The Log of Mystic Seaport





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The Log OF MYSTIC SEAPORT

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Our Cover

Drawing by John F. Leavitt

The whaling schooner *Era* was built in Boston, Massachusetts, in 1847 and was originally a coastwise packet. Her sturdy construction attracted the attention of Moses Darrow of New London, Connecticut, who purchased her in 1864 and sent her to the Arctic under Captain Bellows for two successive voyages until Williams & Barns bought her in 1866 and Captain Tyson took her to Cumberland Sound on her next two voyages.

Sold to C.A. Williams she made her fast voyage into Hudson Bay in 1877 under Captain Miner, and continued to visit that part of the Arctic for the next twenty-eight years with Captains Spicer, Clisby and Comer in command. She was New London's only whaler for a decade and in 1895 she was sold to New Bedford, and Captain George Comer was her master on regular voyages to Hudson Bay until she was wrecked in 1906 on another voyage north.

Our cover shows her frozen in for the winter--a regular part of her experience in her whaling career in Repulse Bay.

Christmas at Mystic Seaport

A festival atmosphere prevailed on Sunday afternoon, December 15, for the opening of the holiday season at Mystic Seaport.

Several community groups participated, in their various ways, and their wholehearted and co-operative support combined to the success of the entire season which continued through January 1st.

Children in the elementary schools—Broadway in Mystic and the Old Mystic School—made Christmas tree decorations of the mid-nineteenth century period, and decorated the cedar trees in Greenman and Edwards Houses.



Mystic Garden Club members, always most generous with floral arrangements throughout the year, arranged greens in the several houses and in Schaefer's Spouter Tavern.

Several residents of the area contributed large Christmas trees that were placed in the circle in front of Aloha Meeting House, under the bow of the *Charles W. Morgan*, and "down on the point". These were decorated with colored lights. Local tree specialists offered their services for cutting and handling these trees, and were aided by truckers who furnished hauling equipment. Police of the Groton Town and Borough and Town of Stonington pro-

vided cruiser escort for safe delivery through traffic. Smaller trees were donated for the mast tops of the principal exhibit ships.

Choirs from area churches joined with members of the former Mystic Choral Club and Norwich Choral Society to become the combined choir for the Carol Sing.

The Brass and Wood Wind Ensemble, a unit of the Norwich Civic Band, played an hour-long concert of Christmas music in Aloha Meeting House which was amplified outdoors. This was a contribution of the Music Performance Trust Fund of the Recording Industries through Local 285, AFM.



A group of colorfully-garbed local carollers with clarinet and trumpet accompaniment, after a ride through town on the horse-drawn Shattuck barge--"singing all the way"--disembarked at the Seaport and strolled about the grounds, stopping here and there to sing carols to concentrations of visitors . . . .



. . . . and concentrations of visitors there were, for during the day between three and four thousand passed through the gates to see a "New England Christmas of a century ago".

"Star of Bethlehem", the Planetarium Christmas presentation, required additional performances beyond those scheduled. At one point the Planetarium lobby was filled to capacity waiting for the next show.

In the Buckingham House mulled cider was served to visitors through the holiday season, and as an additional lure, though samples were not offered, numerous Christmas goodies were on display, and recipe books were given for the asking. All of the foods were made by Seaport friends in the community.

As an added event of the day, crew members from one of the Polaris submarines stationed in Groton, had an all-afternoon Christmas party for fifty children from St. John's in Deep River, and another group of about one hundred young sailors from the U.S. Submarine Base visited for the afternoon and participated in the Carol Sing.







Robert Rounseville, nationally known American tenor, and friend of the Seaport, was soloist for the Carol Sing which attracted between 1500 and 2000 people. Lois Chesebrough of the staff accompanied him and the carollers at the organ placed in the Stillman Building entrance. Byron Hatfield, Director of Activation, led the singing.



At dusk on December 15 the Seaport Street and ships were floodlighted, candles in the windows and street lamps glowed on a covering of snow. The temperature dropped to a frigid 10° above zero and there was a biting wind out of the north.

These are all memories now, but memories that fill the heart with a spirit of gratitude--gratitude to friends and neighbors, to trustees of the Association, colleagues on the staff--but primarily a gratitude to members of the Association *for providing* Mystic Seaport, once again the focal point for a manifestation of community spirit.

Alma Eshenfelder

Valuable Glass

Within a few weeks we have acquired a collection of both local and continental importance, to be known as the Captain George Comer Collection. It consists of some two hundred glass negatives, most of which are 4 x 5 inches in size, which were made aboard the whaling schooner *Era* in the upper regions of Hudson Bay during the years 1897 through 1905 by the veteran whaleman Captain George Comer of East Haddam, Connecticut. The photographs include views of the schooner leaving port, being frozen in near Southampton Island with whaleboats hauled out on the ice, Eskimos living in huts close by, hunting parties, etc.

Captain Comer was a self-trained scientist. Starting out as an orphan, a farm boy who found his way to sea and worked from greenhorn to shipmaster, he became deeply interested in the Eskimos of northern Hudson Bay. He studied them, their way of life, costumes, tribal culture, religion, and became so well versed that the ethnological department of the Museum of Natural History in New York, recognizing his knowledge, came to accept his studies and reports as a part of their records.

The glass negatives present the range of Eskimo life in this region at the end of the nineteenth century. Captain Comer used one of the cabins below in the *Era* as his dark room and despite the natural drawbacks managed to process a variety of photographs. The views are historically invaluable. Fortunately, our manuscript collections include the logbooks of the *Era* for the years covered by the negatives, so they can be documented within a reasonable length of the time element.

In recent years the Canadian Archives at Ottawa has been engaged in extensive research of the Eskimo life in the Canadian Arctic's wide expanse. Members of the department have expressed considerable interest in the discovery of the Comer Collection.

It was made possible through H.H. Kynett, one of our longtime Trustees, who provided funds for its purchase.

Alan Moorehead, distinguished British historian and author, visited on November 11 and remained over the next day. He found the ships and small craft particularly interesting and called the "entire place a splendid project, worthy of the support of all who love the sea."

From a Sailing Friend

M.H.A. member Burl Ives, the well-known folklorist, singer and actor, and Mrs. Ives, have presented a number of items, collected all over the world, for our various collections. Among these are a pair of carved figures from an ancient French or English ship, which Mr. Ives found in a Liverpool ship chandlery a number of years ago; models of Arabian dhows from Mombassa; models of Maori dugout canoes and paddles from New Zealand; a set of forty-one U.S. battleship flags; three prints of London river, and two brass models of old cannon.



