# The Log of Mystic Seaport



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## OUR COVER

Ours is an age of travel--the world is so closely linked that only a few hours separate continents once months away. By the same token, the rapidity of jet travel has made the nations conscious of the potential of the even swifter sweep of modern war. In the midst of the present such a future is difficult to assess. And yet, despite a disordered, violent, unpredictable world, we may find a great measure of assurance in looking backward.

It is in such yesterdays as is visible through the appearance of Mystic Seaport in its holiday lighting that we gain renewed faith in the future. The character of the men who built our American seaports shines like the reflection of Mystic Seaport in the dark of a winter's night. We may recall those Americans who lived through crises such as ours. They moulded a free enterprise system by their thoughts and deeds--their defeats as well as their victories. There can be great pride in remembering this past and great hope for the future if we also recall the struggles of these people.

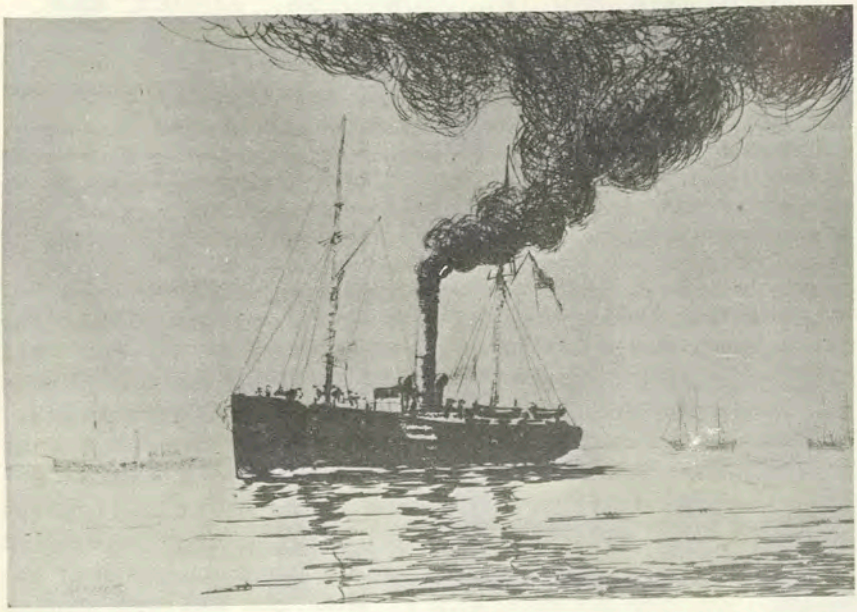
It is impossible to pinpoint the trend of our times. We no sooner say the word "present" when it has already taken place. But we can think long thoughts for tomorrow, and gain a new perspective for the future by this vivid glimpse into the past--this look backward which gives us courage to look ahead.

## MYSTIC AND THE DAUNTLESS "VARUNA"

When the Civil War broke out, Mystic was a community which was enjoying a remarkable prosperity. The little collection of houses on either side of the river had grown into the village of Mystic River on one side and Mystic Bridge on the other, and in 1860 her population was close to 3600. Four major shipyards were active, and ten wharves had been built. Besides this industry there were four manufacturing establishments which produced a variety of material ranging from textiles to steam machinery. Some two dozen stores, six churches, four public assembly halls, and two hotels gave the community an established look of prosperity.

It is of interest to take note of the fact that while the shipyards had now developed to a marked degree, the trade of building had changed radically, the emphasis now being on the construction of steamers rather than sailing craft. During the four years of the war it was the steamer rather than the sailing vessel which slid down the ways of the Charles Mallory, George Greenman & Brothers, and Maxson & Fish shipyards. Among these were the *Galena*, (already described in *The Log, Vol. 14 No. 1*, January this year) the *Varuna, Bushnell, Owasco, Atalanta, Ella, Ariadne*, and many others. Of this imposing list, the *Varuna* contributed a stirring page to our naval history of the War--one of which Mystic may well be proud.

Under date of February 2, 1861, the *Mystic Pioneer* made mention of a steamer of some 1200 tons having her keel laid at the Mallory yard, and that Charles Mallory indicated he planned to use her between New York and New Orleans. She was a wooden steamer, with a single propeller, and two masts and a round stern, measuring 218 feet in length, 34 feet 8 inches in beam, and 18 feet 3 inches depth of hold. Her cost was $127,460, and she was owned by Charles Mallory and Cornelius S. Bushnell. Launched in September, 1861, she was sold to the U.S. Navy Department in December of the same year, through George D. Mallory in New York City. In January, 1862 she was armed with six 8-inch (63 cwt.) guns, two 8-inch (55 cwt.) guns and two 30-pounder (Parrott) rifles.



The *Varuna*'s first service was an important one. She was detailed to help escort the *Monitor* to Hampton Roads, where she was to relieve the frigate *Congress*. Before her arrival with the *Monitor* at that historic rendezvous the Confederate *Merrimac (Virginia)* had sunk the *Congress* and *Cumberland* and had threatened the destruction of the entire Federal fleet. History has many times recorded that memorable duel between the *Monitor* and *Merrimac*.

The *Varuna*'s next part in the War found her dispatched to the coast of Florida to work with the West Indies blockading squadron. In March, 1862, she was attached to Admiral Farragut's fleet in the Gulf below New Orleans and joined this historic naval command in time to take part in the famous attack on the forts below New Orleans. Led by the flagship *Hartford*, the U.S. steam navy of four major vessels, and thirteen other craft, began the attack early in the morning of April 24, 1862.

During the ensuing engagement of passing Forts Jackson and St. Philip, the *Varuna* fought her way into history. Under command of Capt. Charles Boggs, the screw-corvette (as she was termed) was fifth in line

as the *Cayuga* led the way passing through the booms, the heavier vessels keeping line inside the gunboats between them and the forts and delivering broadsides as they steamed past.

Passing the forts with more rapidity than any of her companions, the *Varuna* steamed up the swiftly flowing Mississippi river, firing as she continued. In the darkness the Confederate armed steamer *Governor Moore*, under Capt. Kennon, temporarily fooled the *Varuna* by hoisting lights similar to those in the Federal fleet and was able to get some shot home before the *Varuna*'s Capt. Boggs could ascertain the deception. The advantage was short-lived, and the *Varuna* engaged the *Moore* and the *Stonewall Jackson*, another Confederate vessel which had joined in attacking her.

The Confederate Captain Kennon then resorted to a daring maneuver. Not being able to depress the *Moore*'s bow gun enough to effectively fire on the *Varuna*, Kennon loaded the gun with percussion shells and fired through the bows of his own ship, using the gaping hole thus made as a gun port. His next shot raked the *Varuna*'s deck, killing three and wounding nine of her crew. Boggs put his wheel hard aport to bring his starboard battery to bear, but the Confederate adversary rammed the *Varuna* just as the latter's broadside swept the *Moore*'s decks decimating the crew. But the ramming had caused a fatal wound and the *Varuna* slowly settled in the water. At this moment the second Confederate vessel, the *Stonewall Jackson*, rammed her in the port side, but not until a broadside from the Federal craft had taken its toll.

