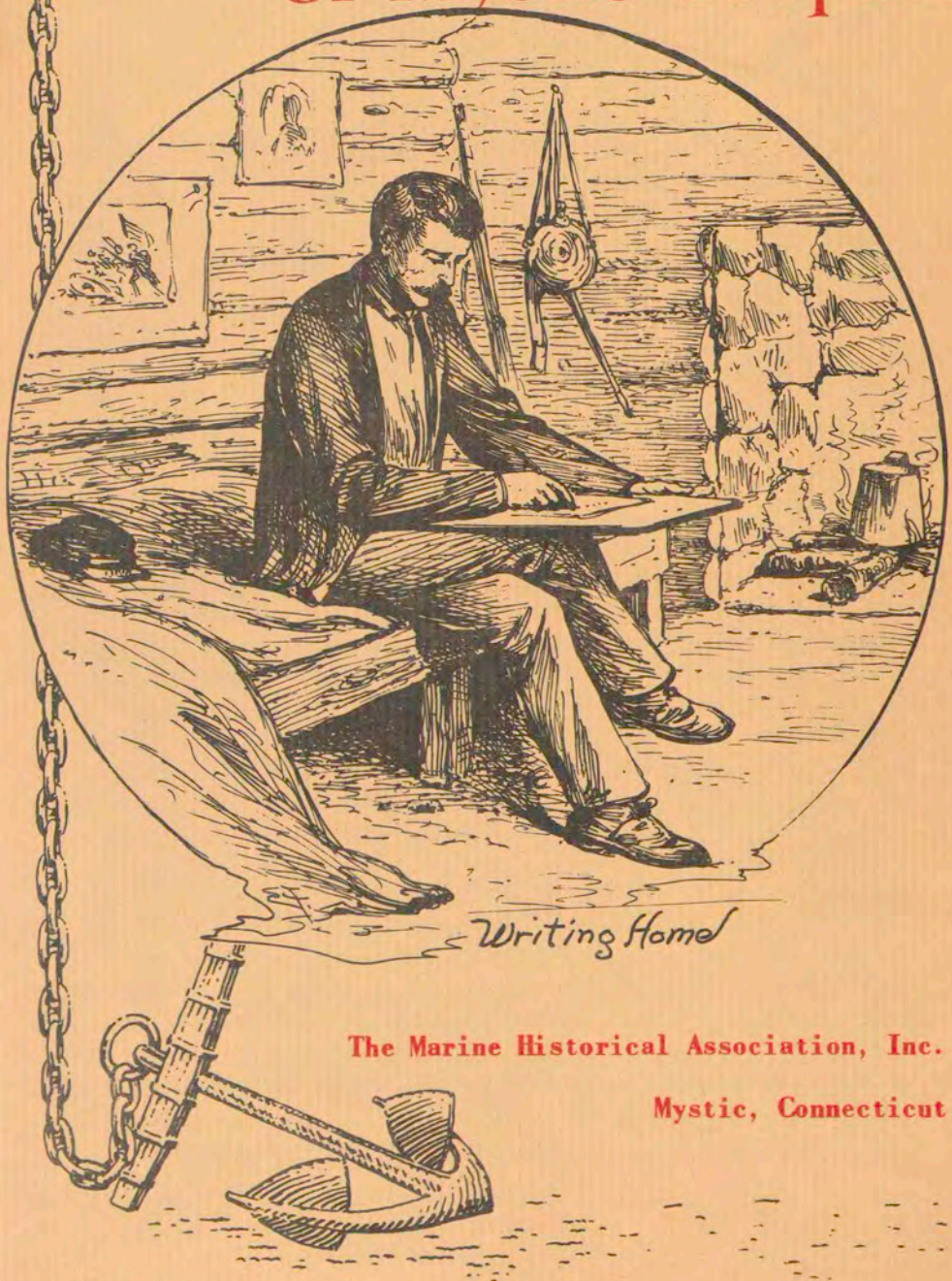
The Log of Mystic Seaport

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The Marine Historical Association, Inc.
Mystic, Connecticut



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The Marine Historical Association, Inc., Mystic, Connecticut

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MARITIME HISTORY

The question is often asked: What is maritime history? There are probably a dozen answers which a dozen historians may give, but there is one simple answer. Maritime history is that part of the larger or total subject which deals with the sea and seafarers, seaports and commerce by sea. Its very simplicity, however, becomes a complex mixture in that it treats of exploration, settlement, shipbuilding; river, coastwise and ocean trade; investment in ships, buildings, businesses and human beings. It tells of the political and social growth of the country as well as the commercial developments. It demonstrates the value of the free enterprise system and the fallacies of other systems which have been offered as substitutes. It reveals the great influence of the sea as a builder of character. It also contrasts the greed and avarice of some ashore with the courage of humbler people who worked alongside them. It tells of the development of the seaports as centers of political thought as well as areas of commercial growth; leaders of cultural, religious and social progress, and above all the story of human beings responding to the physical impress of the sea.

(Our Cover--this issue--please see outside back cover)

STEAMER MYSTIC



1852-1865

PHOTOGRAPH--COURTESY PEABODY MUSEUM OF SALEM, MASSACHUSETTS

The steamer *Mystic* was built in 1852 in New London by William Miller and documented at the Customs House on April 23, 1852. Her first master was Captain George Eldredge. Owners recorded were: M. Comstock, T.W. Williams, Acors Barns, Lyman Allyn, Thomas Fitch, Elias Perkins, Nathaniel S. Perkins, Franklin Smith, Henry P. Havens, Frances Allyn, L. Smith, Clark Smith, Isaac Comstock--all of New London; Thomas P. Williams--Stonington; David and George Mallory--Mystic.

She ran between New London and Mystic for a year. In 1854 she was sold to the Citizens Steamboat Company of Norwich, Connecticut, John B. Young, President, and her master became William H. Smith. She was 117.3 feet long, 21 feet beam, and a depth of 6.8 feet. She had one deck, no masts, a square stern and no figure or billet head.

In 1916, Dudley A. Denison, compiling personal reminiscences for the *Mystic Pioneer*, wrote: "Big George Eldredge used to go with his father who was captain of the *Mystic* and became an expert in handling the steamboat... The pilots had to turn their boats around at

the steamboat wharf, then owned by Captain Thomas Williams, and not to damage the bridge or boat was quite a trick, especially when the tide was running strong... The steamboats were all sidewheelers... The old *Mystic* had quite a notable career during the Civil War, afterwards she ran on the Potomac River until burned at Washington, D.C."

The *Mystic* was sold to a Gloucester, Mass. group in 1860 and ran between Gloucester and Boston every day except Sunday, leaving Gloucester in the morning and Boston in the evening. Gorham P. Low was the company's president and Captain William Godfrey was the sidewheeler's skipper.

She was chartered to the Quartermaster Department from March 5, 1862 through May 1, 1863 at $150 per day. As her last document, issued January 28, 1860, was cancelled May 25, 1863, it is altogether likely that the Quartermaster Department bought her soon after her charter had expired. Unfortunately the Department's records make no mention of the date of sale, location of same and price paid.

According to a report of the Colonel of the 67th North Carolina Infantry dated April 9, 1865, *Mystic* was burned on April 5, 1865 by a lieutenant of the same regiment, near Maple Cypress.

EDWIN J. GLOCKE



The sudden passing of Edwin Glocke on March 1, 1963 was a shock to his many friends. His efforts on behalf of Mystic Seaport as Controller were extremely valuable.

Mr. Glocke gave freely of his services because of his deep interest in the Association as a member and a friend.

HERE and THERE

Franklin Cole, President of the Association, was the speaker of the evening at the annual meeting of the New London Area Chamber of Commerce, held at the Mohican Hotel, January 19. Mr. Cole spoke on the role of Mystic Seaport during the present and in the years to come, and pointed out various trends in vacationing America. He gave an excellent summary of the prospects as well as responsibilities of the Seaport in its role as Connecticut's No. 1 tourist attraction.

As one of the regular lecturers sponsored by the Henry Ford Museum, Charles A. Brooks journeyed to Dearborn, Michigan and on February 22 presented a slide-lecture on "Mystic Seaport". Following a side trip to Indianapolis, Indiana, Mr. Brooks participated in an NBC-TV Public Affairs show in New York--"Community Checkers" which was taped for presentation early in May.

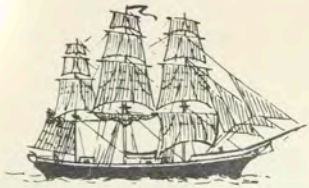
The program "New England Whaling" taped at Mystic Seaport in January, will be shown on television on April 19 over WTIC--Hartford. Curator Stackpole worked with the University of Connecticut on this showing. In February the Curator journeyed to Nantucket for lectures at the high school and before the Rotary Club. On March 20 he spoke at the Quiambaug Fire Department's meeting.

A winter concert for the Mystic Seaport Volunteer Corps members, the first of its kind to be given here, took place on the evening of January 20 in the Stillman Building's South Wing. The artists were Eunice Eaton, pianist; Elizabeth Todd, soprano, and Sergei Sokolovsky, cellist. A varied program provided a large audience with a most enjoyable evening.

On Saturday evening March 16, the "Tiltonaires", a boys' choral group from Tilton School in New Hampshire, presented a concert in the South Wing. David Burnett, a Mystic youth, is a member of this group whose program was very well received.

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We recently provided harpoons and other whaling implements for a "Sing-A-Long" Mitch Miller show which was taped in March for a subsequent presentation.



