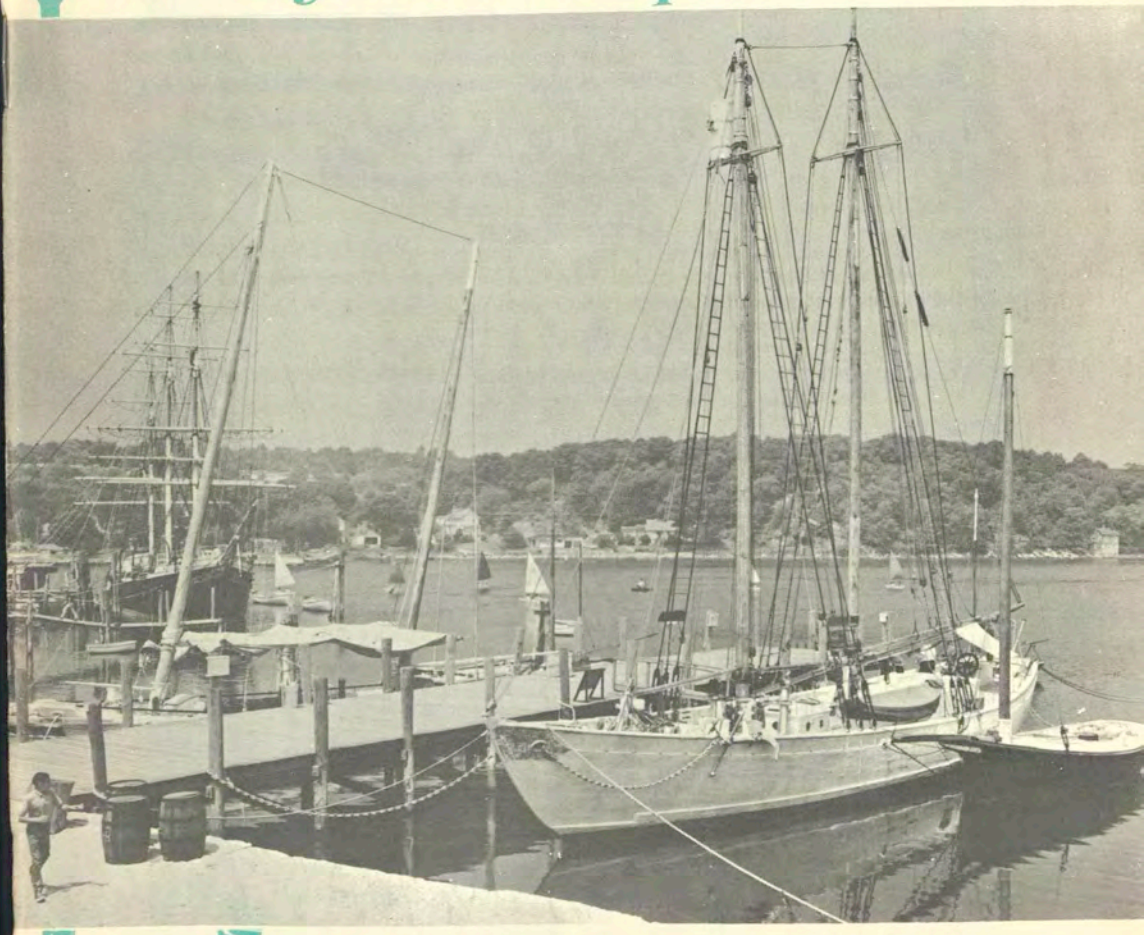
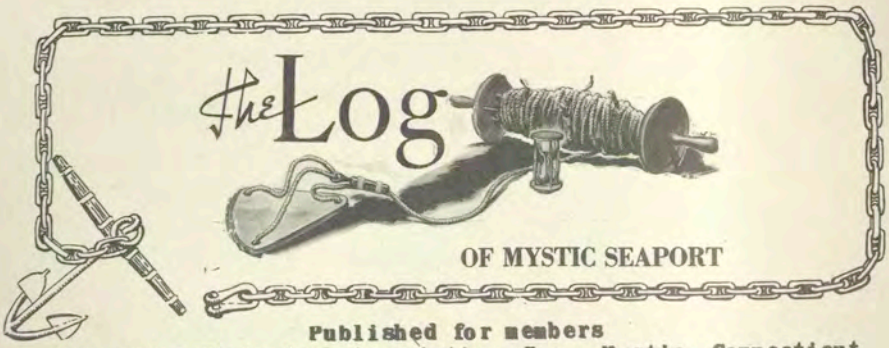
The Log of Mystic Seaport

Volume 15 No. 3
Summer 1963



The Marine Historical Association, Inc.
Mystic, Connecticut



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

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OUR COVER

In the bright sunlight of a warm summer day, the varied out-of-door activities of the Seaport become quickly recognized in their relationship to the basic presentation of New England's seafaring past. From the *Charles W. Morgan* comes the sound of the caulking mallet as the shipwright puts the finishing touches to the new deck. Aloft the young riggers are tarring down the shrouds, painting the topmasts and replacing some halyards and braces. Alongside the graceful *Bowdoin* workmen on a raft apply a new coat of white paint to the strong hull, while close at hand the Friendship sloop *Estella* is taking on a fresh look with the green of her new paint. On the other side of the wharf, the bug-eye fishing schooner *Dorothy A. Parsons* is undergoing restoration. Her main hatchways will be replaced and authentic oyster gear from the Chesapeake installed, thus again presenting to our visitors a completely restored American fishing vessel. Aboard the *Joseph Conrad* ship carpenters are installing her pin rails which will add such a marked effect to her spar deck. In the shipyard workmen keep up their continuous chores of hauling, painting and preserving which have given Mystic Seaport its unique and unprecedented collection of small craft.

RING THE BELLS

While doing research for the book *Diary of an Early American Boy*, Eric Sloane found that fireworks entered the Fourth of July picture after the Civil War. Before that the day was celebrated by ringing bells. It seemed natural that a revival of this custom might be patriotic and inspirational--just the thing to bring this national holiday back to a more meaningful focus to remind America of its Independence Day heritage.