Captain Boggs knew his craft had been fatally damaged and so he shoved her bow into the east bank. Slowly settling, the *Varuna* sank to her top-gallant forecastle. She was still firing as her guns were slowly submerged. The *Oneida* came up at this moment and the *Varuna*'s two opponents were doomed, the *Jackson* going ashore nearly opposite the *Varuna*, and the *Moore* being set afire.

In his report of the action, Captain Boggs wrote in part:

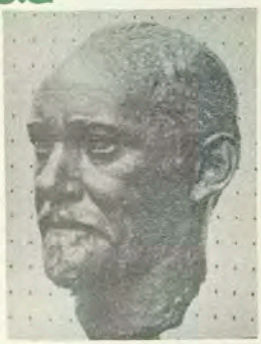
> I cannot award too much praise to the officers and crew of the *Varuna* for the noble manner in which they supported me,

and their coolness under fire... The officers and crew lost everything they possessed... I trust the attention of the Department will be called to this loss, and compensation made to those who lost their all.

The spectacular victory at New Orleans was widely and enthusiastically received in the North, and the part played by the *Varuna* caught the imagination of the public. In the *Philadelphia Press* of May 12, 1862, George H. Bowker's poem, *The Varuna*, appeared and was thereafter widely quoted. One of the verses read:

Crippled and leaking she entered the battle,
Sinking and burning she fought through the fray.
Crushed were her sides and the waves ran across her
E'er like a death-wounded lion at bay,
Sternly she closed in the last fatal grapple.
Then in her triumph moved grandly away.

## A FINE SCULPTURE



A number of visitors have admired the bronze sculpture of the head of Sir Hubert Wilkins in our Campbell Room. In answer to those who have asked questions about this handsome work, the sculptor is Antonio Salemme, Italian-born artist, who came to Boston in 1904 and studied at the E. Pape Art School with George L. Noyes, and at the Boston Museum of Fine Arts. From 1910 to 1912 he went to study in Europe and upon returning to this country exhibited at the National Academy of Design, the Pennsylvania Academy, the Art Institute of Chicago and museums throughout the United States. He was twice awarded Guggenheim Fellowships. His works are exhibited in permanent collections at the Metropolitan Museum and other outstanding museums, as well as in private collections.

Mr. Salemme completed the Wilkins head during the famous explorer's life-time and it has been praised as capturing Sir Hubert in a characteristic pose. It has been on loan since the opening of the Campbell Room but early in December went on sale at the New Art Center Gallery, Lexington Avenue, New York City.

# THE GREAT SEA SERPENT

In the files of the British Admiralty in London is an official report made on October 11, 1848, by Captain Peter M'Quhae, R.N., of Her Majesty's ship *Daedalus*, and submitted to Admiral Sir W.H. Gage, G.C.H., at Devenport. This report was in the nature of a "command performance", as Admiral Gage had read in the *London Times* that Capt. M'Quhae had sighted a sea serpent, and he wanted an explanation.

According to the report, the incident occurred on the afternoon of August 6, 1848, while the *Daedalus* was ploughing through a long ocean swell on her way between the Cape of Good Hope and St. Helena in the South Atlantic. It was five o'clock on a dark and cloudy afternoon and the *Daedalus* was on her way to England after a three-year absence on the East Indies Station. Captain Peter M'Quhae was pacing the quarter deck with the navigating officer. Another officer and a midshipman named Sartoris were keeping watch from the bridge.

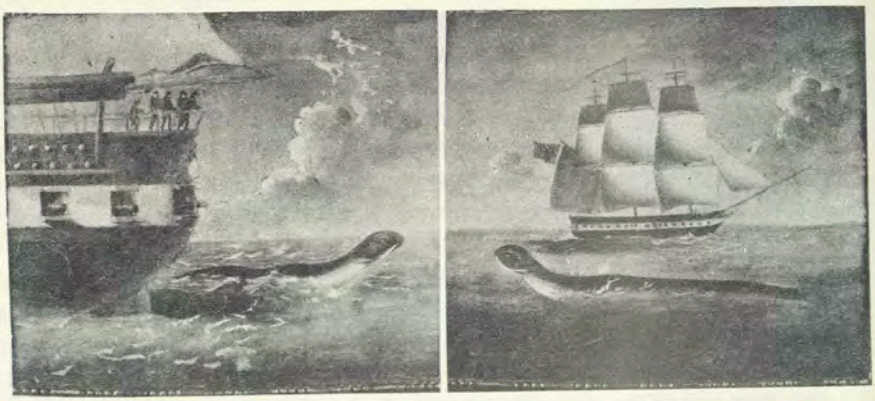
Suddenly Sartoris pointed to a strange object approaching from before the beam. It was moving towards them at about twelve knots and was soon clearly visible. It had the appearance of an enormous serpent, swimming with its head and shoulders raised about four feet above the surface of the sea. At the very least, sixty feet of the animal was visible in a straight line on the surface, and in spite of its speed it did not appear to be propelling itself forward by either vertical or horizontal movements of the body. Its color was dark brown with some yellowish-white markings about the throat. On its back was a mane like that of a horse. There was no possibility of a mistake for the animal was in full view for nearly twenty minutes, and passed within a few yards of the ship's quarter. As Captain M'Quhae wrote: "Had it been a man of my acquaintance I should have recognized his features with the naked eye."

We may imagine the Admiral's consternation when he received this report from one of his most trusted officers. The whole thing was extremely embarrassing and would have to be reported at once to my Lords Commissioners of the Admiralty. But when the *Daedalus* docked

at Plymouth on October 4, the captain's statement was confirmed word for word by the three other officers. It was found that the sea serpent had also been seen by the quartermaster, the boatswain's mate and the man at the wheel. Their accounts agreed with the others in every respect.

Naturally the publication of the story in *The Times* on October 10 was a signal for a journalistic field day. Reporters queued up to interview M'Quhae and the members of his crew. The *Illustrated London News* published a picture of the animal, carefully drawn under the captain's direction.

Zoologists were, in general, skeptical, and letters appeared in several newspapers explaining the whole thing away as a case of mistaken identity. Even the great anatomist Sir Richard Owen asserted that the "serpent" was simply a seal that had strayed from its normal habitat. But, as M'Quhae repeated, it was sixty feet long--at least thirty-five feet longer than the largest known seal.



Two 12"x14" paintings of this incident, bearing a marked resemblance to the illustrations used by the *Illustrated London News* in its story of the sea serpent, have recently been acquired for Mystic's collections and will be placed on display in the Stillman Building. Several years after appearing in the *Illustrated News* the same engravings were copied in Gleason's *Drawing Room Companion*, printed in 1860.

## Mystic "Nor'westman" took part in Seattle's World's Fair



The unusual carving of the "Nor'westman" which has been on exhibit in the Mallory building over the years, was loaned several months ago to the Seattle World's Fair and has now been returned to Mystic.

