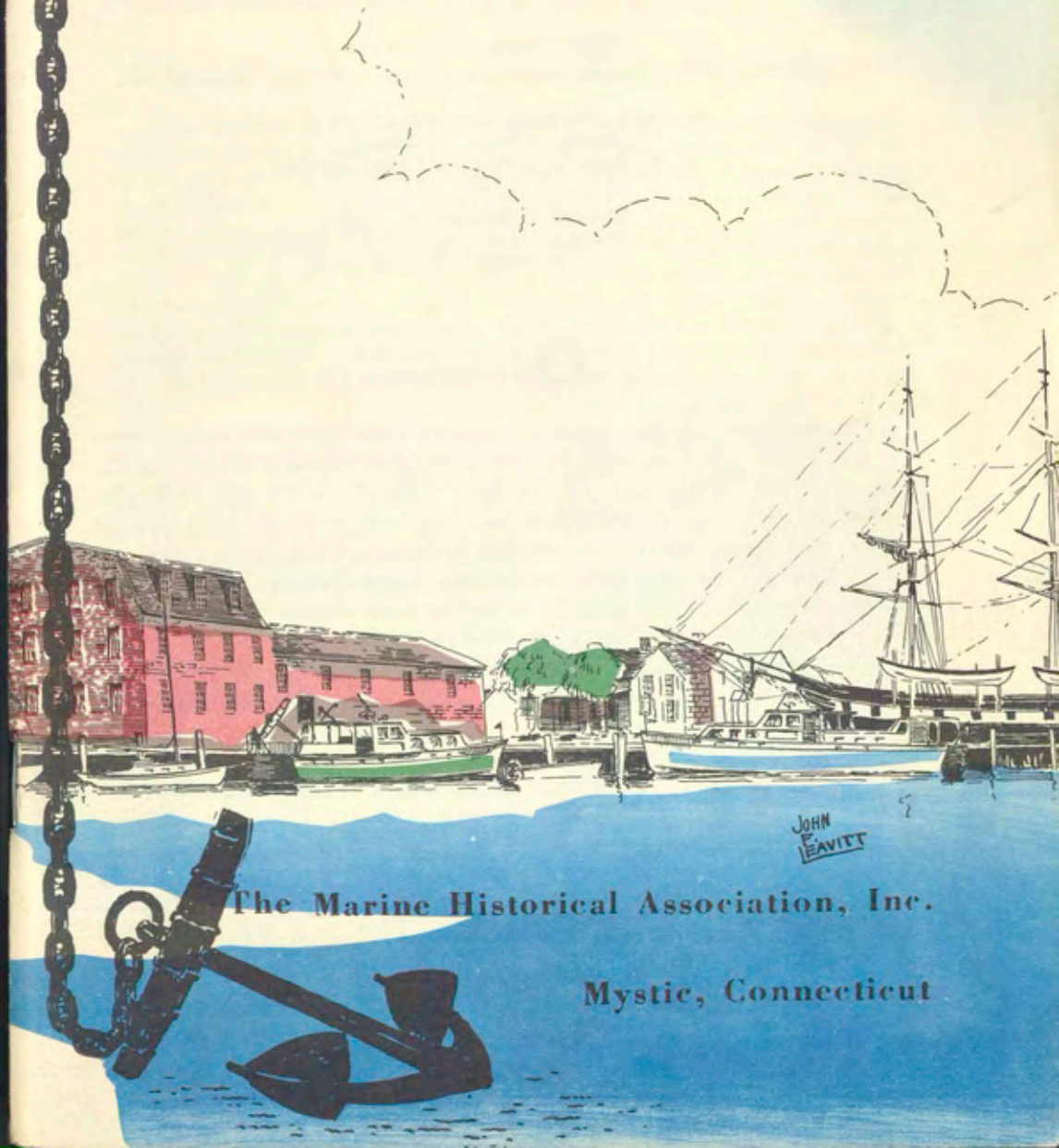
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Summer and Fall 1962

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

sketch is by John Leavitt, summer-time "captain of the *Morgan*". Summer means yachts and more yachts. Richard Austin Smith, an interested member, writes us: "Just a note to say that our stay at the Seaport this year was the best ever--in part due to the good humor, courtesy, and helpfulness of the harbor master, Lew Powell, and his young assistant, Brian Thorpe. They are the best dock team we've seen in five years of coming to Mystic."

Our "dock team" have registered in excess of 2300 boats this season. Several Power Squadrons tied up during their cruises and many days we were forced to say: "Sorry, we have no more space today."

Which all goes to prove that it is wise to reserve your space in advance. (The harbor master has a telephone.)

The largest boat was *Rara Avis*, 110 ft. o.a. Some of the interesting names were: *High C's*; *Four Belles* (man's wife and three daughters); Carl H. Sayre's *Deep Stuff* for boat, *Shallow Stuff* for the dinghy; *Whale Tail*; *Pearl Necklace*; George Fry's *Skillet*; Howard Crawford's *How len mad* and Mr. Dickinson's *The E.N.D.*

For the first time in its history, The Log of Mystic Seaport is combining two issues--this summer was an extremely busy one for all.

The America's Cup

The models illustrated are from a collection, including the schooner America *and all the subsequent cup defenders, which is on display at the New York Yacht Club Station 10. Constructed all to the same scale by Van Ryper, of Martha's Vineyard, Mass., this unique array of schooners, sloops, et al, were presented by Mr. and Mrs. Josiah K. Lilly, and are exhibited in specially designed cases flanking the doorway leading into the* America's *alcove. It is probably the only single collection of these famous yachts built in this miniature scale, with sails up to demonstrate the varied sail plans, and with hulls set into bases so as to reveal the interesting water-lines of each model.*

AMERICA. 1851



The *America* was built for a syndicate of five New York Yacht Club members and had been invited to visit Cowes during the first World's Fair in London. Built for the then impressive cost of $30,000 *America* won the scheduled race on a tricky, 53-mile course around the Isle of Wight against a fleet of schooners and cutters. *America* was broken up in 1945 after a long and useful career which included blockade-running during the Civil War, and a training ship for cadets at Annapolis.

The trophy won by *America*, frequently called the Queen's Cup, had nothing to do with Queen Victoria but was put up by the Royal Yacht Squadron. The "Hundred Guinea Cup" (its cost at that time) became the permanent property of the yacht winning it, hence "The *America's* Cup". In 1857 this cup was deeded to the New York Yacht Club to be held "perpetually as a Challenge Cup for friendly competition between foreign countries."



MAGIC 1870

After receiving the *America's* Cup, the New York Yacht Club promptly notified the yachting world they had the trophy and invited competition. But it wasn't until 1870 that James Ashbury of England challenged with his yacht *Cambria*. *America* and twenty-two other schooners fought off the challenge, with *Magic* the winner. The start was from anchor, that custom prevailing. The schooner *Magic* was first away and opened up a lead that was impossible for the others to overcome. Yet, for one challenging yacht to sail against these odds did not seem fair to many sportsmen and efforts were made to reduce the number of defenders.



COLUMBIA 1871



SAPPHO 1871

Mr. Ashbury came back the following year with *Livonia*, a yacht with finer lines and a far greater sail area than his first entry. Four American yachts were available for the race. *Columbia* was picked for the first three against *Livonia*, winning two and losing the third. *Sappho* had been badly beaten in a race in England in 1868, but was later improved by alterations. She was selected and won the fourth and fifth races with *Livonia*. Again the United States was accused of "ganging-up" on the competition and loud and bitter argument followed the match.

The Royal Canadian Yacht Club of Toronto, Canada challenged for the Cup in 1876 with the *Countess of Dufferin*. Major Charles Gifford, Commodore of the Club, asked that only one boat meet the challenger and the New York Yacht Club granted the request and ever since has picked only one boat to meet a foreign yacht in races for the Cup. *Madeleine*, who had been the most consistent racer in the fleet since 1873, was the choice. Instead of the traditional start from anchor, the yachts were to come to the line sailing--the first instance of this innovation. *Madeleine* was the winner and an interesting note is that the *America*, then a mature lady of twenty-five, joined the party just for fun.



MADELEINE 1876



MISCHIEF 1881

Pocahontas (the first sloop built especially to defend the Cup), *Gracie*, *Hildegard* and *Mischief* met for trial races and *Mischief* was chosen to represent America. She was a center-boarder, a fast and able boat, built in 1879 and showed somewhat the influence of the English cutter type. (*Pocahontas* turned out a failure and was placed out of commission.) The *Atalanta* was sailed by her designer and builder, Alexander Cuthbert, but lost the first two races so there was no third race.

Edward Burgess of Boston, Mass. designed the defending yacht *Puritan*, which was chosen over the New York entry, *Priscilla*. Insufficient wind caused postponement of the first race. At the start of the following race *Genesta's* bowsprit ripped through *Puritan's* mainsail and was snapped off. *Puritan* was at fault but Sir Richard Sutton, owner of *Genesta*, decided to wait until repairs had been completed on both ships rather than win by default. Unhappily the wind died during the wait, and this race too, had to be postponed. *Puritan* won the next match, *Genesta* led most of the way during the last race but *Puritan* was able to nose ahead and won by just over two minutes. In spite of the defeat it was a period of good sportsmanship and pleasant relationships.



PURITAN 1885



MAYFLOWER 1886

The challenge on behalf of *Galatea* came from the Royal Northern Yacht Club of Scotland. *Mayflower*, also of Burgess design, was an improvement on *Puritan* and was the biggest sloop in this country. The New York Yacht Club pinned its faith on *Atlantic* and *Priscilla*, but *Mayflower* was picked in the trial races, and won both of the Cup races. It is interesting to note that the following spring a race was sailed between *Mayflower* and *Galatea* in which *Mayflower* again won, which satisfied *Galatea's* owner, Lt. William Henn, having had the test he wanted.

Thistle was built in Glasgow, Scotland with great secrecy. *Volunteer*, another Burgess creation, was turned out in a little over two months. She had a clipper bow and the usual centerboard and was unrivaled in American waters. Two out of three races were decided upon and were won by *Volunteer*. The first race had only a light breeze and the spectator fleet took some of that. On the steam yacht *Mohican*, which accompanied the *Thistle*, was a private corps of *dudelsackpfeifers* who played furiously, and it was remarked that there was more wind in their bagpipes than in the racer's sails!