Teaming up with Eric Hatch who has written such books as *My Man Godfrey*, the two Erics, both well-known American authors and research students, formed a committee called "Let Freedom Ring". Many states and the Federal Government are backing the project, and Mystic Seaport is participating with the state of Connecticut by ringing all the famous bells we possess. (Recently the bells of the *Charles W. Morgan* and the *Joseph Conrad* were recorded and will be heard on a nation-wide radio hook-up prior to the Fourth of July.)

On Independence Day it is planned that throughout the Seaport grounds bells will be rung at the time designated by the committee. These will include, in addition to those on board the *Morgan* and *Conrad*, the *Australia*, *Bowdoin*, *Gundel* and *Dorothy A. Parsons*; the clocktower bell from Sheffield Hall at Yale University, now in our Meeting House, the Fishtown Chapel bell, and all others ashore or afloat at Mystic Seaport.



BELL FROM BATTLESHIP MAINE

It is hoped that bells in all public buildings, schools, churches, etc. will ring out for freedom, just as the Liberty Bell did in Philadelphia on that day in 1776.

LET FREEDOM RING!

--C.A.B.

OPERATION SAIL

What promises to be one of the outstanding events to take place during New York City's World Fair of 1964 is "Operation Sail", an organized rendezvous at New York of square-rigged and fore-and-aft sailing craft engaged in training under sail. The vessels will represent some twenty nations. It is tentatively planned that the various sailing craft, together with several private yachts, will first gather at Bermuda and then race to New York sometime in July.

"Operation Sail" has the support of the State Department, the State of New York and the City of New York, although it is not a United States government project. A committee of New York residents organized the project, led by Nils Hansell, with Frank D. Braynard as Secretary, having found enthusiastic endorsement from President Kennedy and former President Eisenhower, as well as from Governor Nelson Rockefeller of New York, and Mayor Wagner and the City's government. It is expected that the Coast Guard Academy's square-rigger *Eagle* will be able to serve as host ship and flagship.

Certainly, the prospect of these vessels being manned by the young trainees and representing a score of nations, will not only serve as an example of international co-operation but do much to revive the traditions of the "Age of Sail" to which Mystic Seaport is dedicated.

In a statement recently released to the press, President John F. Kennedy wrote, in part:

> From my first race on Nantucket Sound many years ago...sailing has given me some of the most pleasant and exciting moments of my life. It has taught me something of the courage, resourcefulness and strength required of men who sail the seas in ships. Thus, I am looking forward eagerly to Operation Sail.

Mr. Hansell, whose imagination sparked the idea, spends much of his time at his family home in Stonington, Conn., while Frank Braynard, now with the Moran Towing Company, has been a frequent lecturer at the Munson Institute.

We note with sadness the passing of Earle W. Stamm on June 4, 1963. Mr. Stamm joined the Association in 1942 and became a Life member in 1954. He served as a trustee from August 1950 until his resignation because of ill health in July 1961.

RE-RIGGING "JOSEPH CONRAD"

Blending in a pattern of masts and yards against the sky, accentuated by a westering sun, the rigging of the *Joseph Conrad* stands out in a new glory for all to see.



For the first time since her arrival at Mystic Seaport, the little square-rigger is once more a ship, restored to her former full complement of masts and yards, braces, lifts, and halyards, and after two years of steady work by the Seaport's shipyard crew she presents much of her original glory.

It is fitting that the former *Georg Stage*, active for a half century as a Danish training ship, and which since 1949 has served as the headquarters of our Youth Training Program, should undergo the transformation and revert to character. But the long campaign of restoration has had its moments of discouragement--all of which makes the present accomplishment the more exciting.

It will be remembered that it was over three years ago that a new fore topmast was sent up. Many hoped for logical "next steps", but there was much to be done and other tasks on other vessels had to be worked upon. However, in the spring of 1961 the topmasts were scraped down and the yards lowered for restoration. Through the use of fiber-glass cloth, permanent repairs were accomplished.

Fear of the condition of standing rigging and spars dictated that the balance of the *Conrad*'s top hamper remain below until a major restoration could be undertaken. Because of serious hull corrosion problems, there seemed little purpose to undertake a large rigging project until a solution to the hull difficulties could be found. From accounts in previous issues of *The Log* it will be recalled that a preparation of Owens-Corning Fiberglas Flake applied to the hull exterior gave the ship a new lease on life. It also gave an opportunity to proceed with the desired re-rigging process.

The first step was a careful survey of all spars and rigging and the preparation of a logical plan of procedure. The survey provided both good and bad news. Wire standing rigging was in better shape than expected, while serious rot conditions were unveiled in several spars. Most unfortunate was the obvious deterioration of the bowsprit.

In October 1961 the *Conrad* was carefully maneuvered alongside the wharf and under the towering new gantry crane at General Dynamics Corporation's Electric Boat Division, Groton, Connecticut. Surrounded by nuclear submarines, the eighty-one-year-old sailing ship created a remarkable contrast between the past and present.

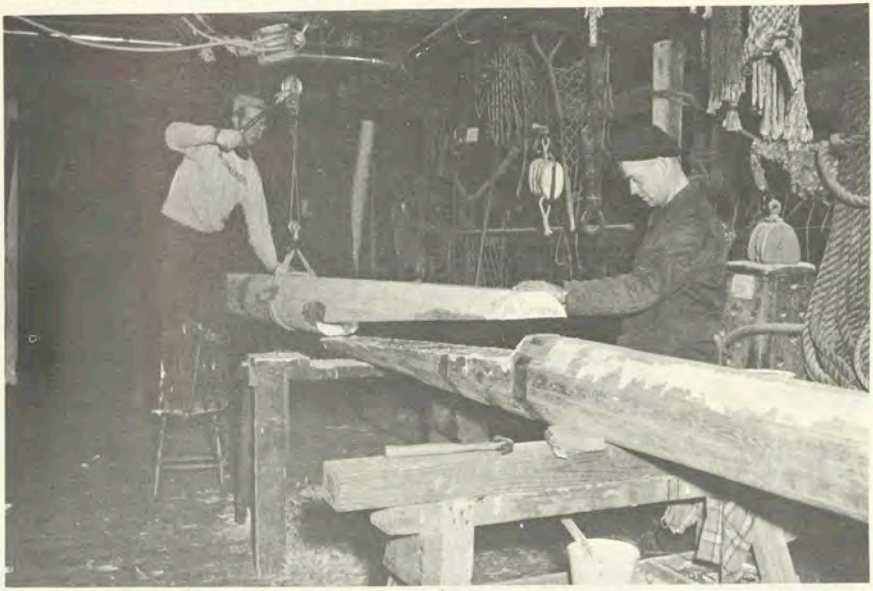
Due to the very nature of a sailing ship it is possible for any gang of rigging to be sent aloft or lowered to the deck by the ship's crew without outside assistance. There are, after all, no gantry cranes available to the dismasted vessel in the middle of the ocean. However, unsound and questionable gear and a limited rigging gang called for caution, and when the Electric Boat Division generously offered assistance and the use of their cranes, tradition quickly bowed to the practical.

