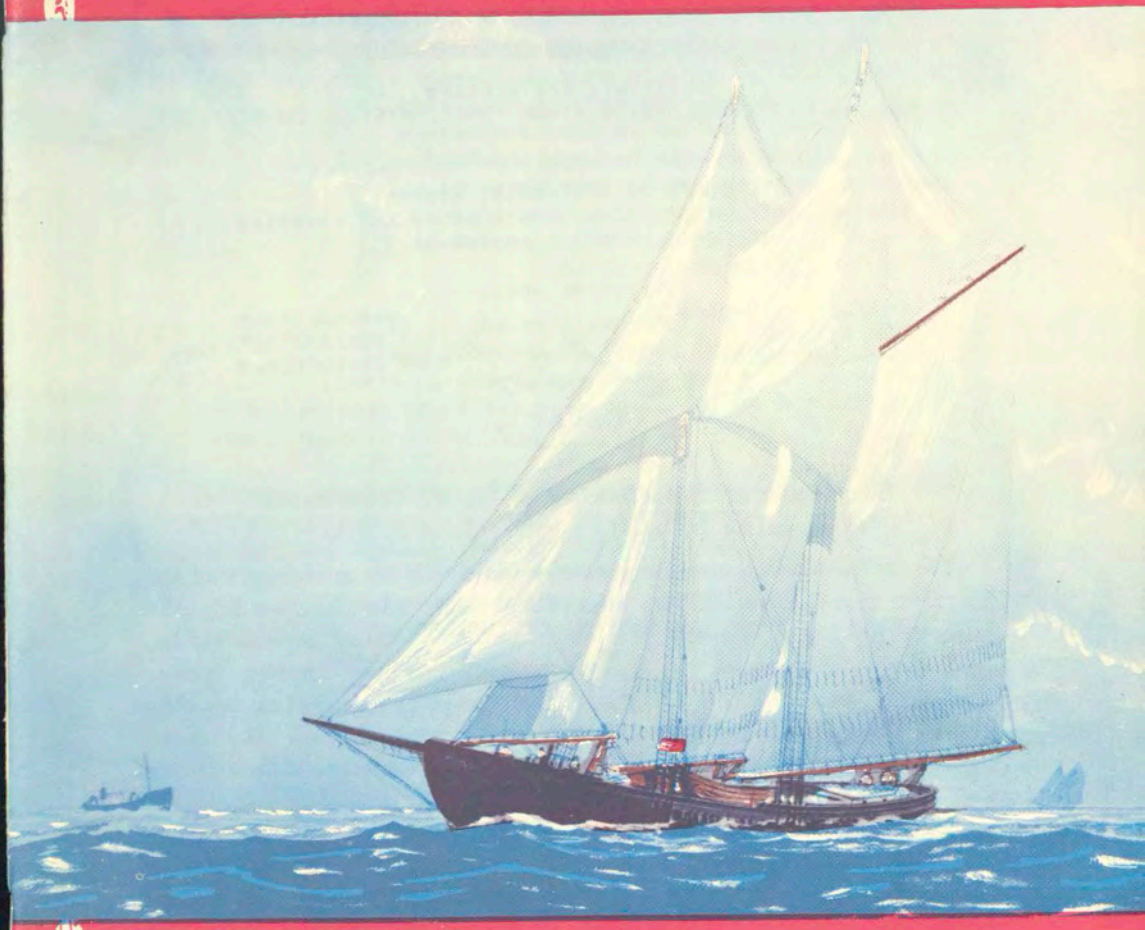
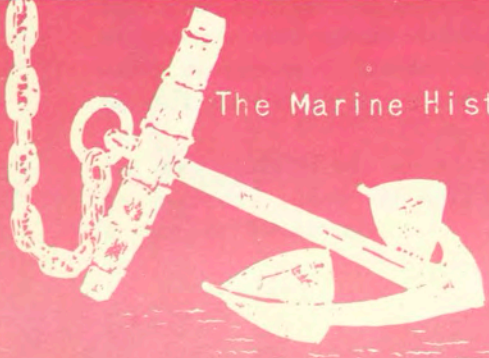
The Log of Mystic Seaport

Volume 15 No. 4
October 1963





The Marine Historical Association, Inc.
Mystic, Connecticut

The Log OF MYSTIC SEAPORT

PUBLISHED FOR MEMBERS
THE MARINE HISTORICAL ASSOCIATION, INC., MYSTIC, CONNECTICUT

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Our Cover

The schooner *L.A. Dunton*--"Out of Gloucester"
(Water color by staff member John F. Leavitt)

Of all the fore-and-aft vessels which plied the waters of the American coast, the finest commercial type was the New England sailing fishing schooner. The sheer beauty of these superb hulls, with the two-topmast rig, have become legendary in our times. They vanished from the scene three decades ago, leaving a niche in our fishing history which has never been refilled. The vivid narratives of Kipling and Connally have immortalized these schooners, and their story has now become history.

At least one of them remained. It was somewhat of a miracle, but the schooner *Louis A. Dunton*, considerably altered in rig, survived the changes and the buffets of her time and became a charter ketch plying between Newfoundland and the Maritime Provinces of Canada. The last survivor of the once extensive fleet of sailing fishermen, the *Dunton* seemed to be merely marking time before her own end brought to a quiet ending the fishing age of sail.

But there was another fate in store for the *Dunton*. From the co-incidence of mere survival and from the happy instance of

(continued on page 9)

With all the physical improvements planned with the current Expansion Program it might be construed by our members that we are losing sight of the underlying purpose for which our Marine Historical Association was founded.....

Mission of Mystic Seaport

To preserve the visible evidences of our maritime past; to restore where possible these relics; to interpret this past so that the underlying characteristics of self-reliance, hardihood and courage which are an integral part of our national heritage shall not be forgotten--all these belong to the fundamental purpose of Mystic Seaport.

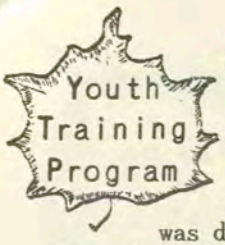
It is the willingness of the officers and trustees of Mystic Seaport to invest in the future which gives the present a fuller meaning of the past and a bright hope for the future.

With the acquisition of the fishing schooner *L.A. Dunton* a tremendous potential with the development of our New England fishing industry is awaiting, and with the building of a new Library a new era is introduced in the research potential. Through the growth of our manuscript collection, the enlargement of our imprints shelves, and the bolstering of our Munson Institute, the future holds much promise.

Thus,
through a balanced expansion program, the investment in Mystic Seaport's future is also an investment in the program of preserving and interpreting our
own

American Heritage.

E.A.S.



Compared with some of the programs of previous years the *Joseph Conrad* Youth Training Program during the season recently concluded was one of contrast and experimentation. The total number of cadets who participated in the program this year was 705 compared with 535 the previous season. This increase was due primarily to the expansion in the weekly capacity from 48 to 60 cadets. Also this year, there were 181 boys represented as compared to 50 boys in 1962; 524 girls as compared to 485 during 1962.

The changes that were made in the program were the result of an additional number of boys participating and the need to develop a more active program tailored to meet their particular needs. Many of the special activities for the boys were later adapted for the girls groups.

One of the most interesting activities introduced into the program this summer was work in the rigging of the *Joseph Conrad*, both aloft and on deck. Each of the boys' groups and leaders and some of the girls enthusiastically participated in the daily exercise of going up the foremast on the ratlines, over the top, and down the other side. This prepared them for the work, later in the week, of bending on a sail and working out on the yards. In conjunction with their work aloft they went through such exercises as manning the braces and learning procedures necessary to maneuver a square-rigged vessel. The girls as well as the boys seemed to enjoy this activity immensely and indicated a request for more work aloft on the *Conrad*.

Other new projects introduced this summer consisted of work sheets and an elective program. These elective projects were closely oriented to the advancement requirements in the Sea Exploring Program. Ten or twelve problems on Piloting, Weather, and other basic seamanship practices were required to be completed and handed in by the end of the week. Girls as well as boys completed the work sheets in a very efficient manner.

Craft demonstrations in the Shipsmith Shop, Shipyard, Boat Shop, and the Rigging Loft gave the cadets an idea of the early crafts associated with shipbuilding and sailing vessels. In an effort to add variety and appeal to the program many of the evening lectures were held either aboard the *Joseph Conrad* or the *Charles W. Morgan*. The lectures aboard the *Morgan* proved to be especially popular since the cadets could more easily imagine an experience of a whaling voyage as they sat on the decks.