VOLUNTEER 1887



VIGILANT 1893

At this time George L. Schuyler drew up a new deed of gift for the *America's* Cup which was accepted by the New York Yacht Club, but provoked hostile criticism abroad. With only minor changes, this is the one at present in force. Windham Thomas Wyndham-Quin, fourth Earl of Dunraven and Mount-Earl, of Dunraven Castle, Brigend, Glamorgan, Wales, and of Adare Manor, Adare County, Limerick, Ireland, was the next challenger with *Valkyrie II*. *Vigilant* was Herreshoff-designed, a deep centerboarder.

Colonia, Jubilee, Pilgrim and *Vigilant* were the competing yachts, *Vigilant* being chosen to compete in the best three of five. A 15-knot wind at the beginning of the third race made for a match never seen in the whole long series of challenge races. *Valkyrie II* lost two spinnakers in shreds. With every stitch of canvas on her that she could wear, *Vigilant* won the race. "A splendid race, nobly sailed." "Probably the greatest battle of sails that was ever fought."



DEFENDER 1895

Lord Dunraven returned in 1895 with *Valkyrie III* to race against *Defender*, another Herreshoff-designed craft. Because of crowd interference and an accidental ramming, Dunraven refused to race the third time. Tempers flared, charges and counter-charges flew and an investigation into alleged fraud was even held. It was a bitter situation and interest in future matches waned substantially.

In 1898 Sir Thomas Lipton decided to "have a shot at the auld mug." Although not a sailor, he was in every sense of the word, a sportsman. *Shamrock* was built for speed alone, and appeared to be a formidable contender. J. Pierpont Morgan and others went to Nathaniel Herreshoff, who built *Columbia* and she was quickly selected to defend the Cup. *Columbia* won the first completed race. In the second, *Shamrock's* topmast broke, putting her out of the race. *Columbia* had no choice but to finish this race. In the last race *Shamrock* crossed the starting line ahead, but *Columbia* won.



COLUMBIA 1899 AND 1901

After waiting to see if another challenger came forward, Sir Thomas had the Royal Ulster Yacht Club send a challenge in his behalf. George Watson, probably the foremost designer in England, designed *Shamrock II*. In this country Herreshoff again was commissioned to construct the *Constitution* for members of the New York Yacht Club. Thomas W. Lawson of Boston wanted to enter his

Independence but declined to become a member of the Club or have a member sail his boat so did not compete in Club trials. The Newport Yacht Racing Association arranged a series of races between the *Columbia, Constitution* and *Independence*. The Lawson boat sailed six races and finished last in each, thereby being eliminated. *Constitution* and *Columbia* met in twenty-two races, and although each boat won nine, *Columbia* showed better form in the four unfinished races and was selected.

The first completed race began well for *Shamrock II* but to the surprise of all *Columbia* made up what she had lost, and won. *Columbia* also won the second race. In the third it was again *Shamrock II's* weather, and if she had been as cleverly handled as *Columbia* the chances are good she would have won. As they neared the finish line the two boats were right together, *Shamrock II* losing by 41 seconds.



RELIANCE 1903

Again waiting to see if anyone else would challenge, Sir Thomas asked for another race in August 1903. *Shamrock III* was a beautifully modeled boat. Herreshoff again designed the new boat for the New York Yacht Club syndicate, the *Reliance*, largest of all defenders. *Columbia* and *Constitution* opposed *Reliance* in the trials. All three cup races were won by *Reliance*, the last one finishing in a dense fog.

World War I caught *Shamrock IV* in Bermuda, and it wasn't until 1920 that a fourth series could be held. *Vanitie, Defiance* and *Resolute* participated in trials. When *Shamrock IV* faced *Resolute* off the coast of Newport, R.I., *Resolute* failed to finish the first race and lost the second. Would the Cup at last go back to England? The third race was a fight to the finish--the closest race ever in the history of the Cup races. Both yachts took exactly the same amount of time, but the time allowance handicap favored *Resolute* and she won this, and the last two races.



RESOLUTE 1920

For the first Class J contest four new boats were built--*Enterprise, Yankee, Whirlwind* and *Weetamoe*. Somewhere near to 10 acres of canvas was used for the sails! The four, with *Resolute* and *Vanitie*, had a keen summer of racing. During the season *Weetamoe* and *Enterprise* had won just about an equal number of races. But *Enterprise* was now a faster boat after many changes in rig, sails and gear, and was finally selected by the committee.



ENTERPRISE 1930

Many people hoped this try, perhaps his last, would be a winning one for Sir Thomas Lipton. *Shamrock V* was a lovely sloop, promising speed. In the third race she parted her main halyard, her mainsail came fluttering down, and she took a tow from her tender. *Enterprise* was the winner of the four races. Poor old Sir Thomas, viewing the collapse of his hopes said, "I willna challenge again. I canna win."



RAINBOW 1934

After Sir Thomas Lipton died, T.O.M. Sopwith, famed English aircraft builder, challenged with his very fast yacht *Endeavor*. The team of Harold S. Vanderbilt, Starling Burgess and L.F. Herreshoff ordered, designed and built *Rainbow*. Selecting the defender was a problem, even after *Weetamoe* and *Vanitie* were eliminated, for *Yankee* and *Rainbow* performed almost equally well. Finally *Rainbow* won the last of the trial races by one second and she was chosen to represent the United States. These huge yachts required as many as 100 professional crew members. Sopwith's crew struck for higher wages just before the match, and he decided to staff his yacht with amateurs. The outstanding performance of this amateur crew on *Endeavor* helped her to win the first two races. Though she led during most of the third, bad tactical judgment and handling errors caused her to lose. At the end of the fourth race, with the score tied at two wins each, Sopwith protested. Due to a technicality the protest was not allowed. Although *Rainbow* went on to win the last two races the situation was ripe for another unpleasant period. Vanderbilt and Sopwith, however, were able to calm the troubled waters.



RANGER 1937

In 1937 Mr. Sopwith challenged again with his new and far faster *Endeavor II*. Defending the Cup was *Ranger*, the fastest Class J sloop ever built, who beat both *Yankee* and *Rainbow* in the trials. *Ranger* won four races in a row.

All Class J yachts were dismantled during World War II. It began to appear that the *America's* Cup races would disappear, due to the expense of building and maintaining these yachts, so the New York Yacht Club requested the courts to allow a revision of the size rules. Approval was given for future matches to be sailed in smaller yachts such as 12-meter boats.



COLUMBIA 1958

The Royal Yacht Squadron challenged with a 12-meter entry, *Sceptre*, which was designed, built, outfitted, and crewed with the greatest care and fore-thought. Competing in the elimination trials were the 18-year-old *Vim* and three new 12's built especially for this challenge match. *Easterner* and *Weatherly* were eliminated and *Columbia* was selected. She won the first on a tranquil sea with her light sails. Neither boat finished the second race, but *Columbia* won the third when the wind had freshened. The last day the sea was flecked with whitecaps. Would *Sceptre* now vindicate herself? But again *Columbia* won, and the four races were conceded to be a fair match under every possible wind condition.

The 1962 America's *Cup races are past. All know that* Weatherly, Easterner, Nefertiti *and* Columbia *took part in the trial races, and that* Weatherly *was selected to race against* Gretel, *the Australian challenger.* Weatherly *was the final winner but lost the second race to* Gretel. *Magazines, newspapers, radio and TV have given adequate coverage--we say no more.*

Note: Mystic Seaport and America's Cup Races--center spread.



Clarence A. Wimpfheimer

The passing of Clarence A. Wimpfheimer, a devoted friend and enthusiastic worker in Mystic Seaport activities since 1943, on August 17, 1962, brings a deep sense of sadness to his many friends and associates. Clarence was always keenly concerned with the development and progress of Mystic Seaport and on many occasions gave generously of his time and energy. Many will recall his "Whaler *Morgan* party" held on his estate, Manatuck, several years ago. He served as a Vice President of our Association and was a member of the Executive and Operating Committees. A devoted yachtsman, he took part in cruises in the Mediterranean and Baltic waters with Captain Irving Johnson, as well as in his own boat in local waters.

As an industrial pioneer, Mr. Wimpfheimer had an active career. He was board chairman of A. Wimpfheimer & Bro., Inc., operator of the American Velvet Company in Stonington, and was nationally known as an exponent of profit-sharing between management and labor. In 1956 he received the National Award of the Society for Advancement of Human Relations.

His genial disposition will be remembered with affection not only at the Seaport but in the larger community where he lived and gave so much of himself.



WHALER MORGAN PARTY

Recent Accessions

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

Miss Theda Kenyon, author of *That Skipper From Stonington*, has presented a collection from the family of Captain Richard Fanning Loper, from whom she is descended. There are oil portraits of Captain Loper, his wife, two daughters, granddaughter and mother-in-law; a large oval Victorian mirror; a pair of silver candlesticks with snuffers; china, and other family pieces. It is the hope of the Curator that a room may be furnished with these items to be called the Captain Richard Fanning Loper Room, thus honoring one of the most distinguished Stonington families.

Through the interest of Chief Boatswain's Mate Gordon Kenney, U.S.C.G., of Nantucket, a model of a 36-ft. Coast Guard motor lifeboat has been received. The model was made by one of Chief Kenney's associates at the Brant Point Coast Guard station, a young man named Eves Vincent Jr., Engineman 1st Class. The model is now in our Coast Guard Exhibit.

From Cape Cod have come some maritime relics of the Crosby family of Brewster. Mrs. J.J. Grullemans, granddaughter of Capt. Charles Crosby, has sent us a framed oval photograph of the three Crosby brothers, all shipmasters, of Brewster; also old charts of North and South America and California.

Edmund F. Moran, a seafaring man from East Boston, who in the past has sent us a number of interesting relics, (including the Gloucester Master Mariners sign) has again made possible an unusual acquisition. This is a pair of ring-bolts from old T-Wharf, Boston. These huge iron pieces were the only ones remaining on the historic old wharf and were located in the cap log on the south side. Deeply scored, they are mementoes of the crowded history of the old wharf, recently demolished and now only a memory.

A Walker's *Cherub III* taffrail log has been loaned from the U.S. Navy, through the interest of Captain Edward L. Beach.

The New York Yacht Club Station 10 has an addition to its roof line--a handsome old weathervane presented by Philip R. Mallory.

A model of a modern harpoon gun, made by James Meiklejohn of Tonsberg, Norway, has been purchased for the Whaling Room. It is an excellent exhibit and Mr. Meiklejohn, a modern whaleman, has produced a fine model.