A back-breaking week of fighting frozen turnbuckles, obstinate fittings and brittle wire in the unaccustomed surroundings of a modern shipyard ensued. Eventually, all yards and masts (except the iron lower masts) and all attendant rigging were down and neatly stowed on deck. The gear was carefully organized and tagged so that a systematic restoration could begin.



The *Joseph Conrad*, now a pathetic shorn bird, was returned to her Mystic berth.

With winter approaching, the project moved to the relative comfort of the rigging loft.



Several of the spars were too far gone for restoration and an order was placed with the old established East Boston spar yard, Pigeon Hollow Spar, for a main topgallant yard, main topsail yard and main spanker boom. In addition, a contract was given to the Purdy Lumber Company of New York to manufacture a new bowsprit. Restoration work on the balance of the spars was carried out by seaport carpenters. In several cases, rotting areas were cut out and filled with wooden "dutchmen" set in epoxy compound. These repaired spars were then carefully "bandaged" with fiberglass tape and repainted. All ironwork was removed, then chipped, wire-brushed and primed. Every block (about 80 are in use) was dismantled, inspected and worked over as required.

The wire standing rigging, protected by worming, parcelling, serving and Stockholm tar, was completely overhauled. As mentioned, much of the wire remained in remarkably good shape, but some new shrouds and stays had to be made up.

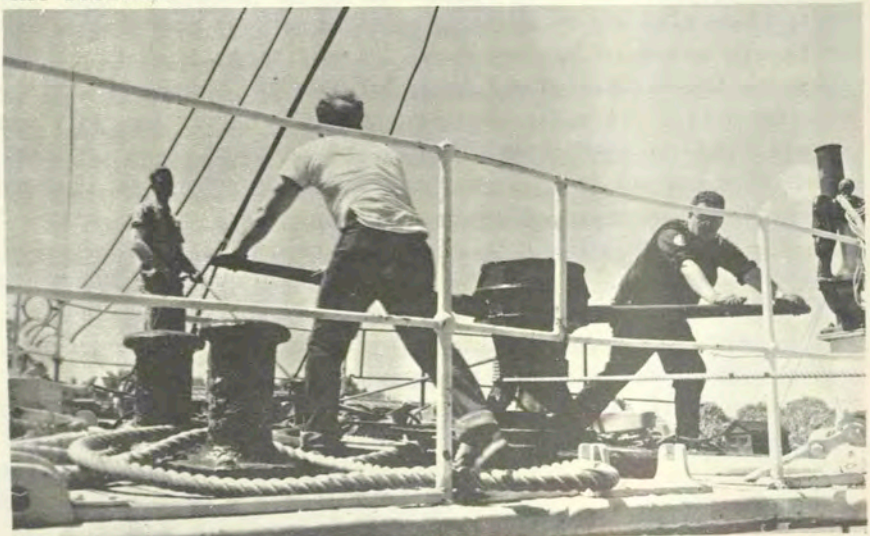


Seaport riggers, capable at the start, got considerable experience in wire splicing.

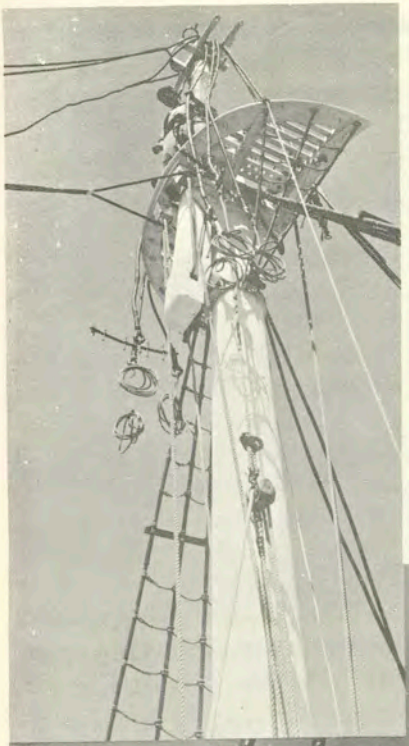
In the spring of 1962, the new bowsprit was delivered and work moved back to the vessel.



Installation of the bowsprit signalled the turning point of the project and spar by spar, the *Conrad* began to come back to life. Another shipyard interval--a final hauling on the marine railway at Thames Shipyard, New London--did not deter the rigging gang. Restored topmasts were trucked to New London, parbuckled to the deck, and sent aloft as the ship rested high and dry on the railway.



This time no modern cranes were involved and the only power was good old-fashioned "bread steam", the ship's capstan, and block-and-tackle purchase.



Re-rigging continued throughout the summer months, although necessarily slowed because of the active use of the ship by the Youth Training Program. As the second winter approached, weather was often ignored. The crew could not help but notice how frequently the process of starting a yard aloft brought on a sudden squall, and an occasional taste of "winter North Atlantic" was experienced. With the end in sight, a determination to see the last yard in place before another summer season began, drove the work at accelerated pace.



The day finally came in April, when a small knot of enthusiastic well-wishers watched the mizzen royal yard sway aloft and slowly swing horizontal. The full-rigged single topsail ship

Joseph Conrad was herself again and she shared her obvious pride with all who worked and watched.