A sailor-made model of a three-masted schooner and the model of the English steam yacht *Enchantress*, made by one of the crew members in New Zealand, complete the collection.

PHOTO FROM MR. IVES

Not many of Mr. Ives' admirers know that he is a devoted sailing enthusiast, who owns a schooner and regularly cruises in the Bahamas each winter. When he visited Mystic Seaport in the summer he came by water, and on one occasion accepted an invitation to go on board the *Conrad* where he entertained the young Mariners with a variety of songs. In presenting his collection--most of the items coming from his den in his New York apartment--he stated: "These are things I have collected in my cruisings around the world and you may say they are from a sailing friend of Mystic Seaport."

Last Voyage of the "L. A. Dunton"



LET GO LINES!--THE L.A. DUNTON LEAVES GRAND BANK, NEWFOUNDLAND ON HER LAST VOYAGE--OCTOBER 8, 1963

The last seagoing voyage of the *L.A. Dunton* was completed without fanfare, without incident, on the evening of Saturday, October 12, 1963, at Thames Shipyard in New London. The venerable Gloucesterman eased alongside the shipyard wharf just at sunset, to be greeted by Customs and Immigration officials and a small group of Mystic Seaport well wishers. After twenty-nine years, she had returned once again to the country of her birth.

The trip from Grand Bank, Newfoundland to New London, Connecticut began at noon on Tuesday, October 8. John B. Foote and George Foote, last owners of the *Dunton*, were on hand, as were much of the Grand Bank fishing and seafaring community. The vessel was manned by her capable Newfoundland crew commanded by Captain Harry Banfield. Jim Kleinschmidt, Mystic's Assistant Curator, was aboard as an official member of the crew and representing the Association as owner.

Beyond the lee of the French islands of St. Pierre and Miquelon the schooner displayed an ability to roll and pitch--accentuated by her lack of cargo--and provided an uncomfortable first night out. Morning of the second day brought a fair breeze, smoother sea and a good landfall on Scateri light off the eastern tip of Cape Breton Island. Steering WSW, the *L.A. Dunton* made an average of 8 knots along the Nova Scotian coast. Her 160 h.p. Fairbanks-Morse diesel was assisted slightly, perhaps, by the triangular riding sail—the only canvas the once proud schooner could now set.



BOUND FOR MYSTIC--THE L.A. DUNTON AT SEA--OCTOBER 10, 1963

At dawn on Thursday, the 10th, the vessel picked up Sambro lightship off Halifax and entered that harbor for necessary fuel. Entering and clearing Halifax and topping off the tanks absorbed less than three hours, and with fine favoring weather the *Dunton* pressed on toward an American landfall.

Weather continued to favor. The crew ate, slept, and stood watch while the hours and miles reeled off. Living conditions aboard the old schooner were basic and spartan by modern standards. Without refrigeration, salt cod, salt beef and pork, with boiled potatoes, cabbage, turnips and carrots, was the typical

fare. Fresh baked bread and biscuits came from the Shipmate stove. Strong "Newfie" tea was an around-the-clock drink.

Race Point light, on the hook of Cape Cod, was picked up dead ahead early in the morning of the 12th. Entering Cape Cod Canal about 8:00 a.m. with a fair tide, the last day underway was spent piloting the waters of Buzzards Bay, Block Island Sound and passing through the Race into Long Island Sound and thence New London harbor.



THE DUNTON'S AFTERGUARD. L TO R.-HARVEY BANFIELD, MASTER; GUY MOULTON, ENGINEER; WILLIAM ANSTY, MATE.

Unmarred by trouble, the *Dunton*'s last trip was successfully completed in slightly over four and one half days. Credit must go to Captain Banfield and his crew whose quiet professionalism insured a safe arrival at the old vessel's new home port.

James Kleinschmidt

When the re-dedication of Goodspeed's Opera House on the Connecticut River took place, Miss Vivien Kellems, well-known personality of Stonington, wore one of Mystic Seaport's original dresses of the period for the occasion. So many pleasant comments were made about her appearance that evening that Miss Kellems decided to make it possible to have the dress permanently on exhibit. An exchange of letters with Mrs. Stackpole resulted in Miss Kellems' generous offer to purchase a mannequin for the purpose.

Library Notes

The planning of the proposed new library building is nearing completion. Contract drawings and specifications should be finished by the middle of January. We should be in a position to go out for bids before the end of January, and construction of the building is expected to begin as early as weather permits in the spring.

Acquisitions this year have gone forward at a rate hitherto unequaled. Apart from gifts of books and manuscripts, acquisitions through purchase during the first eleven months amounted to more than $8,000, of which all but $3,000 have come through gifts of money or from the sale of duplicate books. Two recent gifts from Trustees should be especially mentioned. Henry C. Taylor, a member of the Library Committee, has presented eight rare volumes which include Nathaniel Fanning's *Narrative of the Adventures of an American Navy Officer*, New York, 1806, a rare item indeed; and De Brahm's *Atlantic Pilot*, London, 1772. James A. Farrell, Jr. has given eight important volumes, most of them in handsome bindings. Among them is Maclay's *History of the United States Navy*, two volumes expanded into four parts, and extra-illustrated with 99 pertinent manuscript documents and autographs.

A complete inventory of our unbound newspapers has been made and all bound newspapers have been catalogued.

We regret to report that Mrs. Jared I. Wood, Associate Librarian, whose services to the Library have been beyond estimation, retired from our staff on November 1. The blow is somewhat softened by the fact that she continues to live in Stonington and still comes once a week, or oftener, to serve as a volunteer.

Charles Schultz, Keeper of Manuscripts, was on leave of absence during December and is traveling widely in the Middle West and the South in pursuit of material for his doctoral dissertation.

We shall be deeply grateful to any member or friend who can supply us with any of the following items:

Jane's Fighting Ships, 1902-13; 1916-17; 1919-27; 1930; 1932-38; 1944/45-1954/55; 1959/60-the present

Merchant Vessels of the United States, 1878; 1879; 1882; 1888; 1940

Records of American and Foreign Shipping, 1872-75; 1878-81; 1888-89; 1893; 1903; 1911-12; 1916; 1921; 1924; 1930

Brassey's Naval Annual, 1886-88; 1896-1902; 1904-07; 1910-12; 1914-26; 1928-the present

Charles W. David

With Perry in Japan

There is a certain timeliness to maritime history of which we become especially aware in reviewing the happenings of the nineteenth century. Through the interest of Raynham Townshend of New Haven, Conn., one of our members of long standing, our collections have been enriched by six prints depicting the famous "Opening of Japan" by Commodore Matthew C. Perry in 1853, coming as gifts of Mr. Townshend and his sister, Mrs. Howard Newton of Essex, Conn. These prints bring into focus the momentous happenings of that era, when the expedition authorized by Congress and led by Perry opened the closed doors of the Japanese Empire to the western world and Nippon, the Kingdom of the Sun, soon after became known to American ships and shipping.