Mrs. Katherine Meta Campbell, niece of Jenny Lind, from Greenport, L.I., New York, has recently presented us with a cutting spade and bomb lance--both items taken from a Sag Harbor whaler.

To add to our collection of paintings, Mrs. E.R. Behrend of Watch Hill, R.I. has sent us a primitive oil painting on wood panel. It is dominated by a lion in the center. At the lion's right is a spotted cat, at his left a green-eyed fox, and a little girl and a sheep complete the scene which is colorful and amusing.

We received an anchor from Captain Walter Kenney of Milford, Connecticut which was brought up by the dragger *Little Joe* off Hatchett's Reef. The anchor is thought to be about one hundred years old.

Mrs. H.C. Fish of Staten Island, New York, forwarded us an altar cloth which is particularly significant to our collections as it was originally used on the altar of Fishtown Chapel.

Six charts and a spyglass were given by Mrs. Albert W. Rawlins of New York City. The charts include a sketch of the Faro, Shetland & Orkney Isles with part of the coast of Scotland, published Aug. 1, 1797; a new and correct chart of the North Sea "drawn from the latest surveys", July 12, 1783; chart of North America, from Cape Cod "to the Havannah", July 12, 1796.

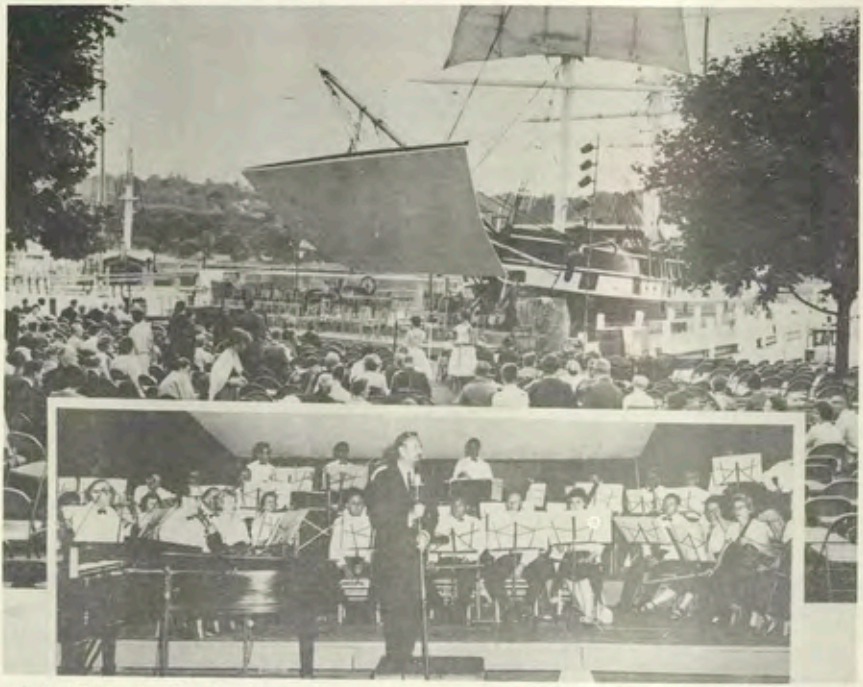
Lt. Col. George S. Deeming, now stationed in Italy, gave us an oil painting of the former Clyde-Mallory steamship *Neuces*, by Antonio Jacobsen. This painting is to be hung in the Mallory Building. Lt. Deeming's father once served aboard this steamer from New York to Texas.

Upon the advice of corrosion engineers of the Bethlehem Steel Corp., cathodic protection of the iron-hulled ship *Joseph Conrad* will continue. Successful control of damaging electrolysis has been accomplished by suspending magnesium anodes beneath the vessel's hull on a length of heavy wire. The magnesium is attacked by stray electrical currents and "sacrifices" itself, thereby preventing serious damage to the hull plating.

Advice and practical assistance with this problem have come from the Dow Chemical Company in the past, and once again the Dow people have generously donated twelve new galvomag cast magnesium anodes to help assure the continued preservation of our *Joseph Conrad*'s hull.

--James Kleinschmidt

Symphony at the Seaport



with Skitch Henderson, conductor, and the Hartford Summer Symphony on July 7 was co-sponsored by the Mystic Rotary Club and Mystic Seaport. Carpenters and riggers constructed a sounding board 34 feet wide and 20 feet high, designed to look like a spritsail, which was mounted under the flood-lighted bow of the *Charles W. Morgan*. Whale oil and cargo barrels and packing cases on either side of the platform resembled a loaded wharf in a busy seaport waterfront.

Member Hugh Downs wrote the following after attending the concert:

> The concert at Mystic Seaport Marine Museum carried an unforgettable mood and has left an impression that not only will last till the next year's concert, but has a dynamic quality characteristic of events seasoned with the real essence of a national heritage.
>
> Only art can breathe life into the past. To me the sound of that fine orchestra against the set spritsail and the moon and stars wheeling through the rigging on that cloudless summer night made the *Morgan* live again more than if she'd been re-floated.
>
> The impression definitely persists that the continuance of this kind of concert annually will gather increasingly enthusiastic response from an increasing number of people.

Mystic Memories

The response to our first publication for 1962--*Maritime Mystic*--written by Mrs. Virginia Anderson, has been most gratifying and many of our members have procured extra copies. The University of Zagreb in Yugoslavia wrote: "Upon arrival your publication was classified and included in our Permanent Exhibition. It will likewise be displayed at all our Special Exhibitions (by subject) both in Zagreb and in other university centres of this country, wherever applicable."

Carl C. Cutler, Curator Emeritus, also wrote on the early days--*Mystic, The Story of a Small New England Seaport*--which was an Association publication in 1945. In looking through some old files we found a most interesting letter, written by Irving H. Reynolds in January, 1946. Because it is a first-hand recollection of some of Mystic's prominent citizens and shipyards, we feel it is well worth printing as originally prepared by Mr. Reynolds:

In the booklet by Carl Cutler on Mystic, he has performed a valuable service in recording historical data and as one familiar with many of the later ships and persons, I greatly appreciate receiving a copy of his book.

I knew and grew up with the children of some of the persons mentioned, including Capt. "Jack" Williams, Capt. Warren Holmes, Capt. Spicer and D.A. Richmond.

I remember very well Charles Mallory, Sr.--known locally as "Old Man Mallory" as distinguishing him from his sons--Henry, George and David. He was a tall dignified gentleman, dressed in black and wore a silk hat--known as a beaver in those days, and I think was the only person in town having a coachman and span of horses. I saw the building and launching of the last two steamers at the Mallory yard--the *Carondeleb* and the *Aurora*, the latter never having been placed in service on the "Line".

I saw the *Frolic* launched at the Greenman Yard and remember that her figurehead was a woman holding a baseball in her left hand and a ball bat in her right, trailing backward. This figure was carved by Colby & Campbell whose shop was on the east side of the river about opposite Richmond's boat shop. That Colby was a baseball fan probably accounts for the subject chosen.

The last ship (square rigger) that I remember being built at the Hill yard was a little later than Greenman's *Frolic* and I

recall that the launching failed because she didn't start after all the keel blocks were out even after the use of battering rams and the pull of a tugboat--reported cause--tallow too much thinned with fish oil. She was blocked up--the ways regreased and successfully launched a week later.

The sandbagger *Annie* was built after my time but her predecessor the *Richmond* was built 7 or 8 years earlier and I frequently saw her starting down the river bound for a race which she usually won. I never had the privilege of sailing on her because she required a large crew of husky young men to handle the sandbags promptly.

Near the Hill yard was a Spar Yard where we boys enjoyed running over the floating logs--usually ending by falling in the water between the logs and requiring a visit to the boiler room of the Mill (the old Mystic Iron Works) to dry our clothes before venturing a return home.

At the dock of the old Iron Works was a big pair of shear poles originally used for installing machinery in ships (gunboats, etc.) during the Civil War and later for stepping masts in sailing vessels.

The book mentions the "scream of power saws" (page 169) but I never remember seeing anything but saw pits--hand operated--in any of the yards in my day, though there was a "planing mill" not far from the Iron Works which made ordinary building wood work and probably "joiner" work for ships cabins. This mill was later turned into the Lantern Hill Silex Mill by David Mallory.

My boyhood in Mystic inoculated me with a love for the sea which though I have lived mostly in the middle West, has been partly gratified by about 300,000 miles of sea travel, including four round the world voyages.

Among groups of visitors this summer were students of the Coe Foundation Fellowship Course at Sturbridge Village. Arriving on July 18, this group which is composed of high school history teachers, was met by Curator Stackpole who gave them a brief history of the Seaport.

Later in July a group from the University of Connecticut's summer course in American History, conducted by Prof. Albert E. Van Dusen, visited and were given a tour of the *Charles W. Morgan* by the Curator. A question and answer period was held following this tour.

Education Department Reports...

The Pynchon Junior Museum has been a very busy place. From the opening on April 14 through July 31, 40,303 signed the Log register. At that time the children had come from all fifty states and visitors from forty-five foreign countries had registered, twenty-three being juniors. As each state or foreign country is entered by a Junior, a star is put up on the map.

Each child picks a shell to take home from a large bowl. One mother wrote: "My family and I have enjoyed this exhibit most of all. We enjoyed having the lovely lady tell us all about the shells. Exhibits in themselves are not as interesting, unless there is someone to tell you about things. My daughter has a shell, my two sons are busy climbing and playing with the wheel and such."

The visiting groups have been many and varied--we list a few. Edward Watson said it was a pleasure to have a small group of eight deaf children with their two leaders, and that the speed with which their orientation talk was translated by the leaders was outstanding.

A group of fifteen members of the Connecticut branch of American Herbs Society had lunch at the Galley before their tour. Mrs. Adelma Simmons of Coventry, Connecticut, became very interested in our herb garden. She gave us a sizeable amount of herbs and spent three hours one afternoon with the gardener, Lou Pellegrino, replanting her gift in the garden.

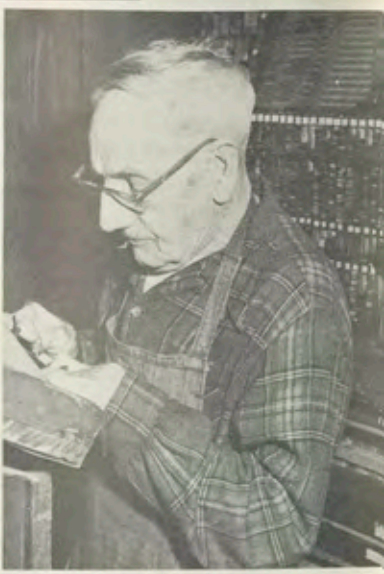
Three Girl Scout groups stopped on their way home from the Round-up at Lake Champlain, New York. A group of 32 scouts and 5 leaders had been three weeks away from their home in Stillwater, Oklahoma. The second group with 24 girls and 6 leaders were from Cincinnati, Ohio. The third group of 14 girls and 9 leaders came from Annapolis, Maryland and this group became interested in the Youth Training Program aboard the *Joseph Conrad*. All agreed that Mystic Seaport was a highlight of their trip.