LAST SPAR GOING ALOFT--
MIZZEN ROYAL YARD



CROSSING THE MAIN ROYAL YARD

Credit for rejuvenation of the *Conrad*'s rigging belongs to many. Stan Buchholtz, Chief Rigger, and his associates; shipwrights Howard Davis, Arnold Crossman, Elwood Bogue, Renny Stackpole and others. Special mention should be made of the support of Richard Woolworth. Generous backer and capable co-worker, "Wooly's" assistance was significant and sincerely appreciated. Above all there was a tremendous spirit of co-operation in this labor of devotion which is truly inspirational to all.

--Marine Maintenance Department

Captain James Kleinschmidt has been named Assistant Curator and assumed his duties on June 1. He joined the staff at Mystic Seaport in 1955 and has served in various capacities in the Curatorial section, lately devoting most of his time to the restoration and maintenance of the imposing array of exhibition vessels on display.

Kleinschmidt possesses an unlimited Master's license for commanding all types of vessels. Practical construction and repair experience has been gained by working with several shipyards, and building and restoring several boats for his own use.

He is co-author with Curator Stackpole of *Small Craft at Mystic Seaport*, an Association publication for 1960, and lives in Mystic with his wife, Norma, and their two children--David, age 12 and Carol, age 9.

RELICS AND HISTORIC PHOTOGRAPHS OF ANTARCTIC DISCOVERY

In view of the fact that it was exactly 125 years ago that the first official United States Naval Expedition set out under Lieutenant Charles Wilkes to explore the South Seas, and in keeping with the further fact that this same Expedition eventually came upon Wilkes Land in the Antarctic, it is of interest to re-examine some of our recent gifts which help memorialize the several eras of Antarctic discovery.

Our Campbell Room, with its Wilkins, Byrd and MacMillan collections, is a concentrated memorial to the explorers who penetrated both the north and south polar areas. Its displays range from the Vikings, who were first of the Europeans to reach the American arctic regions, to the atomic submarines *Nautilus*, *Skate* and *Seadragon*, which were first to surface at the North Pole. Exhibits memorialize Henry Hudson, Charles DeLong, and Elisha Kent Kane, as well as the great twentieth century heroes Roald Amundsen, Robert Scott, Sir Hubert Wilkins, Admiral Richard Byrd and Admiral Donald B. MacMillan.

Oldest of all such material is a carved utility box with the name "Wilcox". This came from the famous Mystic-built sloop *Hero*, which made Antarctic history with its cruisings in the South Shetlands under Captain Nathaniel Brown Palmer.

Another unusual display includes relics from the Antarctic headquarters of Captain Robert Scott--a biscuit, candle and metal match box from the famous Scott's Hut. These are grim reminders of the tragic story of the heroic Englishman's return from his long journey to the South Pole and perishing with his companions so close to their goal.

One of Scott's last letters was always an inspiration to America's incomparable Richard Evelyn Byrd. A copy of it is placed with the Scott material. Written within a tent, only a few miles from home base, but with well below freezing temperatures and a blizzard raging out-of-doors, pinned down, without hope, gallant Captain Scott penned these words:

To Sir Edgar Speyer

Latitude 79.50
March 16, 1912

My dear Sir Edgar:

I hope this may reach you. I fear we must go and that it leaves the expedition in a bad muddle. But we have been to the Pole and we shall die like gentlemen. I regret only for the

women we leave behind. I thank you a thousand times for your help and support and your generous kindness. If this diary is found it will show how we stuck by dying companions and fought the thing out well to the end. I think this will show that the spirit of pluck and the power to endure has not passed out of the race.

If recognition of this fact can be given by people, will you please do your best to have our people looked after, those dependent on us. I have my wife and child to think of. The wife is a very independent person, but the country ought not to let my boy want an education and a future. I am quite sure you will do your best to see this permission made and strike while the iron is hot. Wilson, the best fellow who ever stepped, who has sacrificed himself again and again to the sick men of this party, leaves a widow entirely destitute. Surely something ought to be done for her and for this humbler widow of Edgar Evans.

I write to many friends hoping the letters will reach them sometime after we are found next year. We very nearly came through and it is a pity to have missed it. But lately I have felt that we have overshot the mark. No one is to blame and I hope no attempt will be made to suggest that we lacked support.

Goodbye to you and your dear kind wife.

Yours ever sincerely,
R. Scott

The photographs of Byrd's flight over the South Pole, mentioned in our last *Log*, are now with the Byrd Exhibit. These are of historic importance because they were presented to the donors, Mr. and Mrs. Guthrie Shaw, by Captain Ashley C. McKinley, third in command of the Byrd Expedition, and the official photographer and aerial surveyor.

These photographs are signed by Captain McKinley and personally presented by him to Mrs. Shaw, whose brother "Mike" Thorne was in charge of one of the dog-sledge parties. All are historic mementoes of the historic flight. Leaving the base field at Little America on November 29, 1929, Admiral Byrd, accompanied by Bernt Balchen as chief pilot, Captain McKinley as the aerial surveyor, and Malcolm Hanson as the radar operator, took the Ford tri-motored plane, the *Floyd Bennett*, on the first flight to the South Pole and returned to base. As the leader and chief navigator, Admiral Byrd used a special compass--the Bumstead Compass--and his own sextant to plot the course. This famous sextant is now a part of the Byrd Exhibit in our Campbell Room.

The McKinley photographs show the plane over the pass at Lin's Glacier on the way to the Pole; Mt. Nansen, 15,000 feet high; the huge mountain range that rims the plateau to the eastward of the polar plateau; the famous "over the hump" photograph as they just cleared the Rockefeller mountain range; coasting

down the Glacier on the return from the Pole, with the Ruth Gade range on the right; Little America, the main base, from the air; and the square-rigged ship *City of New York* moored beside the Ross Barrier.

On two subsequent expeditions Admiral Byrd made a second and third flight over the South Pole on February 15, 1947, and January 8, 1956, respectively, during which he dropped the flags of the United Nations at the Pole. He wrote in 1956:

> I am hopeful that Antarctica, in its symbolic robe of white, will shine forth as a continent of peace, as nations working together there in the cause of science set an example of international co-operation.