During the special program conducted for the group of Sea Explorers from Connecticut and Rhode Island scouting officials from National Headquarters and District Council representatives observed the program for two days. Many constructive comments and suggestions were offered during their stay. The leader from the Chicago Boys' Club, participating during the same week, also made many constructive suggestions for future consideration.

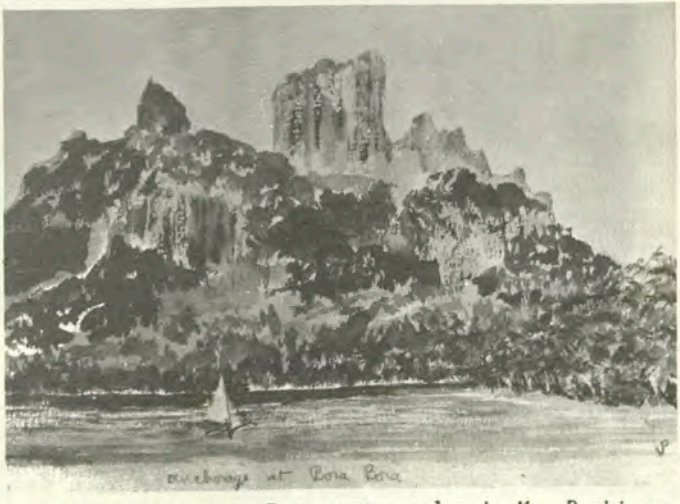
The Robinson Crusoe of Suvarov Island

John Parkinson, Jr.

In the winter of 1963 I spent three days on Suvarov Island. My experiences there make this visit one of the most fascinating episodes of my life. I believe few people have ever heard of the place--I first read of it in Curator Stackpole's *The Sea Hunters*--and believe my fellow members of Mystic Seaport will like to learn of this modern chapter which serves as a sequel to the adventurous lives led by the white seamen of the South Pacific islands during the last century.

Suvarov Island was discovered by Lieutenant Mikhail Lazarev, master of the Russian ship *Suvarov* in 1814. It is about half a mile long by 400 yards wide and its lagoon is one of the finest in the South Pacific. The nearest civilization is Pago Pago in American Samoa, some 500 miles to the west. Bora Bora, in the Society Group of which Tahiti is a part, lies 800 miles southeast.

The day after New Year's 1963, my wife and I flew out to Papeete, Tahiti, where we joined our friends Mr. and Mrs. Drayton Cochran aboard their fine schooner *Westward*. She is a lovely, able vessel, 99 feet overall, with an old-time clipper bow but with a modern jib-headed mainsail and staysails between the masts. My role aboard was mate and navigator. The skipper, Drayton Cochran, is an accomplished navigator but likes to have some one aboard who can relieve him of the daily chores of sun and star sights. With the exception of the able cook, Willie, the crew was preponderately an amateur group of youngsters with no great sea experience, several girls among them. An important member was the Cochran's six-months old son, Gifford, who proved a cheerful, uncomplaining shipmate.



Anchorage at Bora Bora--water color by Mr. Parkinson

On January 18 we cleared the lagoon of fabulous Bora Bora and laid a course for Pago Pago, American Samoa, some thousand miles to the westward. It was Constantin Alajalof, the talented Russian-American artist, member of our ship's company, who noted two days later that our course to Pago Pago brought us about sixty miles south of Suvarov Island. Skipper Cochran held one of his "directors' meetings" at which it was decided to change course and visit the place.

A search revealed there was no chart of the atoll aboard. The Sailing Directions were correct when they described the entrance as tortuous, beset with reefs, and warned of a violent cross current, but they were wrong when they stated the atoll was totally uninhabited.

The evening was a poor one for star sights and I was relieved the next morning when palm trees on the horizon were reported on the starboard bow. With a nice trade wind we reached up to this far-away, lonely spot. For the next two hours we coasted slowly close along the north reef on which the crashing surf sent up towers of spray. We had several false alarms before we finally identified the pass and even then we weren't quite sure.

Close on our starboard hand was the islet we had decided was Suvarov, its clustered palm trees thrashing in the fresh trade wind. The sun shone bright overhead and the whole show was just what I had always dreamed a South Sea island atoll should be. With one of the boys at the masthead shouting the bottom picture down, we entered the pass at slow speed, the 4-knot cross current hit us where it was about forty yards wide and set us sharply toward the island, but we had expected it, and we were safely into the lagoon. We anchored close in the lee of Suvarov. It was as lonely a place as I have ever been in.

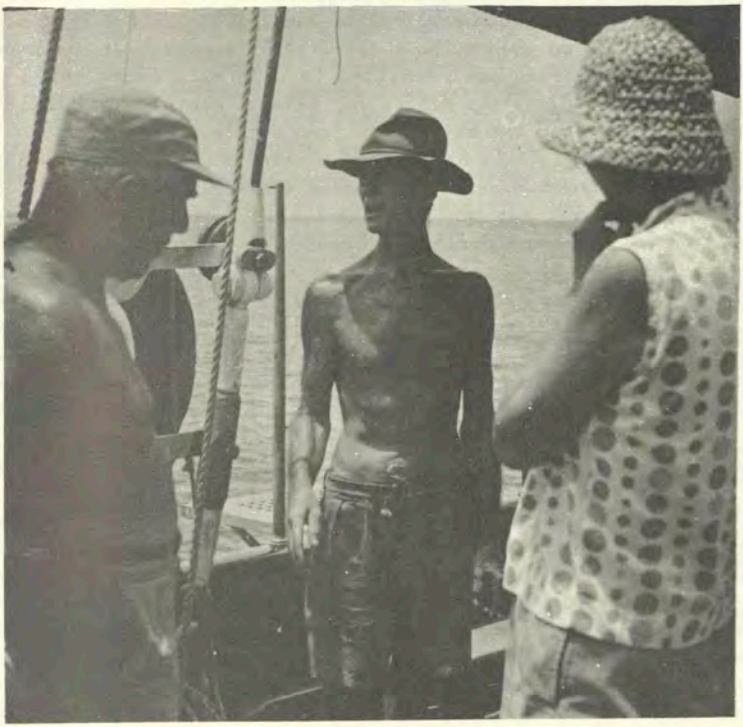


Suvarov Island--water color by Mr. Parkinson

Negotiating the pass with no chart had been a somewhat tense experience and we all felt pleasantly relaxed after the anchor took bottom. I was startled by a sharp cry from Annie Cochran who was viewing the island beach through binoculars. There on the edge of the thick undergrowth stood a man, apparently naked. Motionless, he surveyed us for about a minute and then slipped out of sight into the bush.

Cochran cleared away the lifeboat and called for a landing party. The Sailing Directions had described the atoll waters as swarming with fish and another crew lowered what was known as the "jazz boat" for a fishing trip. Two of the boys were competent skin-divers and equipped with aqua-lungs.

I remained aboard and after about an hour Cochran returned with our "Robinson Crusoe", the lone inhabitant of Suvarov by his own preference. He was a white man, Tom Neale, born in New Zealand sixty years ago, who had spent his whole life in the islands south of the equator. Small, slight, and wiry, he appeared in marvelous physical condition, although thin almost to the point of emaciation. Bright blue eyes peered out of a narrow alert face. He had disappeared to put on a pair of khaki shorts and to shave. When we had a sumptuous South Sea supper ashore in his boat-shed he wore a gay lava lava. A lot of us came to wear these later in the intense heat of the Solomon Islands.



Tom Neale had been on the island nearly three years, so it was not surprising he talked almost incessantly. He was very well read and very grateful for numerous paper-back books we presented him, together with a lot of other presents we thought might prove useful.

Due to our big crew and the great distances between sources of supply, we had to carefully conserve fresh water aboard *Westward* so swimming was an important part of our comfort and hygiene. We asked

Neale about the shark situation and he warned us to be very careful--to stay in shallow water off the beach. He went on to say the lagoon had a bad reputation for sharks among the native shell divers who came every three years from Manahiki to dive for pearl shell.

