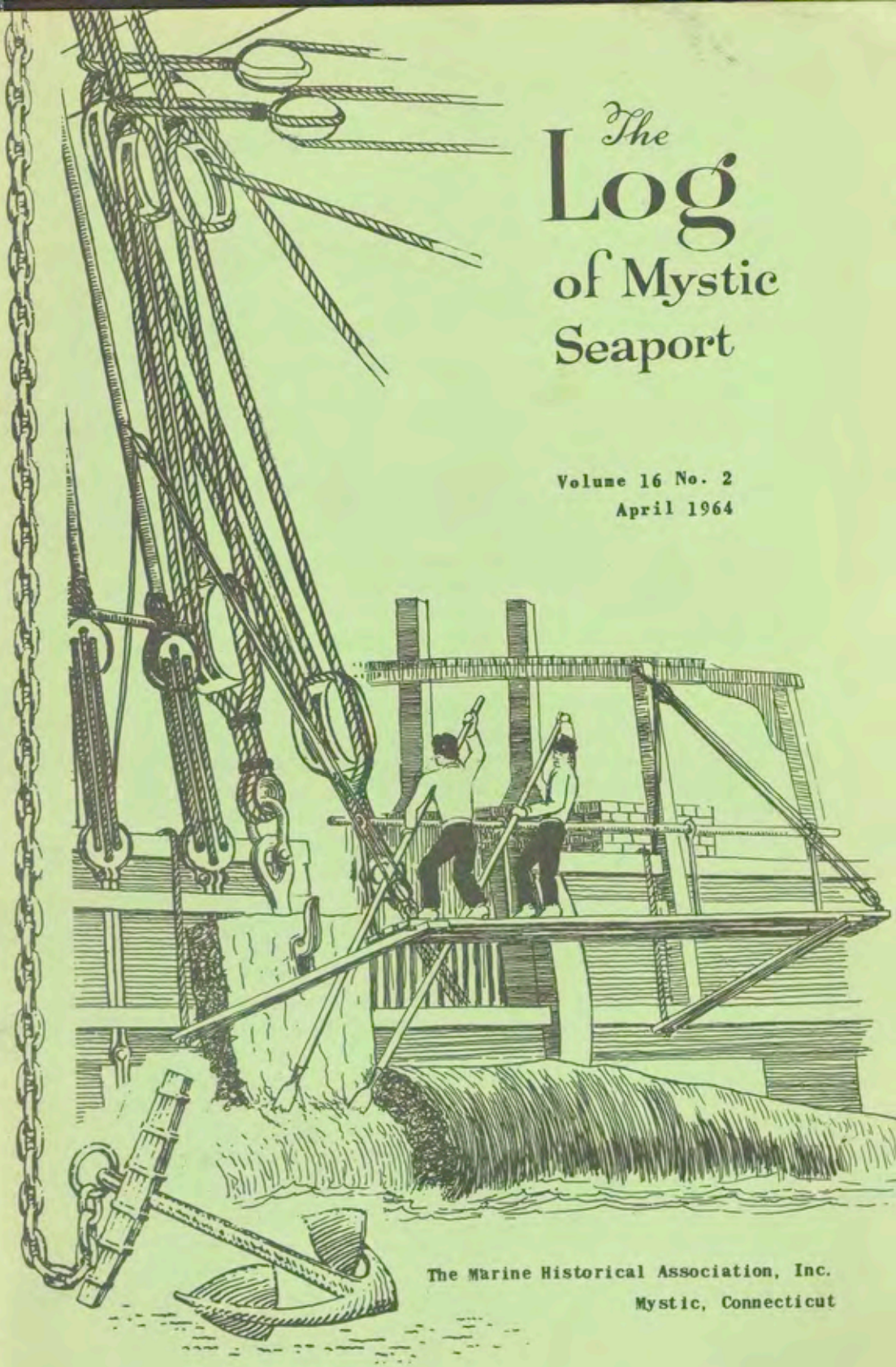


The Log of Mystic Seaport

Volume 16 No. 2
April 1964

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

A new folder has been designed and printed to give to visitors who go aboard the *Charles W. Morgan*. The illustrations for the folder are by John Leavitt and we have used an enlargement of one of these for our cover. The folder tells of the ship and describes whaling. We quote: "Once alongside, the carcass was lashed to deck bitts by heavy chains, with the flukes to the bow and the head to the stern of the ship.

"Men stood on a long plank, called a cutting-in stage, which was rigged out from the starboard gangway, and with long-handled spades chopped the blanket strip as a continuous strip from the whale's body. The cutting-in process was accomplished by means of heavy blocks, one set lifting the blanket-piece of blubber by a great iron hook and the second set using a strap and a wooden toggle.