Through the Antarctic Treaty, recently finally ratified by twelve nations, this dream has been realized posthumously.



Visitors in recent months have become as time-conscious as the Seaport staff, due not so much to the pressures of these busy days as to the introduction of old time-telling devices in the vicinity of the Planetarium. The Armillary Sphere has been placed in a commanding position facing the Planetarium. A large sun-dial has been affixed to the top of the south side of the building and a vertical dial to the east wall. Across the lawn the clock face in the tower of Aloha Meeting House serves as a check point for all who wish to figure out the difference between daylight saving and the sun-dial readings.

What becomes quickly apparent to the layman is that there is a considerable difference between clock time and sun time. This fact prompts questions and the Planetarium staff is busy answering the numerous queries. Prof. Keator and Cliff Phelps explain that the movement of the earth around the sun varies in speed between summer and winter; that Mystic's meridian of longitude west of Greenwich is 71° 58', some 3° 2' east of the 75° meridian which is the standard for our Eastern Time Zone; that the sun thus arrives at our meridian 12.1 minutes before it arrives at the 75th and thus we must allow this as a correction of longitude. The staff patiently explains the equation of time; the difference between clock and sun time; the visitors check their watches and are delighted to find the sun-dials have caught the time in their different shadows, and so another interesting feature of the Seaport is thus revealed.

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!)

Three framed lithographs of steam vessels of the last century--the *City of New York*, the Cunard liner *Umbria*--together with an Antonio Jacobsen painting of the *City of Paris*, have been presented with other articles by Louis H.C. Huntoon of East Greenwich, R.I. in memory of his brother, the late William C. Huntoon, who was a member of the Association.

A collection of Chinese paintings over a century old has been given by Daniel B. Stannard of Port Washington. These consist of views of the Chinese ports of Boca Tigris, Foochow, Shanghai, Peiho, as well as the historic Whampoa Reach. The paintings are in their original Chinese frames and while in need of considerable restoration, comprise a most interesting grouping. They were brought from China in the 1850's by Captain Elbert Stannard of Westbrook, Connecticut, who was master of many vessels, including the clipper brig *Josephine*, the bark *Daniel Webster* (afterwards converted into a Japanese man-of-war), and the auxiliary screw steamer *Scotland*. Mr. Stannard also presented the log-book of the *Daniel Webster*, a portrait of the *Josephine* and a unique model--the ship *Lady of the Lake*--which is literally rolled and pitched on a miniature sea by a clock-work mechanism in the base of the case. The original owner of these objects, Captain Stannard, just after the Civil War purchased a remarkable number of ships and towed them to his "bone-yard" at Port Washington, Long Island, where they were broken up. These included Commodore Perry's famous flagship *Powhatan*, the captured British frigate *Macedonian*, and Commodore Sloat's frigate *Savannah*.

Mrs. Max E. Underhill has given a white, hand-knit bedspread. The raised leaf design is in a large square which is made up of four small squares, and a pointed border design is on three sides. It will be used in the Buckingham House or Edwards house.

SEAPORT REFLECTIONS

There were many complimentary phrases, written and spoken, on the Flower Show created by the Mystic Garden Club in co-sponsorship with the Marine Historical Association. But the real reward was reserved for those of the several committees who joined the throng of visitors at Mystic Seaport on Thursday, May 23, and in the brilliant sunshine of this early summer day listened to the expressions of pleasure and delight.

The grounds and buildings never looked to better advantage. Flowers and shrubs, judiciously arranged both outside and inside; identification markings for permanent trees, shrubs and plantings; a colorful variety of blooms to be found in unexpected nooks and corners--all added to a remarkable horticultural display.

The outstanding educational exhibit by Pequot-sepos Wildlife Sanctuary won a special award. The natural habitat scene contained berry-bearing shrubs, trees and plants, and a running stream--all attractions for birds. Nearby was another award-winning exhibit which displayed bird boxes, feeders, and other objects of interest to all who wish to attract birds to their gardens.

The professional gardens put in by local nurseries and the flower carts filled by area flower shops added charm and beauty to the Seaport streets. The Japanese garden at the Shinto Shrine was delightful and is now a permanent feature.





GARDEN CLUB LADIES PREPARE A DISPLAY AT THE WEAVE SHOP ON SEAPORT STREET



THE FINISHED DISPLAY--RAKE AND TROWEL GARDEN CLUB



PEQUOT-SEPOS WILDLIFE SANCTUARY HAD AN OUTSTANDING EXHIBIT UNDER THE EAVES OF THE SPAR SHED.









1. PART OF UNIQUE EXHIBIT IN VESTIBULE OF THE PLANETARIUM
2. GAMING ROOM OF THE SPOUTER TAVERN HAD ITS OWN FINE DISPLAY
3. FISHTOWN CHAPEL'S COMBINATION OF MANNEQUINS' BRIDAL PARTY AND FLOWERS ATTRACTED ITS QUOTA OF VISITORS
4. SEAPORT PERSONNEL HELPING TO ARRANGE THE CHAPEL EXHIBIT
5. APPROPRIATELY THE MAYPOLE IN THE BOARDMAN SCHOOLHOUSE YARD REMINDED MANY OF A ONCE POPULAR OBSERVANCE

NEWS FROM THE LIBRARY

The Library is fortunate in having obtained the services of Charles R. Schultz who began work at the beginning of June as Keeper of Manuscripts. Mr. Schultz was born in Texas and received his B.A. degree from Texas Lutheran College. He went on to Bowling Green (Ohio) State University for his master's degree in American history in 1960. Since then he has completed a large part of his work for the doctorate in Ohio State University. At the same time he has been employed part-time as a processor of manuscripts in the Ohio Historical Society. During the summer of 1962 he attended the seminar for historical society administrators at Williamsburg.

With a strengthened staff we are making good progress towards getting all our printed materials properly catalogued and in good order. Now that our new Keeper of Manuscripts has arrived, we anticipate rapid progress in the manuscripts area also.

Acquisitions are flowing in at an increasing rate and of high quality. To mention one important example, we are now beginning to receive the limited edition facsimile reproduction of *Lloyd's Register of Shipping*, 1760-1833, in 86 volumes. The first twelve volumes to be published are already here and others are on the way from London. It is now proposed to continue this important series from 1834 through 1881, and our subscription has been placed for these 48 volumes, since up to now we have been able to acquire only five of the original printing.