Perry's ships were not the first American war vessels to enter Japan as seven years before Commodore James Biddle had been sent to that mysterious country with the *Vincinnes* and *Columbus*, but his proposals for a treaty were rejected and his ships towed out of Tokyo Bay. When Commodore Glynn put in there in 1849 he came to obtain the release of American prisoners and his sloop-of-war *Preble*'s guns were threatening support to his demands and he fulfilled his mission.

Despite the foothold gained at Nagasaki by the Portuguese and their European successors, the Japanese had for over two centuries rebuffed efforts to open their ports to the western world. When Perry in his old flagship, the steam frigate *Mississippi*, left the Chesapeake he was empowered to formally demand the opening of commerce with Japan. "The honor of the nation calls for it and the interest of commerce demands it." With these significant words the stalwart American Naval Commodore, Matthew Calbraith Perry, carried out his unusual assignment.

En route to his destination, Perry had stopped in China to form his squadron of vessels from that station--among them the *Susquehana*, sloop *Saratoga*, storeship *Supply*, sloop *Vandalia*--all joining the *Mississippi* and proceeding on to Okinawa, the largest of the Ryukyu or Loo Choo Islands, and a part of the Japanese Empire.

The prints from the Townshend Estate were printed from scenes painted by the official artist of the expedition, Wilhelm Heine,

and show the momentous events when the black ships of Perry's fleet arrived in Tokyo Bay in July, 1853. The dramatic episode when the cutter, which Perry sent under oars to survey the bay, was met by the menacing Japanese long-boats; the first landing with Commodore Perry's barge being escorted by fifteen cutters and launches, manned by sailors and marines, with forty musicians playing martial American music; the reception by the Japanese, with Perry in full dress uniform presenting President Fillmore's credentials, and the austere atmosphere of the occasion (most of it spent in silence) are all admirably captured by the artist.

Heine's full name was Peter Bernard Wilhelm Heine and he was born in Dresden, Germany, coming to this country in 1849 at the age of twenty-two. He was in partnership with Julius Kummer in New York when he accepted the opportunity to be the official artist for the Perry Expedition from 1852 to 1854. The lithographs were printed by Sarony, with E. Brown the engraver, after paintings by the artist.

Upon receipt of the collection the prints were sent to the Fogg Museum in Cambridge, Mass. and have now been fully restored and returned for exhibit. Through the display of these excellent prints, one of the great exploits of our Navy during the past century is graphically depicted. Commodore Perry's firmness, tact and deportment enabled him to fulfill his mission. By penetrating the mysterious Kingdom of Japan he altered forever the destiny of the Orient and the world.



Inside Curatorial

Selection and presentation of exhibits is the first and foremost concern of our Curatorial Department, which leads to locating, purchasing, accepting or declining, restoring, maintaining and recording them. How will they tie in with the period which Mystic Seaport represents? Many a valued trophy must be relinquished to another museum because of its suitability to other periods of history. No one knows the stories behind each object of this extensive collection better than the men who must determine what material will be of value to us as a *marine* museum. As time goes on, a discriminating and discerning public continues to seek out eagerly treasures of the past to satisfy their own particular areas of interest in America's history. The steady increase in the number of scholars, historians, authors, and visitors from all over the world, proves that these people are finding what they want at Mystic Seaport.

The highlight of any day in the Curatorial Department is the acquisition of a new exhibit, with all the intrigue of its past to be uncovered and passed along to those who can most appreciate it. Hardly a day goes by without offers of memorabilia, in the form of gifts or for purchase, which must be appraised and evaluated by the Curator and his assistants--to prudently accept, decline or purchase--according to their historical value and the part they will play in the re-creation of our mid-nineteenth century seaport. The task has become increasingly difficult and critical during recent years as exhibit areas and storage space have been utilized to near capacity, making the selection of each item a search for the unique and unmatched museum piece.

A large part of our incoming correspondence consists of detailed descriptions, and often photographs, of objects, paintings and vessels which upon investigation and follow-up may bring to light another piece in the unfinished picture of the restored seaport village. Before a final decision is made on the acceptance of any item, it must be viewed and inspected by the Curator or an appointed member of his staff. This sometimes results in journeys to distant places if the object is deemed worthy of closer scrutiny. Then, as in the case of small craft, there is the question of transportation. It is no easy task to make arrangements for removal of an antique boat from Virginia or Maine to Mystic.

When the newly acquired treasure finally arrives on the scene it is welcomed by an appreciative audience, who have had the satisfaction of playing at least some small part in bringing it to its destination. This is only the beginning, however. All accessions must be turned over to our Accessions department for processing and acknowledgment, then on to the curator for Exhibits, or Marine Maintenance to be restored.

Behind the scenes but continuously striving to bring a clearer picture to the public, we have our model makers and restorers, who are now constructing the second of two fishing dioramas, depicting

the kinds of craft used and the methods of fishing employed by the Yankee fishermen of this period.

There are numerous old paintings which when cleaned, identified, properly framed and restored to their original lustre, in addition to the story they tell, lend an artistic dignity to the walls of the exhibit buildings. The restoration and historical authenticity of all our ship models and figureheads is also the responsibility of our Curatorial staff.

The finishing touch is often just what it takes to be able to walk away from a project with a feeling of pride and satisfaction. So it is with the application of each identifying exhibit label, as it answers the questions of the viewers in the most presentable and attractive way possible. With patience and an eye for neatness and accuracy this small but necessary task is conscientiously carried on. The finished label is the first interpretation of our exhibit--and the first impression must be good!

The Marine Maintenance department speaks for itself in carrying out one of the most vital roles in our type of museum. With a fleet of some one hundred or so ships and small craft to keep in top condition year in and year out, this department has its work cut out for it. In addition to routine maintenance, which is a prime requisite, our marine maintenance crew has taken on the tremendous task of restoring the old ships to their original beauty and splendor.

The number of questions and inquiries answered, to say nothing of the research that is carried on, are all in a day's work in Curatorial and are met with a ready knowledge and awareness of maritime history that few would challenge. This is the way things look from "inside" the Curatorial Department.