The Rectory School in Pomfret, Connecticut sent forty members of their summer school on the second annual visit. This group makes use of the whaling lecture and other Educational Department materials in their course and plans to have additional material next summer.

A new booklet, *Educational Services*, lists the materials and services available at and from Mystic Seaport, for school and other similar groups--sea chests, preparatory kits, motion pictures, slides, records, etc. Write for one if you are interested.

Print and Weave





Perhaps the busiest places on the Seaport Street during this extra busy season have been the Mystic Press and the Weaver's Shop. In the former, Karel Wolke, William Reed, and William Congdon, with two apprentice boys, kept up a schedule in which two foot-treadle presses (vintage of 1850 and 1860) turned out souvenirs printed from old copper plates, and kept the public supplied. The Washington Hand Press, of the 1840 period, manufactured by Hoe, has created much interest. However, the outstanding press in the shop is the Wells Hand Press of the 1820 period, presented by Albert G. Getchell of the Addison C. Getchell Company, 74 India Street, Boston. Mr. Getchell came here to personally supervise the re-erection of the old press. It is one of three known to be still in operation and was originally obtained by Mr. Getchell's father in the 1870's, when it was already a half-century old.

Under the guidance of Mrs. Lynn Gratiot the new Weaver's Shop has had its large share of visitors. The Shop attracts men and boys as well as women and girls, and Mrs. Gratiot's continued interest is very much appreciated.





New York Yacht Club's original home, which as Station 10 continues to attract visitors to the north end of our grounds, has a new addition. The construction includes new toilet and shower facilities, and a coin-operated washer and dryer in a laundry room. Our visiting yachtsmen declare it is one of the finest.

Horologist

Mr. and Mrs. I. Liemer of Brooklyn, N.Y. visited on July 10. He is one of the few remaining old-time watchmakers. Born in Austria, he started as an apprentice when twelve years old. He became a journeyman at sixteen and arrived in this country at the age of nineteen and immediately secured employment as a watchmaker at the corner of Maiden Lane and Broadway, where William Barthman's (jewelry, silver, watches, clocks and diamonds) store is now located.

As time went on, so did he, and he became Head Watchmaker for Black, Starr & Frost, Marcus & Co., and Gubelin. Now retired, he still does some work for his friends and he is the only watchmaker allowed to do any work on the fabulous world-famous watch collection of Charles Kalish.



MRS. LIEMER, MR. LIEMER, MR. SOULE, MR. LANE IN CLOCK SHOP

He was very interested in the mechanism and the craftsmanship of the H.R. Ekegren of Copenhagen, and pronounced it a very superior watch. It was made for J.E. Caldwell & Co., Philadelphia, Penn., patented February 5, 1861. Dr. John B. Chadwick inherited the watch from his grandfather.

--George Soule
Clock Shop

Mementoes of a Century Ago

Through the interest of Mrs. C. Philip Donnel Jr. of Mystic, we have received family heirlooms having to do with a U.S. Naval veteran, Lieut. Frank H. Arms, paymaster, grandfather of the donor. These consist of a rusted sword, pictures of the loss of the U.S.S. *Vandalia* and other ships during the great hurricane at Apia, Samoa on March 16, 1889, and other related material.

Mrs. Donnel never saw her grandfather, but his years of service in the U.S. Navy and the story of his untimely death with his comrades in this great disaster have been a part of her family tradition.

Mrs. Donnel also gave a framed lithograph of the U.S.S. *Sabine* rescuing the crew of the sinking transport *Governor* and a battalion of Marines on board in 1861. In the vault of the Stillman Library is a private journal kept by Lieut. Arms during the Civil War. Presented by Mrs. Donnel in 1948, it is one of the most interesting journals in our collection, and an excerpt from one of the day's entries will reveal as nothing else could the type of man who penned these words:

The word was passed to set royals and flying jib and we were off for the other sail about ten miles distant. About 5 p.m. we came up near her, and made her out a bark--this time not with the red cross of England but our own good old flag at the peak. As she headed for us we hove to and waited for her to come up. We soon saw from his cranes that he was a whaler. He ran close under our stern. Commodore R. hailed him. "What bark is that?" "The *Ohio* from New Bedford." "How long have you been out?" "Seventy days." "Seen any suspicious vessels?" "No--have seen two or three steamers but have not spoken a vessel before since I left the U. States." "All well?" "Yes, thank you." "Are you in want of anything?" "No thank you." (Commodore) "I can give you some papers if you wish." "Thank you, if you will wait, I will send a boat aboard." "All right."

By this time he had got over on our starboard quarter, and this conversation being concluded our band struck up "Hail Columbia". I shall never forget the effect produced. The old whaler--honest old soul!--who had been out at sea seventy days without meeting a vessel, at the sight of that flag which represented to him all that was dear to him, hearing that National air--he pulled his hat from his head (as it seemed) involuntarily, with a feeling of reverence as it brought to his mind thoughts of his country and her glory--of all she had been and of her present peril--of his own dear ones, perhaps, whom that flag sheltered--these and kindred thoughts seemed to me to pass through his mind, as I judged from my own feelings, and he stood for a moment as though he hardly knew what to do.

It was but a moment--the next moment he swung his hat round his head and the crew of sturdy whalemen jumped into the rigging and gave three hearty honest American cheers. Then from out quarter deck--"Stand by to lay aloft, and give three cheers."--"Lay aloft" "Cheer." And five hundred men echoed back that tribute to the dear old flag, which never seemed so dear to me--and I was not alone. Brown, who was standing beside me confessed a choking sensation in the throat when our band sent out its greeting to the old whaler.

It seemed to me to speak to him something in this manner--"Cruise around here, and hunt whales, my honest fellow. Uncle Sam, you see, hasn't forgotten you, and will take good care that nobody shall trouble you unless he knows the reason why--and although you are a good way from home, you see we drop in occasionally to see if you are all right."



Nine-year-old Janet Shumelda of Mineola, New York, is happy with the Astronomy Set she received as the 25,000th visitor to the Planetarium in August. Donald Treworgy (left), Clifford Phelps and Frederic Keator (right) are Planetarium staff members.

Letters

The Spring issue of *The Log* just received I am finding most interesting, particularly the item on page 11, "Calling all Cape Horn sailormen".

As a native of Great Britain I commenced serving four years apprenticeship on May 9, 1896 in the ship *Miltiades* of the Aberdeen Line and sailed from London, arriving in Sydney, Australia July 29th. Sailed from Sydney August 25th, arriving in San Francisco October 21. Sailed December 29th, rounded Cape Horn February 17th, and after an unusually long passage arrived at Victoria Docks, London, May 26, 1897. I was in sail nearly seven years.

D'ye mind the day when we squared away
And ran her East by South,
When she trampled down the big Horn seas
With a roaring bone in her mouth,
When the best hands twirled her bucking wheel
An' dared not look behind
At the growling greyback in her wake,
D'ye mind, old pal, d'ye mind?

I was nearly sixteen when I commenced my apprenticeship and in later years sailed in the *Hesperus* and *Illawarra* owned by Devitt & Moore of London. *Enclosed is a snapshot of a painting of the *Miltiades* which was launched in 1871 with a net tonnage 1452, length 240 ft. 5 in. and beam 39 ft. 1 in. I enclose a picture of the *Illawarra*'s after deck taken in heavy weather.

Edgar H. Long
47 Carleton Street
Hamden 17, Connecticut

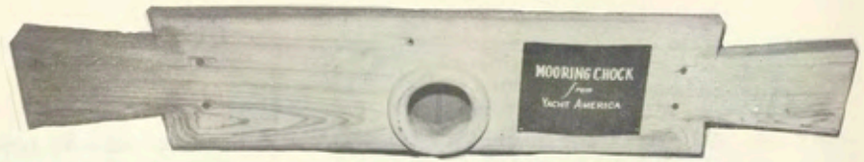
**Ed. Note: Sorry, the interesting pictures would not reproduce.*

Some sixty years after he made a voyage as a whaleman aboard the *Charles W. Morgan* and ten years after his retirement as the genial janitor at Faunce House, Brown University, Nelson F. Lambert died at the age of seventy-seven in Providence, R.I. It was the custom of Mr. Lambert to visit the *Morgan* every other year or so and reminisce, recalling his experiences as a foremast hand on the ship in a 1901-1902 voyage to the Western Pacific out of San Francisco.

Mr. Lambert was born in Guadaloupe, West Indies, in 1885 and came to Providence as a child. He served aboard a German square-rigger and the steam-whaler *Karluk* as well as the *Morgan*. During his whaling career he fell from the main topsail yard and broke his leg, the accident leaving him with a permanent limp throughout his life.