Exchanges of duplicates with other libraries is continuing, to our mutual profit. Recently such exchanges have been made with the Library of Congress, the Mariner's Museum, the Coast Guard Academy, and the Mystic-Noank Library.

An unusual opportunity to acquire Connecticut and other imprints and manuscripts was afforded when the library of our neighbor, Williams Haynes of Stonington, was offered for sale. Of special interest among these acquisitions are several early nineteenth-century invoice books, showing cargo carried by Stonington vessels.

On March 25 the Library was host to a meeting of some 160 enthusiastic high-school student librarians and library committeemen drawn from the Connecticut Valley Chapter of The Special Libraries Association.

On April 20 the celebration of National Library Week in Connecticut was inaugurated with a meeting of the Connecticut Library Association at the Seaport. A social hour at the Yacht Club was followed by dinner, and an evening meeting which was addressed, among others, by Dr. Robert G. Albion of Harvard University and the Munson Institute.

A substantial donation has made a gratifying addition to our book fund. More such gifts are needed and will be greatly appreciated.

Also we wish gifts of books and manuscripts. Undoubtedly there are still many of our members who do not realize how welcome are books of maritime interest, even if they prove to be duplicates, since we have a profitable outlet for duplicates in exchange with other libraries. We can always make use of old copies of *Lloyd's Register of Yachts* and of *Merchant Vessels of the U.S.* (Actually we lack the 1940 volume here). Copies of *American Neptune, Mariner's Mirror,* and *Sea Breezes* (1946-1953), as well as bound volumes of the *National Geographic* since 1946, would be valued additions.

One of the Library's prized possessions has been a collection of manuscripts, illustrating the career of the distinguished naval officer, Silas Talbot (1751-1813), which came to us as a gift from our trustee, Alexander Vietor, early in 1962. Very recently this collection has been greatly strengthened by another collection of Talbot papers which has been placed in our vault as a deposit by Mrs. John Talbot Curtis of Southport, Connecticut.

Charles W. David

□□□□□

The facilities of Mystic Seaport are available for meetings of organizations in the area. To give you an idea of the variety we list a few.

March 30 was hardly a day one would wish to go sailing--COLD--but the Corinthians had scheduled their Frostbite Regatta so they braved the cold weather for the races held in the afternoon. Lunch was served at the Galley before the races and a social hour in the Youth Training Building followed them. About 100 hardy sailors and friends were in attendance and the Corinthians flag was flown in their honor.

About 60 ladies of the Groton D.A.R. met in New York Yacht Club Station No. 10 on April 11.

Mr. Brooks' office was the meeting place on April 29 for ten members of the Tourist and Convention Committee of the New London Chamber of Commerce.

A meeting of the Women's Finance Forum, sponsored by the Hartford National Bank and Trust Company was held in the Stillman Building South Wing on May 14 with 150 in attendance.

On June 3 about 80 members of the Industrial Management Association of Southeastern Connecticut held an installation of new officers on the lawn at New York Yacht Club Station No. 10, preceding their dinner at the Galley, and then held their meeting in Aloha Meeting House. Also on June 3 the New London County Volunteer Ambulance Association held their meeting in the Youth Training Building with 30 members attending.

IDEAL LOCATION

To show the services and trades which developed in a community whose main industries were related to the sea--

To portray some aspects of the daily life in a New England sea community in the middle 1800's--

The Audio-Visual Center at Indiana University (Bloomington, Indiana), chose the ideal location, Mystic Seaport, for the fifth in their Pioneer Community Series of documentary films. The author-director was Bruce R. Buckley.

The film, *New England Sea Community*, depicts the daily life as it was seen by Chris, a boy of thirteen. (Chris is played in a most professional manner by Christopher Stackpole, son of Mystic Seaport's Curator.) He is completing school and must choose his future occupation.

His father is away on a whaler and perhaps he should stay at home to help his mother and two sisters. Should he become a fisherman? He notices the neat filleting of flatfish, and with that job he would be home each night. He has a part-time job running errands at the Counting House--perhaps a bank clerk would be the career to choose. With Chris we visit the shipsmith, the ships' carver, the sailmaker, the rigger, and the shipbuilder. He takes a new hand to the ship chandlery to be outfitted for a voyage. But Chris can come to no decision.

Whaling is depicted in a sequence from the original Twentieth-Century-Fox film, *Down to the Sea in Ships*, showing a whale hunt, complete with an exciting "Nantucket Sleigh-ride". (This is when the whale is harpooned and tows the small whaleboat at a rapid pace!)

The whaler comes home, which is a joyous occasion, with everyone down on the wharf to greet the ship. Now his father is home--perhaps he can help Chris to make up his mind.

The musical background is mostly sea chanties, and the story is told partly by parodies and conversation. Others on the Seaport staff were discovered to have secret talents as evidenced by their roles in this film.

The film was previewed on May 15 by local members and is shown daily to visitors, in place of *Origins of Freedom* which has become so outdated that a substitution was necessary until such time as a new indoctrination film can be produced.

To the Audio Visual Center staff, deep appreciation is offered for a production so well done in every detail.

FROM THE EDUCATION DEPARTMENT

The new Special Interest Tour Program has continued with success. Although all groups do not use the Suggested Pre-visit Material there is a marked difference in their conduct and their entire experience at the Seaport as a result of becoming familiar with the subject prior to their tour. The groups have prepared special activities in conjunction with their visits which have proved to be especially worthwhile.

There have been 84 groups in the Special Interest Tours to date. Of these 43 have participated in "Life in a Seacoast Village", the longest and most comprehensive of the tours; 14 in "Life Aboard Ship"; the Whaling Tour was the second most popular with 27 groups participating. Each group received a special orientation in the Meeting House prior to their tour. These are combined with the film *New England Sea Community* and use of the overhead projector and appropriate transparencies.

In January Miss Susanna Van Cleef, Community Program Director of the International Student Association of Greater Boston wrote asking if it would be feasible to have a trip to Mystic Seaport by foreign students. These students are always eager to meet Americans and sample the American way of life, and the more Americans they can meet and talk with, the broader their experience becomes.