--Vera Rodgers, *Administrative Assistant*

RESUME OF ACTIVITIES OF THE MARINE MAINTENANCE DEPARTMENT

The fall season has been a busy one for this department. A number of recently-acquired vessels, large and small, have been added to the ever-growing collection of exhibit craft.

Foremost among these is the *L.A. Dunton*, Gloucester fishing schooner, scheduled to become the central exhibit of the South area development. At present the ship is undergoing restoration of her transom area, which had been shortened by some four feet in recent years. New spars and ironwork are being made and re-rigging will continue throughout the winter.

Among the smaller craft a Herreshoff Bullseye and a Nomansland boat (the latter having been sailed by Seaport staff in the Mystic River) form noteworthy additions.

The major task of re-decking the *Charles W. Morgan*, commenced two winters ago, has been completed with the paying of deck seams with traditional green pitch. Main and mizzen masts were scraped down bright and oiled before the weather closed in; the foremast will be completed in the spring.

The *Joseph Conrad*'s rigging restoration has been enhanced with the completion of a new teak main rail.

The task of removing the deck house of the bugeye *Dorothy A. Parsons* and restoring her deck hatches is nearing completion. The vessel now presents a much more accurate picture of her oyster-dredging days.

With the snugging down of the small craft for cold weather, a new and special winter display has been set up. The arrangement, consisting of a trio of ice boats. includes a South Bay scooter and a 35-foot Hudson River ice boat, offering added attraction for the winter visitor. --Stan Buchholtz, *Marine Maintenance*



SOUTH BAY SCOOTER



HUDSON RIVER ICE BOAT

A navigational instrument of considerable rarity, known as a Traverse Board, has been presented by Alexander Vietor, one of our Trustees. Itwas a device popular with mariners, from the fifteenth well into the nineteenth century, and is made of wood with two measuring parts. The top or larger section is marked with 32 points of the compass, each mark having eight holes to enable a small peg to be inserted every half hour by the navigator. The lower half is used for recording the ship's speed.

In the daily task of reckoning the course sailed, the mariner uses the holes marking the rhumb-line, these holes representing the hour or two-hour periods during which the ship sails on a particular course. Pegs are affixed to lines running from the center of the board, and these are inserted in the holes so that the time in which the ship is running a certain course may be designated. The sailor thus pegged his run every hour on any particular rhumb of the wind.

With this acquisition Mystic Seaport becomes one of the few museums which may boast this type of navigational instrument.

News from the Waterfront

Our harbor is now officially closed until spring and Dame Nature takes it upon herself to discourage all but the hardiest of "frost-biters".

The final scheduled yachting event of the '63 season was the annual Dyer Dhow Derby Saturday, October twenty-sixth. Thanks to the efforts of Barney Compton, Bruce Sweet, William Taylor, Henry Scheel and many others, plus a benevolent weather man, the occasion was a tremendous success. We even had our local version of the Loch Ness creature in the form of a scuba diver to harass the doughty Dyer Dhowers. A crew would suddenly find they had trouble with their rudder—seems it became very loose somehow! Sometimes a centerboard would pop up mysteriously, at other times a boat would suddenly change its course. Two of the lady sailors first had great trouble with steering, then were held back while all other dhows took gaily off but when the wind died out completely, suddenly their craft took off and "sailed" right up to be with those in the lead!

Norwalk Yacht Club placed first this year for the P.R. Mallory trophy with Wadawanuck an excitingly close second. The Mason's Island boat apparently sailed "in ballast" due to a leak in the centerboard trunk. A folder was distributed which among other astonishing facts revealed that 8,589 youngsters have learned to sail in these Dhows in the *Conrad* Youth Training Program and the Sailing Activity since they were given by the various yacht clubs.

Next year when you cruise back again you will discover quite a number of exciting new changes. The wharf area will be decidedly expanded, the south basin dredged to nine feet (a boon to a few who leave that run to port!) and the beautiful Gloucester schooner *L.A. Dunton* will greet you as you approach the Seaport. The Members' Building and new Seamen's Inn will be waiting for you.

In looking back over the events of the season, literally hundreds of happy thoughts and mental pictures keep re-occurring--the "forest of sticks" of Setauket Yacht Club rendezvous; the faultless organization and split-second timing of the Northern New Jersey Power Squadron; the summer-long parade of over 2500 gorgeous vessels. Then too, I delightfully recall the Symphony at the Seaport; the bag-pipe serenade of Doctor Don; "Bon Voyage" Brown; the stirring scene of evening colors with the uniformed members of our Youth Training Program.

Yes, Mystic Seaport is surely a happy harbor!

--Lew Powell, *Harbor Master*

From Printery to Print Shop

During the past two seasons the Mystic Press on Seaport Street has gradually developed into a printing shop which demonstrates the growth of this profession during the middle decades of the nineteenth century. There are five different kinds of presses in the shop, a variety of type faces, some excellent woodcuts of the period, and several samples of the style of printing which characterized the times represented.



A Wells Press, made in Hartford in 1820, is the outstanding single exhibit within our printing shop. With its iron gallows frame, its hinged press-joint, long lever arm, wide bed cleverly rolled by means of leather straps and wooden roller, tympan sheet and frisket, this remarkably well-preserved press was presented by the Messrs. Getchell of Boston, Mass. It is of the same fundamental design as the first printing press brought to America which Stephen Daye operated at Cambridge, Mass. in 1638. Among

the first productions of this press was an almanac, such as Daboll's Almanac, a part of our local printing history. It is also likely that this press was used to print the early nineteenth century newspapers, handbills, etc.

Next in chronological use was the Liberty Press of the 1850's, a foot-treadle-operated press which revolutionized the job printing processes. By utilizing a "clam shell" type of platen the pressman was able to feed by hand and print rapidly the desired number of sheets, with the ink plate transferring ink to roller upon every revolution of the large side wheel which turned the press through the operation of two simple gears.

Some two decades later the Chandler & Price press came into use for such job work, and one of these 1870 presses is on exhibit. Letter-heads, bill-heads, broadsides, auction notices, and other related printing were produced by these foot-propelled presses. Mr. Karel Wolke located this press for us.