JOSEPH CONRAD--Host

The *Conrad* Youth Training Program will be host to three different groups of boys this coming season as part of an effort to interest more boys. These sixty boys and leaders are part of a total of 180 boys participating in the Program this season.

The American Bluejackets of New York will send twenty-three boys and two leaders for the first time in their long relationship with the Seaport. Boy's Harbor of East Hampton, L.I. will send eight boys and one leader. We are looking forward to having these groups aboard and providing them with an experience they will not soon forget.

A third group to participate will be a selected group of twenty-three Explorer Scouts. These Scouts will be chosen on the basis of individual ability and accomplishment from seven area councils in southeastern Connecticut and nearby Rhode Island. During this period these Explorers will go through a pilot program designed with complete regard for Explorer advancement requirements and activities. This will include not only training aboard the *Conrad*, but also in the basic maritime skills and crafts practised at the Seaport, and basic maritime history. Sailing in the Dyer Dhows as well as a short cruise in coastal waters will also be offered. At the close each explorer will evaluate the program in a critique in the Youth Training Building.

Concluding the week's program will be a rendezvous of Sea Explorer Ships from nearby areas with their own vessels. Observer-representatives of the Regional office and National Scouting Headquarters will also be in attendance.



YACHTIES' AVOCATION

In the January 1961 issue of *The Log*, a brief mention was made of the arrival in New Zealand of the yacht *Ben Gunn*, Captain H.M. Horn, which began her world cruise from Mystic. Having sold the yacht in the Hawaiian Islands, Captain Horn and his daughter recently flew to the West Coast, thence to Mystic. He is now back in Honolulu.

Captain Horn's interesting experiences in his cruisings after leaving New Zealand are contained in a letter written from Tahaa, French Oceania, which we now share with our readers.

I wish to apologize for my failure to send you articles, in sequence, on our trip as promised. I must also beg forgiveness for those which will not be forthcoming (except for this one) as I find I just cannot find the time. After my last letter we moved to Whangarei, New Zealand, where I took a job teaching Science in the Whangarei Girls High School (never again!). The process of working at the school, keeping ahead of the students, working on the boat, cooking, washing, etc. did not leave much time for much of anything, including sleeping. I will, however, fill you in on our last trip which incidentally I do not wish to repeat very soon.

By May 4, 1962, the closing of the school term in Whangarei, New Zealand, the *Ben Gunn* had set a date of May 10 for leaving for Papeete, Tahiti. The crew, in addition to Khysie and myself, consisted of Miss Elise Siess (from New Jersey and Honolulu) and a 21-year-old boy from the American motor sailer *Wanderlure*. I will not mention his name since on May 4 he advised from Australia that he could not make it--rather untimely to say the least. I had pretty much decided to make the trip with just the three of us when an English boy (18 years) John Tourie, came down and asked to go. He seemed pleasant enough so I accepted him as No. 4. Since on May 10 we still had not received a new mainsail, we postponed departure til May 12--*not* wishing to leave on a Friday--Alright, so I am superstitious!

At high water, noon, on May 12, we bid a fond farewell to all our many friends at Whangarei (including the entirety of Khysie's class from the Whangarei Primary School) and steamed off down for the "blue water." My normal elation over setting forth was somewhat dampened by the "friends we left behind" and the lateness of our departure; New Zealand weather can be nasty enough in April let alone May. Our plan was to stop at Port Fitzroy (on Great Barrier Island) to "settle in" the crew and get some last minute work done. Reaching Great Barrier the next morning, after a very pleasant overnight sail, we dropped anchor in a deep beautiful bay and all went ashore for a stretch. An hour later it began to blow straight out of the east. Auckland radio forecast gale winds; so we remained here at Port Fitzroy for several days.

On the first day in port a 55-foot ketch named *Red Feather* arrived and on the second day we anchored close together in a very sheltered bay near a sheep ranch owned by Mr. and Mrs. Stellen whom we had met the year before. We became good friends with *Red Feather* which, upon anchoring, brought forth from the companionway *seven* children as well as Doug and May Hazard! When we became better friends I mentioned to Doug that we had heard so often "Oh, we would love to be able to go cruising, but we have 2,3 or 4 children" (as the case may be) and didn't he find it a bit trying. Doug's retort was--"there is nothing to cruising with six (one child was a cousin) children--all you need is discipline and red hair." Doug had both but the children hardly seemed to need discipline.

By May 18 we were all getting restless but ye olde East wind continued to whistle in the shrouds. We decided to sail with *Red Feather* to another harbor on Great Barrier named Tryphina, since we could stay in the lee all the way. Tryphina was an old whaling station many years ago and is well protected from the east but not from northwest to south. On Saturday the 19th, the forecast was for "clearing with light southerlies" so *Red Feather* departed for Auckland to beat the southerlies. We sailed a bit farther north to Whangaparpara where we visited an active whaling station and took on water.

Unfortunately, the weather had been so poor that no whales had been brought in for more than a week, but we were taken on a tour of the station which was most interesting. The whales, mostly Humpbacks, are rendered primarily into stock feed and oil.

That afternoon the wind hauled southerly and, much enthused, off we went rounding the southern point of Barrier at dusk on

May 20 and settling into a course of ENE. The plan was to sail a great circle course to Rurutu in the Austral Islands, then north to Tahiti. By 0800 on May 21 the blasted wind hauled into the east again and we ploughed close hauled at NNE. By 1400 the wind had really piped up so we doused the main for the evening. By 1600 the rigging was humming and I elected to haul down all sail and lay a hull for the evening—I have learned to respect New Zealand weather.

By dawn the wind had reached gale force and the weather forecasters were most apologetic. The hausers which had been paid out astern were taught and it became necessary to give "the old girl" some help by steering her. The seas were in a wild confusion, coming in from every which way. By noon about every third wave came aboard which is most unusual for *Ben Gunn*; with her broad stern and carrying her beam well aft she normally lifts well to following seas. Water, filling the cockpit, seeps down through the locker doors, requiring pumping every 15-30 minutes.

With sore regret I opened the valve to our after water tank to lighten her astern. All heavy gear was moved forward. Shortly before dusk a whopper tore loose the bucket of sand for the cats—two waves later it had all washed down the scuppers. This was an uncomfortable night. Both John and Elise were not feeling their best, but this did not prevent Elise from cooking excellent meals—that gal has what it takes. I think John decided to take up farming!

By midnight I was becoming a bit concerned about New Zealand which with its many outlying islands presented itself as a rather nasty lee shore. I would guess the wind velocity reached force 10-11 during the evening of May 22. I reckoned we must have been 10-20 miles north of Great Barrier but this was very rough. At 1400 May 23 I spotted a flashing light, but due to the height of the waves, I could not ascertain whether the flash was 5, 6 or 7 seconds so that I could not tell whether it was Hen and Chicks, Tutakaka or even North Cape. Shortly after dawn, however, Burgess Island came out of the gloom. Since another 12 hours would bring the dark again on a most formidable coast we pulled in the hausers and took off like a scorched kangaroo under bare poles for Bream Head--we were right back at Whangerei! How embarrassing! But having dumped some 22 gallons of water, lost 60% of the cats' sand, being thoroughly soaked below, we gritted our teeth and kept on in, arriving back at the Northern Steamship Wharf at 0030 May 24.

During the latter part of May 23rd we had raised our small staysail and averaged 8½ knots to Bream Head. The last three-mile

run from the Head to the Whangarei river entrance is known locally as "The Mad Mile" and during my sojourn in Whangarei I learned the meaning of the name so we ran the Mad Mile again under bare poles—about half way we were lee rail under, then spun around on our keel in a spiraling willywaw.

By May 27 I had flogged our tattered old mainsail, redistributed weight, repaired a leaking exhaust line and topped off our water; Elise had accomplished the impossible by rinsing everything aboard in fresh water and drying it out. We were off down the river once again with the happy but skeptical belief in reports of "fine weather."

Until midnight May 29 sailing was as sailing should be--SW winds and fair weather even though cold. At midnight, however, the tell tale shifty gusts and rain squalls became noticeable. Then the wind died completely and at 1515 we cranked up our good old Petter Diesel and powered, with all sail down to prevent slatting. May 30 dawned very grey and ominous. No sights this day or evening but our noon position was estimated to be 179° 35' E. Long., 35° 52' South Lat. By 1900 the wind had pulled to North and was back to its old tricks.

Three days later I estimated our position at some 180 miles South South East--still no sights and still blowing about force 9-10; but fortunately this time, the seas were more uniform and our redistribution of weight precluded the necessity of dumping fresh water and the cats' sand was safe! Our D.R. position put us across the Date Line on June 1st. On the second addition of June 1 the sky looked better. The wind had dropped and swung a bit to the NW but the barometer stood at 29.18" and dropping. John was wondering what in the h--- yachtsmen saw in this life. (I was not sure myself, frankly.)

Early on June 2 the wind hauled to WNW and under staysail and trysail *Ben Gunn* began to make tracks for Rurutu. By 0500 we were knocking off a good 8-9 knots and seas were beginning to curl into the cockpit as the stern sucked down. June 3 was only partly cloudy and we made good time. Towards afternoon it cleared. Without a cloud in the sky we hoisted our nice new Tarylene mainsail. By dusk we were getting little gusts out of the north, then the NE, then the east--look out boys, here we go again! By 1800 June 4 close hauled on starboard tack, barometer 29.46; by 1000 barometer 29.35. By noon under bare poles in a SSE wind of about force 8. This is getting monotonous and probably most boring to the reader so I shall summarize the rest of the trip up to June 18 when we sighted Rurutu.