At about this time the jazz boat returned from fishing with "Dinge" McNeil, one of the young skin divers badly shaken. McNeil was about twenty feet under water when he looked over his shoulder to see a 10-ft. shark close by. It circled him three times, but swam away slowly when he jabbed it with the butt of his spear. This ended the spear fishing!

In the afternoon I went ashore with a rifle after the turtles which Tom Neale said came in to feed in the shallows late in the day. They appeared but only momentarily stuck their heads up for air. I got off a few snap shots but to no effect. However, Neale sat with me in my improvised blind so I got a large part of his story. He was good company and I had an amusing afternoon.

This was Neale's second lonely sojourn on Suvarov as he had also lived there alone from October, 1952 to June, 1954. He had come out the first time from Tonga aboard the shell diver's supply boat. In order to conserve shell, natives are permitted to dive only every third year. The supply vessel leaves the divers for several months. They build huts ashore and dive around the big lagoon from sailing whaleboats.

Previous to this Neale had served a term in the New Zealand navy, knocked about the South Pacific as a seaman and engineer aboard schooners and trading steamers, and run a plantation in Moorea. He certainly appeared to have had considerable education and surprised me with his general knowledge. At the outset he had a food problem as the divers had eaten most of the mature cocoanuts but he found a few on a remote islet. He had brought seeds to plant a garden but the wild hogs devoured anything he planted. He spread cocoanut bait beneath trees in which he hid at night and killed every wild hog on the island. Then he grew paw paw, bananas, melons, and tomatoes. His cats killed off the numerous small native rats.

He lives in a neat, meticulously clean little frame hut, originally built by a hydrographic group stationed on Suvarov in World War II. His ample water supply came from huge concrete rain tanks sunk in the ground.

Once Neale was stricken with a violent illness that paralyzed him for three days but he had some morphine. During his first stay he had four visitors--a Dutchman from the small English yacht *Beyond*, which circumnavigated the world; Tom Worth, son of the immortal Claude Worth who was the first great exponent of offshore small yacht cruising; a Baltic 80-ton ketch with a crew of six young Englishmen, their flour tainted with diesel. Finally "Peb" Rockefeller put in aboard his ketch *Mandalay*. He stayed sixteen days, and wrote a book called *Man on his Island* which I want to read. It was remarkable how many small and amusing details Neale remembered about his guests.

In June, 1954 the pearler *Ranah* took Neale back to Raratonga where he remained six years. He let drop that after he returned to Raratonga he married a Tongan woman and had two children but his return to Suvarov without her is not unusual by South Pacific standards. The native women

are pleased to have a white husband for awhile, welcome the arrival of children, and subsist comfortably on the bountiful climate without said husband.

Neale tired of Tongan civilization and decided he wanted to return to Suvarov. He occupied himself building a fine 14-ft., clinker, copper fastened, centerboard sailing boat for the lagoon. However, he ran into a problem with the Resident Commissioner who flatly refused Neale permission to take passage on any vessel that would drop him at Suvarov.

Subsequently Tom Neale became friendly with a Captain L. Smith who was cruising singlehanded around the South Pacific islands for the fun of it in his 38-ft. schooner *Tahiti*. One night they departed for Suvarov towing the new dinghy. In it were eight chickens and a rooster, tied by the legs. They had a tough passage experiencing gales and head winds for nearly two weeks. Each day they pulled the dinghy alongside to feed and water the chickens but Neale said they were a sorry sight on arrival at Suvarov. However, I can testify they have since prospered and multiplied.

Tom Neale landed on Suvarov for the second time April 18, 1960, and has been there ever since. In August that year the pearl shell divers appeared again and stayed until November. He was alone for fourteen months until the island schooner *Taire Tapo* called at the request of the Commissioner to investigate a rumor that Neale was dead. The schooner only stayed an hour and a half but the Commissioner seems reconciled at last. In fact he now pays Neale to act as an inspector and insure the divers break no conservation regulations.

The visitor previous to *Westward*, in October, 1962, was the "ham" radio transmitter, Dannie Weil, who with his wife as sole crew, cruises about the Pacific in his 50-ft- schooner *Yasme II* transmitting to other hams in the United States. This was a really social occasion as Weil stayed eighteen days, brought Neale supplies from Raratonga, but forgot his mail!

Neale likes to make long trips across the lagoon to outlying islets. On one of these expeditions a violent squall upset his boat in midlagoon and he had to cling to it for nine hours through the night while his strength waned. Hurricanes occasionally hit Suvarov. Once snapping palm trees and flying branches forced Neale to hole up in his hut with the roof anchored down until the high winds subsided.

Cochran delighted Neale with the present of a new dugout outrigger canoe which he had obtained for a bottle of gin in the Marquesas. It was too heavy to be practicable aboard the schooner but just right for the jagged coral reefs where the thin-planked dinghy might sustain injury.

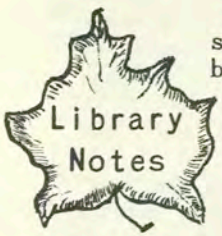
Tom Neale's unique way of life does not go unrecognized. He rummaged around in his belongings and produced a crumbling sheet of newspaper from the *Tongan Weekly News* published in 1954 which contained a long account of Suvarov and its Robinson Crusoe, and of three buried treasures found. When we arrived in the Solomon Islands we heard more of this treasure and in Sydney, Australia, on my roundabout way home, I did some brief research on the subject. Tom Neale may search for it

when not engaged in providing himself with food. He certainly has bright trained eyes. One of the boys lost the little box containing his contact lenses and Neale later found the tiny object wedged between two pieces of coral.

However, I think he is not seriously looking for it. These are his own words: "When I returned to Tonga in 1954 the Commissioner said to me, 'Neale, did you find any gold on that island?' I said to him, 'Commissioner, the only gold I found was in the sunset.'"

I am sure of one thing, he loves the sea around him, the trade wind in the palms, the changing colors of the lagoon, and the sunsets. He says he is getting old and is going back to Tonga the next time the shell divers come. I think we all had a "lump in the throat" feeling when we sailed away and Tom Neale stood on the beach waving his bright lava lava in farewell. What an island, and what a man!

Editor's Note: Mr. Parkinson's complete article in typed form, including research on the treasure, may be obtained by writing to the editor.



How large is the Mystic Seaport Library? Unfortunately statistics of growth have not been kept over past years, but a recent rough count, which we hope is approximately correct, reveals a total stock of 11,747 printed volumes, and 65,054 pieces of manuscript, including 547 manuscript logbooks. These large totals were somewhat of a surprise to us. In the future it will be our policy to keep more accurate statistics.

At the request of the Library Committee we have begun a compilation of a monthly list of accessions, which we are circulating to members of the Committee, officers of the Seaport, and interested members of the Seaport staff. We shall be glad to send it to any interested members of the Association who request it of us in writing.

Perhaps the most notable recent acquisition has been a very nearly unique small autobiographical volume by Silas E. Burrows (1794-1876) entitled *America, Japan, Russia, and the Republic of New Grenada*, apparently printed in Hamburg, Germany in 1866. We already had a small manuscript diary by him, and also his *Russia and America*, Hartford, 1865, of which our new acquisition was designed to be a continuation. The author, on his way to Russia, produced it in Hamburg by dictation when he was "attached with blindness, confined to a dark room, with two physicians in attendance, for weeks."

Burrows, who was a native of Mystic and who returned here for his last years (his house is still standing), was surely one of the most interesting figures of the area which the 19th century produced. Highly successful merchant, ship-owner, and philanthropist, his business interests carried him to New York, South America, San Francisco, China, and many other parts of the world.

(L.A. Dunton--continued from inside front cover)
having been converted into a freighting ketch, she was sought out by those who loved the sea and the traditions of the old Gloucestermen and now she has been selected for preservation at historic Mystic Seaport.

It was on the morning of March 23, 1921 that the Story Shipyard at Essex, Massachusetts, launched the *Dunton*. Designed by Thomas F. McManus and built by Arthur Story, the schooner was named for Louis A. Dunton, a sailmaker who worked at Boothbay, Maine. Her home port was Gloucester. She joined a fleet which included some of the famous racing fishing schooners of her day--the *Columbia, Henry Ford, Mayflower* and *Elsie*.