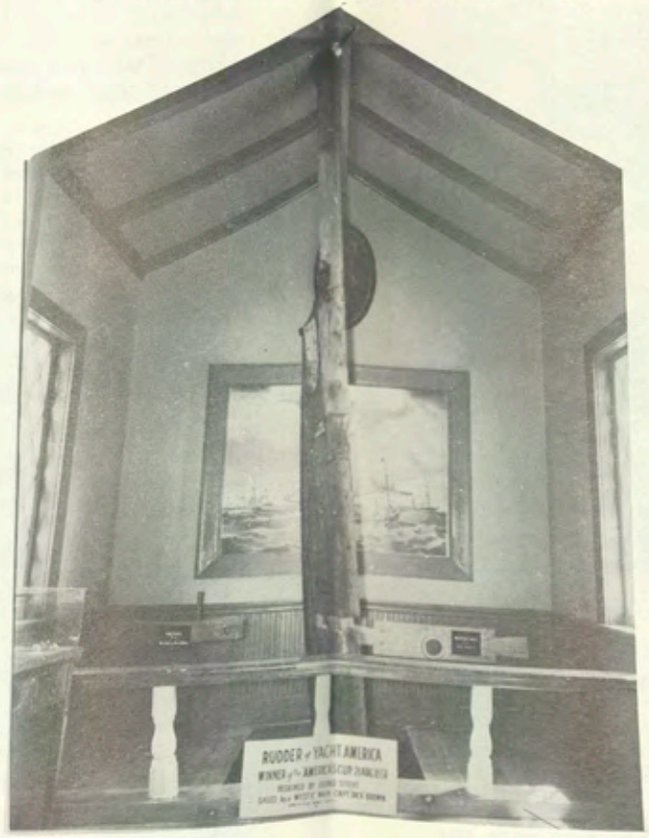




AMERICA--WINNER OF 100 GUINEA CUP AUGUST 22, 1851

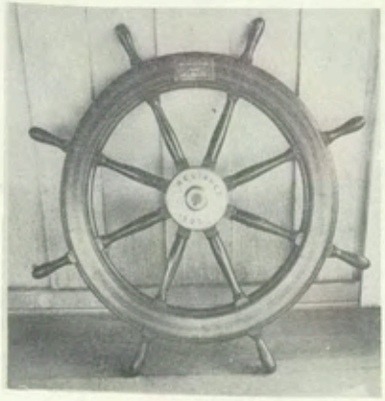


VIGILANT--DEFENDER AGAINST
VALKYRIE II--1893





COLUMBIA--DEFENDER AGAINST
SHAMROCK--1899



RELIANCE--1903



RESOLUTE--1914



RIDING LIGHT
ENTERPRISE
RAINBOW
RANGER







USED ON AMERICA'S CUP DEFENDERS

ENTERPRISE	1930
RAINBOW	1934
RANGER	1937

Mystic Seaport and America's Cup Races

Reprinted from Log of Mystic Seaport, Volume 10 No. 4, Fall 1958

Dedication of Doctor's Office

At a brief but impressive Memorial Service on Sunday, June 17, the new Doctor's Office, attached to the Bringhurst Apothecary Shop, was dedicated to the memory of Dr. Nathalie Alice Strahan Sheldon. A bronze plaque affixed to the outside wall, close to the entrance, was unveiled by Mrs. Herbert Strahan, Dr. Sheldon's mother, and Mrs. Waldo Sheldon, her mother-in-law.



MRS. SHELDON, MRS. STRAHAN, MRS. PARKER, E.A. STACKPOLE

Acceptance of the Doctor's Office and plaque was by Mr. Stackpole on behalf of The Marine Historical Association. The dedicatory prayer was given by Reverend Father John A. Cranston, rector of St. Mark's Church, Mystic.

Dr. Sheldon, wife of Captain Christopher Sheldon, was lost at sea on May 2, 1961, when the brigantine *Albatross* sank in the Gulf of Mexico during a violent squall. The Sheldons were co-operators of a sea-going academy, and had already made two successful voyages on the brigantine in foreign waters. The couple first met aboard the world-girdling brigantine *Yankee*, when Dr. Sheldon was the ship's doctor and Captain Sheldon was Captain Irving Johnson's first mate.

The Memorial ceremonies were significant in that six of Dr. Sheldon's former shipmates on the *Yankee* were present. One of

these, Mrs. John C. Parker, gave a moving tribute to Dr. Sheldon in her dedicatory address--"Alice Strahan Sheldon"--which she read, as follows:

Life is short, and the Art long; the occasion fleeting, experience fallacious, and judgement difficult.

These familiar truths spoken by Hippocrates in the fifth century, before Christ, readily come to mind as a focal point for this Memorial Dedication today. Dr. Nathalie Alice Strahan Sheldon continually exemplified the teachings of the Father of Medicine and philosopher, Hippocrates, in her person, her practice, her life.

Most of us here are blessed with the experience of having known Alice. There is no other way to sense her extraordinary warmth, her acute awareness, and her sharp sense of humor. Her life was short, but her art long. Her conduct in times when the occasion was fleeting, when experience was fallacious, when judgement was difficult, is an inspiration to all who knew her.

Alice's short but full and happy life is distinguished by many honors commemorating her brilliance, her endeavor, her dedication. She received her high school education in Maplewood, New Jersey, where she was a member of the *Water-witch* Mariners. The presence today of eight current members from this Maplewood Mariner group speaks impressively for the esteem in which they hold her memory.

In 1950 she graduated from Wellesley College with high honors in chemistry and as an elected member to the honor societies, Sigma XI and Phi Beta Kappa. At Cornell University Medical School the Workman Fellowship was awarded her in 1952. She received her doctorate in medicine in 1954 along with two cherished prizes: an award given annually to the most outstanding woman medical student for scholastic record, and the Gustav Seeligman prize for efficiency in obstetrics.

She served as rotating intern at the Jackson Memorial Hospital in Miami, Florida. During the following years of general practice in Opa Locka, Florida, she earned the respect and adoration of her patients, her fellow practicing doctors, and all staff members of the hospital and clinics.

From her memorable days as a Water-witch, Alice courageously chose to carry on her life's work at sea, aboard the brigantine *Yankee* and brigantine *Albatross*. The science and art of medicine and the science and art of sailing have traveled many centuries in constant companionship. Their mysteries are similarly evasive. Their truths are similarly fundamental.

Life and medicine at sea demand more patience, more experience, more judgement than on land. Alice's decision to go to sea was a natural one. As ship's surgeon, able-bodied seaman, dedicated teacher, and devoted captain's wife, she continually lived up to and beyond what was required. And in her genuine modesty, she inspired in others the desire to emulate her outstanding example.

These are lessons and inspirations long to be remembered and lived up to by all who knew her and can learn from her. To commemorate Alice Sheldon with a memorial of a Doctor's Office in a seafaring village is a rare opportunity. The Mystic Seaport Museum serves an important inspirational and educational function in re-creating life in a mid-nineteenth century sea village. That the Mystic Seaport Doctor's Office will stand in the memory of Dr. Alice Strahan Sheldon is most fitting.

All of us are grateful for the time, thought, and donations behind the realization of this Memorial.

The furnishings in the Doctor's Treatment Room and Waiting Room have come from ships and medical practices of a century ago. The ship's doctor's desk, with its Medical Guides for shipboard use displayed on the desk top, the handsome medicine cabinet, and the pine washstand all originated in American and English ships of the period. The authentic herbs, powders, and pills in the corner cabinet represent the first contributions to doctors' services ashore and aboard ship by the Apothecary Shops of the seaport towns.

As in the days of yore, Alice simply transported her medicine wherever she went. She had a tremendous appreciation for the known science of medicine. She was fascinated by the unknown, and she was dedicated to the art of the practice of medicine. All these interests were subservient to and governed by her fundamental dedication to the service of mankind.

A reception was held at the New York Yacht Club Station 10 immediately following the ceremonies. The group in attendance at the dedication numbered about one hundred, augmented by an additional number of visitors who were attracted to the event and remained throughout.



Our August 16th picture shows graduate students from India only two days after their arrival in this country. Their visit was part of a tour prior to attending various eastern and midwestern universities to continue their advanced studies in the field of education. Robert Damm (center back) was host for the Seaport Education Department.

Munson Institute Completes Eighth Season

The Munson Institute of American Maritime History completed its eighth annual summer session at Mystic Seaport on Thursday, August 9, with appropriate closing ceremonies at the Aloha Meeting House. Remarks concerning the work of the Institute and its significance in the overall study of American History were made by President Cole, General Manager Brooks, and Curator Stackpole, Director of the Institute.

Dr. Robert G. Albion, Co-ordinator, presented certificates to those who successfully completed the Course. These were as follows:

Jean Belval
Robert L. Damm
Roberta R. Gentile
Robert R. Green
Carolyn Hager
June Heinz (Mrs.)
Carolyn Karstensen
William Lawton, Jr.
Bruce Leslie
Robert Mallory, IV
Richard M. Page
Josephine E. Phillips (Mrs.)
Sylvia Semmler
Stuart S. Sprague
David C. Switzer
Walter John Voskian

Dr. John H. Kemble, Associate Co-ordinator, presented certificates to the following members of the Research Seminar Group:

Robert Owen Decker
Carol Kimball (Mrs.)
Richard C. Maloney
Sister Andrew Marie
William D. Wilkinson

The Munson Institute's year was perhaps the most satisfactory in the history of the Course. Students representing the University of Connecticut, University of Rhode Island, University of Michigan, Dartmouth, Yale, Harvard, Bowdoin, University of Ohio, were among those participating. The Research Seminar had four students in the group of five who were returning after having taken the regular Munson Course in previous years. This was particularly gratifying to the instructors. In this group were a Marine Museum Curator, an Associate Dean of a College of Liberal Arts and three experienced teachers.

Among those instructors returning to assist during respective weeks of the schedule were Prof. Albert Van Dusen, University of Connecticut; Charles H.P. Copeland, former Curator of Maritime History at Peabody Museum, Salem; Dr. Archibald Lewis, Dept. of History, University of Texas; Cmdr. Lane C. Kendall, formerly of Kings Point Merchant Marine Academy, and now with the Military Sea Transportation Service in Washington, D.C.

Included in the group of evening lecturers were William Ewen, Past President, Steamship Historical Society; Herbert L. Seward, Professor Emeritus, Yale School of Engineering; Cmdr. W.J. Lewis Parker, U.S. Coast Guard; Prof. H.O. Werner, U.S. Naval Academy, Annapolis; Frank O. Braynard, Moran Towing Co., New York, and Adm. Donald B. MacMillan, whose lecture on "Voyaging to the Far North" was held under a big tent on the Greenman lawn and brought a fitting climax to the Course.

During the closing ceremonies, Mrs. Ruth Sears, Research Assistant, and James Armstrong, Library Assistant, were presented testimonials of appreciation for their interest and co-operation in helping the students in their work in the Stillman Library and Manuscript Division of the Library.

The Newcomen Society of North America reception and luncheon meeting on August 3 honored the New Haven Trap Rock Company. Samples of trap rock were at each place at the luncheon, and the scale model the centerpiece of the exhibit table.



Mrs. Brower Hewitt, of North Stonington, was elected President of the Mystic Seaport Volunteer Corps recently. Also elected were Mrs. Seth E. Barron of Groton Long Point, Vice President, and Mrs. Frederic W. Keator, of Mystic as Secretary.

Mrs. Hewitt has been Captain for the North Stonington division of volunteers for a number of years and a member of The Marine Historical Association since 1940.

The Volunteers have long been recognized for their contributions of time and service at Mystic Seaport. At the present time there are over 250 volunteers who, throughout the year, serve as hostesses and contribute considerable time in other capacities also. Over 5000 hours have been registered so far this year, according to Mrs. Walter Hanover, co-ordinator for the Corps.