During one stretch of four days we averaged 100 miles per day under bare poles. Our poor old mizzen--more patches now than original sail, had spent 9 out of 18 days below being patched. We had had a total of five days which were, shall we say somewhat nice, but none without rain. Our mainsail which had cost $400, having been up for 43 hours had cost us about $200 per day. We had not spent more than a few hours watch without foul weather gear. Everything below was soaked--books, blankets, mattresses--and us.

Now, why do yachties pursue this avocation? I will tell you. Because on June 20 in the late afternoon we were enjoying the warm sun of the trade wind belt, booming along at 6-7 knots and out of the clouds ahead, Khysie first spotted Mt. Orohena's 7,300 ft. peak looming up. By 0300 on June 21 I took over my watch from Elise and ran NE under light airs parallel to and 5 miles off (augling in slightly) Tahiti. At 0600 *Ben Gunn* was drifting under staysail, trysail and mizzen, about 3 miles off the reef.

The smell of vanilla; the gardenia-like aroma of Tiare Tahiti drifting down from the awe inspiring panorama; the flying fish scooting here and there, tantalizing Shum and Pacqueta, the ship's cats; the white line of breakers on the reef sheltering the palm-studded white sand beach off Punavia and the tranquil lagoon. It was 0700 before I realized that I was supposed to call John on watch at 0600.

Since the sun was still hidden behind Orohena I decided to let *Ben Gunn* drift her way along and cook up a sumptuous breakfast of eggs and bully beef omelette, coffee, french fried rumera and freshly made corn bread. By 0800 all sitting in the cockpit in the warm sun--even John thought that there was some point in this crazy life after all.

By 0900 powering in through Papeete Pass with Q flag flying he was convinced it was all worth it. By 0930 Khysie was eagerly downing ice cream while Elise, John and I were celebrating with an ice cold Hinano Bierre at the waterfront table at Vaima, along with our friends Jock, Dianna and young Dale Marston of the Portland, Oregon yacht *Yankee Doodle*. Four days later we slipped our stern line from the Quay, pulled in the anchor and were off to the Isles Sous le Vent, and the first 25 days of our 26-day passage were all forgotten. That is why yachties enjoy the life!



Making lights are those which the navigator first sights on approaching land. Also called landfall light.

PHYSICAL CHANGES and PROPERTY ACQUISITIONS

Mystic Seaport has acquired three additional adjoining pieces of property since the first of January.

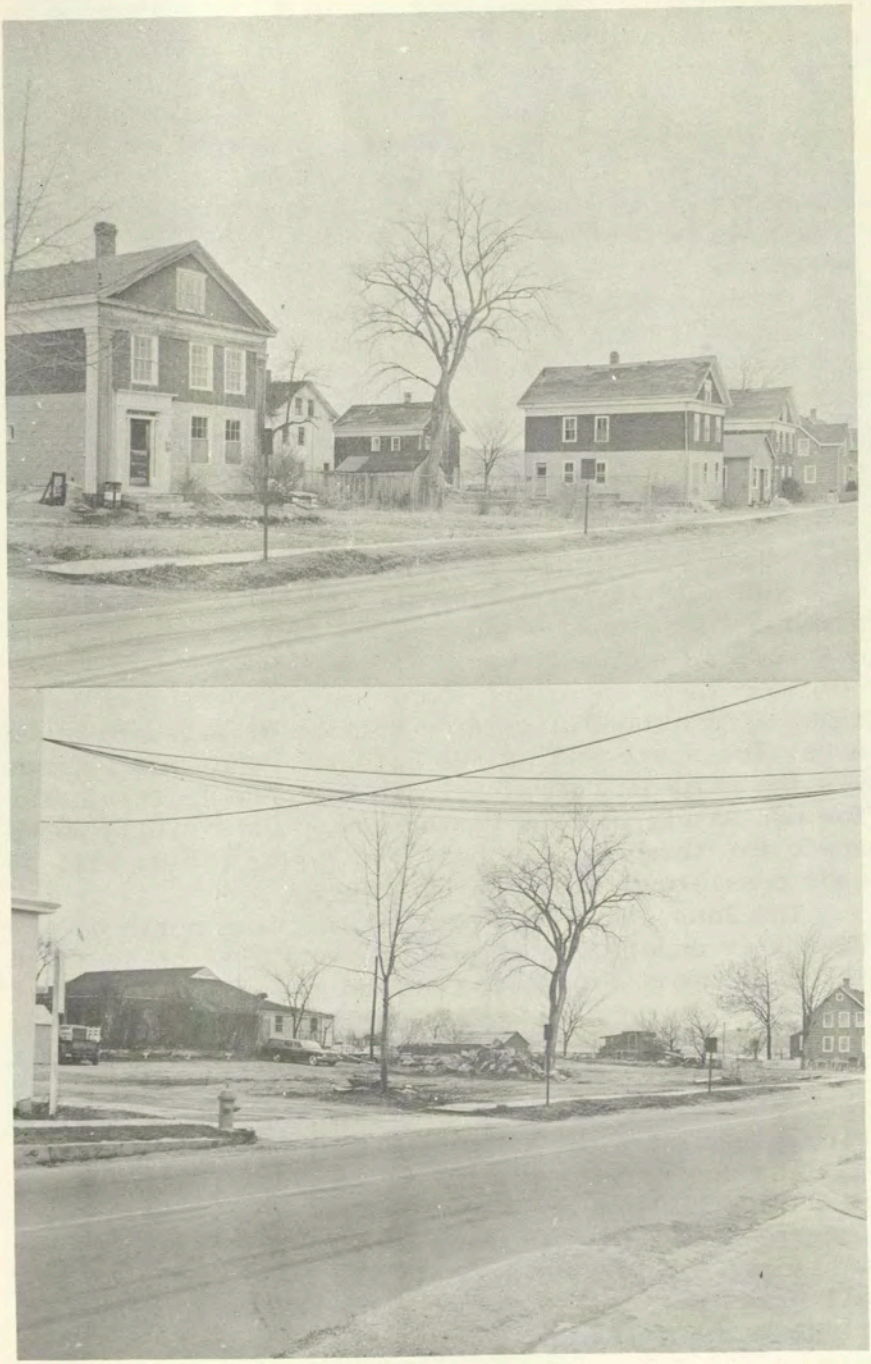
The Tatro brothers have sold their land, consisting of 105 feet on the west side of Greenmanville Avenue (Route 27) and north of the recently purchased Varvelli parcels. Altogether the Association is adding a total of about 2½ acres of land and providing about 155 feet of additional shore line to the north along the Mystic River.

The third and smallest tract is next to our South (or main) Parking Lot. This 50 x 100-foot lot assures ample space for a southern exit for the parking facility.

Five poorly constructed buildings east of the New York Yacht Club and north of the Administration Building have been torn down and the site is being prepared for the new Seaport Library and a new Galley. The sixth small dwelling, on the plot adjoining the South Parking Lot, has also been razed.

Contracts have been let and work has been started on the bulkheading, dredging and filling to establish a new shore line at the southern extremity of our river front, about 1,000 feet in length and providing another 2½ acres, approximately.

Plans are about ready for the new Members Building. This structure is to be erected in the spring and summer and will be a memorial to the late Mildred C. Mallory. Design and details will follow almost exactly a combination granite and frame building which stood in the nearby Fort Rachel Place section of Mystic about 1830. The stone facade of two sides of the first floor were purchased and brought to the Seaport in 1950. They will be used in the new building. Since the location of the Members Building will be the present Seaport Store site, the store building is to be moved to a temporary location between the Junior Museum and the Clift Block.





March 15 brought completion of the Utility Building, described in the last issue of *The Log*, and the feverish activity of moving the carpentry, electrical, plumbing, maintenance and grounds departments to their new home is now underway.

When these moves are completed, the existing locations within the village area will be diverted to other uses. The south end of the Colegrove Building, which was the carpentry shop, will be assigned to Curatorial for use as a Figurehead Carver's Shop and exhibit; added space for the printing shop, *The Mystic Press*, will be made possible in the same building.

The long, low, dead-storage building north of the Pantry is undergoing alterations and will be assigned to the Seaport Stores for an additional sales outlet and stock storage unit. This will be ready on April 12.

During the winter complete renovation of the first floor interior of the Edwards House on Seaport Street took place. The New York Yacht Club interior was rewired, insulated and redecorated, and heat installed.

Through careful planning it is possible that the Seaport will be able to continue the physical expansion program with a minimum amount of inconvenience to our visitors. Accelerated activity has been the by-word of all hands during the winter and, it seems, will continue without let-up for some time to come.

YOUTH TRAINING FOR SEA--
A Unique British School

One of the most unusual youth training for sea programs is that conducted in Westmoreland, England. It is both unique in its setting and its schedules and because it offers an interesting contrast to our own Youth Training Program we feel our members may wish to learn about R.M.S. *Wray Castle*. It is a school for training boys to be radio officers in the British Merchant Marine, and is actually conducted at a Gothic castle in the Lancashire Lake District.

In a recent letter to the Editor of *The Log*, Jeffrey G. Lee, Associate Principal of the School, states:

It is much more than a place where boys are given a technical training for a job; it has the added advantages of being a public school, a ship's training school and a place where character building is considered as important as knowledge of marine telecommunications.