Her dimensions are impressive--length, 104 ft. 3 in.; beam, 25 feet; depth, 11 ft. 6 in.; tonnage, 134. She could carry tons of fish in her great hold. As an engineless schooner, gaff-rigged, she carried fore and main sails, two topsails and a fisherman staysail, and three head sails. Her great masts reached ninety feet into the air. Sailing to the Grand Banks, Georges or the South Channel, she soon proved her worth as a fisherman. Tending her dories she was a steady and dependable craft; hove to on a gale she rode like a duck; coming home loaded with lee rail under, she proved she could carry sail with the best of them.

The *Dunton*'s first master was Captain Felix J. Hogan, who joined with Robinson Giffon and George Nelson in the ownership of the craft. Under Captain Hogan the schooner made some excellent trips codfishing and haddocking. She was always a steady, dependable vessel, characteristic of her times and her tradition as a sailing fisherman.

With the passage of that first decade the fishing fleet became revolutionized. The trawler came to the fore, and the sleek, pole-sparred schooners had to put in engines. Gradually the purely engine-driven craft supplanted them, and when the *Gertrude F. Thebaud* was launched in 1930 it was definitely for the sake of racing as well as fishing. In 1932 the *Dunton* made several trips swordfishing. Two years later in 1934, she made her last trip as a Gloucesterman, being sold to the G. & A. Buffet Company of St. John's, Newfoundland. Under Captain Clarence Williams she sailed to the banks and later made a voyage to Lisbon, Portugal, with salt fish, returning with salt.

In 1955 the schooner was sold to E.S. Piercy of Grand Bank, Newfoundland, and four years later was purchased by John B. Foote of Grand Bank, who has used her on charter throughout the

Maritime Provinces, hauling general freight and supplies. Although registered out of St. John's, the *Dunton* has British papers, being documented for Home Trade Class 11, East Coast of Canada.

Although she is forty-two years old, the schooner does not show any signs of her age. Planked and timbered of oak, even with her reduced top-hamper, she has the look of her rugged calling which reveals the thorough workmanship of her builders. When she was converted to her present calling, some four feet of her graceful, overhanging stern was removed, a whaleback cabin built as a wheel-house, and a bowsprit removed. Her mainmast was replaced, and she was converted to a ketch-rig, but the huge Diesel engine installed became the chief motive power.

To bring the *L.A. Dunton* to Mystic Seaport and restore her will be both a challenge and opportunity to this Association. Restored to her former lines, the vessel will symbolize one of America's basic industries, and represent a tradition of the sea which still sends men out to the distant banks and provides a livelihood for New England mariners.



Miss Margaret L. Arnott, a teacher in the Yale University English teaching summer program for foreign students, brought an interesting group of thirteen young men from the sheik-dom Kuwait, Egypt, which is an independent republic of the Arab League.

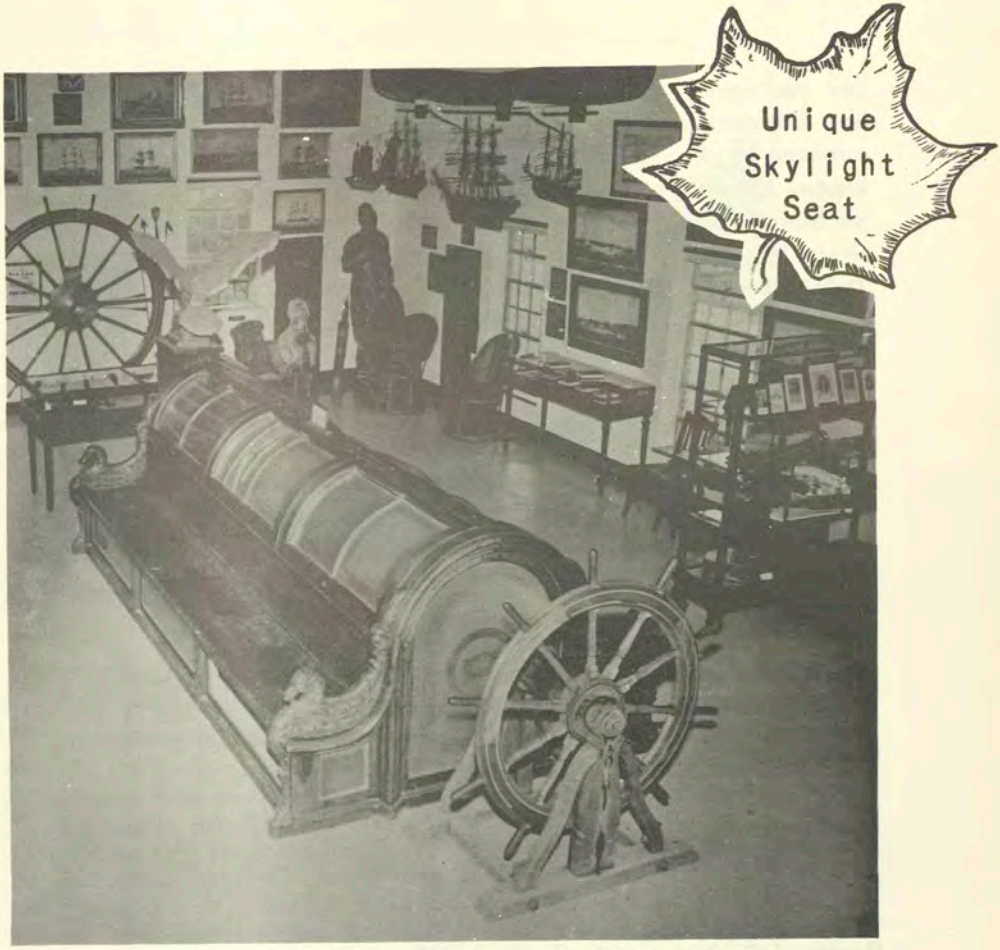
The young men had been studying English at Yale, and then were to fly to Texas to study oil drilling procedures in preparation for work they will do for three years for their government on return to Kuwait. They are from wealthy families, were greatly interested in the Museum from the oil aspects and spent considerable time talking to John Leavitt about whaling.

Ed Watson of the Education Department, their host at the Seaport, received the following typed letter:

All of us want to thank you for the nice day we had at Mystic Seaport. When we get to Texas we will remember this day as one of the best we spent in New England. We want to thank you for telling us about the customs and for taking care of us so kindly. Now we have a better understanding of the life in this country at its early beginnings.

When you come to Kuwait we will want to welcome you because we learned that you know about us. Not all Americans do. Thank you very much for what you did for us. Very sincerely,

and then the written signatures of: Musiaad Al Fuzan, Mohammad A. Mohammad, Bader Al Shatti, Abdulaziz A. Al Mashan, Jasem A. Al Toorah, Khalid Najjar, M.A. Al Araiban, K. Mokezeem, I. Shaheen and M. Nasralah.



Many visitors to the Wendell Room ask for information on the large wooden skylight, with its glass panels, which occupies the center of the room. This massive relic, with its finely carved seat-end pieces, came from the steamship *Rotomahana*, which plied between Melbourne, New Zealand and Sydney, Australia, and was presented to our Marine Historical Association in 1939 by the Shiplovers Society of Melbourne, through Herbert Peabody Dickens, its President. Among the famous people who once sat on the teak-wood seats were Samuel Clemens (Mark Twain) and Madame Melba.

The steamer was built in Dumbarton, England, by Denny & Brothers in 1878. She was a handsome vessel, small by modern steamer standards, being 298 ft. long, 35 ft. in beam, and drawing 23 ft. Her two masts and funnel were well raked, and she had a clipper bow and fine figurehead of the Maori queen for whom

she was named. Like most steamers of her time, she had yards on her foremast and was fore-and-aft rigged on her mizzen. She was powered by a compound steam engine and was capable of fifteen knots. Leaving London on August 8, 1879 she made a record passage to New Zealand where she arrived on October 1. Built for the Union Steamship Company, the *Rotomahana* quickly established a reputation as the finest and fastest passenger ship of her size in New Zealand and Australian waters and was for many years the most popular vessel in the inter-colonial service.