"The blanket-pieces were cut into smaller strips known as "horse-pieces" which in turn, were sliced into sections called "Bible-leaves" and tossed into the iron kettles built into the brick hearths on deck, called the try-works, and the oil boiled out by the fires under the kettles. The scraps were forked out and thrown into the fire-places, so that the whale aided materially in trying himself out!"

Plans for Cooper Shop

The Cooper Shop in the Greenman Barn on Seaport Street will become a major exhibit through the interest of H.H. Kynett of Philadelphia. Work on the structure is well underway but considerable carpentry will be necessary to have an authentic reproduction of this type of shop.

There were four basic waterfront industries common to the seafaring towns of America a century ago. These were ship-building, rope-making, sail-making and barrel or cask-making. Mystic Seaport has all but one of these activities represented. The presence of the cooper shop will present an authentic business enterprise and will enhance the scenic qualities of the Seaport Street, since the use of the Greenman Barn for this exhibit offers an excellent opportunity in a strategic spot.

The Greenman Barn is one of the historical anchors of our Association since it was originally a Greenman property. It gives the Street an architectural advantage since it has a distinctive cove molding and will have a roof line of a variance from the Edwards House. Its facade will be of a type common to waterfront thoroughfares, with double doors on the street and an overhead door with boom-hoist, typical of a cooper shop. There is another advantage in that the building will be divided into a large and small room. This small rear room may be utilized as a Tinsmith Shop.

The Cooper Shop was important from two standpoints. In towns exporting salt fish to the West Indies, Europe and the Mediterranean, casks and barrels were a necessity. Staves of oak, ash and pine, and wooden hoops (succeeded by iron) were in constant demand. Often such materials, "knocked down", were exported to ports up and down the coast. They were used for flour in Philadelphia, salt pork and beef in New York and Albany, molasses and sugar in the West Indies, beans and dried fruits in Jersey and Delaware, fish and clams in New England, beer in the mid-west, wine in the Canaries and Madeira, and for varied shipboard use.

In the large whaling ports of New Bedford, Nantucket, New London, and Sag Harbor, as well as in a

dozen lesser ports, the whaling industry needed the Cooper Shop as much as any single part of its business activities. Several of these shops employed hundreds of men--shaping staves, cutting heads, forming hoops. "Shooks" or casks filled with staves were shipped aboard the whaleships, to be set up as soon as the oil tried out. Casks for the water, flour, molasses, raisins, salt provisions and other supplies had to be especially made to fit in the hold of a ship. For the whale oil, casks were of three basic sizes--the 5, 8, and 15-barrel casks--since the measurement was approximately 32 gallons per barrel. The shape of the ship's lower hold and size of the 'tween decks were such that the different sizes were necessary to make full use of the available room.

The cooper's trade, like that of all specialists, was one requiring tools developed for that industry alone. Three basic tools were used--the draw-knife, the adze and the maul--and these were in several sizes. When the wood to be used was carted to the shop, it was stored in the loft (actually a half-loft) for a partial seasoning. The staves were cut and shaped on a cooper's horse or bench. This was an especially constructed bench upon which the cooper sat astride and placing the piece in a wooden clamp, held by a foot-treadle, shaped the stave with his draw-knife.

Perhaps the chief characteristic of the Cooper Shop were the hearths which were used to shape the staves. After they were fashioned at the bench, the cooper would wet them down and then bend them at the especially designed brick hearth on which had been laid a hot charcoal fire, where the stave would be steamed into the desired shape.

The fittings and equipment of the main room will be started soon.

On March 7 the U.S.S. *Richard Byrd* was launched at the Naval Supply Depot, Seattle, Washington. Cmdr. Richard E. Byrd Jr. extended to our Association an invitation to attend the affair, stating: "Because of the high esteem in which Mystic Seaport is held by Naval personnel, a message from you would add to the occasion."

"Dorothy" in Nantucket Sound



The photograph we reproduce and a letter were received recently by Curator Stackpole from John Hagenbuckle, son of Captain Cedric Hagenbuckle, who for many years sailed the *Dorothy A. Parsons* out of Chatham:

My father told me you wanted a picture of the bug-eye *Dorothy A. Parsons* and to send this down. I hope you can use it. This was taken in August, 1959. It was the last time I ever sailed on her, a cloudy wet day's outing into Nantucket Sound from Chatham. A few weeks later she was in Mystic.

I always liked her bowsprit--a perfect place to watch her charging after you--almost like some great sea-animal with those two portholes for eyes. When the jib was furled it was by far the best place for sleeping or watching the water.