Carved by the Haida Indians of the northwest coast of America, these figures represented the natives' interpretation of the New England shipmasters who came to that country in the period of the fur trade in the last decade of the eighteenth and early years of the nineteenth centuries. The Indians' name for these seafarers was "Boston men", as the earliest ships came from that port, while the New England maritime circles designated the traders as "Nor'westmen".

## HONORS TO MEMBERS

Two of our members, who have maintained a steady interest in the affairs of The Marine Historical Association, were accorded honors recently in their respective fields of business.

James A. Farrell Jr. of Darien, Connecticut, President of the Farrell Lines, has been named Chairman of the Committee of American Steamship Lines, known throughout the maritime industry as CASL. The organization comprises representatives of fifteen American flag-ship lines which hold operating subsidy contracts with the government. The lines own 300 ships serving 450 major ports in the world's essential trade routes. Mr. Farrell is a member of an experienced shipping family and a director in a number of industries. He also serves as Chairman of the Harbor and Shipping Commission of the New York State Chamber of Commerce. Mystic Seaport claims him as a Trustee.

Another member accorded honors is Charles F. Noyes, founder and board chairman of the Charles F. Noyes Company. He has received the first "Good Scout" award in the real estate field, presented by the Greater New York Councils, Boy Scouts of America. Mr. Noyes, a member of our Advisory Committee, with his brother Harrison, provided the Noyes building which dis plays larger ship models.

## THE CORINTHIANS WIN MYSTIC DHOW DERBY



The thirteenth annual Dhow Derby at Mystic Seaport was sailed on October 20, a beautiful, bright Indian summer day with a gentle southerly breeze. A large crew of sailors and wives, including many Corinthians, showed up, representing the sailing and yacht clubs which have donated 20 Dyer Dhows to the Seaport's junior sailing program, to race them for fun and laughs. Those who raced The Corinthians' dink enjoyed it more than anyone, because we won.

There were five races, including a ladies' race, and if the quality of the free advice offered by the large cheering section on the dock were judged by its decibel output, it was very sound indeed. This year, for the first time, the club which won the last races got to run the party, so Commodore Bruce Sweet and Race Chairman Frank Phillips of Norwalk Yacht Club, 1961 winner, made with the bangs and bullhorns. Bruce set matters straight at the outset by announcing that while the usual rules would otherwise apply, the Norwalk boat would have the right of way at all times. This unnerved two participants so much that they capsized two dhows still tied up to the dock, and they both got real wet.

The ladies' race produced the highlight of the day--about the wildest caper we've ever seen in a dinghy race. Marion Sweet and Jean Jennings, in the Norwalk dhow, rounded the leeward mark of a twice-around course even with, and to leeward of, a boat skippered by Kerry Kipp Mayers. As the two boats started up wind, a pushing and pulling match followed, a form of maneuver considered quite legitimate in these races. This continued until Jean reached over and unfastened Kerry's outhaul. Kerry then stood up and with a leap which, in our book, makes her an out-

standing candidate for the '64 Olympic Team, landed in the Norwalk dinghy and let the halyard go, and down came the sail like a rock. The upshot of this was that Kerry's boat, with crew aboard, drifting down wind with a flapping sail, was towed in by the crash boat, while Marion, Jean, and Kerry, with sail re-hoisted, finished—and creditably—with three gals in a boat.

The winning skippers and crews for The Corinthians, as masterminded by Barney Compton, were Syd Rogers and Jim Ford, Jack Spangler and Jean Jennings, Anne Ford and Jane Ford Nestor, Compton and Jim Brown, and Forbes Morse and his son John. Mystic Seaport and its people were again charming hosts...

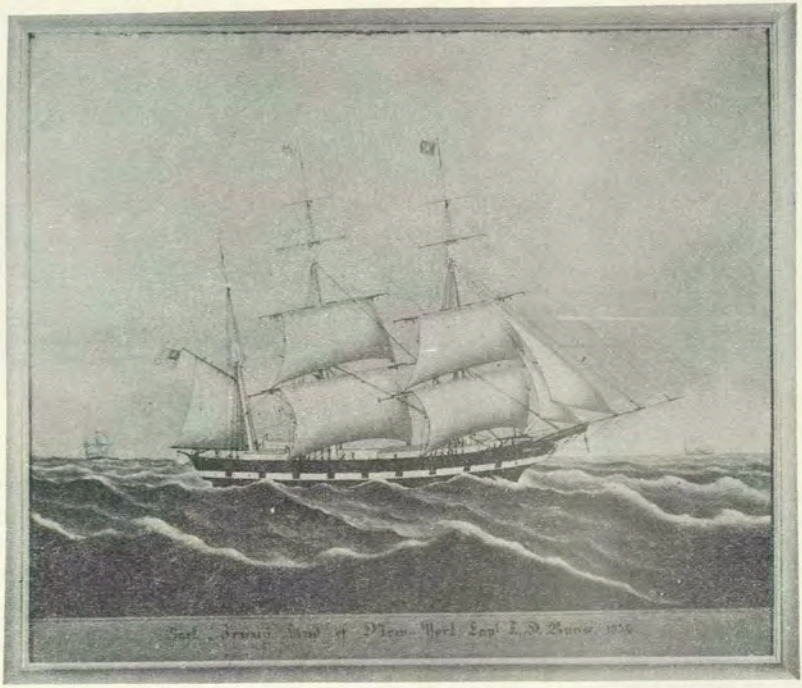
--from the monthly *Mainsheet* of The Corinthians
31 October 1962

## A UNIQUE VISITOR

The world's largest ocean going steamship model, the *Bremen IV Jr.*, came up the river late in September and tied up at the *Morgan* wharf. Two young Germans, Gunter Buse and Gunter Bos, built the unique model over a period of more than fifteen years, and when the North German Lloyd Company learned of the efforts they were making, it agreed to supply diesel power units. Completion came in the spring of 1962. Constructed to the scaled 1.25 the model is 39.3 feet long, with a beam of 4.2 feet and a draft of 2 ft. 1½ in. It has a deadweight of ten tons, and cruises at 7 knots. The hull is divided into four compartments--the pilot's cabin, including a small galley, sleeping quarters for four persons, engine room and lavatory. While underway the model accommodates six persons, and all functions of navigation are carried out from the pilot's cabin or engine room. The deck has five hatchways, and electric current is furnished by two generators. While in port here the unusual craft attracted much attention.

Davenport Hooker has presented two brass tiller yokes which belonged to his grandfather, Captain Edward Hooker, which were used during the Civil War on U.S. Navy gigs. The elliptical designs on one and the five-pointed cut-out stars on the other make them a handsome pair.

## THE BARK "JENNY LIND"



With the acquisition of a painting of the bark *Jenny Lind* we have been able to place on exhibit another of contemporary canvasses of vessels built in Mystic. This fine painting was done by an artist named J. Hanson and shows the bark in her active career as a packet between New York and Mobile. The *Jenny Lind* was built in 1850 at the Forsyth Shipyard, located just across the Mystic River from our Shipyard Point, was 122 feet long, with a beam of 30 feet, and measured 522 tons.