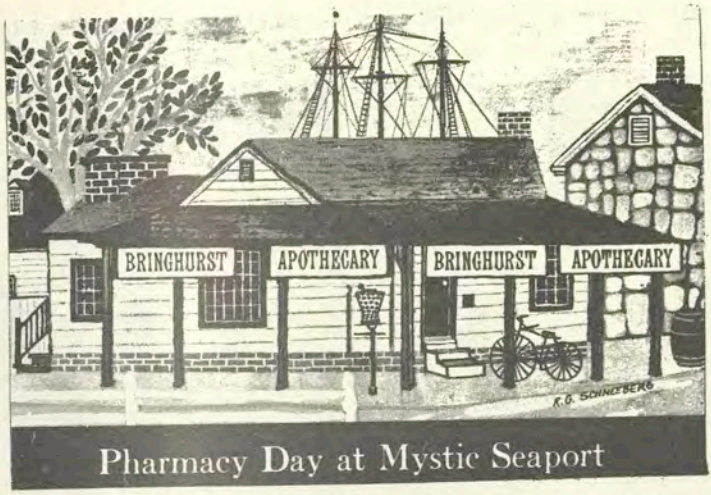
After completing more than forty years of continual service, the *Rotomahana* was withdrawn and laid up at Melbourne in 1921. Four years later she passed into the hands of shipbreakers. Her figurehead is said to be still in existence in New Zealand, but perhaps the largest single piece still extant is that at Mystic Seaport. Thus, it serves as a fitting link of the age of steam and sail as well as a token of New England's ties with the "Land Down Under".



As one enters the main room of the Stillman Building, among items which attract immediate attention are two small cannon. These were presented a number of years ago by Edwin Pugsley of New Haven, one of our long-time trustees, who, in 1907, found them at Lockport, Nova Scotia being used as ballast for schooners. To the right of the doorway is a carronade of the type cast in Scotland and introduced during the Revolutionary War, probably from a British privateer which preyed on American commerce. On the left is a six-pounder of the same vintage. Mr. Pugsley exchanged regular ballast for the cannon and shipped them to New Haven, from thence they came to Mystic as some of our early acquisitions in this field.

Another item on display in this room has prompted numerous queries from our visitors. It is called a Sympiesometer, and is a combination of barometer and thermometer, contained in a beautifully carved wooden case.

The Apothecary Shop has an exhibit piece with an interesting history. This is a pill roller, rectangular in shape, with a corrugated brass strip set to the top of solid walnut base, across which is drawn a similar brass strip on a walnut top, with a handle set on either side. By inserting the paste, like a pie crust, the pills are rolled out by drawing the top section across the bottom, with brass guides to hold the sections firmly together. This interesting piece was presented by Mrs. Lillian G. Walsh of North Kingstown, Rhode Island, whose grandmother, Mrs. Mary Goff of Providence, at the age of 11 often rolled out pills for her father, Dr. Benjamin Monroe, a well-known physician in his day. Mrs. Goff, incidentally, lived to be 103 years old.



This attractive drawing was used on the program, postcards, and the cover of the little souvenir box.

Nearly one thousand pharmacists and physicians with their families were guests of Mystic Seaport and Smith Kline & French Laboratories of Philadelphia, on Wednesday, August 15. Gathered under a gaily colored tent, the group helped to commemorate the tenth anniversary of the establishment of the Bringhurst Apothecary Shop.

Dignitaries of the pharmaceutical profession were on hand, including Dean Harold G. Hewitt of the University of Connecticut's School of Pharmacy who presided; Carl Raiser, assistant to the President of Smith Kline & French; Dr. George E. Osborne, Head of the University of Rhode Island's Pharmacy Department, who gave the address of the day, and Edward W. Gaskell, retired Mystic pharmacist, who is one of the oldest in his field.

Representatives were present from the American Pharmaceutical Association and the National Association of Retail Druggists.

Other guests introduced included Mrs. Lorraine P. Karsh, who gave to the pharmaceutical display a collection of historical items assembled by her late husband, a pharmacist of Philadelphia, and Miss Helena Penrose, an antique collector who discovered the priceless Bringhurst collection. Miss Valda Gittoes, an attractive young pharmacist from Sidney, Australia, was also introduced by the master of ceremonies.

Franklin Cole, president of the Marine Historical Association, welcomed the gathering. A group of G.S. Mariners from the *Joseph Conrad* sang sea chanteys to conclude.

A miniature mortar and pestle, that symbol of the old-time apothecary, was given to each guest as a souvenir.



Pictured above, Seaport Volunteers present a souvenir to Mr. Howard Dodd, trustee of the Davella Mills Foundation, whose donations provided part of the funds for the building which houses the famous collection.

The history of the Bringhurst Apothecary Shop and its role at Mystic Seaport were described by Dr. George E. Osborne. Dr. Osborne's address, in part, stated:

Dr. Joseph Bringhurst Jr., a Philadelphia physician, had fled the yellow fever epidemic that raged through that city in the summer and fall of 1793, and arriving in Wilmington, he found that the only drug store, which was operated by a woman, was insufficient to meet the health needs of Wilmington of that day. He established the Bringhurst Apothecary Shop, which he and his descendants operated at 317 Market Street for nearly 150 years.

In addition to practicing medicine and pharmacy, Joseph Bringhurst became the first postmaster at Wilmington under the organization of the mail service in the new republic of the United States. Among his intimate friends was John Dickinson, who knew Thomas Jefferson, and it is likely that Jefferson himself advocated the appointment of the pioneer Wilmington pharmacist to this post. It is probable also that the old apothecary

shop was the first "post office" in Wilmington, because this was fifty years before postage stamps came into use; at that time postmasters carried the mails in their hats, or kept them in some safe place in their homes or places of business, delivering them when the postal charge, varying from five to twenty cents, was paid by the addressee. Another of Dr. Bringhurst's friends was Robert Fulton, inventor of the steamboat; a photocopy of a painting of Joseph Bringhurst as a young man, done by Fulton himself, once hung in the apothecary shop.

The Shop flourished through the first half of the nineteenth century, as is indicated by advertisements in various current issues of the *Delaware Gazette*, one of which is on display in the shop. The furnishings, which were later to become the nucleus of the Mystic Seaport exhibit, belong mainly to this period (1800-1850). Although the shop remained in the Bringhurst family during a century and a half, the fittings were not in constant use the whole of that time. As times had changed and fashions in pharmacies had changed with them, practically all of the equipment of the very old shop was placed in storage in a room on an upper floor of the store building. There it lay, surprisingly well preserved, until the fall of 1939, when Henry R. Bringhurst Jr., a descendant of the founder, sold out the store, the building, and its contents. The new owner, cleaning up the garret, decided to junk the old fixtures, equipment, and containers; and he had called in a porter to cart them away, when they were rescued in a most extraordinary way.

Two New York antiquarians, Miss Helena Penrose and Jack Edgette, while on a collecting expedition in Philadelphia, chanced upon two tin lidded, hand-blown glass bottles which they recognized were of a period prior to 1840. Hoping to acquire others, they traced the bottles to Wilmington. The antique market there yielded nothing; however, on the fourth day of their search Miss Penrose and her partner were attracted by the tinkling of bells on a junkman's pushcart. On the cart, atop a heap of old clothes, lay duplicates of the Philadelphia bottles. They asked the junkman if he had more like them. He led them to a refuse pile where the porter was dumping dozens of the bottles, together with yellowed prescription books and old pill boxes, onto the heap. Pursuing their find further, the collectors followed the porter to the former Bringhurst shop, where they reclaimed everything that was left, including 383 glass bottles, a diamond-pane show window (since lost), and a weatherbeaten metal sign with a naive painting of the Good Samaritan and the inscription "J. Bringhurst" on it.

Miss Penrose transplanted her discoveries to New York where she and Mr. Edgette were working on the re-creation of a Colonial American village in a spacious basement under Third Avenue, between 55th and 56th streets. There the Apothecary Shop took its place alongside a New England kitchen, toy booths, an uncompleted cobbler's shop, and a Colonial merry-go-round. The Second World War and Mr. Edgette's death interfered with completion of the project, and in 1947, the apothecary shop was sold to Smith Kline & French, who intended using it as the beginning of an industrial museum in their laboratories then under construction.

During the next few years the Bringhurst Collection was on exhibit at various places and finally put on permanent display at Smith Kline &

French. In 1952 it was transferred to a new building erected on Seaport Street and in August, 1953, it was formally presented to The Marine Historical Association.

At the time the exhibit was opened in 1953 there were no attendants in any of the buildings at the Seaport and a glass barrier running the length of the shop provided security for the display. Cases outside the barrier were locked. By 1955 the number of exhibits at the Seaport had increased to a point where a program of "activation" was indicated. Custodians for each building were appointed to lend life and realism to the displays, to point out items of particular interest to the ever-growing number of visitors, and to contribute information on the history of the collections and their relation to the story being told at the Seaport.