Fair Exchange

One of the largest accessions in years is also one of the most extraordinary. It is a large wooden water tank from the three-masted schooner *Beulah*, built in San Francisco in 1882. The tank measures thirty feet long, shaped in a semi-round, with a 16-ft. circumference, and is typical of the deck tanks carried aboard the sailing craft of the last century. Constructed of California redwood, it is an excellent example of the cooper's trade and will be a fine exhibit for our forthcoming Cooper Shop. It is now on display near the Spar Shed.

Karl Kortum, Director of the San Francisco Maritime Museum, salvaged the huge tank, one of a pair, the second to be used in the restoration of the schooner *Thayer*. As Mr. Kortum was anxious to obtain some of the duplicate ship's gear at Mystic, such as blocks, etc., a swap was arranged. This was made possible through the interest of the Weyerhauser Steamship Company, which shipped the material freight-free, the steamer *George Long* being the vessel used as the carrier. Mystic's material went from Newport in April, and the water tank arrived in New York in June. Donald Watson, President of Weyerhauser, is also President of the San Francisco Museum, and his good offices are appreciated.



SHOP EARLY



When making out that very special Christmas gift list this year remember how VERY SPECIAL a membership in The Marine Historical Association will be. See how many "hard-to-know-what-to-give" spaces can be filled with this unusual gift.

ANNUAL: Active $10; Family $15; Contributing $25; Sustaining $50; Advisory $100; Fellow $250.
SINGLE PAYMENT: Life $500; Patron $1,000; Benefactor $5,000.

Note: All classifications (except Active) allow husband, wife and children under sixteen free admission to Mystic Seaport grounds, ships, and buildings. The Active Classification is a *personal membership* and the free admission privilege is restricted to the member.

We shall need...
A list of names and addresses
Your check to cover the gift memberships
Your name and address
The name you wish used on the gift card we mail for you for receipt during the Christmas season.

Ace No. 202



One of the finest examples of the highly developed racing hull is the new display of the Star Class champion *Ace*. Formerly the pride of the late Adrian Iselin, the *Ace* has been placed close to the New York Yacht Club Station 10, just inside the fence, and in this prominent location attracts the immediate attention of our visitors. Presented by the Iselin estate, the renowned craft is now a permanent part of our small craft display which is perhaps the most unique in this country.

The *Ace* is No. 202 on the International Star Class, Y.R.A. register. She was twice world champion in her class. Built in 1925 for Commodore Iselin, she never had another owner or skipper. Until a few years before his death last summer, he took the *Ace* into competition in various races both in this country and the Bahamas. Naturally, as the years went by *Ace* changed her rig with the times, and now wears the flexible spars as introduced by von Hutschler just before World War II.

Commodore Iselin won the world title in 1925 and 1936, twice took the spring and mid-winter championships, won the Bacardie Cup four times, the Nassau Trophy and the Atlantic Coast championship among other accomplishments during thirty-five years of racing.

It must be noted in passing that the Star Class now boasts 3100 names on the roster. Both as a memorial to the man and her class, the *Ace* occupies a preferred spot in our exhibit of yachting craft.

Mr. and Mrs. Robert F. Reed reserved Fishtown Chapel for Saturday June 16, for the christening of their daughter, Roberta. The Reverend Orin Dice officiated. Mrs. Reed was a member of the Curatorial Staff. Refreshments were served at the New York Yacht Club immediately following the christening.

Anglo Saxon Memories

The closeness of our exhibits with the history of their times was never more fully revealed than during a recent interview with a visitor. Captain W.E. Ellis, who is now Assistant Marine Superintendent of the Seaboard Shipping Company at Vancouver, British Columbia, came during a week-end and fortunately identified himself as at one time the second officer of the ill-fated British freighter *Anglo Saxon*. It was on the very next voyage, when Captain Ellis had been transferred to another vessel, that the *Anglo Saxon* was attacked off the African coast one night by a German surface raider and destroyed. The only seven members of the crew to survive managed to get away under the cover of darkness in the freighter's jolly-boat. Two of these men survived a 70-day open-boat voyage, eventually being rescued in the Bahamas.

The jolly-boat of the *Anglo Saxon* was brought to the Museum in April 1941 and has become one of our most dramatic exhibits in our display of small craft.

Captain Ellis gave some interesting facts in connection with the *Anglo Saxon*. In the early days of World War II the equipment in a ship's life-boat had not materially changed from the standard which had existed for many years. For example, in the way of food, all the boat had were ship biscuits, condensed milk in cans, and fresh water. Blankets were also placed in the boat.

"The *Anglo Saxon* had two life-boats amidships," explained Captain Ellis, "and also two jolly-boats, one on either side of the Captain's bridge. In peace-time only the life-boats were maintained as a means of saving life, and the jolly-boats were actually used for such utilitarian purposes of painting alongside the ship, taking the captain ashore, and so on. Early in the war, Captain Flynn and First Officer Denny decided to fit out the jolly-boats as extra life-boats. I well recall spending several mornings while off watch in sewing cases of condensed milk and also installing blankets similarly in canvas.

"Mr. Denny and I were good friends during the time we sailed together. I was also very friendly with G.F. Penny, the Royal Navy gunner who was in charge of the freighter's armament. As second officer I was the gunnery officer and it was Mr. Penny's job to guide us in all things connected with this equipment.

"While serving on the *Anglo Saxon* I met my future wife and we were married at St. John, New Brunswick, with Mr. Penny attending. Others with whom I served with in this vessel, and were

subsequently lost, were Captain Flynn, Mr. Milburn, Chief Engineer, and Mr. Whiteham, Chief Steward."

Captain Ellis was impressed with the manner in which the *Anglo Saxon* was displayed. Because it served to remind our thousands of visitors of those grim days and the sacrifices of heroic merchantmen, he expressed the hope that it would always be so exhibited.

Through the interest of W.L. Perry of Wickford, Rhode Island, we have recently acquired the name-board from the side-wheeler steamer *Larchmont*, one of the few relics left from the disaster which overtook the ill-fated passenger steamer fifty-five years ago last February. For many years the board was nailed over the doorway of a barn near Wickford, and the weather almost completely obliterated her name. The letters have now been re-traced and the board repainted.

It was nearing 11 o'clock on the night of February 12, 1907, with a northwest wind and the temperature hovering around 18 degrees above zero, that the *Larchmont*, bound from Providence to New York, tried to cross the bow of the tern schooner *Harry P. Knowlton*. The night was clear and the lights of the schooner were clearly discerned by the steamer's pilot, John Anson, as the steamer came down toward Watch Hill.

Captain George W. McVay, of the *Larchmont*, was in his cabin when he heard the warning whistles of his steamer. He rushed to the wheelhouse and found Pilot Anson trying to avoid the collision, the quartermaster having brought the wheel over as far as he could strain, with the schooner's lights revealing her headed straight for the side-wheeler's side. As Captain McVay watched helplessly the schooner's bow drove heavily into the *Larchmont*, hanging there for moments until the heavy sea drove them apart. Captain McVay and Purser Oscar Young got away with five others in a boat from the windward side of the steamer. He was widely criticized for leaving while over 100 passengers were in mortal danger, but he insisted his plan was to pull around the leeward side and pick up as many survivors as possible. This was never accomplished, the wind driving the boat away. Five of the *Larchmont's* eight life-boats and several rafts did get clear, but they contained few who eventually survived--the bitter cold and freezing spray claimed all but nineteen of the 150 aboard.

The schooner, her bow shattered, was headed for the beach, running ashore just east of Weekapaug. Captain Frank T. Haley and his six crew members made their way to the beach in the yawl boat. Running free, heavily loaded with coal, Captain Haley declared he could not avoid the collision. Experienced mariners often remarked that the steamer had intended to pass ahead of the schooner but the pilot had miscalculated the speed of the three-master, which was running free before a thirty-mile breeze. Watch Hill Lighthouse shone brightly less than four miles away.

We are proud...

Dear Mr. Brooks:

On behalf of the United States Coast Guard Academy, I would like to thank you and your staff for the hospitality extended to the Class of 1966 on the occasion of their visit to the Seaport on 3 August 1962.

Since the day serves to celebrate Coast Guard Day and an informal introduction to the surrounding area, we are especially grateful for the opportunity to visit a place where the history and traditions of the sea are so faithfully presented.

Many of the cadets have had their only contact with the sea and its lore through books and magazines, and for them, this was the first opportunity to fully comprehend the traditions of a seagoing service. For those who have lived near the sea, the visit meant history in action.

Your efforts have given every cadet something to help him learn the why's and wherefore's of the sea and sailors. Thank you again for all you have done.

Sincerely,
W.J. Smith
Rear Admiral, U.S. Coast Guard
Superintendent



War of 1812 Relic

A gift of historic value was presented early in September by Mrs. Maude Lathrop Collins of Norwich, Connecticut. It is a shipboard writing chest, some 21 inches long, 11 inches wide and 7 inches deep, which opens up as a desk, with compartments for ink, pen and paper and two writing boards folding inside the case.

The background of this old "writing box" is told on a piece of paper pasted on the back of one of the writing boards. Written in 1867 by Edwin A. Tracy, grandson of the original owner, this history reads as follows:

Norwich, May 11, 1867

This chest was made under the following circumstances. My grandfather, David Tracy, was a land officer in the U.S. Army in the War of 1812, and was stationed at Fort Trumbull, New London, Conn. About this time the U.S. Frigate *United States* captured the British frigate *Macedonian* and brought her prize into New London harbor and, being short of officers, they took from Fort Trumbull. Lieut. Tracy was one of those selected and went with a company of Marines. They did not have much to do so the carpenter made each of the officers a chest and this is the one that was given to my grandfather, having been preserved by his descendants to this day, having been left me by my father at his death in the year 1856.

On a lay day (one for which no race is scheduled) the crew of the challenger *Gretel* travelled by car from Newport to visit the Seaport.

The men and their wives were described by one Seaport worker as "just like nice Americans, only maybe more so."

The crew met and recognized another group from "down under" and the conversation was reported to be almost unintelligible because of the speed with which they spoke.

Mariner Ship 431 *America*, from Packanack Lake, New Jersey, recently had a most interesting cruise on the *Brilliant*. This included watching the Cup races at Newport on a Saturday. On Sunday morning the girls attended the church which President and Mrs. Kennedy also attended. Before departing from Newport they met the crew of the *Weatherly*.