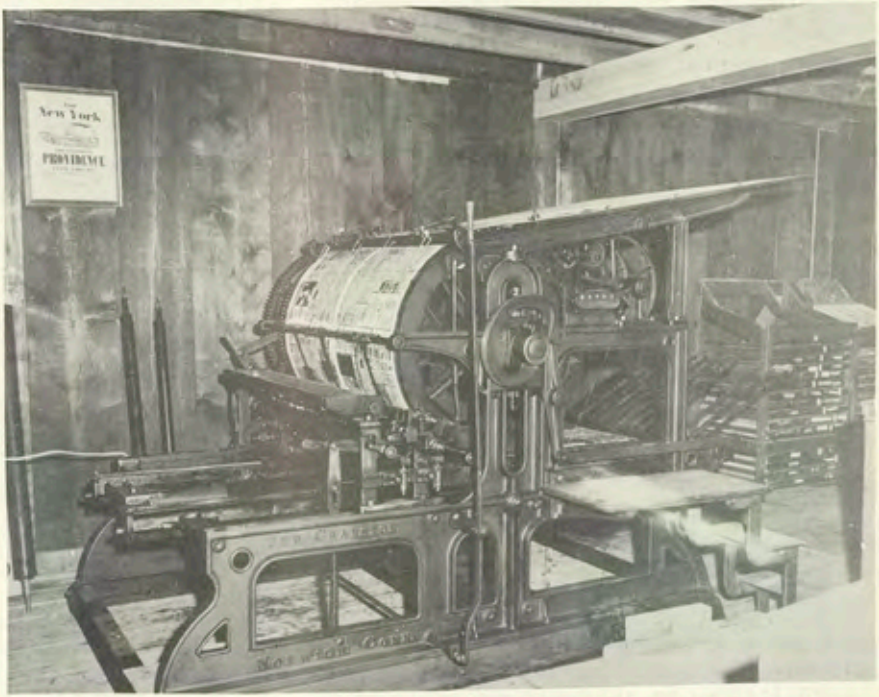
Every day during the season the apprentices at the Mystic Press print single sheets with an engraved cut of the *Morgan*, the *Conrad* or a side wheel steamboat as souvenirs of the shop. Seated behind the long wooden counter, William Congdon of Old Mystic, an old-time printer, now explains the process of the art, assisted by William Smith and the boy apprentices. Demonstrations are a part of the explanation. A number of small forms, with cuts and type locked up, are shown to interested visitors, together with several type faces, including the old wood type.

During the fall the largest of the presses was added--a Cranston--obtained from Warren, R.I. through the interest of R.W. Bosworth Jr., publisher of the combined Bristol and Warren newspapers. This old drum-cylinder newspaper press had been printing the two papers in the Warren shop since 1886 and the last forms were included in the gift of the press.

Following the Civil War the weekly newspapers of the nation (from Maine to California) were printed almost exclusively by drum cylinder presses, operated by hand or steam power. Thus, the Cranston on exhibit at the Mystic Press shop is typical of the days when the seaport towns were printing newspapers containing that important "marine column" with its historical record of ships and shipping.

Of particular interest is the fact that the Cranston Press was the design of John Cranston of Norwich, and was manufactured in that city during the half century the firm was in existence. This sturdy press has the large bed and formidable cylinder, with

the single sheet being fed by the wide feed board above, revolving around the cylinder over the forms which run horizontally beneath, then being transferred to the delivery roll and swept to the table behind the press by the wooden "fly".



It is a spectacular press to watch, with the pressman feeding, the gears grinding, and the bed rumbling as the cylinder turns above it carrying the sheet through its printing cycle.

It is hoped that demonstrations may be presented during the activation season whereby the several types and styles of old-time printing may be shown the public. In their variety of use these presses tell a dramatic story of printing and printers in a seaport town during the mid-nineteenth century.

Corrections for October 1963 LOG: The black lace parasol with a whale bone handle was donated by Mrs. Howard N. Porter, not Mrs. John Porter as indicated on page 27.

Roger Wing of Westport, Conn., one of our members, called attention to the fact that we referred to Kuwait as being in Egypt. (Page 10) This interesting country is in Arabia. Our apologies for these errors!

Here and There

While here for one of his popular lectures, Alan Villiers visited the *Joseph Conrad*, the little square rigger which he took around the world three decades ago. Standing near the wheel Captain Villiers looked up at the restored spars and rigging with a happy gleam in his eyes.

"Ah," he said, "this is worth coming to the States just to see. You have done a handsome job--I can't tell you how thrilled I am--but aside from my personal pleasure I can say that all who love the sea and ships will be indebted to Mystic for so preserving the *Conrad* and keeping her alive through your Youth Training Program."

Francis E. Bowker, skipper of the *Brilliant*, the handsome seagoing adjunct of the Youth Training Program, has written a book about one of the last of America's coasting schooners, the four-masted *Helen Barnet Gring*. Captain Bowker was on the *Gring* during her last voyage when she was abandoned after striking a reef in the Carribean Sea.

Spending several years in research, Bowker was able to piece together an almost complete account of the schooner's life from the time she was launched at Camden, Maine in July, 1919 until her end in October, 1940.

Captain Bowker also gives an interesting summary of his own career. As a young man he felt the sea calling and from his summer home on Cape Cod, as he watched the schooners making their passages to Nantucket Sound, he experienced the mysterious urge which brings all youthful sailors eventually aboard ship.

Hull-Down is an important contribution to our history of the coastal schooner. Issued in a limited edition, copies may be procured by writing Captain Bowker at Mystic Seaport. All of "Biff"s friends congratulate him on this excellent book.

New Zealand is thinking of establishing an early village by grouping historic buildings together in one place. Dr. Roger Duff, Director of the Canterbury Museum, has suggested such a village and proposed it to the National Historic Places Trust. After a visit to the Upper Canada Village near Ottawa, where a number of eighteenth and nineteenth-century houses and public buildings have been grouped as a typical farming community, Dr. R. Riccalton, Assistant Preparator of the Trust, reported on the success of this and similar enterprises in the United States. Dr. Duff's proposal has met with approval by members of the Trust's committee.

Mystic Mariners

This past summer a number of new ideas were tried out in the Youth Training Program. These have brought about a number of changes, including a new name--*Mystic Mariners*. Henceforth this name will cover all waterborne training activities, with individual programs named after the major vessel involved.



The new Mariner Emblem is a shield showing a bow view of the *Joseph Conrad* against a grey background. Below the ship in a deep blue background a gold eagle clutches a ribbon with the words *Mystic Mariners*. The shield is trimmed with red rope. The new emblem will be given to participants in all programs, in the form of a pin or sleeve patch. Every rating has a colored bar which can be worn with the pin or emblem.