In Wray Castle, remote from urban distractions, with the waters of Lake Windermere almost completely surrounding the Castle grounds and the majesty of Coniston Old Man, Bow Fell, Scafell, Great Gable, the Langdale Pikes, Helvellyn and Fairfield all around, the opportunities for physical development and character training are endless.

The school was founded by Mr. Robert S. Tomlinson in 1958. In the early part of the war he had started a day school for training radio officers in Manchester, at the request of the government. When he went to live in the Lake District after the war he contemplated starting a boarding school there, a sort of marine Gordonstoun, where boys would learn not only the technicalities of their craft, but also how to be happy and self-reliant without the aid of man-made entertainments of the cities in which most of them had been brought up.

He persuaded the National Trust to let him rent Wray Castle, a massive Gothic-style mansion, built last century by the doctor son of a Liverpool shipowner. In its heyday Wray Castle needed fifty servants to run it and required a style of living unknown in this century. It became a Youth Hostel--the first one to be

opened in the Lakes--and then the headquarters of the Freshwater Biological Association. But in 1958 when Mr. Tomlinson took it over it had been unoccupied for years.

Now it is a shore establishment, run as nearly as possible on the lines of a ship at sea. The illusion of remoteness is not difficult to achieve, for in winter even the telephone ceases to function for weeks at a time, and the boys are as isolated as if they were really on the high seas.

The kitchen is called the galley, the first floor landing is the bridge, where boys in square rig take turns to be on duty. All round it are the dormitories--Fastnet, Malin, Rockall, Royal Sovereign and so on. The talk is nautical and both discipline and atmosphere prepare the boys for the time when they join their first real ship.

For boys brought up in towns the transition from the bustle and diversions of town life to the isolation of life on board ship is often difficult. Here it comes naturally during the fourteen months or more that the training period takes.

At first the boys wear the square rig of the merchant navy deck, but on passing the first of the four examinations which they are required to take to qualify as radio officers, they graduate into merchant navy cadet uniform.

Most of the boys come from grammar schools, though there are some from public schools and secondary modern schools as well. They get up at 6:30 in the morning and have their first lecture at seven o'clock; breakfast is at eight, followed by dress inspection and morning ceremonial.

All theoretical work, practical work and lectures take place in the morning, under the direction of Mr. David Dyke, co-principal of the school and chief officer on the technical side.

After lunch at 1:30 the afternoon is devoted to outdoor activities which are in my charge as chief officer of the administration side.



The term *Navy* was formerly applied to the whole shipping of a country whether used for war, trading or fishing.

NEWS from the Library

At the end of January James Armstrong, Assistant Librarian, who came to us last April, resigned to enter Harvard University as a graduate student and pursue his specialty of African studies. Mr. Armstrong is a graduate of Harvard and has spent a good part of two years in Africa.

Fortunately, we shall not have long to wait for Mr. Armstrong's replacement. Gerald E. Morris of Philadelphia will join our staff as Assistant Librarian on April 8. Born in Sterling, Colorado, he is a graduate of the University of Denver. He holds the M.A. degree in history from the University of Pennsylvania and the M.S. degree in Library Science from the Graduate School of Library Science, Drexel Institute. He spent four years in the Navy in the early 1950's and was a student in our Munson Institute in the summer of 1956.

Towards the middle of last October we had the good fortune to acquire by gift from C.A. Beckley of Bellerose, Long Island, the very important surviving archive of the T.A. Scott Company of New London. This company played a notable part in the marine wrecking and salvage business from its incorporation in 1903 to its merger in 1922 with the Merritt-Chapman Derrick and Wrecking Company, to form the present well-known Merritt-Chapman and Scott Company. It will be some time before we are able to make these records conveniently available for research, but there can be no doubt that they will ultimately be of great interest to the many students of shipwrecks in our area.

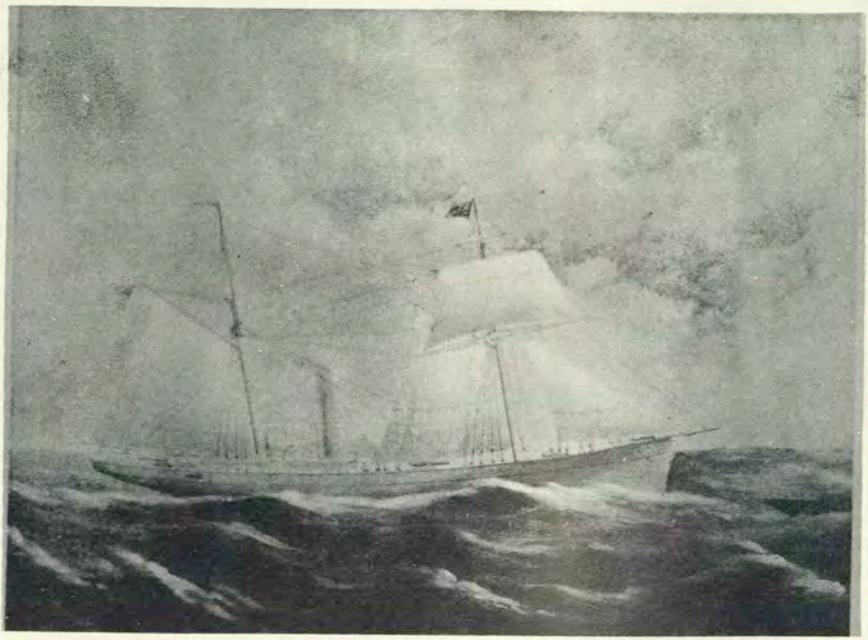
On the side of imprints, mention should be made of the purchase of the *English Dictionary of National Biography*, with supplements.

The Library is perennially indebted to members and interested friends for more unexpected acquisitions than can ever be listed in the space available. Among the recent surprises have been the *Atlantic Monthly* for 1859-1864, and *Harper's Magazine*, 1864-1871 in the handsome original bindings, from Mary Greenman Davis, our good neighbor; the *Columbia Encyclopedia*, 1950 edition with 1959 supplement, from Charles G. Proffitt, Director of Columbia University Press; World War I Naval Operations, a collection of 60 titles, from Richard H. Butler, West Hartford, Connecticut; *Horizon* magazine (12 numbers, 1959-1960) from Malcolm D. MacGregor, Stonington, Connecticut. Contributions for the purchase of books have also been received.

C.W. David

OWASCO--the 90-DAY GUNBOAT THAT LASTED FOUR YEARS

With the impact of the actual breaking out of the long-smoldering Civil War, Congress acted swiftly to build up the Navy by authorizing in February, 1861, the construction of seven sloops-of-war of the class exemplified by the *Iroquois, Mohican* and the *Wyoming*. One of these was the famous *Kearsarge*. Soon after, the construction of seven more was authorized. Before work was actually begun however, the Navy Department, acting on its own responsibility in the emergency, without waiting for Congressional sanction, entered into contract with several builders for the construction of twenty-three small but heavily armed screw gunboats. So quickly were these built that they came to be known as the "Ninety-day gunboats".



One of these was of particular interest to Mystic because it was built by Charles Mallory during the summer of 1861 and launched on October 5 of that year. Named the *Owasco*, she was classed as a screw steamer but actually had a schooner two-mast rig as well. Constructed of wood, the *Owasco* was 158 feet long with a

beam of 26 feet and a depth of 12 feet. She was gauged at 507 tons and armed with one 11-inch Dahlgren smooth bore, two 24-pound howitzers, and one 20-pound Parrott rifle gun.

According to the *Mystic Pioneer* of Sept. 14, 1861, the contract for the *Owasco*'s construction was awarded to Maxson & Fish with Charles Mallory's yard the building site. William Brainard was then the boss carpenter and Crary Hill the Government inspector. "The bully boat is of a navy pattern," recorded the *Pioneer*, "and not so beautiful on the water line as the Mystic models." The clipper ship was not forgotten!

The *Owasco* was the second Mystic-built vessel to go to war. She might have been a "90-day gunboat" in point of time for construction but she bore good testimony of the quality of craftsmanship as she lasted throughout the War. Her initial cost was $99,750. Her engines were constructed by the DeLamater Iron Works of New York, often referred to as "The Cradle of the Modern Navy." Cornelius DeLamater, John Ericsson, C.S. Bushnell, Charles W. McCord, Thomas F. Rowland and their associates are unsung heroes of the Civil War whose activities in and out of New York revolutionized the U.S. Navy during those first few years of the War.

On October 30, 1861 the schooner *Governor Strong* brought the engines for the *Owasco* from the DeLamater plant. They were horizontal, back-action steam engines of the type so dependable during the nineteenth century. Of course, with her schooner rig, the steamer also had sail-power as an auxiliary. Joseph Cottrell and David D. Mallory (second son of Charles Mallory) installed the engines, having formed a company called the Mystic Iron Works. As the Reliance Machine Company of Mystic had installed the boilers for the Mallory-built steamer *Varuna*, it is not unlikely that it installed the *Owasco*'s as well.

In its columns the *Mystic Pioneer* reported: "For a dozen feet on each side of the keel she is solid timber and plank, 16 inches in thickness. The timbers are close together and caulked so that no water could pass through even if she had no plank or ceiling. The plank comes to the frames with the nicety of cabinet work; the ceiling

is so closely laid that not a place would admit the point of a knife, and additional timber and knees, and bolts and straps of iron, render her as firm, immovable in all her parts, and as impenetrable as it is possible for her to be."