Captain Hagenbuckle, who made it possible for us to acquire the bug-eye, has become an Advisory Member. It is indeed pleasant to welcome him and we look forward to his next visit.

Second Catboat Association Meeting

The second annual meeting of the Catboat Association was held on January 25 in the South Wing of the Stillman Building. Over one hundred members and friends were in attendance. Just as in last year's get-together the enthusiasts had a busy day viewing the small craft and holding their scheduled meeting.

The speaker of the day was Howard I. Chapelle, Curator of the Department of Marine Transportation, Smithsonian Institution, Washington, D.C. and author of several standard works--*American Sailing Ships*, the *U.S. Sailing Navy*, etc. He is one of the most knowledgable experts in the marine field.

Mr. Chapelle spoke on the beginnings of catboat history, tracing the development of the craft along the eastern seaboard. It was an intensely interesting and informative talk, and at the conclusion he generously gave another half hour to answer the numerous questions which came from his appreciative listeners.

His comments on Mystic Seaport's display of small craft were warm in praise of our efforts to restore and preserve these slowly vanishing types--including our several catboats.

In the main room of the Stillman Building a new display case has been installed which replaces the long showcase. By placing the new case against the wall, the models and small boats on exhibit are in a better position to be scrutinized and the space thus saved gives visitors a better approach to the South Wing.

Another new case of similar design, but larger, has been placed along the south wall at the head of the stairs on the second floor to provide a central location for a valuable collection of Scrimshaw. Serving as center pieces for this new display are the plaque of whales carved from sperm teeth ivory (shown in last *Log*) and the great pan-bone with the whaling scenes.

In this section of the room the painting of the *Morgan* by Montague Dawson, a model of the *Morgan*, and various whaling prints complete the display.

The cases were constructed in the new Utility Building carpenter shop.

Progress on Seamen's Inne





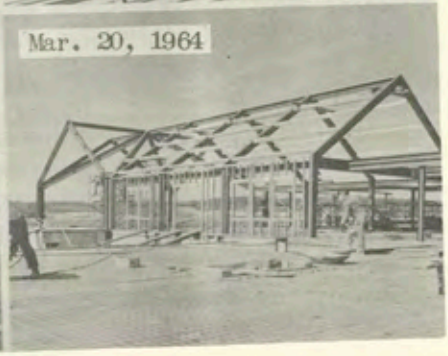












Recent Accessions

(Because of space all accessions received cannot be listed. If your gift is not here, do not think it is not welcome--it certainly is!)

The *variety* of accessions received is always very interesting. We are listing some of the recent items--some very valuable, some less valuable--all intriguing and very welcome.

A weather vane--a 34-inch rigged model of a brigantine with metal sails running horizontally the length of the vessel. The hull and spars and two lifeboats are black and the trim and sails are painted white.

Two master tapes of a description of the *Bowdoin* and personal experiences in the Arctic, made in 1963 on board the schooner, by our Honorary Trustee, Rear Admiral Donald B. MacMillan.

A lovely manikin of a young lady with auburn curls which was promised. (In the last *Log*)

A ten-inch square brass sundial made by Thomas Bryan of London in 1656 carries the legend on the outside edges:

Tyme wanes awaye as flowres decaye
Beyonde ye tombe freshe flowres bloome
Soe man shall ryse above ye skyes
Amyddst ye flowres I tell ye houres.

Two copper running lights, a brass riding light, and lanterns--one a ceiling fixture, which may be used in the new Seamen's Inne.

Photographs are many and of many subjects--"head of a female figurehead found floating in Salem Bay many years ago"--"print of the Floating Church of our Saviour, for Seamen"--"a page from 1842 logbook of the *Charles W. Morgan*" and one of Elizabeth Greenman Stillman, daughter of Thomas Greenman of our Greenman House.

A framed oil painting by one of the founders of the Association, Edward E. Bradley, of the *Mary Whitridge* under sail shows a Chinese junk at the right-hand side of the painting. Mr. Bradley made a trip to China as a young man aboard the vessel, described in *Before the Mast on the Mary Whitridge*, an Association publication. (Ed. note: Your assistant editor is Mr. Bradley's first grand-daughter.)

By bequest we received a 73-inch l.o.a. rigged model of the *Cutty Sark* which is in memory of the donor's son.

A 13½-inch statuette of "St. Mar.", the Patron Saint of the Sea, is a standing figure holding a small child in her right arm and dressed in a long gown. Under her gold crown she wears a blue scarf and the brown-haired child has a short green garment. She is believed to be about 200 years old.