The year 1960-1961 was a memorable one in the history of the Bringhurst Apothecary Shop. Pursuant to a reorganization of Seaport exhibits, concentrating those that depict activities in the daily life of the villagers along Village Street and those to do with their sea life along Seaport Street, the building with its contents was moved to its present spot. The S.K.F. Foundation became interested in the possibility of refurbishing the old building and expanding the display to include a Doctor's Office and Waiting Room. The Karsh collection, consisting chiefly of glass containers and show globes, was given to the Foundation for presentation to the Seaport to supplement the Bringhurst items.

Plans approved for the new unit called for the erection of a Doctor's Office and Waiting Room to the rear of the apothecary shop, connecting through a door off the Waiting Room. This was completed in 1962 and a system of new lighting installed for the shop itself, both natural and artificial, and refinishing of the woodwork to match that in the new rooms.

The Waiting Room and Doctor's Office are dedicated to the memory of Dr. Alice Sheldon, a ship's physician, whose friends donated money for the decoration and furnishing of the new rooms, formally opened to the public on June 17, 1962. Prominent in the Doctor's office is the huge desk, once owned by a Mystic physician, so built that books and papers, drugs and equipment could all be stored in its variously sized and shaped pigeon holes.

It is no little contribution that the S.K.F. Foundation has made to American history by maintaining these fine collections. This unit is one of the important restorations depicting pharmacy and medicine in the early history of the United States, and Mystic Seaport provides a brilliant setting for it.

Mrs. John B. Findlay of Stonington has presented a photograph of her father, Edward E. Bradley, as a young man, colored in chalk and charcoal and signed "Campbell". This is an excellent acquisition because Mr. Bradley was one of the three founders of our Association and this is the only portrait photograph we have of him as a young man.

Costumes for Activists

The need for costumes at Mystic Seaport has been recognized by most everyone for a long time. The thought originated with activation and the purpose of costumes is to better portray a way of life that existed in the days of sail.



It was not long before dresses for the ladies in the Greenman and Buckingham Houses were made.

In the fall of 1962 it was decided we would costume the men in the Village Street. Research began and several sessions between the Education and Curatorial Departments decided on the type and material. Mr. Brooks contacted Frank Crawford, one of our members who is with the Rogers Peet Company in New York and they made the costumes.

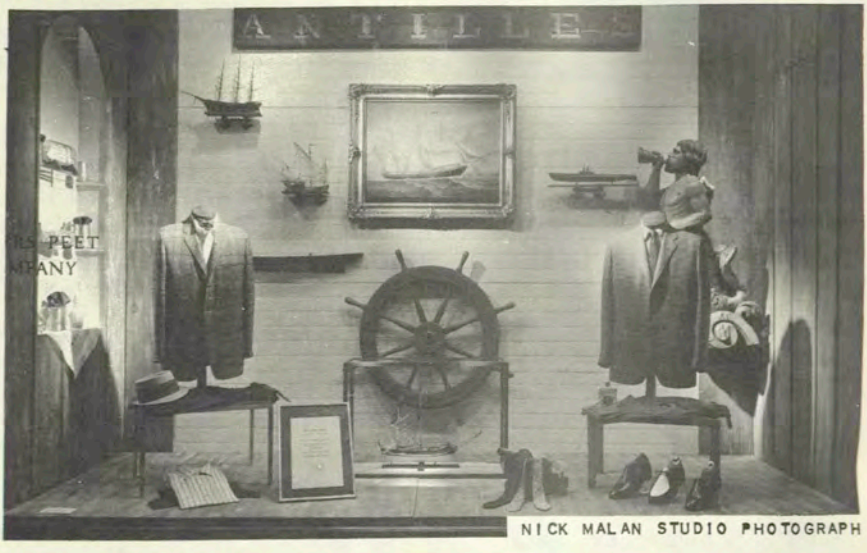
F. Schumacher & Company donated material for the brocaded vests.



The next was hats. Mr. Hatfield wrote to the John B. Stetson Hat Company in Philadelphia seeking information on types and styles of the period.



Through the generosity of David H. Harshaw, President (*right*) and N. Thompson Hooper, Vice President, we have received as a gift over twenty Stetson hats of the period of 1850.



NICK MALAN STUDIO PHOTOGRAPH

The Rogers Peet Company used ship models and other items from Mystic Seaport in their windows in New York, the loan being a partial "Thank You" from the Seaport.

Special Events

Although many groups visited this summer, major events held during July and August are, we believe, of interest to our members.



Under an improvised sounding board, constructed like a sprit-sail, under the bowsprit of the venerable *Charles W. Morgan*, the Hartford Festival of Music Orchestra and Chorus presented the second Symphony at the Seaport on Saturday, July 27. A large crowd of members, friends and visitors enjoyed the experience of listening to classical music under a star-filled summer night sky, with weather conditions ideal for such an enterprise.

Sponsored by The Marine Historical Association and the Mystic Rotary Club the concert was conducted under the direction of Robert Brawley. The program opened with the overture to "The Barber of Seville." Opening number for the Festival Chorus of thirty voices was Bach's motet "Sing Ye To The Lord." Other numbers by the orchestra were Mozart's "Serenade No. 6 in D Major" and Haydn's "Symphony No. 88." The concert closed with Brahm's "Liebeslieder Waltzes" with orchestra and chorus, Sandra Wruble, soprano, the soloist.

The hard work and loyalty of the Seaport staff who physically performed wonders in setting up for the affair was an outstanding contribution in itself. The joint efforts "on stage" and "back stage" made the occasion an outstanding event.



For the last several years the students of the Connecticut College School of the Dance have held a picnic on the grounds. This year about 200 gathered on August 4th.



About 350 members of the first year men of the corps of cadets from the U.S. Coast Guard Academy were guests of the Seaport on August 5th. This annual visit is usually a part of the Coast Guard's anniversary celebration.



For the past several years the Newcomen Society in North America have held their summer Connecticut reception and luncheon at Mystic Seaport. Shown above is a picture taken at this year's reception. 380 business executives and professional men attended.



The fifth annual square dance on the Parade Dock attracted a record (over 200) number of dancers from Connecticut, Rhode Island and Massachusetts on the evening of August 16th. On hand to watch the spectacle involving as many as twenty sets dancing on the dock at one time (others danced on grass area) was a large group of spectators.



Perhaps the most unusual special event was a reception and clam bake on August 27th. 448 members of the 4th International Congress on Rheology, including their families, came to Mystic from Brown University in Providence, Rhode Island for a day's outing.

The group included scientists from sixteen countries and flags were flown in their honor. They all enjoyed a typical New England Clam Bake prepared by specialists in that line from Maine. The 22-piece Norwich Civic Band played familiar international selections throughout the meal.







The middle of July, Marion Dickerman, Consultant to the Educational Department, returned from a six weeks trip to England and Denmark. She visited Claverton Manor, the new American Museum at Bath; the National Maritime Museum at Greenwich and the famous clipper, *Cutty Sark*; a fascinating pageantry production at the Tower of London; the Folk's Village in Aarhus, a well-known fishing port on the North Sea; the Rebildfesten--the Danish-American Celebration of our July 4th in the Rebild National Park; the Hans Christian Andersen Museum at Odense and Roskilde, the site of the museum where the Viking ships will be shown.

Among other interesting experiences of Miss Dickerman were the Coronation Day Service at Westminster Abbey; tea in the House of Lords with an old friend; luncheon with Viscount and Lady Cunningham and a tour of the ruins of the Bishop's Palace which are on their estate, as well as a visit to two schools and a chance to talk with some of their boys.

From Miss Dickerman's "log" of her trip we have the following excerpts of her visit to the last of the clipper ships, the *Cutty Sark*, at Greenwich:

It was a beautiful summer morning. London was gay with its flower beds and window boxes. The sun was warm and there was a gentle breeze on the River Thames. From the Westminster Pier we took a motor launch down the river, leaving the Houses of Parliament and Big Ben behind, passing among other places the Tower of London, reminiscent of much of England's history. Then we came to the dock area where a multitude of cranes were busy loading and unloading ships from distant lands. Soon Greenwich came into sight and here, towering over all, were the great masts of the *Cutty Sark*. This beautiful old clipper is in a way to Greenwich what the *Charles W. Morgan* is to Mystic--the epitome of that great age of sail. The masts, in each case, are the first to arrest the eye of the visitor.