As a curious co-incidence, the *Owasco* was first dispatched to Key West, under Commodore David O. Porter. In this Florida outpost many Mystic families resided, having been among the first white settlers here three decades before. Lieut. John Guest, her first commander, brought her to Key West on Feb. 28, 1862, and she patrolled between Tortugas and the reefs "to intercept some vessels said to have sailed with contraband from Havana." During the spring of 1862 the *Owasco* chased blockade runners, captured several, but in March 1862, was transferred to a flotilla of six armed steamers whose task it was to escort and protect the mortar fleet which was a part of the main fleet under Farragut, then assembling at the mouth of the Mississippi to break through the fort-guarded entrance to New Orleans. In the great battle which followed both the Mystic-built *Varuna* and *Owasco* played prominent roles in their particular parts of the engagements.

Proceeding up the Mississippi, the *Owasco* took part in the several engagements and then was transferred to operations in the Gulf. On October 9, 1862, one of her shells from her 11-inch Dahlgren gun quickly persuaded the Confederate force at Galveston to surrender the city. However, after several months of blockade duty, the *Owasco* took part in a reverse of this action--a particularly humiliating affair. It was on Jan. 1, 1863, while maintaining a blockade of the port, that news came of a superior force of Confederates who had invaded the town, overpowered a portion of the garrison, and threatened to recapture the place.

The naval craft went into the harbor to help drive out the attackers, but the side-wheeler (former Revenue steamer) *Harriett Lane* went too close to the wharves and was captured by a daring dash by the Confederates--her commander, Wainwright, her first officer, and three men being killed, with fifteen others wounded and the remainder of the large crew captured. Although the *Owasco* under Lt. Commander Wilson, went immediately to

the aid of the *Lane*, the narrowness of the channel prevented her from effectively firing her guns. Exposed to incessant musketry fire, the steamer had fifteen men killed or wounded. Confederate reinforcements were now coming by land and sea and the *Owasco* and her fellow steamers were forced to get away quickly to avoid capture, but not until one of their best armed steamers, the *Westfield*, stranded on the channel bank, was abandoned and blown up.

Among vessels captured were the sloops *Active* and *Blue Bell*, with cotton, and the schooner *Revenge*. The *Owasco* took part in the unsuccessful attack on Sabine Pass forts in September, 1863, and shelled shore batteries at Pass Cavallo, Texas, in January, 1864.

During the next two years the *Owasco* performed steady and dependable service in blockade patrol of the Gulf ports. Her naval career ended on a high peak, however, when on May 24, 1865 she took part in the occupation of the forts commanding Sabine Pass, and her skipper, Lt. Commander L.W. Pennington, had the honor of raising the Stars and Stripes over the forts. Shortly after the final victory of the War the *Owasco* was decommissioned at the New York Navy Yard and on October 25, 1865, was sold at auction for $11,900.

The Civil War record of Mystic-built ships entering government service is an impressive one. Vessels such as the *Galena*, *Varuna* and *Owasco* performed their varied roles in the great drama of the War with honor to their builders and to the men who so bravely fought them.

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Caught in a northeast gale soon after leaving Halifax harbor on March 18, 1963, the eighty-nine-year-old barkentine *Bear* went to her grave after a twenty-four hour battle. Breaking adrift from a tug, the famous vessel was helpless with only two men aboard, and without sails or power to head into the sea and ride it out.

A generation ago while Admiral Richard E. Byrd was fitting her out for his first Antarctic Expedition, the *Bear* was described as the strongest wooden ship in the world. Strong she was, a veteran of Arctic rescue and sea patrols during two World Wars, as well as Antarctic exploration. To a world all too cynical, the story of the *Bear* was old-fashioned and drab, but she contained all the real qualities of integrity and courage, and with the passing of this venerable vessel, the sea has claimed a gallant and heroic saga which she represented so vividly.

SEA-TOSSED VISITOR

A slender man, wearing a dark beard, came aboard the *Charles W. Morgan* on a Saturday morning in mid-January and surveyed the wide deck-beams then being installed. "A strong vessel," he remarked, "one I would have taken anywhere in the world." It was Lieut. Carlos Etayo Elizondo, a Spanish Navy lieutenant, who had only recently completed a unique adventure, having sailed the replica of the *Nina*, smallest of Columbus' caravels, from Spain across the Atlantic to eventually arrive at San Salvador, landfall of the original discoverers. The story of this voyage has recently appeared in the *Saturday Evening Post*.

Lieut. Elizondo had devoted his time since 1957 in the reconstruction of the *Nina*. Completed in July 1962, she left Spain on September 19. She was built of oak and pine, and represented all of the Lieutenant's savings. A crew of eight joined him and after a cruise to the Canary Islands, the *Nina* left Los Palmas on October 10. They arrived off the Windward Islands of the West Indies on November 30 but were determined to sail for San Salvador despite baffling calms, and reached there on Christmas Eve.

Lieut. Elizondo described his *Nina* as a caravel built as closely to the original as documented history would allow. Only forty-two feet long, she had the two masts and high poop so familiar to the period, but contained no motor, no radio, no life-saving equipment--provisioned as closely as possible to that of the Columbus vessel.

"We made the voyage south of the course of Columbus," explained the Lieutenant, "but we used the same navigational aides, wore pretty much the same clothing, ate almost the same provisions--and one of us fell on his knees and kissed the sands of San Salvador as did Columbus' men."

Asked about the alleged errors in navigation of which Columbus has been accused, the sea-tossed Spanish skipper smiled--"He was a superior sailor," he replied, "and if these critics could have sailed with us they would better appreciate the man's remarkable achievement."

MYSTERY SHIP PAINTING

This year's calendar portrait of the Marsh & McLennon Company, New York Insurance firm, is a lithographed reproduction of an original painting from the Brengle Collection and is titled "Mainyards Aback!" It is a fine ship portrait, in good color and delineation, but research to identify without question the artist or the vessel has not been successful. The search for information brought speculation and highly educated guesses from experts, both in this country and Great Britain, but no documented identification was established.



The work is generally attributed to Samuel Walters, an English artist who exhibited at several London art galleries during the years 1834 to 1880, and is believed to have been done about 1840, which would make it one of Walters' earlier works. There is some slight evidence that the date is probably correct--the American flag shows twenty-five stars and the twenty-fifth state entered the Union in 1836; also, the vessel in the background has a long funnel as opposed to the short funnels carried by most vessels built after 1840.

Positive identification of the vessel herself has also proved to be impossible. The signal flying from the mizzen is the number of a ship identified in Marryat's Code (1841 edition) as *Barnard Castle*. However, the two vessels of this name which could be found in the shipping registers bear little resemblance to the vessel in this painting. Lloyd's Register describes *Barnard Castle* as a snow, a two-masted vessel with the superficial appearance of a brig, whereas the vessel in this painting is a full-rigged ship. The only other *Barnard Castle* is found in an 1882 edition of the Record of American and Foreign Shipping, but this vessel was steam driven, half-brig and built in 1878 in England. The fact that this painting shows an American flag further confounds identification, for both *Barnard Castles* were of British registry. It is possible, if not likely, that the house flag, signal flags or American flag are the result of some imaginative artist's repainting.

While the generally accepted title "Mainyards Aback!" has been retained, the Royal Scottish Museum points out that this title is not in character with Walters' work and suggests that his title would more likely be "'The *Breezy Annie* passing Bedford Point outward bound from Liverpool' or some such lengthy but precise and informative description." The only safe conclusion is that Walters *could* have been the artist as the quality and composition is of a fine painter.



New boat sheds in front of the Pantry now protect the several life-saving boats which have been restored.



On February 11 a meeting was held to determine future policy on *The Log of Mystic Seaport*. It was decided to have an Editorial Board--one member from each department. The following were named: Oliver Denison III--Accounting; Editor Stackpole--Curatorial; Alma Eshenfelder--Publicity; Harold Disco--Operations; Dr. Charles David--Library; Robert Damm--Education; Lois Chesebrough--Asst. Editor and Charles Brooks, General Manager.

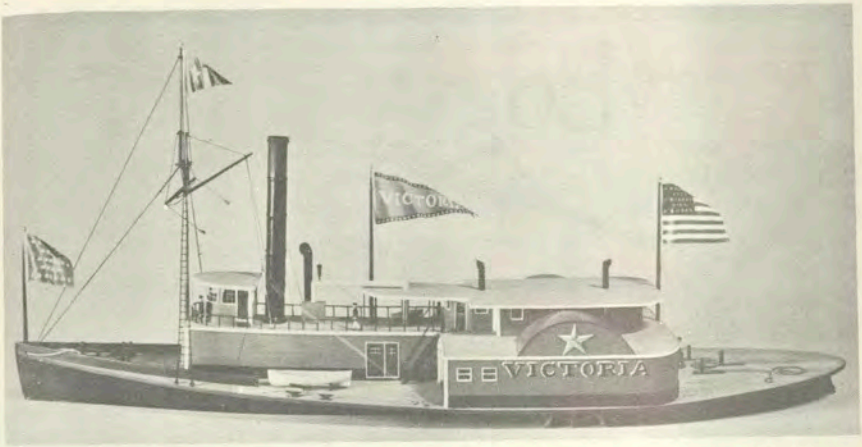
The members of this Board will submit copy to Mr. Stackpole and will meet on the Monday nearest March 10, June 10, September 10 and December 10 to go over material which has been submitted. The Editor makes the final decision. These dates will also be datelines for copy with the exception of any item the Editor feels is too important to be held over to the next issue.

The Log will keep the same general format which has been established through the years.