After her launching early in 1850 the *Jenny Lind* was purchased by the Eagle Line of New York, as a packet. The owners were William H. Hazard and Horatio Eagle (6/16), Samuel Ashby (2/16), James D. Fish (2/16), George Moon (1/16), H.C. Brower (1/16), Richard Sheridan (4/16). Her master was Captain E.D. Bunce of Groton. The Eagle Line was established in 1848 and its slogan was: "Will sail as advertised, full or not full"--in other words, a packet line operating a definite schedule of sailings.

The *Jenny Lind* is an excellent painting in original condition. It has been cleaned but no re-touching or restoration was necessary. The artist, "J. Hanson", has his engraved business card affixed to the rear of the frame, an interesting feature. According to the Childs studio of Boston, Hanson's work is not seen often but the quality of his work compares favorably with any of his contemporaries. An expert declared it obviously the work of a "painter of skill and knowledge." The painting of the *Jenny Lind* was added to our collection through purchase by Mr. H.H. Kynett, whose support and interest are well known at Mystic Seaport.

## ANTARCTIC EXHIBIT AT MARINERS MUSEUM

An exhibit which occupies some 8,000 square feet of floor space opened on October 28 at the Mariners Museum at Newport News, Virginia. Titled the "First International Antarctic Exhibition", this will continue for six months, and is a tribute to man's accomplishments in the vast frozen continent. It will contain displays obtained both in this country and abroad. The plan for this exhibition was conceived by Rear Admiral George F. Dufek, USN (Ret.), Director of the Museum and Commander of the U.S. Naval Support Forces in Antarctica from 1955 to 1959. Museum Curator Robert Burgess and his staff have spread the displays through two large museum galleries. The theme of the exhibition focuses on peaceful co-operation between all nations engaged in scientific investigation of Antarctica. Congratulations are in order to "Mariners" and best wishes for the success of this worthy presentation.

Mr. and Mrs. Georg von Erpecom were visitors during the last week in September. Mr. Erpecom is the Director of the Marine Museum at Bergen, Norway, and spent two days here carefully going about.

Upon returning to Norway, Mr. Erpecom wrote a gracious letter of appreciation. In it he stated: "Although having got a fairly good impression of your unique Seaport, as it could be seen in two days, I am sorry we could not spend much more time together with you and your staff discussing matters close to the hearts of us all. Therefore, I hope this was the first of many encounters."

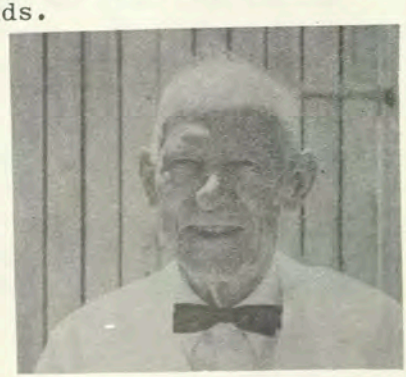
## TWO OLDER ACTIVISTS RECEIVE GIFTS FOR SERVICE

A reception for the Activation Program workers was held at the home of Mr. and Mrs. Charles A. Brooks on the evening of November 13. This was the first time the Activists have had such a get-together and the occasion was a most pleasant one.

During the evening, Ernest Williams and Leonard Lewis, two of the loyal activists whose service extends a decade and more, were presented gifts from the Seaport management in recognition of their years of devoted work--lifetime passes to the Seaport, engraved suitably, and a framed combination-picture of the *Morgan* under sail and a facsimile of ownership shares in this famous whaleship.



Ernest Williams has worked on the grounds and buildings over a period of twelve consecutive years. Following his retirement from the New Haven Railroad, he became a combination janitor-handyman here. With the opening of the Activation Program he became custodian in several buildings, spending the last few years in the Clock Shop. "Cap", as he was affectionately called, gave of himself unstintedly. His long years of faithful attention to the Seaport will always be remembered and in his second retirement from active work he has the best wishes of all his friends.



Leonard H. Lewis is known as "Dad" by the older as well as the younger members of the staff. His genial nature was apparent in seven years of association with the Seaport. His first assignment here was in the woodworking exhibit set up by the Hewitt Woodcrafters. This was followed by serving in all the

little shops on Seaport Street as the relief man. "Dad" is best remembered as the proprietor of the Tavern and here his pleasant personality shone through for several years.

These two men, while now retired from the regular Activation staff, will be on call to fill in whenever it is necessary. Their willingness to so "stand by" is indicative of their continued interest in Mystic Seaport.

In the recently published book *The Bear--Ship of Many Lives*, the story of one of the world's most historic vessels is well told by Mrs. Stella F. Rapaport. Published by Dodd-Mead, it won the *Boy's Life*-Dodd, Mead writing award. Built in Scotland as a sealer, the old *Bear* is on the verge of her ninetieth birthday. She was a successful sealer when she was chartered by the U.S. government in 1883 to go to the relief of the Greely Expedition, marooned in the Arctic. During the next forty years the *Bear* served this nation as a revenue cutter, mostly in the Behring Sea of Alaska. Her many adventures helped make Coast Guard and whaling history, and she had a strong role in the development of our 49th state. Considered obsolete she was retired, but was again pressed into service by Admiral Byrd who took her to the Antarctic. When World War II broke out, the *Bear* once more was placed in commission, and served in the Greenland patrol.

A steam and sail combination, the barkentine *Bear* deserves a place in the thin ranks of historic vessels preserved so that Americans of the future may better appreciate the chapters they helped write in our maritime history.

In the November *Life Line*, the Great Lakes Cruising Club's sheet, is an article by Rear Commodore F. Ritter Shumway on "Nearby Frontiers of Cruising". It contains an interesting account of cruising and exploring the eastern shore of Georgian Bay in Mr. Shumway's *Flying Gull*. This is a factual account of yachting adventures and reflects Mr. Shumway's enthusiasm for adventuring in an area not as yet frequented by the Lakes yachtsmen.

## SHIPMASTERS IN A BARGE

A photograph of shipmasters is not uncommon but one which shows them out on a junket in a carryall or "barge" is worthy of reproduction. The view shows seven whaling captains and a first mate, with their host, during a "cruise" to Golden Gate Park, San Francisco, in the year 1888. We are indebted to Miss Olive Hillman of Edgartown, Massachusetts, for the photograph which was sent home by her grandfather, Captain George W. Brown, and has been in her family's possession ever since.



The whaling masters in the photograph have been identified. Standing, with reins in hand, is Seth Seymour, proprietor of the hotel where the captains were staying. Next to Seymour, the shipmasters are: Captain Joshua G. Baker of the *Reindeer*; Captain George W. Brown of the *Francis Palmer*; Captain Philip A. Cook of the steam bark *Belvedere*; Captain Joseph Whiteside of the steam bark *Lucretia*; Captain D.P. Gardner of New Bedford. Seated in front row are Captain John McGinnis of the *Jacob A. Howland*; Captain Benjamin Cleveland of the *Lancer*; and A. West, First Mate of the *Charles W. Morgan*.