Sunday evening they were in Block Island harbor and were entertained on the yacht *Heather* by Mr. J. Roberts, head of Lloyd's Registry. On the return to Mystic they were saluted by a surfacing submarine.

Activation over the Years

The closest link of visitor and Seaport is through the Activation Program. As representatives of the philosophy of interpretation, the Activist seeks to enlarge upon the Seaport's reason for existence--a physical evidence of our seafaring past created as a living memorial to the seafarer and his times.

As an aid to this design, the Activation Program is launched each year in April and carries on into November. Inaugurated in 1956, this program found a custodian in most of the structures in the village and along the Seaport Street. The title of Activist was given to these individual staff members because they are neither guides nor custodians but father hosts, hostesses, and craftsmen who add an active role to their respective duties.

The visitor becomes a part of the interpretation. From the obvious fact that when the visitor has completed his tour of the museum buildings, the ships, shops and dwellings, he has in a large measure shared in the process of this interpretation. Thus, it can be readily seen that such a program is of vital importance.

Just as an empty stage set up with mannequins can never portray a scene as dramatically as the living actors, Mystic Seaport's settings in varied alignments can present the story of our seafaring past more effectively with the aid of personal interpretation.

It is of interest to both visitors and members to recognize that there was originally no overall training for the job in hand. Rather, it was a matter of individual instruction, with the Activist assuming the responsibility of learning as much as he or she could about the particular place in which each works.

The role of the Activist is important. First of all it is recognized that every visitor is an individual and not merely a part of a throng, with interests ranging from mild curiosity to an avid concern to know more. Aware of the part to be played, the Activist tries to make his or her individual exhibit not only understandable but relates it to the complete pattern of the entire Seaport. Instead of assuming the position of a guide or lecturer, the Activist is an interpreter, whose chief task is to stimulate the imagination as to the importance of our American maritime past in the history of our country, with especial emphasis on the part played by our seaports in the origins of our freedom.

Mystic Seaport exists to convey the feeling of a very dramatic and exciting period in our history. It also wishes to show

that hard work, humble lives, self-reliance, and a sense of responsibility as individuals were as much a part of the life of this time as flamboyant society, wars and political controversies.

The adventure of the ships and the voyages; the courage of captains and mates; the seamanship of crews; the business acumen of merchants; the skills of sailmakers, coopers and cordage makers; the strength of warehousemen and stevedores, and the quiet determination of people to live their lives under a system of free enterprise are the dramatic elements which make up Mystic Seaport.

The Activists welcome the visitors, because they recognize a sharing of a common bond which has brought them together--a search for a part of our rich American past which helps to inspire us to be better Americans tomorrow.

*_*_*

Many times we have been asked if there are any large vessels now in active service by the name of *Mystic*. We can now report that one of the largest motor vessels in active voyaging from Liverpool, England to New Zealand, is the 10,685-ton *Mystic*, and our correspondent, John Robertson, at Invercargill, New Zealand, sent us a newspaper photo of this fine vessel to prove it.

*_*_*

One of the oldest maritime nations has apparently decided it has missed a strong bet for the future. Great Britain is planning to build a sailing vessel for training purposes, and Prince Philip is a sponsor for the project. A campaign to raise funds is now underway to build a suitable craft to participate in the 1964 "Operation Sail" which will feature the rendezvous of the world's sail-training vessels in New York harbor.

The project has been hailed as a bold, imaginative idea. Prince Philip declared it would give the young men aboard a "taste of fright, discomfort and adventure in an age when it is possible to live comfortably, securely and boringly."

Joining Prince Philip is Lord Runciman, Earl St. Aldwyn, Viscount Alexander and other leaders. All recognize the character-building qualities of the sailing ship as a means of making the transition from boyhood to manhood a worthwhile period. A ship about 115 feet long is contemplated, fully rigged.

As one of the few major maritime nations without such a ship England realizes the practical advantages and inspirational qualities of a type of training which cannot otherwise be duplicated.

Corroboration of a Sea Disaster

In the logbook of the *Charles W. Morgan* for the voyage of 1869-71, now in our Stillman Library vault, the day's entry for April 1, 1870, tells the story of a remarkable rescue:

First part clear weather, breeze from the S.W., heading to the westward. At 15 minutes past 12 see a ship on fire. Made all sail and steered for her. Ship *Sunbeam* of Boston, Captain Chadwick, 18 days from Iquique for Tome, took fire at 15 minutes past 12 and in 20 minutes nothing of the ship visible from Mast Head. At 2 p.m. we found a Boat with 13 men. Captain and son, Mate and Cook and 9 seamen, 6 men lost. Ship took fire from a light while drawing varnish.

Ninety-two years ago, the merchant ship *Sunbeam* of Boston, under the command of Captain John Chadwick, caught fire hundreds of miles at sea off the west coast of South America and within the incredible time of twenty minutes sank beneath the waves. Thirteen survivors in a single boat were thus set adrift without opportunity of securing food or water. While still dazed and stricken by the swiftness of the disaster, and after drifting about for two hours, Captain Chadwick and his men were rescued by the whaleship *Charles W. Morgan*, which, upon sighting the fire, changed course to sail down like a ship dispatched by Providence to rescue them. The *Sunbeam*'s survivors were then taken to Talcahauno, Chile, where they were taken ashore and placed in charge of the American consul.

Several weeks ago F. Rogers Reinicke of New York City wrote to ask if there was any logbook of Mystic Seaport's *Charles W. Morgan* in existence for this particular voyage, so that this story of his great-grandfather, Captain Chadwick, could be corroborated through a log entry. The account of the *Sunbeam* and Captain Chadwick had become very naturally a family legend. It seems that Captain Chadwick, who had died in Exeter, New Hampshire in 1885, had told the story many times. His son, Alfred, had been rescued with him. This was the last voyage of Captain Chadwick's career as a shipmaster and proved the most eventful.

The *Sunbeam* had left Boston in the fall of 1869, bound around Cape Horn to Iquique, Peru, to load nitrate of soda. The outward passage proved uneventful and they loaded some 600 tons of the nitrate. On March 13 the *Sunbeam* left Iquique for Tome, Chile. They had been at sea for eighteen days when Captain Chadwick gave an order to clean and varnish the main deck.

Proceeding into the main hold, the second mate took an open

light with him. No one will ever know the details of the next few minutes but obviously the varnish running free from the cask took fire and in the resulting explosion the ship was entirely aflame below deck.

Despite all their efforts, the *Sunbeam* was soon enveloped by fire from the explosions which quickly followed. The second mate, the cook, the steward and three men were lost and others forced to jump into the sea. Fortunately, some of the crew managed to get the ship's boat clear of the stern davits and overboard. Captain Chadwick, his son Alfred, and the first mate had to jump for their lives and clung to a small spar for a half hour. A heavy sea was running and it was a question whether the solitary boat would find them to haul them aboard. Captain Chadwick brought this spar home with him and carefully preserved it at his residence.

During the first week of September two men with American whaling experience visited and enjoyed separate tours of the *Charles W. Morgan*. Isaac Gracia, of New Bedford, first to arrive, has an old acquaintance with whaling, having been a stowaway on the old bark *Josephine* of New Bedford in 1898 (his father was second mate) and afterwards became a foremast hand on several of the twentieth-century whaleships from that port. Until recent months he was at the New Bedford Whaling Museum.

Second of the veteran whalemen to visit was Captain E.E. Atkinson, now a tanker skipper out of New York. Back in 1927 he served as mate of the steamer *Tanginals*, one of eight whale steamers operated by the American Pacific Whaling Company of Seattle, Washington. On the seven steamers employed by this company, there was only one other American serving as an officer, the great majority of the personnel being Norwegians. Captain Atkinson has a fine memory and recounted his experience as a whaleman with obvious pleasure. He was quite pleased with the Seaport and loud in his praise of the preservation of the *Charles W. Morgan*.

Flags at the Seaport were at half mast August 30 for Mrs. George Farnham. Mr. and Mrs. Farnham have operated the Galley for the last five years.

Broadcast

Another "first" was successfully accomplished on Thursday, August 30, when Lowell Thomas, nationally-known author and traveler, broadcasted his regular evening news report over C B S from the exploring schooner *Bowdoin*. Seated in the after cabin with Mr. Thomas and his secretary were Admiral Donald B. MacMillan and Mrs. MacMillan.



MRS. MacMILLAN, ADMIRAL MacMILLAN, MRS. ELECTRA NICKS, LOWELL THOMAS

A large group lined the Seaport Street and listened to the broadcast as it was amplified by a loud speaker.

Lowell Thomas' familiar: "Good Evening, Everybody" was heard by the thousands of radio listeners who always listen to his news reports. This was followed by a number of highly laudatory descriptions of Mystic Seaport.

"I am speaking to you from aboard the schooner *Bowdoin*," Thomas announced, "an historic craft constructed for exploring the Arctic and built especially for the man now seated beside me, Admiral Donald B. MacMillan, explorer extraordinary."

He then went on with his regular news, but before he completed his program he added further descriptions of the *Bowdoin* and Mystic Seaport in general, so that the story of the Seaport was heard from one end of the nation to the other.

At the conclusion of the broadcast a reception was held for Thomas and the MacMillans at the New York Yacht Club Station 10,

followed by a dinner at the Galley. Joining them at the head table were Mr. and Mrs. Everett S. Allen. Mr. Allen, of the New Bedford *Standard-Times*, is the author of the biography of MacMillan, titled *Arctic Odyssey*, which was published a week earlier. George Platt, of Dodd, Mead & Co., publishers of the book, was also on hand for this occasion.

Charles A. Brooks introduced the guests. The informal atmosphere of the evening added much to the affair. Although no speeches were planned, Lowell Thomas made some further observations on the Seaport and then spoke about his long friendship with the MacMillans. He then introduced "Lady Mac" as Miriam MacMillan is affectionately known, who responded with several anecdotes about her famous husband and his lectures. She introduced Everett S. Allen, who gave a brief account of his experiences in writing *Arctic Odyssey*. The reviews of the book have been excellent and Mr. Allen, who described himself as a "working member of the press", expressed his satisfaction at the book's reception not so much as a personal pleasure but because the subject, Donald B. MacMillan was the "hero" of the account.

Mr. Brooks then turned the evening over to Admiral MacMillan. The veteran explorer, who is eighty-eight years young, responded with his characteristic energy, and spoke for several minutes. As the last survivor of the Peary Expedition, which discovered the North Pole in 1909, he gave a number of interesting sidelights on the story of that famous exploit.