This lovely ship was built in 1869, the same year that Donald McKay launched his famous *Glory of the Seas*. It was a year of great optimism, for the tea trade with China was at its height and the first ship home for the London market with the season's earliest crop commanded the highest price for its cargo. No cost or

pains had been spared in the planning and building of the *Cutty Sark*. Nothing but the best was to go in her--iron for her frames and the very best of timber for her planking and perfect teak for her decks.

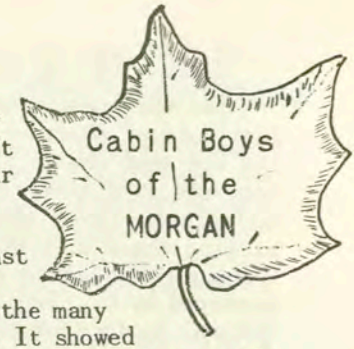
On February 16, 1870 she sailed on her maiden voyage from London to Shanghai. Though not recognized at the time, the days of the sailing ship in the tea trade were numbered for on November 16, 1869 the Suez Canal had been opened, thus affording steam ships a shorter route through the Mediterranean and the Canal, while the China clippers still had to go by way of the Cape of Good Hope. The supremacy of the clippers was short but during the twenty years that it lasted the fastest and most perfect sailing ships of all time were developed. About 1880 it was realized there was no future for the sailing ship in the tea trade and she turned to carrying wool from Australia.

In 1881, Captain Richard Woodget who had gone to sea as a hand in the East Coast coasters, was put in command. Woodget had learned not only to get the best out of his ship but also out of his men. It was said of him that he would never set a man to do a thing he could not do himself.

Valiantly the owner and the skipper tried to make the *Cutty Sark* pay her way. She achieved records that made her the *Queen Elizabeth* of the wood-clipper race but the odds were all with the steamers. On March 26, 1895 she docked in London with a record cargo of Australian wool and Captain Woodget learned the ship was sold to the Ferreira Brothers of Lisbon, who changed her name to their own. Again sold, she bore the name *Maria do Amparo*. Seriously dismasted she was rerigged as a barquentine and sailed unscathed, carrying what cargo she could, through the First World War.

In 1922 a British shipmaster, Captain Wilfred Dowman purchased and restored her and used her as a training ship for boys. He wanted to again send her off to sea under full sail but died before this could be accomplished.

In 1952 the *Cutty Sark* Preservation Society was formed to preserve as a national monument this valiant little ship. Today, rerigged as on her maiden voyage she is cradled in a dry dock made for her at Greenwich.



The September issue of *Holiday* magazine had a full-page photograph in color of four men posed with whaling gear and craft in front of the *Morgan*'s bow. This particular photo was taken on May 3 and featured three of the *Morgan*'s former cabin boys, together with William Durant, the man who made the last full suit of sails for the *Morgan*.

While the photographer used only one of the many pictures, the one selected was a good study. It showed William Boyce, Julian Grace and Joseph Stephenson--the three cabin boys--and Mr. Durant, in attire somewhat like the clothing used in their days as embryo whalemen.

William Boyce went aboard the *Morgan* in 1911 at the age of fifteen and served as cabin boy under Captain Charles S. Church. He described him as a quiet man, with a good sense of humor. Mrs. Church lived aboard the ship and was able to work out navigational sights with her husband.

Julian Grace was fourteen years old when he signed on as cabin boy. The *Morgan* had stopped at St. Vincent island in the Cape de Verde group and Captain Benjamin Cleveland was induced by the boy's uncle to sign him on. The ship made a voyage to Desolation Island for sea-elephant oil, returning to New Bedford safely despite the submarine menace along the coast.

James Stephenson's service as cabin boy was from July 1918 through September 1919. The master of the *Morgan* for that voyage was Captain Joseph F. Edwards. It was a good voyage, over 1200 barrels of oil being obtained. The owner of the ship at that time was Captain John A. Cook of Provincetown, but the vessel sailed from New Bedford for the Western Island grounds.

William Durant, sail-maker, whose loft is still active on Merrill's Wharf, made the last suit of sails for the *Morgan*. His story will be remembered as having appeared in an issue of the *Log*. (Volume 14 No. 1) Despite his years, Mr. Durant maintains his daily direction of his loft, although most of his work today, he remarks, has to do with canvas rather than sails for square-riggers as in the past.

Reginald Hegarty, who also was on hand for the photography, went aboard the *Morgan* in the open sea. One day off the coast of Africa the ship in which his father was master--the *Sullivan*--spoke the *Morgan* and he went aboard during the gam. At that time he met Mr. Boyce, the cabin boy. The two had not met in the half-century interim.

The Quincy, Mass. *Patriot Ledger* of July 6 had a feature article on old ships "stored in basements and museums across nation" with mention of our ships and a picture of the *Joseph Conrad*.



For the ninth consecutive year the Munson Institute of American Maritime History conducted its six-week course at Mystic Seaport. The 1963 term ran from July 1 through August 8. Through our affiliation with the University of Connecticut, students completing the course were awarded six credits. Dr. Robert B. Albion, Gardiner Professor of Oceanic History of Harvard University, assisted by Dr. John H. Kemble of Pomona College, Claremont, California, again were the course leaders, and during the weeks the following served as guest lecturers:

Benjamin Labaree, Associate Professor of History and Dean of the College, Williams College, Williamstown, Mass.

Dr. Peter Schroeder, Professor of History, University of Connecticut

Dr. Archibald R. Lewis, Professor of History, University of Texas

Dr. James Baughman, Professor of Economics, Harvard School of Business

William Ewen, Past President of the Steamship Historical Society of America; Trustee of the Marine Historical Association

Herbert L. Seward, Professor Emeritus, Yale School of Engineering; member of our Educational Advisory Committee

Bernard L. Gordon, Professor of Natural Science, Northeastern University, Boston

Wilson L. Heflin, Professor of English and History, U.S. Naval Academy

Lane C. Kendall, Commercial Shipping Advisor, Military Sea Transportation Service, Navy Department

Dr. Edward W. Sloan III, Department of History, Trinity College

Melville H. Jackson, Division of Naval History, Smithsonian Institution

On the final day of the course certificates were presented by Dr. Albion and Dr. Kemble at the concluding ceremonies held in the Navy Room. Remarks were also made by Curator Stackpole who has served as Director of the Institute since its inception in 1955.

Those taking the course were: Commander Jack Crandall, instructor in history at the U.S. Naval Academy; Mary M. Hayes, Lee, Mass., teacher; James N.J. Henwood, Havertown, Penn., teacher; Charles W. Petersen, Portland, Maine, teacher; Sidney L. Peller, New York City, teacher; George B. Sherman, Riverside, Conn., teacher; Richard A. Smith Jr., student at Trinity College; Elaine G. Succurto, Trumbull, Conn., teacher; Elizabeth A. Ward, Pawcatuck, Conn., teacher; Nancy L. Zissell, Trumbull, Conn., teacher; David C. Switzer, graduate studies at University of Connecticut; Carol Cheney, student at Sarah Lawrence College; Charles R. Schultz, Keeper of Manuscripts, Stillman Library, Mystic Seaport, and Theodate H. Soule, Stonington, Conn., retired.

Variable Winds

Robert O. Decker, who spent the summer of 1961 as a student in our Munson Institute regular course and in 1962 took the advanced or Seminar Course, has been promoted to assistant professor of history at Central Connecticut State College in New Britain, Connecticut.

Some items which fit in well with our exhibit houses have recently been donated. Mrs. John Porter presented a lady's parasol of black lace decorated with green taffeta, with whale bone handle and tip. Mrs. Hazel Davis gave us a large black cotton shawl and a lace scarf, a corset with scalloped top edge, a cotton slip and black sateen apron. Mrs. Ella W.K. Spring and her sister Miss Marguerite W. King, presented a Majolica bowl, potpourri jar, hand-crocheted table cover, China vases and other household items to go with the formerly presented material for the Edwards House.

It is good to note here that the hand-hooked rug in the front room of Edwards House, with its bright vegetable dye colors, was recently restored by Mrs. Ruth Palmer of our Seaport staff, and has been a favorite conversation piece by hundreds of appreciative visitors.