## SPECIAL EXHIBIT OF COMBAT ART

On Monday, November 5, the official opening of the U.S. Coast Guard Special Exhibit took place, at a reception for Coast Guard officers and their wives, with members of the staff serving as hosts. Following the reception, refreshments were served in the Yacht Club and lunch enjoyed at the Galley.



Among the U.S. Coast Guard officials who accepted invitations to be present were (l. to r.) Rear Admiral Willard J. Smith, Superintendent of the U.S. Coast Guard Academy at New London, Rear Admiral Richard M. Ross, Commandant of the Third Coast Guard District with headquarters in New York, and Admiral Edwin J. Roland, Coast Guard Commandant at Washington, D.C.

The Exhibit was shown in the basement of the Aloha Meeting House through December 3. It consisted of forty subjects, ranging from pen and ink to water colors, all by U.S. Coast Guard personnel. It was a special showing of Combat Art from World War II, and was exhibited for the first time as a unit. On loan from the U.S. Coast

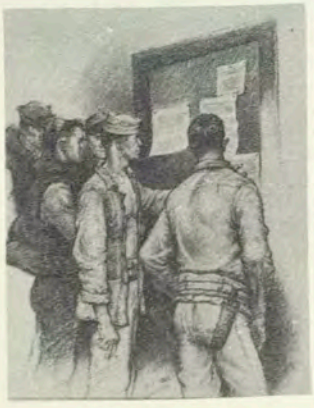
Guard headquarters in Washington, it is the first of three similar exhibits to be displayed and portrays the various phases of Coast Guard participation in wartime events.

The exhibit was arranged by Adrian K. Lane, Assistant to the Curator, and occupied all the wall space in the room. Members of the Men's Volunteer Corps of the Seaport served as hosts during the time the exhibit was open to visitors.

The exhibit was reviewed on October 23, with three nationally-known local artists serving as judges--Kenneth Bates, Y.E. Soderberg, Harve Stein--whose awards went to the following:

Best in Show: *Coffee Break*, by Garo Z. Antreasian. This was a crayon portrait of a Coast Guardsman taking a few moments for coffee during the landing operations at Iwo Jima. The features reveal the battle fatigue experienced by men in this grim business of war.





Best Character Study: *Daily News*, by Ken Riley. A scene showing Coast Guardsmen and their soldier passengers gathered about a bulletin board on a Coast Guard invasion transport reading the latest news reports.



Best Crayon or Drawing: *Invasion of Southern France* by William G. Lawrence. A view of troops and armor coming ashore in LCI's and LST's. There is a strong capture here of the grim business of amphibious operations.

Best Documentary: *The Movies* by Sherman A. Groenke. Here is depicted the type of make-shift arrangements which had to be improvised for showing movies in out-of-the-way locations.



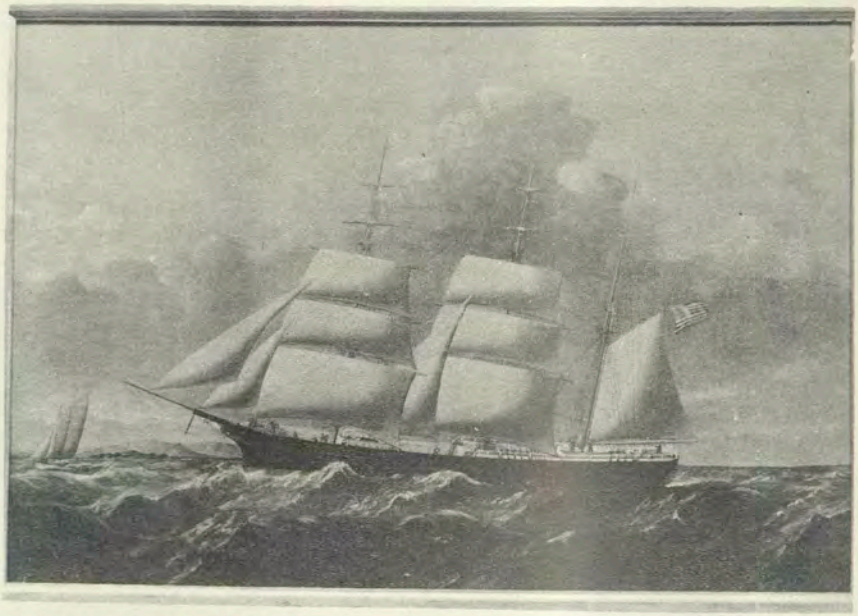


Best Water Color: *Emergency Run* by Di Gemma. With the picket boat's engine running and the boat already cast off, the boarding officer shoves off from the Captain of the Port wharf on a Port Security mission--perhaps to the Explosives Anchorage or to meet an incoming ship.

Best Pen and Ink: *Eniwetok Landing* by John Burton Norall. Small landing boats actively bringing supplies ashore from a Coast Guard assault transport anchored off this Central Pacific island.



## THE BARK "SAPPHO"



Another fine oil painting of a vessel built in this area has come to us as a gift from Henry B. duPont. Mr. duPont is a Trustee, member of the Executive Committee and Planning Committees. The painting, purchased through the Old Print Shop, is of the bark *Sappho*, by an artist named C. Ogilvy, and measures 20 x 30 inches. The bark was built in Noank at the mouth of the Mystic river in 1870, and sold to Liverpool in 1874. Her dimensions were: length--150.5 ft., beam--34.7 ft. and depth--17.3 ft. In 1876 the vessel was owned by William Thomas of Liverpool. Her last registry was in 1889, and from this date we have lost track of her. *Sappho* made most of her voyages between Liverpool and New York.

Through the interest of Henry W. Luther an excellent addition to our collection of marine engines has been placed on exhibit. This is a reversible water-tube boiler type of one-cylinder engine, built in 1891 by the famous Nathanael Herreshoff--the "wizard of Bristol". Herreshoff constructed this particular engine for his 22-foot launch *Kid* and it was capable of driving the craft at a speed of 12 miles an hour. Mr. Luther restored the little engine completely several years ago and has loaned it to occupy a position next to the Herreshoff triple-expansion engine (built in 1905) in our North Boat Shed's exhibit of early marine engines.

# NEW UTILITY BUILDING



NOVEMBER 27, 1962

The first major unit of the much needed physical expansion program got underway early in November with the construction of the Seaport's Utility Building.