The weekend of March 30 was set and preparation for a group of students began. The schedule included a welcome by hosts and hostesses, followed by a tour of the Seaport. The students had dinner with their individual host or hostess, and then came back to the Youth Training Building for a reception, which included the films *New England Sea Community* and *1958 Americas Cup Races*. Group singing was followed by light refreshments.

On Sunday they attended church if they so desired, had Sunday dinner at the homes in which they were staying and visited until 3:00 p.m. when they again met at the Seaport for a brief tour of the grounds prior to their departure.

Flags of their countries--Arabia, China, England, Germany, India, Israel and Pakistan--were flown at the Seaport. Hosts and hostesses were Seaport staff personnel, with the exception of Mr. and Mrs. MacDonald Steers. (Members will remember Mr. Steers was editor of *The Log* for many years.)

In the past months Pfizer Corporation has been bringing college students, pharmacists and doctors to Mystic Seaport as a

part of a visit in the area. Groups are conducted by Dr. Shoemaker, of Pfizer's in New York, to the Groton plant. They have come from all over the country. Of primary interest was a visit to the Apothecary Shop and a study of the collections there.

St. Bernard's High School Art class from New London came to make sketches of Seaport scenes. Upon return to the classroom they completed their themes in either water color or oils. The paintings were brought back to the Education Department so they could see the results of the project.

Mrs. Soderberg of the Top Clift Nursery School of Mystic has brought two groups of 25 children for early morning tours around the grounds. It is interesting to see these little children (ages 4 through 6) walking about the grounds as contrasted to the many older school groups.

HONOR TO OUR CURATOR

Mr. Stackpole says "Make a Variable Wind out of it" which gives you an idea of how modestly he received his latest award--a second Guggenheim Fellowship.

But naturally he is elated, for winning a Guggenheim twice is a rare feat in academic circles. He won his first Fellowship while he was president of the historical society and Curator of the whaling museum in his native Nantucket. Out of that grant came the book *Sea Hunters*, published in 1953. Now a second volume will pick up at 1820 where *Sea Hunters* left off.

Mr. Stackpole anticipates two flying visits to the West Coast, and possibly a trip to London. He will alternate months between working on his new history and curatorial duties at Mystic Seaport. He expects the book to be published in 1965.

Much of the research will be done in this area where there is so much wonderful source material, particularly in New London. There were the ships, and many interesting characters--shipmasters, owners and others.

Mr. Stackpole was one of 269 scholars, scientists and artists who shared in the fellowships announced by the John Simon Guggenheim Memorial Foundation. He hopes some day "if I live long enough" to have *Sea Hunters* be a trilogy.

--L.B.C.

PRESENTATION OF PINS TO SEAPORT VOLUNTEERS

A group of seventy men and women of the Mystic Seaport Volunteer Corps received silver service pins in ceremonies on Friday evening, June 7, in the South Wing of the Stillman Building.

One of the first volunteers, Mrs. Carl C. Cutler, was awarded a gold pin. Mr. Cutler, Curator Emeritus and the last of the three founders of the Association, was also present.

A second gold pin went to Mrs. Edwin Stillman of Westerly, R.I., chairman of the corps from 1950 to 1959.

The third gold pin was presented to Mrs. Brower Hewitt of North Stonington, president of the volunteer corps since it adopted a formal organization about a year ago. Her late husband was a charter member of the Association.

Seaport President Franklin Cole pinned Mrs. Cutler and Mrs. Stillman; Board Chairman Philip R. Mallory pinned Mrs. Hewitt.

Mr. Mallory, who had served as President for nineteen years, spoke on the early years of the Seaport and of the invaluable help given by the volunteers during three decades of service to the Association.

President Franklin Cole spoke of "the call to service without thought of reward that makes for responsible citizenship" and emphasized the Seaport's role in making those who visit better citizens. He paid tribute to the volunteers and acknowledged the importance of their contribution to the success of the Seaport.

Mrs. Walter S. Hanover, co-ordinator of volunteers, called the silver pin winners to the stand to receive their awards.



Charles A. Brooks, master of ceremonies; presented Mrs. Hanover with a gold pin. He then introduced Richard M. Brown of Mystic, who designed the pin, and paid tribute to Mrs. Clifford D. Mallory, who contributed them.

The sound-color movie, filmed at Mystic Seaport by Indiana University, *New England Sea Community*, was shown. Coffee and cakes were served.

Variable Winds

The opening ceremonies of the Youth Training Program were held aboard the *Joseph Conrad* on June 16 at 5:00 p.m. The invocation was by the Reverend Orin Dice and Charles A. Brooks gave a welcome to the Mariners. Captain Stanley L. Smith, Chairman of the Youth Training Committee, told the group about the *Conrad* at Mystic Seaport. Captain Gordon McGowan, skipper of the *Joseph Conrad*, then commissioned the ship for the season. Mariner groups on board were from Bridgeton, New Jersey; Eatontown, New Jersey; Charlotte, North Carolina and Newport News, Virginia.

Exhibits relating to the seafaring life of Westerly and Pawcatuck areas were on display during May in the Washington Trust Company of Westerly, R.I. The exhibit was arranged by Adrian Lane and was in conjunction with Rhode Island Heritage Week. A whaleboat from the *Morgan* was taken to Providence to be a part of the week's observance.

The honor of being the first visiting yacht of the season goes to *Skip-Dot II*. She came in on April 15 with her owners, Mr. and Mrs. Leonard Rising Jr. of Feeding Hills, Mass. The second yacht was an 82-foot ocean-going schooner, *Dorothy G.* owned by Joseph Plumb of Marion, Massachusetts.

On April 1 Mrs. Eshenfelder was the speaker at the monthly luncheon of the New York Society of Travel Writers at the Waldorf-Astoria Hotel in New York City. She has just returned from a 7500-mile trip to the West Coast, visiting other out-door museums, contacting various members, and attending the meeting of the American Association of Museums. In July she will go to Williamsburg to be on the faculty of the Seminar for Historical Administrators.