A radio show titled "Americana" featuring Mystic Seaport, was presented by WTIC of Hartford on August 21 and 22. The station sent its producer and technicians here on August 10 where taped interviews were made with General Manager Brooks; Curator Stackpole and assistants Kleinschmidt and Lane; Director Damm of Education, Captain McGowan of the *Conrad* and Professor Keator of the Planetarium.

Captain McGowan was also a participant on the afternoon TV "To Tell the Truth"--he was not the well-known hunter!

The silver punch ladle on display in our Nelson Collection was featured in the column "Antiques" in the *New York World Telegram* on July 19.

A feature article "Preserving Our American Heritage" by Bill Brennan, appeared in the issue of the *Indianapolis Star* magazine for Sunday, August 11. Well-written, with excellent photographs, the text described the growth of Mystic Seaport. Brought out were certain ties of Mystic with Indiana, notably the relationship of the P.R. Mallory Company in Indianapolis, Philip R. Mallory, former President and now Chairman of the Board of Trustees, and the University of Indiana's film, *New England Sea Community* made at Mystic Seaport.

Frank O. Braynard, now with the Moran Towing Company in New York, has written a book *The Elegant Steamship*, published by the University of Georgia Press. It is a definitive story of the first trans-Atlantic steamer *Savannah*, and is a well-written, fully documented account of an epochal voyage.

Curator Stackpole was the speaker of the evening at the Swain School of Design during the New Bedford Annual Festival on August 9. His talk was on "A Painted Ship on a Painted Ocean" and stressed the maritime traditions of the Whaling City. A number of Mystic Seaport's paintings were on display during the two weeks of the Swain School's special exhibition. The Peabody Museum in Salem and the New Bedford Museum also loaned items for the excellent show arranged by Director David Loeffler Smith.

Mystic Seaport is not the only one having growing pains. The Corning Glass Center on a Wednesday, August 21, entertained 14,399 visitors and Dr. James Brown, director of the museum, in a conversation with Mr. Brooks said that it was virtually "wall to wall people".

Mr. and Mrs. Harold L. Peterson of Arlington, Virginia were visitors late in July. Mr. Peterson is one of our country's leading experts on firearms and was an interested viewer of our new exhibit of whaling guns in our Whaling Room.

The Mystic-Noank Library reported a junior round-the-world reading program had 101 youngsters registered and that all who read and report on at least 32 books will be taken on a tour of the Seaport at the end of the summer.

Captain Elwell B. Thomas, now of Fort Lauderdale, Fla. dropped in during August. Formerly proprietor of a boat yard in Stonington, Captain Thomas is one of the few members who have been in the Association for more than twenty years. In Florida he operates a marine company specializing in commercial towing. His 47-foot diesel-powered tugboat *Escort* is kept busy throughout the year, mostly in Florida waters.

Mrs. Brower Hewitt has contributed a small table stand for flowers in Fishtown Chapel.

Edward H. Deltus Jr., Director of the Monmouth County Historical Association, Freehold, New Jersey, spent the day of August 11 here.

Mrs. Richard Harrington and Mrs. Edward Holt made 24 period neckties for men activists. Mrs. Harrington also made three skull caps for the apothecaries.

It is with regret we note the deaths of Dr. Charles Seymour, Honorary Chairman of our Educational Advisory Committee, and George Emlen Roosevelt of the Advisory Committee.

Mr. and Mrs. Mel Miller of Sarasota, Florida were visitors over the Labor Day weekend. Mr. Miller is the Curator of the Ringling Museum of Art, owned by the State of Florida and maintained at the Ringling residence. Mr. Miller noted that the famous Circus Museum there has a number of similarities to our Rigging Loft and Sail Loft, since the use of rope, blocks and canvas are common to all three.

Captain Dale Mayberry U.S.N. and Mrs. Mayberry enjoyed a day here late in August. Captain Mayberry is the recently appointed Director of the Naval Museum of the U.S. Naval Academy at Annapolis, Maryland.

The Education Department is offering a new series, "Film Classics of the Sea", in addition to the usual Adventure Series. The program will illustrate how the maritime tradition of the United States has been preserved in motion pictures for the past four decades.

Knowing of our need for authentic material for furnishing our several exhibit houses, Mr. and Mrs. Arthur Hutchinson brought with them on August 22 a patchwork quilt featuring a Star of Bethlehem design and a child's cotton quilt of turkey red and white squares. Nearly a century old, and in perfect condition, these were presented in memory of Mrs. Hutchinson's great-grandmother, Mrs. Sumner Nash of Cherryfield, Maine.

As a matter of co-incidence, some of the *Morgan*'s new deck knees also came from Cherryfield.

Mrs. Lynn Gratiot (for whose assistance with our Weaving Shop we are most appreciative) has just returned from a visit to three New York State museums. She was interested in the weaving operations at Smith's Clove Museum in Monroe, Cooperstown Farmer's Museum, and the Shaker Museum at Old Chatham. At the Shaker Museum the director gave her a swatch that was woven between 1830 and 1850 which is practically identical to material used by Rogers Peet Company for the coats being worn by our men in the activation section.

Did you read the review of Mr. Stackpole's new book *Nantucket Rebel* in the *New York Times* of September 1?

On August 30 and 31 Charles Jonas was here with his family aboard their yacht and liked the Planetarium show so much he attended six times during the two days!

The order has been placed for three 6-inch reflecting telescopes for the Planetarium, a gift from Wilbur M. Raninowitz.

The 2,000,000 visitor during the past ten years was Theodore Palen of Randallstown, Maryland. He was accompanied by his wife, her mother and a friend. They were greeted by Mr. Brooks and Assistant Curator Kleinschmidt and were guests of the Association for the day. Each received a gift as a memento of the occasion.

Ship's knees come from that part of the hackmatack tree where the trunk meets the root. They are naturally shaped and massive to endure the stresses and strains of heavy seas.

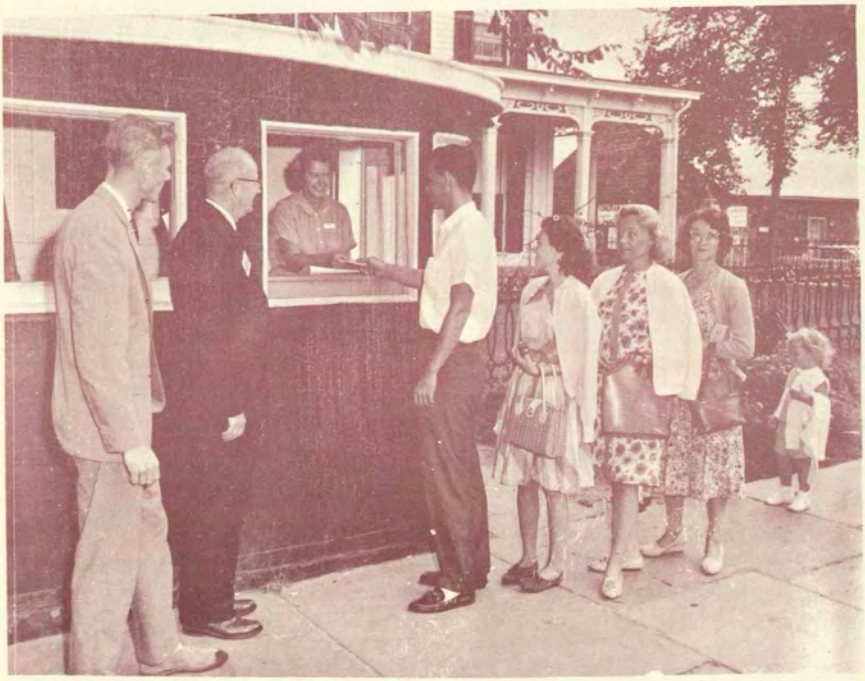
An item titled "Mystic Hams" in the Dubuque, Iowa *Telegraph-Herald* of August 27 showed Lester J. Streinz in front of our Smoke House because of the sign "Dubuque's Smoked Hams and Bacon".



Mail me your check and names and addresses of your friends. I'll do the rest for your gift of a membership in this Association!

Mystic Seaport
Marine Historical Association, Inc.
Mystic Connecticut

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The 2,000,000th visitor in the last ten years at the gate house.

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