If your copy of *The Log of Mystic Seaport* does not reach you in good condition, we will be glad to send you another copy in an envelope. A postcard from you to the Printing Department will do the trick.

And while we are talking about THE LOG--did you know on each mailing anywhere from twenty-five to fifty copies are returned by the Post Office when our members have moved and not given us their new addresses?

PLEASE REMEMBER US WITH YOUR NEW ADDRESS WHEN YOU MOVE and give your Post Office instructions when you go away on vacation.



This fine model of the little sidewheel steam tugboat *Victoria* was constructed for the Mystic River Diorama by Gerard Aycrigg of the Curatorial staff. The original steamer was built by the Greenman Bros. in 1859 at the yard on Shipyard Point. Soon after her launching the *Victoria* steamed away for New Orleans and she spent her subsequent career on the Mississippi.

RETIRED SKIPPERS RACE

The 1963 Retired Skippers Race will be sailed on Sunday, August 25. The exact course will be announced at the Captains Meeting before the Race, and will be in the area of Penobscot Bay between Castine, Searsport and Belfast, Maine.

Nine captains have sent in their written entries to John Merriman, Sedgwick, Maine, Executive Secretary of the Retired Skippers Race, Inc. Among the early signers are Captain Leroy Greenlaw of Stonington, Maine, who won the first Whitney Challenge Cup, and Captain John Allen of Brooklin who won the 1962 Race.

The requirements for entry are that captains must be Maine born and at least 60 years of age, and boats must be between 25 ft. and 60 ft. in length and must be of the cruising type.

The early entries are: Capt. Harold Foss, 82, Hancock; Capt. Cecil C. Hardy, 71, Deer Isle; Capt. John Allen, 68, Brooklin; Capt. Chester Gray, 70, Sedgwick; Capt. Fred Robinson, 81, St. George; Capt. Richard Hendrick, 75, Searsport; Capt. Henry Morey, 79, Deer Isle; Capt. Leroy Greenlaw, 82, Stonington and Capt. Wynes Haskell, —, Sedgwick.

NEWS for SCHOOLS

For many the first signs of spring are found in the budding crocuses and tulips or the sudden urge to ready the boat for the water. However, for persons in the museum profession there is one other undeniable sign of spring--the sudden and frequently overwhelming rush of school children to the museum.

This rather natural phenomenon brings with it the full exuberance of youth who are thinking of and planning for the end of school and the freedom of summer. If one were to judge the value by the "hoorahs" and "foot races" that are so noticeable, he would assume their visit was an outstanding success. Unfortunately this is not the case.

In many museums school group visits are constant throughout the year--thereby providing ample opportunity for those classes seeking a purely educational experience, as well as those desiring some place to go on a warm weather outing or field trip. The outdoor museum cannot generally provide for both types of groups throughout the year. Spring outings have, therefore, become the rule for many outdoor museums.

The outdoor museum can offer realism in an atmosphere approximating an era in the past. Of equal importance, on the opposite side of the problem, is the innate curiosity and desire to learn on the part of the child. With proper consideration of, and exposure to these factors, the museum visit becomes a learning experience that builds upon and supplements the normal learning experiences of the child and makes every visit to the museum a valuable one.

In most cases a museum visit, that appeals to the child and does not become detailed or extend beyond the child's point of physical and mental fatigue, does not present a disciplinary problem. With these factors in mind the Education Department at Mystic Seaport has recently announced, for trial this coming spring, a new group visit program.

Each school group visiting Mystic Seaport this spring will be able to select a Special Interest Tour to meet their particular time requirements as well as

providing them with the basic knowledge they are seeking. The tours to be offered are *Whaling Days*, *Life in a Seacoast Village* and *Life Aboard Ship*.

The key to the success of this program is proper scheduling of the groups to avoid overcrowded conditions on any one day. A maximum of 450 children per day will be possible.

Each Special Interest Tour is designed to provide the teacher with pre-visit orientation materials for use in the classroom. In addition, each teacher bringing a class to Mystic Seaport, will be entitled to receive "Thar She Blows", a bi-monthly news letter designed to aid in building upon the Seaport experience after the visit and to provide ideas for future classroom activities.

The Special Interest Tour *Whaling Days*, for example, begins with a brief illustrated orientation period. This will tell of the beginnings of the whaling industry, including a brief study of the types of whales and their physical characteristics, leading to an understanding of their economic value. This will be followed by a discussion of the development of the whaling industry in America from Indian times through the colonial period. A brief look at early whale hunting techniques and methods of processing will provide an understanding necessary for later discussions. The orientation period closes with an explanation of the beginnings of open sea whaling.

As the group leaves the orientation, they begin preparing for their make-believe voyage. During this phase each group will take the part of the crew--going about the Seaport gathering all the necessary materials for the forthcoming voyage. The first stop is the Captain's house to pick up a list of materials needed for the voyage. The group proceeds to the Spouter Tavern where they hear the latest news from the whaling grounds.

Continuing on to the Counting House each person signs on for a voyage. Upon their arrival at the Apothecary Shop they will be given a list of herbs and medicines needed for the ship's medicine chest. After providing for the health and welfare of the crew a stop is made at Fishtown Chapel for a last prayer for a safe journey. The General Store is naturally the next stop where personal items are purchased by members of the crew. At the Ship Chandlery provisions for the crew and equipment for the ship are "purchased". The last stop at the Shipsmith Shop is especially important since the crew must be sure their harpoons and lances are sharp and strong.

As the group boards the *Charles W. Morgan* they soon learn the duties of a whaleman. They learn that life aboard a whaler is one of work with little opportunity for personal comfort. As they enter the fo'c'sle they become vividly aware of the rigors of shipboard life. A few minutes seated in the fo'c'sle provide the teacher with ample opportunity to develop a feeling of the past through the use of prepared materials.

Special Interest Tours, although limiting the number of shops and exhibits seen by a group during their visit, do provide for a more correlated and meaningful visit. This will be accomplished through brief itinerary sheets used by the teacher throughout the tour. Selected materials read by the teacher to the group will help establish the correlation and mood in the students prior to entering each shop. Pertinent handouts will be given the groups in selected shops to use in the classroom after the visit.

Announcement of the revised group visit program and other school services offered by Mystic Seaport has been made to 2500 school principals and administrators in Connecticut, Massachusetts and Rhode Island. The new presentation folder is a handsome and utilitarian folder that can be filed for handy reference and kept up-to-date. It is designed to incorporate all materials describing school programs.

★ ★ ★ ★ ★

The Seaport Planetarium has announced six new programs for school use this season. These presentations will enable groups having had the basic program *The Heavens Above* to follow up and further develop their interest in astronomy. The new programs are *Our Neighboring Planets*, *The Earth and Space*, *Where are We?- The Coordinate System*, *Time, the Calendar and the Seasons*, *Double and Multiple Stars* and *Variable Stars*.

A two-page Planetarium newsletter, *The Mystic Stargazer*, made its first appearance in April with *Thar She Blows*. The *Stargazer* will be provided for teachers bringing groups to the Planetarium. Suggested activities and classroom projects of various types are given in this publication.

R. Damm



Corinth Books of New York publishes The American Experience Series, paper-back editions of historic books. "AE 20" is *Mutiny on Board the whaleship GLOBE*, by William Lay and Cyrus M. Hussey, two of the survivors. The introduction of this new edition is by Edouard A. Stackpole.

Catboat Association

The first annual Winter Meeting of The Catboat Association was held here Saturday, March 16. Organized in 1962, this organization is open to all who own, cruise, or build catboats. Presiding at the meeting in the Youth Training Building was Paul Birdsall of Middletown, Connecticut, one of the founders.

More than eighty owners, builders, and catboat enthusiasts and their families and friends attended. John Killam Murphy, 87, of Killam's Point, Branford, Conn., owner and captain of *Dolphin*, was the senior member present. A dozen youngsters represented the advance wave of future catboat owners. Three owners were on hand to greet Fenwick C. Williams who had designed their cats. Nine owners of catboats built by the various Crosby builders welcomed Mr. and Mrs. Wilton Crosby, Jr. and Mrs. Bradford Crosby who had journeyed from Osterville, Massachusetts for the occasion.

A Dyer Dhow race, preceding the meeting, was won by Breckinridge Marshall of New Boston, New Hampshire, Bill Goodwin of Branford, Connecticut, Bill Crosby of Osterville, Massachusetts and Pete Frederickson of Saybrook, Connecticut, finished in that order.

John Schneider of Essex, Connecticut presented a trophy to James Coley of Westport, Connecticut for winning the 1962 Saybrook to Duck Island catboat race sponsored by the Essex Yacht Club.

John C. Freeburg of Portland, Connecticut showed color slides of a cruise to Florida and return made in 1960 aboard his 30-foot Anderson designed catboat *Kiddie Kat*, with his wife, five children and a dog. Pictures of a similar cruise made fifty years ago by the late Henry M. Plummer and his son Henry Jr. in the 26-foot catboat *Mascot* were on display.

An interesting lecture on "The Crosbys of Osterville" was delivered by John M. Leavens of Summit, New Jersey.

Our small craft fleet has a number of catboats on display. During the seasonal months we have water-borne the Crosby cats *Nantucket* and *Curlew*, while on the north green are exhibited the oldest Crosby extant, the handsome *Trio* which the Crosby family at Osterville owned for many years and close by, an excellent representative of the South Bay, Long Island, catboats. In the North Boat Shed is the Narragansett cat *Button Swan*, the smallest of the family.