The system of ratings will give an individual and the group something concrete and challenging for work. In the *Conrad* Program all cadets will be initially rated as Landsmen. Upon completion of certain basic requirements for this rating, each will be allowed to pursue a higher rating depending upon his or her initiative and ability. The higher ratings are Ordinary Seaman, Able Seaman, and Mariner. Each of these have ten or more requirements plus one or two elective subjects that must be completed before the rating is earned. Each is successively more difficult and is so designed that one leads into the next. The Mariner rating is sufficiently difficult that only the most capable cadets will be able to earn it.

The *Brilliant* Program has only one rating--the *Brilliant* Pennant--which can only be earned as a unit. Each group must satisfactorily complete fourteen requirements, which include several individual activities.

Other changes are the introduction of ten-day, and spring and fall weekend training periods, in the *Conrad* Program. The ten-day periods are in response to the demands for longer and more comprehensive training. Weekend periods will be offered only to groups of limited numbers who are not too far from the Seaport.

It is hoped this will make more summer periods available to more groups from greater distances.

An attractive new brochure on both programs has just been printed and may be obtained from the Education Department.

The Seaport Sailing Activity wound up its third successful season on December 22 with an awards presentation and reception in the Youth Training Building. L. Bosworth Powell received the Achievement Award, presented by Mr. and Mrs. Brooks.



--PHOTO BY SANDRA DEVEAU

MR. STURGES, MRS. BROOKS, BOSWORTH POWELL, MR. SCHEEL, MR. BROOKS

Henry Scheel, chairman of the Sailing Activity Committee, presented runner-up prizes to James Lewis, Wendy Hunter, Mary Lassen, Paul Kimball, Ray DeWick, and Richard Petersen. Honorable mentions went to Betsey Bergeson, Chris Lane, Ed Heyniger, Peter MacDougall, Peter Simpson, Keith Lambertson, Laura Parker, David Robinson, Joy Merrill, and Nancy Lamb. Certificates were presented to all who completed the course.

This year eighty-nine area youngsters participated in the sailing lessons on weekdays after school and on Saturdays during the spring and fall months. Slightly over half of them were beginners, the rest were divided into intermediates and advanced. The season was highlighted by unusually good sailing weather, and the use of an O'Day Javelin which gave all some experience in handling a fast jib-headed vessel.

--Michael Sturges, *Education Department*

Our Flying Parson

From a remote section of the Labrador coast, Rev. Robert Bryan, his wife Faith and their children Sarah, Sandra and Kerry sent their Christmas greetings from Harrington Harbor. A photograph shows Bob and his family seated on a large pile of cord wood with Christ Church, his little church, in the background. Known as the "flying parson" during the summers while attending our Munson Institute, he flew his pontoon plane to a mooring in the river close by the *Morgan*. Bob Bryan is devoting the winter to the service of God at Harrington Harbor, some 750 miles northeast of Montreal. He writes:

The cord wood will be cut up to stove length and packed in every available space in our basement. Today (Nov. 28) the temperature stands at 8 degrees below zero, with the wind from the northwest at 43 knots. As soon as the bay is strong enough to support the weight of an aircraft we'll have our ski-equipped Cessna 185 back from Montreal, where it is presently shedding its floats.

We look forward to carrying on our Mission in a snow and ice bound country that we have come to know the past five years during the summer months.

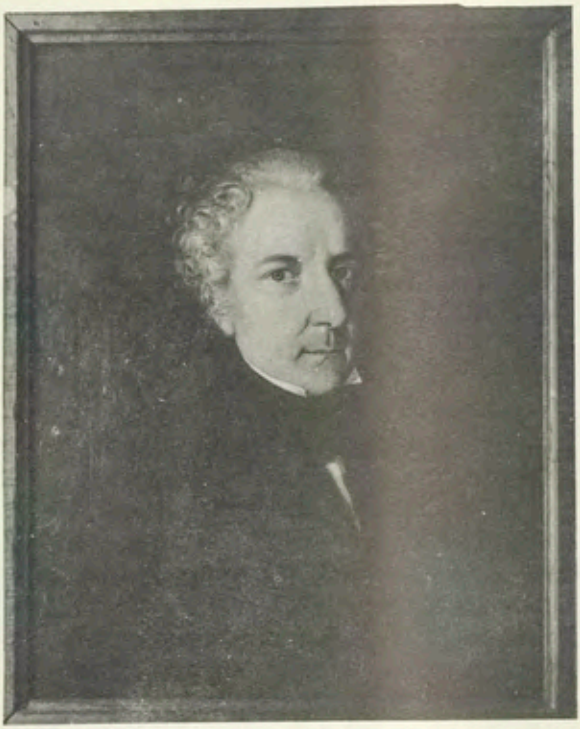
Mrs. Frederick F. Brewster

On Saturday, December 14 at Grace New Haven Hospital, Mrs. Margaret Fitch Brewster passed away. Memorial services were held at Trinity Church on the Green in that city on December 17 and were attended by a host of friends who joined her family in tribute to a remarkable woman.

Mrs. Brewster joined her husband, the late Frederick Foster Brewster, in extending vital financial support to our Association when it was in its crucial growing stages, and over the years continued their contributions. They were always keenly interested in the development of the Seaport and during their visits took pleasure in the visible evidences of its growth.

Mrs. Elmina Brewster Sewall of Kennebunk, Maine, John Brewster of Devon, Pennsylvania, Frederick Brewster of St. Paul, Minnesota, and William Brewster of Stonington, Connecticut, the surviving children, are members of the Association and the latter is a Trustee and member of our Operating Committee.

Portrait of Captain Riley



Our collection of paintings of American shipmasters has been enriched by the purchase of the portrait of Captain James Riley. This acquisition is important because Captain Riley was not only a Connecticut mariner but a man of considerable reputation in his day. Born in Middletown, Connecticut, October 27, 1777, the fourth child of Asher and Rebecca (Sage) Riley, he went to school in a little one-room schoolhouse, similar to that preserved at Mystic Seaport. At the age of fifteen he went to sea, gradually rising to the rank of Captain, making voyages to the West Indies and Europe. During the period of the Embargo he lost a ship by capture in France, and attempted to recover his fortunes by trading in Spain and France without success.

Following the War of 1812, Captain Riley took command of the brig *Commerce* of Hartford, sailing for New Orleans in May, 1815.

From the great port of the Mississippi, he went to Gibraltar, where he took aboard a cargo of wine and headed for the Cape de Verde islands to complete his cargo with a load of salt, but off the northwest coast of Africa he was wrecked. Although he was able to save himself and crew, Captain Riley soon found the natives regarded the Americans as slaves and when one sailor resisted he was killed. Soon after the shipwrecked men were forced to march across deserts and plains at the will of their master, and it was over a year before Riley and some of his companions were rescued by the British consul at Mogadore in Morocco. Our State Department paid for their ransom.