Dr. Umberto Monteiro visited June 13. He is head of Arbame-Mallory in Sao Paulo, Brazil and was a guest of P.R. Mallory.

SYMPHONY AT THE SEAPORT
July 27

In neighboring Old Lyme there is a Whaling Museum in miniature. It is owned and managed by Hutch Pike, a young man still in Junior High School but also one as deeply interested in the subject as many adults. Because he is to visit California this summer Hutch will not be opening his whaling exhibit but he graciously offered it to Mystic Seaport if the Association cared to make use of it. We certainly appreciate this young man's thoughtful gesture and plan to visit him when he returns from his trip west.

Brilliant began her 1963 season by taking a group of girls from the Noank Mariner Ship 62 for a weekend cruise. This is her eleventh season in the Seaport's training activity.

On Wednesday, May 15 the Operating Committee held a meeting for local members. "Ten Years of Growth and What Lies Ahead at Mystic Seaport" was presented by Henry Scheel in an illustrated talk. A capacity audience greeted Mr. Scheel, and because many who wished to come could not because of limited seating capacity, a second meeting was held on June 5.

National Maritime Day, May 22, was observed with a colorful display on the *Charles W. Morgan* of fifteen present-day steamship house flags, representing member companies of the Committee of American Steamship Lines. The flags were donated by the various shipping companies. The date marks the anniversary of the sailing of the S.S. *Savannah* whose voyage in 1819 is credited with being the first successful crossing of the Atlantic under steam propulsion.

ANNUAL MEETING
August 16

Mrs. Bernice Grimes, who was the first activist in the Weaver's Shop on Seaport Street, is now the custodian-exhibitor at Deerfield's Indian House. We wish her a pleasant summer in her new headquarters.

Saturday, June 15, was a day of almost continual showers. During one of the downpours, an elderly man walked alertly over the gangway of the *Joseph Conrad* and walked aft to the wheel. He was John Holving of New York City, who was a cadet aboard the ship when she sailed out of Copenhagen as the *Georg Stage* in 1914. Mr. Holving spoke of his experience of nearly a half century ago with enthusiasm and recalled the various incidents which made up the routine of life aboard still vivid after the passage of time. He was highly complimentary of the work which has been done aboard the *Conrad* since he was last aboard in 1954. As a measure of his appreciation of the ship's preservation he presented a colored photograph of the *Georg Stage* in 1914.

Rev. Robert Bryan, who will be remembered as the "Flying Parson" during the two years in which he was a student attending the Munson Institute, when he often flew his float-plane to the Seaport and rowed ashore in a skiff from the mooring for classes, will be at St. Clement's Mission in Labrador this summer. Rev. Bryant is the chaplain and a history instructor at Choate School.

During the long Memorial Day week-end, the wharves presented a busy scene with a full quota of visiting yachts occupying all available berths.

Hugh Downs, the "Today" show's well-known personality, was here aboard his cruiser on the night before the Harvard-Yale boat race.

Early June has been a time of visits by representatives of some of our contemporary institutions. Alexander Wall, Curator of Sturbridge Village, paid a flying visit to attend the prem-

iere showing of *New England Sea Community*; Charles Eckert, Curator of Visual Arts at the Stamford Museum, spent a day with us and discussed a loan of materials for an exhibit in July; Messrs. Galloway and Holman, of the Canadian Information Service, were here to look at the ships and small craft; Lcdr. Arnold S. Lott, Book Editor of the Naval Institute *Proceedings*, and Mrs. Lott, were visitors for a day, and Mr. and Mrs. Howard I. Chapelle spent a few hours on a mid-week day. Mr. Chapelle, the noted maritime historian, who is Director of the Water Transportation Museum of the Smithsonian in Washington, expressed hearty approval of the program of restoration of our major ships.

Col. and Mrs. Phillips Melville were among visitors enjoying a full day recently. Col. Melville is a retired U.S. Air Force officer who served in the two great World Wars and his last post was in the office of the Secretary of the Air Force. An artist, whose marine subjects have often appeared as cover illustrations for the Naval Institute *Proceedings*, he has also written a number of historical articles which have appeared in such publications as *American Heritage*.

On Sunday May 26, Mrs. Annette Stage Casparis of Providence, Rhode Island, visited the *Joseph Conrad*. Mrs. Casparis is the great-granddaughter of Frederick Stage of Copenhagen who had the vessel built in 1882 as a memorial to his son and named her *Georg Stage* in his honor.



At least two of Mystic Seaport "staff" walk to work! Jerry and Mary spend the day toting happy visitors in the Seaport "barge" with their driver, Hardy Miner, who is shown riding Jerry.

THINGS WE NEED

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

WEATHER VANES

TANK TYPE VACUUM CLEANER--for Youth Training Program

A small electric ADDING MACHINE

A 5 in. DISK SANDER

PIPE WRENCHES--12 in. and 10 in.

We thank you for...
Filing cabinets
Office desks and chairs
Table cloths
Electric pumps
Drill press
Paint can shaker



Formerly No. 2 storage shed--now a part of Mystic Seaport Stores

Mystic Seaport
Marine Historical Association, Inc.
Mystic Connecticut

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MYSTIC REVERIE

Drifting along the river,
I dreamed of days that are gone,
When they built the Yankee clippers
That sailed with the wind at dawn.
Like white birds ever flying,
They skimmed o'er the Seven Seas,
Bearing their precious cargoes
Of silks and spices and teas.

Like a woman endowed with beauty,
They made men's hearts beat high--
Grace in their towering mastheads,
Striving to touch the sky.
They knew the southern icefields;
They knew Timor and Taiwan;
And they fought the howling hurricane
As they rounded old Cape Horn.

They plunged through ice-green surges,
Crossed seas of indigo,
Made friends with the stars above them,
And laughed at the deeps below.
Winging their way o'er the waters,
With wakes that hissed and curled,
They were the monarchs of the sea,
And the marvels of the world!

To the earth's remotest harbors
They proudly found their way;
Then bore their riches homeward
To a white-housed town on a bay.
The days of sail are ended--
The ships are dying or dead;
But they'll live forever in seamen's hearts
As long as seamen are bred!

Miss Marion H. Lamb

[redacted]