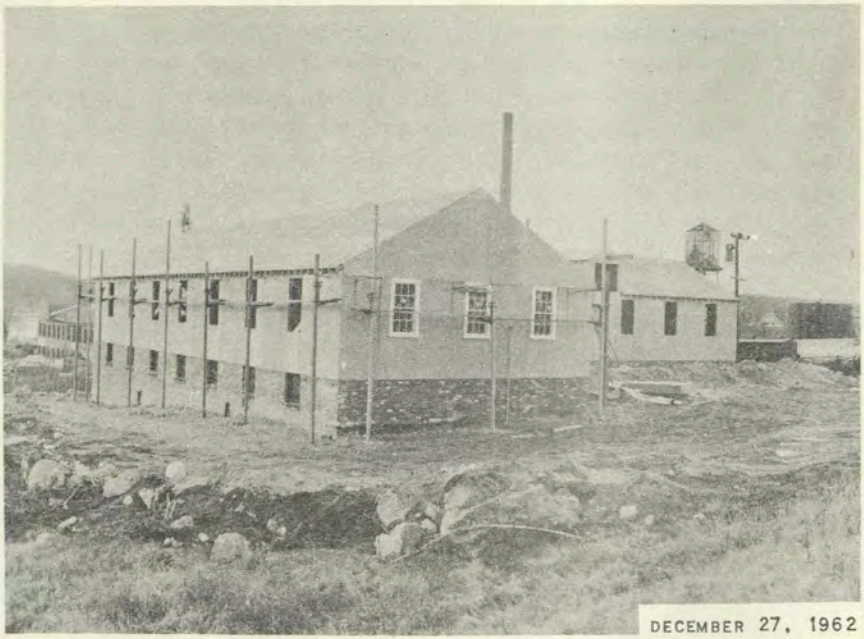
The structure, designed by Francis Day Rogers of the firm of Rogers and Butler, architects, is being built by Engineered Builders, Inc.

Taking on the appearance of a large barn and providing ample space for the carpentry, electric and plumbing departments, the 8,000 square-foot combination warehouse, garage and shop is located in the northeast corner of the North Parking Lot. Depending upon weather conditions, occupancy is scheduled for February 15.

The two-story building will have a six-bay garage for Seaport department cars, as well as a machine shop, welding and spray painting sections--plus a car-washing bay--all contained on the first level.

The upper floor provides a central receiving and distribution depot, offices for the Plant Properties Manager and his supervisors, tool cribs, space for carpentry and woodworking machinery and an ample storage warehouse for building materials and construction gear.

The entire area of about half an acre will be enclosed with a high board fence and the yards surrounding the building will provide parking for the maintenance, construction and grounds crews.



DECEMBER 27, 1962

With the completion of the project, all activities now housed in the rear of the Colegrove building, the Storage Shed and Geyer houses will be combined, releasing these spaces for other purposes. All trucks, cranes and other motor vehicles will be off the museum exhibit grounds, except as needed for service, thus eliminating the anachronism of modern cars and trucks in a mid-nineteenth century setting.

New additions to the area of the Pantry are boat-sheds housing the life-saving craft on display. This provides needed protection to small craft which have been restored over the years and which include the Monomoy surf-boat, the Race Point boat and the Humane Society life-boat. (The Massachusetts Humane Society, believed to be the first life saving service in this country, was established in 1791 by a group of merchants who were interested in saving crews along the coast.) Housed in this manner, these boats take on a new look and help bring attention to the fact they represent an era in our history when the U.S. Life Saving Service was important to the protection of mariners along our coast.

## A TERRY TOWER CLOCK

Exhibited in a corner of the Pugsley Clock Shop is one of few wooden steeple clockworks of its era now displayed in a museum. Constructed between the years 1820 and 1825 by the famous Connecticut clockmaker Eli Terry, this wooden assembly has a most intriguing history. In the first place, it was stored in the basement of "Matson Hill", in Old Lyme, for over a century where it was found by W. Ogden Ross of New Haven, who with his brother Charles Terry Ross, presented it to Mystic Seaport early in October of this year.

The first Terry to occupy Matson Hill was Rev. James Pease Terry who married Catherine Matson. Her family built the house in 1786. James and Catherine Terry lived here from 1835 to 1873. An interesting *possibility* of how the wooden clockworks came to the house is suggested by the following incident.

Eli Terry was producing clocks--shelf, wall, tall and tower--from 1793 to 1833. Gradually withdrawing from the business, he turned it over to his sons and brothers. However, some time between 1820 and 1825, he constructed a tower clock for the famous Center Church on New Haven Green, which to all intents and purposes, was a town clock. Unfortunately the clock had two dials--one to show solar time, the other to show *apparent* solar time--which so confused the good citizens of New Haven that the clock became the object of heated controversy. In the end, Terry indignantly removed the two-faced clock and hauled it away. The great question of whether the wooden works stored at Matson Hill was the famous clockworks will probably never be answered, but it is a fascinating possibility. Although some of the wooden parts have been lost over the years, the assembly is intact enough to provide a most intriguing subject for horologist and layman.

A dinner plate which once graced the table of the British Arctic exploring ship *Resolute* has been given by P.C. Jones. Our members will recall the story of the salvaging of the *Resolute* from the ice by Captain James Buddington of the New London whaler *George Henry* in 1855 which appeared in our publication titled *Two Dramatic Episodes of New England Whaling*.

## THE "ADMIRAL BLAKE"

In the October issue of *MoTor Boating* is an illustrated article on the new motor yacht *Admiral Blake*, owned by John P. Blair, a Life member of our Association. Mr. Blair visited the Seaport late this summer in his new 50-ft. craft and we had the pleasure of going aboard for a personally conducted tour.

The *Admiral Blake* has other close ties to the Seaport having been designed by Henry A. Scheel, one of our Trustees, and built by the Stonington Boat Works in nearby Stonington. This is the second motor yacht designed by Mr. Scheel for Mr. Blair, and the owner worked closely with his designer and builders until the construction was completed in the spring of this year. The *Admiral Blake* features a raised deck over its full length, with a beam of 13 feet and draft of 4 feet, and is powered by twin diesel General Motors engines.

Excellent living quarters include the owner's cabin, ample for two persons, two guests forward, and the paid hands' section forward. A central deckhouse is well designed for the space between the private quarters, and a galley, housed in the deckhouse, is well positioned. The engine controls are also topside in an enclosed bridge which gives excellent visibility.

The winter season has opened at Mystic Seaport. The Buckingham House attendant is serving a warming cup of tea to visitors between 2:30 and 3:30 week-day afternoons in front of the open fire in the "keeping" room. On Saturday and Sunday the Mallory Building, in its spacious living room, takes over, doing the honors with white damask, polished silver and old-fashioned cordiality. The teas in the Mallory Building are being served by Volunteers.

Although activation is officially closed now until spring's return, the craft shops and buildings along Seaport Street will be open to the visitor all winter. Seaport Stores and the Galley are open, of course. The winter schedule for the Indoctrinal Film, shown daily in the Aloha Meeting House, is 11 a.m. and 2 p.m. Monday through Friday; Saturday and Sunday, hourly, beginning at 11 a.m. through 4 p.m. The Planetarium gives a show at 1 p.m. and 3 p.m. on week days and 1, 2 and 3 p.m. Saturday and Sunday.

## EDUCATION DEPARTMENT REPORTS:

Dr. Charles E. Shain, the recently appointed President of Connecticut College, New London, was a guest on November 28. Dr. Shain was accompanied by Dr. Edward Cranz, Dean Gertrude Noyes and Miss Warrine Eastburn, assistant to Dr. Shain, on a tour of the buildings and grounds, with a special visit to the *Morgan*. Dr. Shain succeeds Dr. Rosemary Park on the Educational Advisory Committee.