Other ladies are two figureheads--one a three-quarter-length figure with brown eyes and hair and a gilt crown. She wears a blue-gray blouse, trimmed in gold and tan, her skirt is tan with gold trim, and the underskirt is blue. A gold bracelet adorns her left wrist. The other is a full-length lady from the *Molly McKim*, a topsail schooner from Belfast which was wrecked off Holyhead. She is a blonde with blue eyes, wears a green hat, blue overblouse with a white rose at the neck, a green skirt and a pink stole.

For those who like to go hunting, we have a Perdew Duck Boat with oars, push paddle and shooting stool.

A glass medicine bottle found in an old stone wall locally is inscribed: "H.N. Wheeler, Pharmacist, Mystic River, Conn."

Old charts of Long Island Sound and the Hudson River were used by a Captain Baird of Bridgeport, Conn.

These are a few of more than 300 items accessioned since January 1, 1964.

On Saturday, Feb. 22, the *Shenandoah* was launched from the Gamage Shipyard in South Bristol, Maine, and the event was witnessed by a large group, including several from Mystic Seaport's staff. The owner of this unusual vessel is Robert Douglass of Martha's Vineyard, a member of our Association. Built along the lines of the famous revenue cutter *Joseph Lane* of a century ago, the *Shenandoah* is the largest wooden sailing vessel built in Maine since 1921. She is 108 feet long, with a 23-foot beam, and will spread some 7,000 feet of canvas in her nine sails. Captain Douglass will use her as a passenger cruise vessel out of Vineyard Haven. Her equipment will include brass kerosene lamps, an old style organ, hand-powered windlass and pumps, as a balance for the modern concessions needed for her service. Congratulations are in order for Bob Douglass in bringing such a handsome vessel to our New England scene.

Typical Manuscript Collections

Two relatively recent acquisitions are the papers of the Thomas A. Scott Company, Inc. of New London, Connecticut and a series of letters of Matthew Bunker of New York who went to Australia in 1853 to seek his fortunes in the gold fields around Ballarat.

The Scott Company papers include over 18,000 pieces dating between 1889 and 1927. Anywhere from 1 to over 175 pieces document each of the accidents to approximately 500 vessels. Among the types of materials are correspondence, telegrams, transcriptions of telephone conversations, memorandums of charges and services rendered, bills, office and inter-office memorandums, wreck reports, marine protests, newspaper clippings, photographs, and various legal papers.

Captain Thomas Albertson Scott (1803-1907) started a marine salvage firm in New London about 1878 after the completion of Race Rock Lighthouse. When the firm was incorporated in 1903, Captain Scott's second son Thomas (1877-1961) became the president. Under his leadership it became one of the largest marine salvage companies in the United States. In 1922 the company merged with its chief competitor--Merritt & Chapman Derrick & Wrecking Company--to form the Merritt-Chapman & Scott Corporation.

These papers were put into folders and boxes before being subjected to a detailed inventory. A short synopsis of each accident makes up the body of the inventory. Complete vessel, owner, and location indexes and a chronological file have been compiled. Also included is a short description of the development of the company with brief biographical sketches of both Scotts. With the inventory completed and proper identifying labels placed on all boxes and folders, this large collection is now available for scholarly research.

Matthew Bunker's letters to his parents in New York number only twenty pieces but may prove as valuable to one scholar as the Scott Company papers may to another. The two earliest letters include an account of Bunker's 105-day trip to Australia in the bark *Gem of the Sea*. Most of the others contain descriptions of his mining activities, life in the gold fields, work as a bookkeeper, and partnership in a retail and jobbing business. In the last three letters Bunker described his trip to Calcutta in the clipper ship *Wild Rover* and his prospective return home in the ship *Grace Darling*.

We constantly search for manuscripts which relate to American maritime history--especially logbooks, journals of seamen, diaries of passengers, account books, and other types of papers dealing with whaling, fishing, sealing, shipping and shipbuilding. Much of the present collection of manuscripts has come through the generosity of members and friends--we hope it continues.

--Charles Schultz, *Keeper of Manuscripts*

Outstanding Water Color of Sea-fight

Some time ago the Curator acquired a pair of large water color prints of an early nineteenth-century sea fight, which appeared to be too badly damaged for exhibit. They were taken to the Fogg Museum in Cambridge, Massachusetts for inspection and a decision to restore them resulted. Now on display in the Navy Room, they constitute a most interesting exhibit.

After several weeks of research it is now believed that one of the prints represents the sea battle between H.M.S. *Northumberland*, Captain Henry Hotham, and the French frigates *L'Arianne* and *L'Andromache* off the coast of France on May 22, 1812.