CONNECTICUT HORNBOOK

The narrow circle of the most unique exhibit items at the Stillman Building gained another in March when Mrs. Henning W. Prentis Jr. of Lancaster, Pennsylvania, gave a Connecticut hornbook which dates back to 1738.

The unusual gift is barely five inches long and was owned originally by Captain Thomas Cole, 2nd, who was born in Voluntown, Connecticut, August 24, 1735. Through the kindness of Mrs. G. Fraser Casey and Dr. and Mrs. Alan G. Simpson, members of our Association, the hornbook was personally presented for their aunt, who is the great, great, great granddaughter of Capt. Cole.



As a symbol of fundamental education, the hornbook is a sheet containing the letters of the alphabet and the first ten numerals which formed the primer for use by children. Protected by a thin transparent piece of horn, the sheet is mounted on a piece of wood, and the horn sheet carefully framed by narrow strips of lead. The wooden frame has a handle with a leather thong affixed which was usually attached to the child's shirt or belt or girdle, and thus carried back and forth to school. As exhibited, the hornbook will be seen by thousands of school children who visit the Seaport each year and cannot fail to intrigue their imaginations.

Going back to earliest times, the hornbook was first made of a sheet of vellum. In ancient times it was often called a "Christ Cross-Row" as it contained a cross--the criss-cross--and the alphabet and small letters followed.

Shakespeare mentioned the hornbook and Ben Johnson wrote:

"The letters may be read, through the horn,
That makes the story perfect."

Hornbooks are extremely rare and the fact that this is a Connecticut item gives it a special value. It bears this notation on the back:

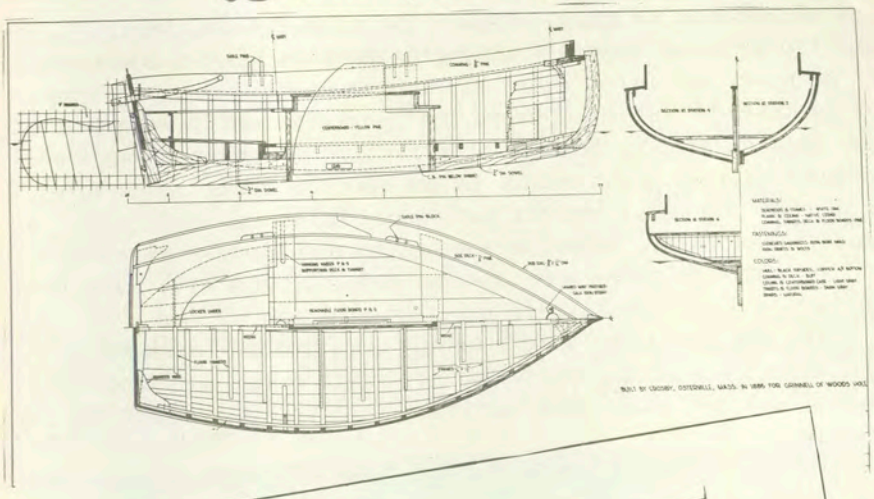
"My grandfather Thomas Cole of Voluntown learned his letters from this old Horn Book about 100 yrs. ago. S.C. 1838"

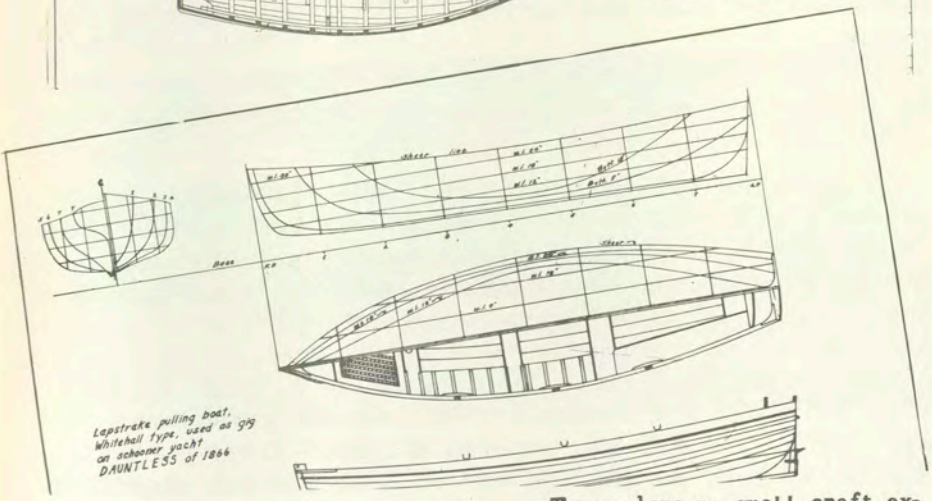
With this relic of a Voluntown resident, and the old schoolhouse from Glasgo, Connecticut, education is represented at Mystic Seaport by two communities.

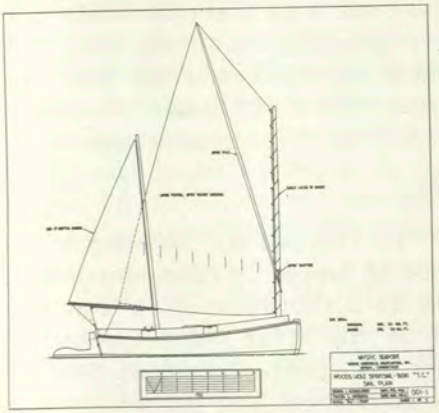


With the hornbook came a framed photograph of this silhouette obtained by Fred J. Peters of House of Peters, Inc. in 1943. We quote from Mr. Peters' letter to Mr. Prentis which is mounted on the back: "...I have been photographing the various pieces...and enclose you herewith a print of one piece...This is Mrs. Prentis' great, great, great grandfather and pictures him after the American Revolution. He served in the Connecticut infantry as Captain..."

BUILD your OWN







These plans of small craft exhibited at Mystic Seaport are available in full size to all who are interested (at our cost of reproduction) in either blueprint or whiteprint form.

The project of taking off the lines of our small craft and producing from them drawings accurate enough to construct the boats is a Curatorial Dept. service.

Available are: the gig of the *Dauntless*; Woods Hole spritsail boat; Kingston lobster boat; the Button Swan; double-ender *Elijah Kellogg*; *Snarleyow* and friendship sloop *Estella A.*

ACTIVATION

Activation at Mystic Seaport began on Friday, April 12. On the two previous days a training program included a combination of lectures and tours. Other subjects provided a sound background of up-to-date information on the operation and development of the Seaport proper. Methods of effective presentation were considered as they might relate to the specific shops or buildings. A tour of the major exhibit buildings, ships and small craft, as in previous years, helped to develop an even broader knowledge.

In addition there were in-shop consultations with individual activists to discuss their particular presentations.

All the gentlemen were recently measured for costumes which will consist of pants, three-quarter length coats, brocaded vests, shirts and bow ties. Each activist selected the colors for his costume.

The Rogers Peet Company of New York will make the costumes and brocades for vests were furnished by the Schumacher Company.

One of our oil paintings is titled "Mother Bailey" and it has a most interesting story. It is a portrait of an elderly lady who played a humble part in the exciting days of the last century, and in answer to many queries, it is as follows: As Anna Warner, a 23-year-old orphan, she helped care for the wounded after the Battle of Groton Heights (1781) when the British stormed Fort Griswold and inhumanely bayonetted prisoners-of-war. After the war she married Elijah Bailey, postmaster at Groton. During the War of 1812 she had occasion to donate her flannel petticoat for use as wads in tapping powder and ball into guns, preparing for the defense of Groton against landing parties from British ships. The story of the "Martial Petticoat" helped bring the fame of Mother Bailey to the entire countryside.

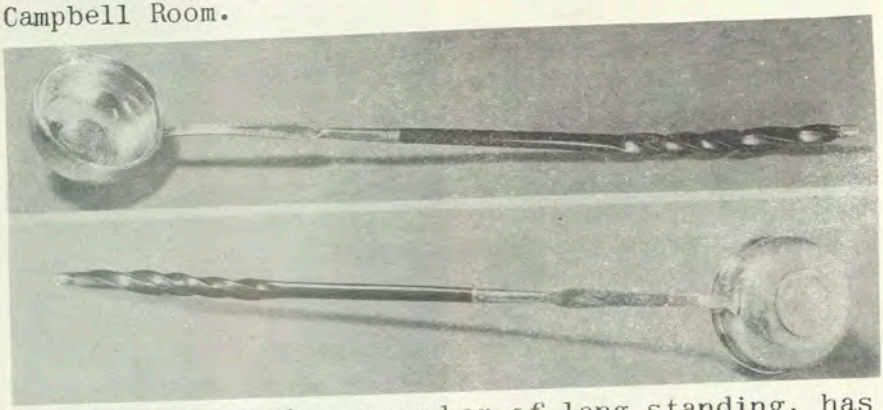


From the *Wall Street Journal*: "For the man who has everything: A whale's tooth, 9½ inches long and 4½ inches in diameter, etched with the Presidential seal. This is a Christmas gift that was presented to the Chief Executive by the First Lady, the artist who etched and polished the tooth disclosed. President Kennedy is a collector of scrimshaw, as such items are called..."

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!)