Interesting groups which have visited during the fall:

Port Jefferson High School Grade 8 has been coming over from Long Island for four autumns.

Elizabeth Irwin High School Grade 12 comes from New York. They have come three years, starting a week-long trip to outdoor and regular museums in New England. The visit this year started with a specific interest lecture on whaling and then a tour of the grounds, ships and shops. This group plans well in advance and the leadership is excellent.

Our old friend Greenacres Elementary School Grade 5 of Scarsdale, New York, continued their fall visits and as in the past five years had a Sea Chest and other material to prepare for their tour.

Coller Surgical Society, New Haven (Yale Medical School) of 70 men and wives visited as a part of their medical society reunion and convention. Of especial interest was the Apothecary Shop.

USS Submarine *Toro* sponsored a group of Turkish Navy sailors and officers (MADP-group). A brief orientation period (with interpreters) was followed by a visit to the grounds, and they noticed particularly, our Turkish caique built in Constantinople. The Sunday coffee-tea hour in the Mallory Building was a pleasant ending to their visit.

Back in August Earl Thompson made arrangements to bring a group of 45 retired adults on a "Mystery Drive". It was explained by Mr. Thompson that he had been preparing mystery visits to interesting places for ten years. The older people were from Orange and Middleton, New Jersey.

Twenty-one foreign teachers (American Civilization Program) at Rutgers University, N.J. came for this trip. Nations represented were mostly European countries, but also some from the Orient.

The American Bluejacket group from New York City, 375 cadets and 15 leaders, conducted themselves in their usual fine manner.

Mystic Seaport is one of their annual visits--others West Point and Washington, D.C. This is the seventh year they have visited us. Captain Gmoser is to be congratulated on his outfit.

Prizes and certificates were awarded members of the Sailing Activity on Sunday, December 16. The Achievement Award silver bowl, suitably inscribed, was presented to Bill Langdon for one year by Mr. and Mrs. Charles Brooks, donors of the award. Bill also received a copy of Chapman's *Seamanship, Piloting and Small Boat Handling* which he keeps. Henry Scheel presented prizes to the four runner-ups and Don Robinson read the ten honorable mentions. Refreshments were enjoyed following the meeting.

The Sailing Activity, in its second year, offers classes in sailing to local young people between the ages of 10 and 18 in the spring and fall. Approximately 80 young people, in groups according to their ability, participated in this year's classes. The Dyer dhows of the *Conrad* Program furnish actual sailing experience.

Reservations for the Christmas Planetarium show from school groups this year have far exceeded any previous year.

In November Homer D. Babbidge Jr., new President of the University of Connecticut, and other members of the University staff, visited the Seaport. (The Munson Institute of Maritime History is affiliated with the University.) Dr. Babbidge succeeds Dr. Albert Jorgensen as a member of our Educational Advisory Committee.



JOHN M. EVANS, ALBERT E. WAUGH, MR. BROOKS, PROF. KEATOR, DR. BABBIDGE, MISS DICKERMAN, JOHN S. RANKIN JR., MR. STACKPOLE, MR. DAMM.

## WEAVING SHOP

During the season of Activation just past the little Weaving Shop on Seaport Street proved to be one of the most attractive places to visitors in the history of the Street, sharing with the Shipsmith Shop, the Mystic Press, the Counting House and the Ship Chandlery the popularity of this array of exhibits facing the cobbled thoroughfare. While it was expected that women and girls would be interested in this exhibit it was not expected that men and boys would also reveal a strong curiosity in the little shop and its contents.

To Mrs. Marjorie S. Gratiot, of Stonington, goes the major credit for the success of the Weaving Shop. Four years ago when it was decided to open such an exhibit in the front room of the Edwards House, it was Mrs. Gratiot, as a volunteer, who offered to lend her help. When the little building was moved to the Seaport Street early this spring, Mrs. Gratiot was again requested to aid in its planning as an exhibit. She responded not only with her services and suggestions, but also supervised the arrangement of the looms (loaning some of her own) and the display.

As is generally known, the history of handweaving began long before its written record. The American colonies carried on the established custom, especially in New England, and handweaving continued well into the present century. The textile industry was so much a part of our history of this region that many people have forgotten that, despite the rise of the mills and mill towns, handweaving continued in the homes.

It is the tradition of this thrifty New England enterprise that our Weaving Shop helps to perpetuate. The ladies who served in the dual capacity of weavers and lecturers were: Mrs. Gratiot, Mrs. Almeda Hammond, Mrs. Blanche Cochran, Mrs. Pearl Florop and Mrs. Virginia Leavitt. The patience and unfailing courtesy of these ladies have done much to make the visitors enjoy the Weaving Shop. As an "extra attraction", this exhibit has done much to add life and diversity to the Seaport Street and helps to remind many of a natural part of our old-time scene.

Adding to our Admiral Byrd Exhibit in the Campbell Room is the model of the steam bark *City of New York*, one of the vessels the Admiral took with him thirty years ago in his first Antarctic Expedition. The model was loaned by Willis F. Jones.

# Letters

Captain S.R. Haight, master of the U.S. Lines steamer *American Traveller*, writes while at sea in mid-November:

The autumn issue of *The Log* was read with much interest. I am proud of my membership, and of you people for all you have already accomplished as well as your plans for the future...which makes Mystic Seaport an outstanding contribution to our country.

Page 12, showing the *Morgan* with a foretopsail bent on, was especially appealing... She is our only vessel left from that era and deserves the very best, and is in the right place to get it... I hope the project [*previously mentioned in the Log*] of actual construction of a full size vessel on the site of the old shipyard, for example the *David Crockett*...would certainly be an outstanding exhibit during her building period... It would assure the country of having an example of the type of ship that made our country supreme on the sea.

The following letter is self-explanatory:

The reason for this letter is the article in the recent issue of *The Log* re: 'Ace No. 202'. The addition of this craft to the Seaport's small craft display is most appropriate, for, in my mind, two men, Adrian Iselin and Corny Shields contributed more to one design racing--they were perfectionists.

The Star Class brings back happy memories (also how old I'm getting). During the period 1916-18 we had in the Bayside Yacht Club fleet two Bugs (forerunner of the Star) and Four Stars, none of whose numbers exceeded No. 35. I owned No. 7, named the *Teaser*, Phil Benson owned No. 1. On a particular anniversary of the class, the Manhasset Bay Yacht Club presented Pop Corry, the father of the class, with a new hull and Phil Benson presented his No. 1 to go with the boat. To the best of my memory this happened directly after World War I. Just thought this might be of interest to you.

The constant growth and development of Mystic Seaport is of great interest to all its members--Congratulations!

John Johns
Greenwich, Conn.