Upon returning home Captain Riley wrote his book, *An Authentic Narrative of the Loss of the American Brig "Commerce"*, which was originally printed in Hartford in 1817 and subsequently appearing in editions of 1828, 1831 and 1859. Our Mystic Seaport Library owns all four of these editions. Riley's *Narrative*, as it was known, proved popular both in his day and in mid-century.

The portrait is an excellent one, showing the face of a man whose adventures were among the most trying of the seamen of his times, and whose story is now a part of our maritime history.

Concerning Membership

The "member for member" campaign, introduced by President Cole at the Annual Meeting, continues to be effective, and has increased our membership considerably. Some of our members did not limit their solicitation to one but sent in several to add to our roster.

It's never too late to send in a membership!

Our membership covers 45 states and 26 foreign locations. To complete our coverage for 50 states, we should have members from Alabama, North and South Dakota, Utah and Wyoming.

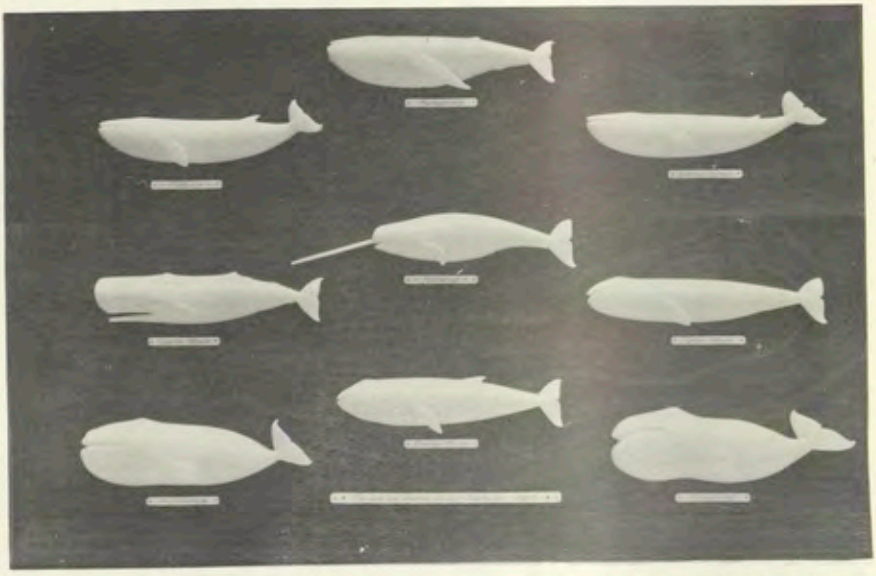
Memo to new members: One of our members called to ask about the publication he had recently received. He did not know if he was supposed to pay for it, return it if he did not want it, or what.

Curatorial publications are included in your membership privileges. If you do not want them, you may return them to us as a contribution, but please enclose a note so we will know why the book came back to us.

New Scrimshaw

Among our several collections of material pertaining to whaling, that of scrimshaw never fails to attract the attention of our visitors.

One of the most extensive in this highly specialized field is in the Kynett Room on the second floor of the Stillman Building. To this Mr. Kynett recently added two individual items of unusual quality and appeal.



--PHOTO BY SANDRA DEVEAU

The first is a large, handsome plaque of whales which the American whalemen pursued and caught--finback, sperm, right, humpback, narwhal, finner, sulphur bottom, gray and bowhead. Each was carved from the ivory of a sperm whale's tooth by Miss Aletha Macy of Nantucket. The skill of the carver and the careful reproduction of the model whales combine to make this a highly desirable exhibit.

The second addition to the Kynett Collection is a huge panbone from the jaw of a sperm whale on which is incised a whaling scene depicting a whaleship hove-to, with her boats down attacking a school of whales, with another ship in the background. Measuring 46 inches by 18 inches, this panbone dates back to the mid-nineteenth century and was discovered on Nantucket by the donor. It is the largest piece of scrimshaw in our collections.

Variable Winds

We are very happy to report President Franklin Cole is now back in his office after a siege in a hospital in Johnstown, Penn.

Mr. and Mrs. Charles Brooks were in Detroit in December where they attended an "Outdoor Museum Executives Conference" at Greenfield Village.

George Saito, an adviser to the American Embassy at Tokyo, Japan, was a visitor in early November. Mr. Saito, who has taught English in several Japanese universities, is a well-known authority in his field, and his interest in American maritime history brought him to Mystic Seaport where he spent two days observing.

Mr. Stackpole was in Annapolis, Maryland recently to attend the conference of historians at the U.S. Naval Institute.

John A. Hay, a member of Parliament and Civil Lord of the Admiralty (a post comparable to our Assistant Secretary of the Navy) was here November 8. Mr. Brooks and Capt. Kleinschmidt were his hosts for a tour of the ships and grounds.

The New England drought held up construction of Seamen's Inn (the new Galley) for an unusual reason. Pilings were necessary and piles are recently-cut oak. The forests were closed so the trees could not be cut, but as soon as they opened oak was cut, piles delivered, the pile driver arrived. 157 piles were driven for the structure.

Attendance was about 30 per cent better in October 1963 than in October 1962 due to the good weather.

One evening during the fall a visitor called at the Curator's home with an unusual request. William Pryor, en route from Boston to New York, asked permission to look at the Hampton boat and others in our display of distinctive New England fishing craft. A resident of Cleveland, Ohio, Mr. Pryor has recently recovered one of the earliest fishing boat types on the Great Lakes, a Huron Mackinac boat, and was anxious to compare it with our historic craft.

Approximately 80,000 granite paving blocks with curbing, slate sidewalk, and granite cross walks have been received from New Haven, Conn. The stones will be used to pave areas in front of the *Morgan* and extend Seaport Street. It took 78 trips by 15-yard dump trucks, plus several trips by our own vehicles, to bring the material here.

The dredging and bulkheading is about completed at the South end of our river property. Approximately 7,500 yards of additional material will come from dredging the channel to berth the *L.A. Dunton*.

The Seaport Store building is jacked up outside of the South Gate awaiting its new foundation in the spring and the Japanese one-man submarine has moved across the street near the

catch-basin pond at the South parking lot.

