and 30 ft. x 9 ft. x 6 ft., auxiliary diesel power. She is very heavy for her size and is a single hander. Canadian registry, out of Victoria, B.C. I left there last year about this time, alone, and touched at Los Angeles where I acquired a permanent crew of one, a red-headed nurse who has since become a very good seaman. Next stop was Nuku Hiva after 50 days at sea, then the Tuamotus, Tahiti and dropped anchor here. Had intended only to sit out the hurricane season, but have been building boats ever since we came, as there is no builder here. There are no facilities for yachts other than a marine railway. My wife is nursing in the local hospital.

Seeadler is my fourth sail boat and now that she is too small I want to build a *Spray*. It has all the characteristics I desire for cruising this part of the world. Have been sailing for twenty-five years and like all sailors, I've formed very definite opinions re-regarding cruising boats.

One is regarding beam, and the other is the disadvantages of outside ballast (in the South Pacific). About the only change I would make in *Spray* would be the use of hoy rig.

So much for that, and again I say let me know what you'd like to hear.

Sincerely,
G. Grady



On January 27 Fishtown Chapel was the scene of the wedding of Miss Priscilla Louise Deibert and Anthony Francis Oliver, both of East Haven, Connecticut. The Rev. Kenneth C. Bunker of the Mystic Congregational Church, performed the ceremony. Mrs. Philip W. Deibert gave her daughter in marriage, while Mrs. William B. Jackson of East Haven was matron of honor and William B. Jackson was best man. After a reception at Lighthouse Inn the couple left on a wedding trip to Washington.

Busy Mystic Seaport

May 24	Groton Kiwanis with wives--luncheon
May 26	Society of American Travel Writers--luncheon Visit of Officers and men of HMS *Astute*
May 27	Conn. Valley Regional Ancient Car Club Meet
June 4	Industrial Management Club dinner
June 6	Westerly Power Squadron--dinner meeting on *Joseph Conrad*
June 7	New London County TB Association--meeting in Navy Room
June 11	Opening of *Conrad* Youth Training Program
June 17	Dedication of Doctor's Office
June 27	WPRO Day at Mystic Seaport
June 30	Naval Architects' and Mechanical Engineers Wives
July 2	Opening of Munson Institute
July 7	Hartford Symphony Concert--Mystic Rotary-Seaport-Community Center sponsored.
July 20	South Shore, Long Island Power Squadron Rendezvous. *Gundel* Dedication
Aug. 3	Newcomen Society luncheon Annual Square Dance--8:00 p.m. on wharf
Aug. 4	District 1 Power Squadron Rendezvous U.S. Coast Guard Day
Aug. 9	Close of 8th Munson Institute
Aug. 10	Annual Meeting; Irving S. Olds, former Chairman of the Board of Directors of U.S. Steel Corporation, speaker.
	"Music Under the Stars"--Mystic Lions Club-Seaport sponsored.
Aug. 18	Shelter Island Yacht Club Rendezvous
Aug. 20	Watchung Power Squadron Rendezvous
Aug. 25	2nd Annual Clambake
Aug. 26	Ram Island Race around Fishers Island
Sept. 1	*Bowdoin* Day--Publication of new MacMillan book

Mystic Seaport
Marine Historical Association, Inc.
Mystic Connecticut

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