Included in recent accessions are a variety of interesting items. Mr. and Mrs. Guthrie Shaw have presented six framed photographs of the first flight to the South Pole, taken by Capt. Ashley McKinley, the official photographer for the Byrd Expedition, and two books, Bernt Balchen's *Come North With Me* (autographed) and Shackleton's *South*. The latter was taken to Little America, on the 1929-30 Byrd Expedition by Mrs. Shaw's brother George A. (Mike) Thorne Jr. who was the leader of the dog-sledge team. These will be placed in our Campbell Room.



Maclear Jacoby, a member of long standing, has given a silver punch ladle presented by Lord Nelson to his personal physician, Sir George McGrath, which was in turn given to Sir Thomas Maclear, great-grandfather of the donor. This is a fine addition to our Nelson case in the Kynett Room.

From Dr. E. Lee Dorsett we have acquired a Davis Quadrant made by William Hagger of Newport, Rhode Island in 1760. Also, from the same source, a gift of whale's ear-drums and a collection of photographs of ships.

Lady Suzanne Wilkins has presented a painting of Admiral Warder, former Commandant of the U.S. Submarine Atlantic Fleet, who was in charge of the first atomic submarine voyages under the polar ice cap.

Variable Winds

Our good friend and world traveler, Harold Dahl of Norwich, Conn. reported a most interesting incident that happened on a recent trip to Africa. In the Eden Rock Hotel in Durban, South Africa, on entering the Captain's Table dining room, he was amazed to see covering one wall of the foyer the familiar lines of the *Charles W. Morgan* on a background of a chart of an immediate coastal area.

On display in the North Boat Shed are several new additions to the fleet of small craft. A Perrine-built "Sneak-Box" or gunning skiff helps round out this exhibit of "pumpkinseeds", "marsh-hens" and other skiffs and gunning craft. From Cambridge, Massachusetts, is exhibited a four-oared shell which came as a gift of the Riverside Boat Club, and it has been almost completely restored. The little pulling boat *Favorite* has been restored and re-placed, and a one-cylinder Palmer gasoline engine (presented by the Palmer Engine Co. of Bridgeport) has been added to the collection.

During the middle ages the illumed manuscripts occupied the time of monks and scholars, thus preserving much of the history of those times. As a New England-style example of this same ancient custom, a mural of whaling has been recently acquired. This was designed by Mrs. Georgia Fish Boomer of Barrington, Rhode Island, and is a copy of pages from the logbook of the whaleship *Benjamin Franklin* of Fall River, Massachusetts, which under Mrs. Boomer's grandfather Capt. George E. Brown, made a voyage to the Pacific from 1860 to 1862, and was Fall River's last whaler.



This whaleboat from the *Charles W. Morgan* was a feature exhibit at the recent Jersey Coast Boat Show, held in the Convention Hall at Asbury Park. Completely fitted out, the whaleboat contained six oars, mast and sail, rudder and tiller, two whale-line tubs, whale-line, four harpoons, three lances, boat-spade, lantern keg, water cask, compass,

boat paddles, hatched knives, and oar locks. This equipment, together with such features of the boat as logger-head, cuddy-board, steering-oar cleat and clumsy cleat, were explained by a large sign, keyed by numbers affixed to the object. The display attracted many thousands of those visiting the Boat Show.

The *Sea Breeze*, published by the Boston Seaman's Friend Society, has on the cover of its January issue a picture of the figurehead of the Mystic-built medium clipper *David Crockett*, built by the Greenman's in our present shipyard in 1853. Now owned by the San Francisco Maritime Museum, the figurehead was copied a few years ago by the late Richard Orr and this replica is in our South Wing.

Have you ever heard of the Mystic Clam Club? During the Gay Nineties this was a group of men and women who, during the summer, would have picnics on the banks of the Mystic River and enjoy clam bakes and chowders. The selected destination was always gained by sailing thence aboard the sloop *Bivalve*.

The University of Indiana's film *Northeast Sea Community*, made at Mystic Seaport, has had several showings. Not only were the settings the familiar scenes of our dwellings, ships and shops, but the actors and actresses were members of our staff and staff families.

David Goldberg has donated an electric clothes dryer and refrigerator--the refrigerator is for microfilm storage in the Library.

The *Main Sheet* of the Miramar Yacht Club of Brooklyn, New York, for February under "Cruising Suggestion" pays Mystic Seaport several compliments and our folder was enclosed in their mailing.

A nautical *pudding* can be a thick wreath of yarns, strands, matting and oakum for fending and chafing purposes, tapering from the middle toward the ends, grafted all over and placed on a boat's stem.

Capt. Holm-Peterson of Denmark, an internationally known maritime historian, was a visitor on February 1. Capt. Peterson's lecture duties took him first to Boston where he spoke before the Peabody Museum Marine Associates at Rowe's Wharf, and he stopped by here on his way down to New York.

Did you know that *sallying* is the rolling motion given to a small vessel by having the crew run from side to side, in order to loosen ice around the vessel?

After seeing in our last issue the photograph of the Vineyard whaling masters at San Francisco, Mrs. Benjamin Morton of Oak Bluffs, Mass. wrote for a copy. One of the shipmasters shown was her grandfather, Capt. Joshua G. Baker of the *Reindeer*.

On exhibit during the past wintry months has been the ice boat *Whiff*. Obtained from the Hudson River through the cooperation of Raymond A. Ruge, this represents the era of ice boating of a hundred years ago.

A VERY SPECIAL EVENT

The first major flower show to be held at Mystic Seaport will be an all day affair on May 23.

This is a jointly sponsored effort with the Mystic Garden Club. "Seaport Reflections" is the title of the event and will incorporate displays of many classes of floral arrangements, as well as horticultural, garden and professional exhibits.

The show will be staged at various locations throughout the Seaport's twenty-two acres of exhibit space.

A *head earing* is one of the ropes which secure the two upper cringles of a square sail to the yardarms by alternate passings of the line through the head cringles and around the spar.

Remembrances of the Old Fall River Line, and the steamers out of Providence, Stonington and New London are contained in the strong drawings of Samuel Ward Stanton, which are being compiled by his daughter, Mrs. Elizabeth Stanton Anderson. The second volume in the series, titled *Long Island Sound and Narragansett Bay Steam Vessels*, has just been issued by the Meriden Press, and distributed by H. Kneeland Whiting of Upper Montclair, New Jersey. The drawings appeared originally in *Seaboard*, and later *Seaboard Magazine*, and were reproduced in Stanton's book *American Steam Vessels*, printed in 1895. The artist lost his life in the sinking of the *Titanic* in 1912.

An excellent foreword by Alexander Crosby Brown and an introduction by William King Covell add to the presentation. In her task of documentation Mrs. Anderson has been working at various museums and has found our Stillman Library helpful. Mr. Brown states in his foreword, "...the verve and flavor of steamboat days lives on in Samuel Ward Stanton's meticulous drawings...students of nineteenth and early twentieth century must inevitably turn to him...an uncontested giant among nautical historians."

Among the drawings are the steamers *Rhode Island, Nutmeg State* and *Connecticut* built at Noank in 1882, 1891 and 1889; the *Water Witch*, built in New York for the Norwich Line in 1831, and the *Richard Peck*, built in 1892 for the New Haven Line.

THINGS WE NEED

Often gifts of THINGS are as acceptable as gifts of money.....

Filing Cabinets (fully suspended drawer action only)--both letter and legal size.

Office desks and chairs--any sizes or types so long as in good, repairable condition.

Table cloths--large size white damask or lace, for teas and buffets.

A small electric *adding* or *tabulating machine.*

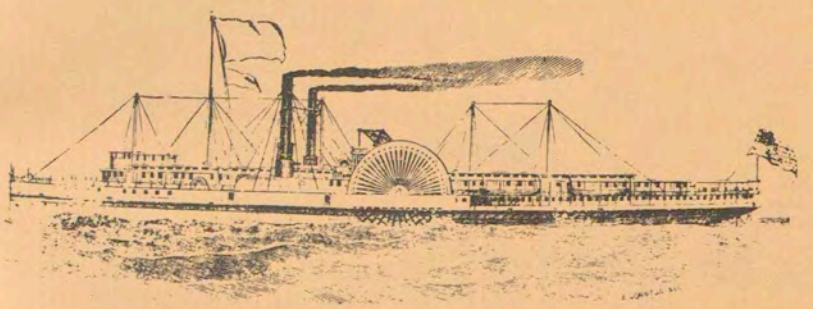
Centrifugal, electric driven *pump,* with a discharge capacity of at least sixty gallons per minute for fire protection and daily wash down of the *Charles W. Morgan.*

Floor-type *drill press*--½ in. Jacob chuck spindle.

A 5 in. *disk sander.*

Pipe wrenches--12 in. and 10 in.

A *paint can shaker.*



One of the interesting boats printed by *The Mystic Press* on Seaport Street as a souvenir for visitors to our old printing shop.

Mystic Seaport
Marine Historical Association, Inc.
Mystic Connecticut

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The Civil War has had a plentitude of centennial observances, with numerous books regularly appearing covering various aspects of that struggle. However, among the lesser-known aspects of the war are the parts played by the staff artists who lived in the camps and on the battlefields and regularly sent to the *New York Herald*, *Leslie's* and *Harper's* first-hand sketches of what they observed.

Among the collections at Mystic Seaport is an extensive series of such drawings and sketches from the facile pen and pencil of Edwin Forbes. A gifted artist, he was on the staff of *Frank Leslie's Illustrated Newspaper* from 1861 to 1865. For the next thirty years he used his Civil War sketches for etchings and book illustrations.

Our cover shows one of the humble soldiers, pen in hand, engaged in a familiar task. Its title tells the full story.



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