Letters to the Editor have been received from overseas members and friends who have read *The Log* in foreign countries: Perth, Western Australia; Pago Pago, Samoa; Scott Polar Research Institute, Cambridge, England; National University, Formosa, China; Hobart, Tasmania; Invercargil, New Zealand; French Embassy, St. Malo; Grays, Sussex, England; Auckland, New Zealand; Hong Kong, China; Hamburg, Germany; Westminster Abbey, London; Halifax, Nova Scotia.

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In the *Daily Journal* of Elizabeth, New Jersey, Bill Backus wrote in his column "On the Waterways" that the Mystic Seaport *Log* was "one of the best of its kind."

# Variable Winds

If you had been a visitor on November 5 you might have wondered about the man in a dog suit with a bearded gentleman in frock coat and derby, and others in oilskins. They were officials of Travelers Insurance Company posing for some in-company promotion photographs in the group-life department.

Four models, once in the collection of Commodore Wheeler, an early president of Standard Oil, have been purchased by H.H. Kynett and will be used in our traveling exhibits.

Curator Stackpole gave a talk via television on "Connecticut on the High Seas" for the new educational station WEDH-TV on November 26. This stressed the period of whaling and the West India trade in Connecticut's maritime history. The New Haven station, Channel 8, also presented two other television programs, taped at the Seaport, in which the Curator lectured on "The Development of Marine Transportation", December 11, and "Whaling as an American Industry", December 22.

An interested member, Frank C. Mershrod, has donated a handsome two-seater carriage for our collection of such equippage. It is known as a phaeton, has upholstered seats and cushions, and is in excellent condition.

*Joseph Conrad* for the first time in fifteen years may soon be called a ship again. Since her arrival her masts have been sent down and refurbished and are now replaced with new rigging and lower and upper yards sent up. Last month the cross jack (lowest mizzen yard) was crossed and rigged. The rigging staff also hopes to cross all three of the *Conrad*'s top gallant yards soon.

Members of the Alumnae Council of Smith College from area towns held their annual meeting in the Youth Training Building on November 15. Luncheon was served in the Galley.

Harris B. Stewart Jr. recently presented five nineteenth-century charts issued by the Coast and Geodetic Survey and the last printed from original copper plates.

The Stillman Library is open on week-ends from 10 to 4 p.m. To make the library accessible to teachers and students in the area, whose time is often limited, members of the library staff will be available for assistance during these additional hours.

Mr. and Mrs. Sterling Harris and their friend, Paul Hills, were among visitors in late October. Mr. Harris' father once owned the schooner *Australia*. He was delighted to learn of the plans to rebuild the old vessel, now hauled out in the Shipyard, and expressed himself as much impressed by the Seaport "as an important marine representation of nineteenth century America."

Messrs. Bogue and Holdredge, shipwrights, have been pushing along and have completed the *Morgan* starboard bulwarks restoration before winter set in. They have now gone under canvas again for the winter, to complete the re-decking job commenced last season.

There is a new Charles W. Morgan! He is a half-grown, handsome tiger cat who was heard screaming frantically under Hobey's Dock, drenched from pouring rain, perched precariously on a small water pipe. The river was half an inch below him and the tide was rising! Two of the staff, with a wrecking bar and big hammer, pried up one of the big planks and dragged him out. He promptly ran away, but turned up at the General Store where he dried out in front of the pot-bellied stove and went home that night with an employee.

The reproduction of John Leavitt's painting of the *Morgan* used on the cover of the development program brochure is available for framing.

Israel's national ensign was flown in honor of Mr. and Mrs. Eli Almagor on November 15. He is director of ZOA House (Zionist Organization of America) in Tel Aviv and has been concerned with the cultural development of Israel for twenty-eight years. She is American born, he Viennese.



The fisheries diorama was made possible through the generosity of John Parkinson Jr., one of our Trustees. It illustrates the use of the otter trawl and shows the various types of American vessels, large and small, using this type of gear.

The models are of actual vessels (the *Eleanor* of Stonington, the *Wamsutta* of New Bedford, and the *Surge* of Boston) and the whole, including nets, is to 1/8 in. scale. One object of practical interest is to illustrate the relative size and extent of the gear.

Curatorial staff members concerned in the execution of this exhibit were: design and nets, Adrian K. Lane; models, Gerard Aycrigg, Willard Shepard, Arthur Payne; casing and background painting, Timothy Pope; seascape, John Leavitt.

# "THOSE IN PERIL ON THE SEA"

## Compiled and edited by Edouard A. Stäckpole

In these days of fine books, it is not unusual to find handsome volumes such as Mr. Stackpole's latest, which includes eighteen seafaring adventures. But it is a bit unusual that these true narratives were selected to illustrate the time-honored contest of man against the sea.

The foreword and introductions were written by Mr. Stackpole, who also selected the more than 200 illustrations. Richard Ellis, who designed this large volume, is one of the foremost artists in his field.

Through the pages of vivid and exciting narratives the action ranges from the shipwreck of St. Paul to the surfacing of the atomic submarine *Skate*. The adventures, covering nineteen centuries, include Magellan leading his fleet through the Straits now bearing his name; Jens Munck in his search for the Northwest Passage; Bartholomew Sharp and his heroic voyage through the South Seas; Sir John Hawkins escaping a trap by the Spanish at Vera Cruz; Bradford's story of the *Mayflower*.

We recapture the daring and courage of the Arctic explorer Elisha Kent Kane and the lone mariner Joshua Slocum. Whether it is Jean Marteilhe's gripping account of the life of a galley slave, chained to an oar, George Robertson's version of the wonder-struck Englishmen with Wallis discovering Tahiti, or Joinville's sad tale of the Crusades, we find in the adventures something of the character of men who lived in a sea-world of constant challenge.

We meet Jewitt, one of two survivors of a ship's company massacred by the Indians of Nootka Sound; Beatty, the Royal Navy surgeon easing the last hours of Lord Nelson at Trafalgar; Beebe, slowly descending to unprecedented depths in the mysterious ocean; Costeau, exploring the world beneath the sea; Venables, describing the terror of a winter sinking of a destroyer in the Atlantic during World War II, and Calvert, twentieth-century pioneer in the atomic submarine *Skate* at the North Pole.

This book will bring to the reader a new appreciation of man's search for knowledge and his courage in facing the elements, giving to the literary world the imperishable experiences which helped to create history by *Those in Peril on the Sea*.

L.B. Chesebrough

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The annual Community Carol Sing followed a concert of Christmas music by the Norwich Brass and Woodwind Ensemble. After a fanfare of trumpets from the doorway of Aloha Meeting House, a procession of young people from the choral group of the Carl C. Cutler Junior High School, carrying lighted candles, came out of the Meeting House and took their places on opposite sides of the walk. Between the community carol singing the group sang several Christmas songs, under the direction of William L. Deveau, director of music at the school. The simulated pipe organ in the foyer of the Meeting House was designed by Karl Kayrukstis, art instructor at New London High School, and constructed by Seaport staff. The gold pipes gave a Christmas-card appearance to the scene. The weather was pleasantly cold and there was a light snow underfoot, but the spirit of all was warm.