Giles Tod of Hingham, an authority on schooner history, was one of the several knowledgeable people who have inspected the *L.A. Dunton* in her berth at the Thames Shipyard in New London. Mr. Tod has written numerous articles on the New England seafaring theme and was one of the original members of the *L.A. Dunton* Associates in 1959, together with Francis Bowker, Thomas Morgan, Irving Johnson, Edmund Moran, Gordon Thomas, and Edward Rowe Snow.

Lew Powell, our popular harbor master, is also our new Membership Director.

Rear Admiral H.R. Law, Flag Officer, British Submarines, was here on October 19 and was met by Mr. Brooks and Mr. Stackpole and after his tour had tea in the Greenman House.

Another logbook of the *Charles W. Morgan* has been received. The dates are 1859-1863 and James A. Hamilton was the ship's master.

Cephas L. Thomas' journal on the ship *Minerva* during a whaling voyage to the Pacific makes a fine addition to our whaling material.

Also of interest are letters, 1875-1877, of Edward E. Bradley while serving on the *Mary Whitridge*. Mr. Bradley was one of the three founders of this Association.

Robert L. Damm, Director of Education, participated in a panel at the New England Conference of the Association of American Museums, in October. The subject was "The Touring Family".

The Norwich Rotary Club was host to a group of foreign students from the University of Connecticut in November. The submarine base in Groton was their first place to visit and after lunch they came to Mystic Seaport where national flags were flown in their honor during their tour. Fourteen different countries were represented.

Among ship model workers who have been "behind the scenes" in our work shop this fall and winter have been S. Wolvek, a maker of models of ancient craft; Paton Lewis of the Boucher-Lewis Company of New York, and Richard Noble of Augusta, Maine.

Several interesting letters were received from members who enjoyed *Fifty Notable Ship Portraits*. One was from Miss Julia Randall of Mystic who sent copies to Captain Robert Wilbur's granddaughters. The Lars Thorsen painting of the meeting of Capt. John P. Wilbur aboard the *Thomas Dana* and Capt. Robert Wilbur aboard the *Dauntless*, off Cape Horn, struck a fine response from our members. (The two brothers never saw each other again.)

Another letter came from the daughter of Captain Jackson of the *M.P. Grace*. The painting of the ship by Joseph Witham of Liverpool had been commissioned by her father while on the vessel in that English port.

From the sign "Seamen's Inn, Mystick, Conn." in our collection, came the inspiration for the name for the new Galley.

Disaster on Devil's Bridge, printed as a service to our members, has met with an enthusiastic reception. Among letters received were several from descendants and relatives of those who were lost in the tragic wreck of *The City of Columbus*.

From the several reviews we reprint the following excerpts:

Another of those compact, illustrated, neatly produced historical vignettes from The Marine Historical Association, Mystic, Conn., appears as *Disaster on Devil's Bridge*... Once again it is the kind of vital, informative and important specialized publishing this Association launches. --*San Francisco Chronicle*

This is first-rate maritime history, well written, thoroughly researched, lavishly illustrated, touched with compassion for the victims of the disaster and revealing a knowledge of ships and the sea. --*New Bedford Standard-Times*

Whatever the cause, it was a disaster of unusual proportions, both in its death toll and personal tragedies. The fact that not one woman or child survived speaks for itself, although heroism and courage were reflected often during the grim hours following the wreck. --*New Haven Register*

THINGS WE NEED--Often gifts of things are as acceptable as gifts of money--

If you have a light weight pick-up truck, station wagon, or panel delivery that is in good condition and is of no further use to you, or you are about to turn it in, why not consider making it a gift to the Seaport? We need one or two such vehicles to distribute and pick up mail, parcels, and do miscellaneous errands on regular schedules throughout the grounds.

Nautical lamps, lights and lanterns--all sizes and shapes--for a variety of uses in and about the new Seamen's Inn.

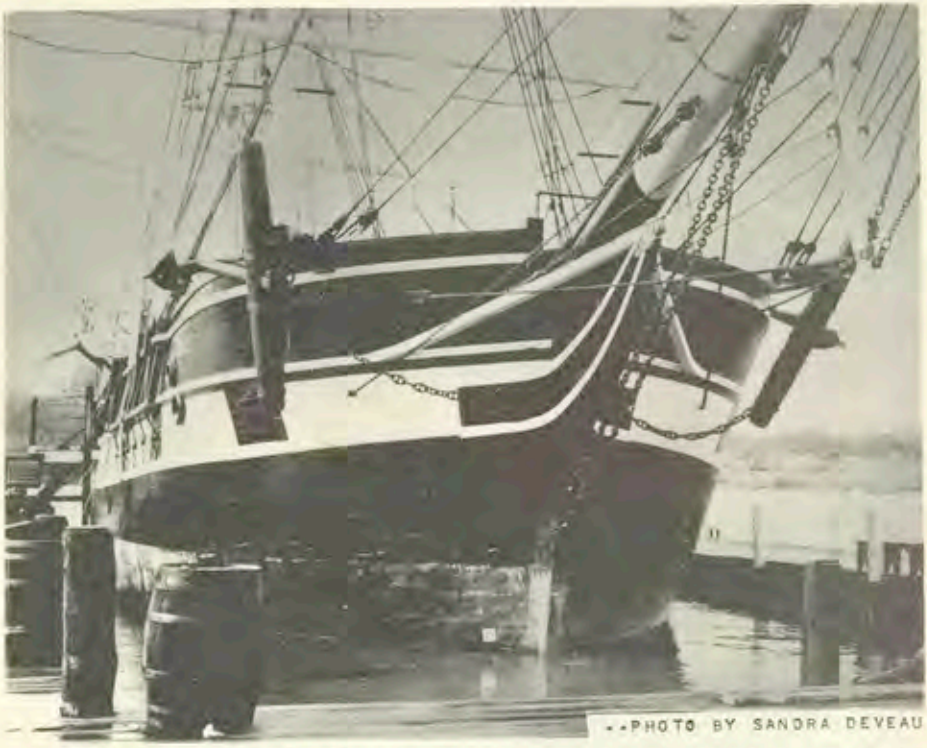
Any quantity of used, weathered barn boards, in good condition, for use as interior and exterior finishes on several projects now under construction or contemplated, such as the Inn and Seaport Stores.

Random width, clean flooring of old oak, chestnut or hard pine is always useful for replacement and new projects in restoration work--such as the Cooper's Shop and Rope Walk.

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Mystic Connecticut

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--PHOTO BY SANDRA DEVEAU

The *Charles W. Morgan*, permanently berthed in a bed of sand, appears ready to go to sea in this picture taken during a recent extra high tide.

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