"You will note that in Everett Allen's story of my life he quotes me correctly as saying that Peary *attained* the Pole--not that he actually discovered it because I do not believe it will ever be *discovered* by anyone. The North Pole is a microscopic dot so small that the most powerful instruments could never find it. Peary told me that he hoped he came within three miles of it, and that he walked five miles past it and around it, to be sure he had reached it. And so, that's why I am always careful to say that Peary attained the Pole."

"Bowdoin Day--1962" was on Saturday, September first--postponed from the previous anniversary date of June 27 because of the publication date in mid-August of *Arctic Odyssey*. Once again Admiral and Mrs. MacMillan greeted their friends aboard *Bowdoin*, which joined the Seaport's historic fleet on June 27, 1959.

Many journeyed to Mystic--parents of "boys" who had gone north on explorations, alumni of Bowdoin College (one traveled from Pueblo, Colorado!) and others from Chicago, and various locations not so distant.

Variable Winds

One of the whaleboats from the *Charles W. Morgan* made an excellent impression mounted on a float in the 4th of July parade sponsored by the Groton Lion's Club.

The ancient schooner *Alice Wentworth* has again made an appearance in Nantucket Sound. As the oldest schooner afloat the *Wentworth* is in her 100th year, having been originally built in 1863 as the *Lizzie A. Tolles* and re-built fifty-seven years ago as the *Wentworth*. She is best known for her coasting voyages under Captain Zeb Tilton of Edgartown.

In its "Mail-Away" edition on May 25 the *Falmouth Enterprise* had a most interesting article on small boats in the Cape Cod area, illustrated by views of the Woods Hole sprit-sail boat, the Noman's Land boat and other craft now preserved at Mystic Seaport.

On July 9 a group from the Educational TV W G B H Channel 2 of Boston, came for intensive filming on the *Charles W. Morgan*. The program is to be called "What's New?" and features a whaleman's life aboard ship. It was produced by Mrs. Virginia Kassel and directed by Don Hallock.

A New York group from Channel 13 also spent considerable time on the *Morgan* taping a similar film.

The *Admiral Jim* after serving the Navy for many years, came to the Seaport on loan in 1950. She was used in the Youth Training Program. The 47-ft. launch has had to be retired because of old age and unsafe condition. She will be returned to the Navy to be scrapped. The *Jim* will be missed, but a substitute is being sought.

"I walked 15 miles to see the Seaport," said an English gentleman with quite an accent, on the first day of our 7:00 p.m. closing. The later closing hour was lucky for him, as he bought his ticket at 5:10 p.m.

On the next day about 2 p.m. a young college student who lived in Philadelphia and went to school in Washington, D.C. had also walked the entire distance from the center of New London. At least he didn't have to walk back--he took the Sunday excursion train which stops in Mystic at 5:45.

A new recording by Heirloom titled "Roll and Go" has been released. It features a "Chanteyman's Day aboard a Yankee Clipper" and contains a chronological account of the orders, sounds and songs on deck. Written and produced by Bill Bonyan it has a colorful jacket and an enclosed brochure with details as to the shipboard routine, chanties and nautical life. Some of the "sounds" were recorded aboard the *Charles W. Morgan*, and there are quotations from a statement about shipboard life by the Curator which Mr. Bonyan used for the record case.

Our mail clerk sorts stamped mail before it goes to the post office. Postcards addressed by visitors to male friends or relatives have the stamp put in required spot right side up. Those addressed by *Conrad* and *Gundel* cadets to male friends invariably have the stamps neatly placed upside down!

Another indication of the increased attendance this year is the *Lost and Found* items which on July 31 had No. 125 on the last article turned in. No. 125 was the top number at the end of the season last year.

Mystic Seaport Squares, sponsor of the annual Dock Dance on August 3 which attracted more than 200 colorfully dressed dancers, presently plan to hold one dance per month instead of the weekly dances of previous years. Mrs. Lois Chesebrough of the Seaport staff is leader of the group.

Charles Brooks welcomed the dancers and said that it is possible next year's dance will have to be in the bandstand area, judging by the attendance this year. About 20 sets were crowded on the dock and eight more used the grass area.

Callers were Ted Perkins, *Jolly Squares* of Waterford; Bill Noyes, *Ledyard Squares*; John Mirtle, East Lyme *Lads and Lassies*; Tony de Carlo of Meriden and Mrs. Chesebrough.

Dancers were present from Holyoke (Mass.), Hartford, Meriden, Middletown, Groton, Waterford, Norwich, Ledyard, Stonington, Mystic (Conn.) and Westerly, Cranston and Providence (R.I.).

When Ole Christian Grimnes, student at the University of Oslo, visited recently, he was on the start of a tour of New England sponsored by the American-Scandinavian Foundation as a prize in the Foundation's Henry Thoreau Essay Contest. Ole has studied Russian literature for two years at Columbia University and plans to attend the University of Moscow this fall, after which he will enter the teaching profession in Norway.

On the *Romulus*, May 30, 1857, Albert Crary Burrows, seventeen-year-old whaleman of Mystic, Conn. wrote: "We had been gone from Mystic exactly two years, eight months and four days ... After leaving Ram Island anchorage at the river's mouth, we sailed up along the Riding Way, through the little bridge, and finally arrived at Charles Mallory's wharf."

An old hose reel cast has been acquired through gift of Joshua L. Burrows, Mumford Cove, Groton. It will be added to the Block Island hand-pumper which is now temporarily displayed in the Spar Shed. Mr. and Mrs. Burrows are members of the Volunteer Corps.

On four pleasant Wednesday evenings Professor Keator and the Planetarium staff conducted a star gazing hour. They were out with a full battery of telescopes and about forty people took a closer look at our Universe.



Cue magazine recently ran an article on Shari Lewis, television's top puppeteer, from which we quote:

Cue is primarily interested in the talented lady as a boatsman or boatswoman... She and her publisher husband Jeremy Tarcher are serious sailors... "He's the captain, and I'm his *only* mate. You can't have two bosses on a boat."...They have a favorite week's trip... They then head for Mystic, Connecticut, home of the celebrated... museum... "I was thrilled to see how the sailors lived and cooked in those days."... They enjoyed, too, the local lectures on astronomy and navigation.

A group of thirteen boys and two leaders from the Hackley School, Tarrytown, New York were one of four sections on a two-week bicycle tour of different parts of New England. All bikes carried equipment for camping at state parks, and some stops were made in Youth Hostels. After Mystic Seaport this section headed for Burlingame, a camping area off the shore road below Westerly, R.I.

On W P R O Day a group came from Providence by train. Included in the group were TV's Salty Brine, Miss Bonnie, Beth Chollar and Hank Bouchard who were in costume to greet their fans, and were all busy with their pencils furnishing autographs for young and old alike.



YOUTH TRAINING PROGRAM--MARINERS LAUNCHING DYER DHOW

Ships

Ships are the nearest things to dreams
That hands have ever made,
For somewhere deep in their oaken hearts
The soul of a song is laid;
A soul that sings with the ship
Along through plunging hills of blue,
And fills her canvas cups of white
With winds that drive her through.
For how could a nail and a piece of wood,
Tied with a canvas thread,
Become a nymph on moon-washed paths
If the soul of the ship were fled?
Her bosom throbs as her lover's arms
Clasp her in fond embrace,
And the joyous kiss of briny lips
Is fresh on her maiden face.
No storm can smother the hempen song
That wells in her laughing throat--
Small wonder then that men go mad
For the love of the sea and a boat.
For the singing sheet is a siren sweet
That tugs at the hearts of men.
And down to the sea they must go once more
Though they never come back again.

--Robert N. Rose



Desiderata

A new building is now being planned for our Seaport Library. Parallel with this building project an effort is being made to develop and strengthen the library collections. Your Board and Administration would be extremely grateful if any members or interested friends could help us with contributions either of money or of books. The following list is made up of reference items of which we have early need:

Early copies of the *Cumulative Book Index*, New York, H.W. Wilson Company. Our set is complete since 1928. Any earlier volumes (back to 1898) would be appreciated.

Union List of Serials in Libraries of the U.S. and Canada, 2nd edition, New York, H.W. Wilson Company, 1943; 1st supplement, 1945; 2nd supplement, 1954. The original work and the first supplement are out of print. Only the second supplement can be purchased in the market. Anyone telling us where the out-of-print volumes can be obtained will be rendering an invaluable service.

Dictionary of National Biography, reprinted in 1938 in 22 volumes, together with four supplements, New York, Oxford University Press. This is in print and published at $246.40. Perhaps some member, moving to a smaller house, would have a set which he would be willing to part with.

There are two old dictionaries of biography in French, viz. *Biographie Universelle (Michaud) Ancienne et Moderne*, new edition published under the direction of M. Michaud, Paris, 1843-65 in 45 volumes, and *Nouvelle Biographie Generale*, published under the direction of M. Hoefer, Paris, 1853-66 in 46 volumes. The first is often referred to as Michaud, the second as Hoefer. Both are out of print. Either would be very valuable to us.

Grand Dictionnaire Universel du XIX Siecle Francais, Paris, Larousse, 1865-1900, 15 volumes and a two-volume supplement. Though old and out of date, this fine encyclopedia is still essential for us. It can sometimes be found in the second-hand book trade.

Larousse du XX Siecle, Paris, Larousse, 1928-1933, 6 volumes. This serves to bring the immediately preceding work up to date.

La Grande Encyclopedie, Paris, Lamirault, 1886-1902, 31 volumes. This old work is still essential in the reference collections of any good research library.

Columbia Encyclopedia, New York, Columbia University Press, second edition, 1950 or later, one volume. This excellent one-volume encyclopedia is greatly needed.

American Book Prices Current, a record of books, manuscripts and autographs sold at auction in New York and elsewhere, New York, 1895- . An Annual volume, not always by the same publisher. A complete set, or even a part or parts, thereof would be a valuable addition to our bibliographical resources.

American Historical Association, *American Historical Review*, Washington, D.C., 1895- . A complete bound set (or any considerable part thereof) of this important journal of American history would constitute a major addition to our library.

Ships and the Sea, later merged with *Skipper*. We have some of the first seven volumes, but not all. Could anyone supply us with a bound set of Vols. I-VII, or failing that, with any odd volumes among the first seven?

--Dr. Charles W. David

Mystic Seaport
Marine Historical Association, Inc.
Mystic Connecticut

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