In his letter reporting the engagement, Captain Hotham wrote that while cruising off L'Orient he had sighted two French frigates and a brig. With H.M.S. *Growler* in company, Hotham sailed the *Northumberland* immediately in pursuit. Taking advantage of the wind (then west by north) Hotham was able to get between the French frigates and the harbor mouth, just inside the island of Grovais. Despite the fact that the home-coming frigates could run for safety under the guns of shore batteries, the intrepid British commander placed the *Northumberland* in a position to intercept them, with his ship's head to the shore. For over two hours the fight raged, with the French frigates attempting to pass between the *Northumberland* and the shore, with the result that they both grounded with all sail set. Meanwhile the British ship was hit by fire from both frigates and the shore batteries.

Although he was obliged to leave off the engagement until his sails and rigging were repaired, Hotham returned to the scene and anchored the *Northumberland*, with topsails set, within point-blank range of the French. Shortly after his companion brig *Growler* joined him. After an hour of continuous firing, the French frigates, badly damaged in hull and spars, were abandoned by their crews, and one frigate caught fire and eventually

exploded. Captain Hotham reported that the frigates destroyed were the *L'Arianne* and *L'Andromache*, and the brig (also destroyed) was the *Mameluke*. The French had been cruising in various parts of the Atlantic for five months, capturing some thirty-six vessels.



The action, as described by Hotham, so closely approaches the scene in the water color that it is fair to assume this is the engagement illustrated by the famous artist T. Whitcomb.

Where Are They?

We make every effort to secure a new address for members when material is returned to us but have to give up when *first class mail* is sent back instead of being forwarded. Perhaps you know the present address and will send it to *The Log* on a postcard.

Harold W. Altshul
New York City

Col. W.G. Bryte, USSF Ret.
North Key Largo, Florida

Mrs. Edward B. Close
Greenwich, Conn.

Ernest K. Gann
San Francisco, Cal.

Mrs. Walter J. Greacen
Houston, Texas

Miss Eleanor M. Link
Miami 37, Florida

Robert Whiting
Middlebury, Conn.

Fort Rachel

Many of our visitors who enjoy the Mystic River Diorama exhibit are intrigued by the appearance of the little hill commanding the channel to the highway bridge known for two centuries as Fort Rachel. At the request of several members we present a brief history of this Mystic River landmark.

In the early years of the nineteenth century, when the War of 1812 broke out, the inherent dangers of the British Blockade were all too apparent, and the residents of Portersville (now the Groton side of Mystic proper) deemed it advisable to put a number of cannon on that highest eminence in the area. Tradition states that the name Fort Rachel came from Rachel Douglas, wife of William Douglas, who lived close by the rude earthwork fortification and was very popular with the volunteers who manned the fort.

A report credited to "F.D." of Mystic with the date 1859 reads:

> A short time before the bombardment of Stonington borough, the English attempted to destroy the village of Mystic. The Mystic men had so harrassed the blockading squadron by torpedoes and privateering crafts that the English determined to lay the village in ashes.
>
> For this purpose their barges were once coming up the river and had reached as far as Pine Hill when the watchful sentinel on Fort Rachel, Stephen Stark, heard the fretting of their oars in the row-locks. In an instant the alarm gun at the fort--a four-pounder--was fired and the inhabitants of Mystic, many of whom were accustomed in these times to lie down in their clothes, were ready with muskets and cannon for their defense. The barges were happy to retreat with the best of their speed.

Some time later, Captain George Wolf, in the Mystic sloop *Mary*, on a voyage to Dublin with some tobacco, was captured by a British frigate and one of the naval officers stated that there was a second attempt to pass Fort Rachel, when barges tried to come up the river during the night. In the thick darkness they lost their way and ran up into Williams Cove, east of Mason's Island. While feeling their way around, the tide fell, stranding the barges. Attempting to push off, the sailors floundered in the mud and had to wait until the tide returned. By this time dawn was breaking and they abandoned the effort and returned to their home frigates in Fishers Island Sound.

The Mystic families of Burrows, Holmes, Packer, Sawyer, Wheeler, Eldredge and Bray all played a part in the manning of the fort and keeping it a barrier against the potential of British raiding. It is easy to imagine what would have happened to shipping, moored for safety in the river, if the British barges had gained the way safely past old Fort Rachel.

The advent of spring always brings hurried activity to the Operations Department. Preparing the grounds for summer and the spring growing season means raking, fertilizing, planting, trimming and more raking. Our grounds must be in excellent condition for late spring and early summer, especially for the school groups we expect. This has been a hard winter with alternate freezing and thawing raising particular havoc with sidewalks and roadbeds. But come the balmy days of May and June--all will be in fine shape.

The buildings are being prepared also for the yearly onslaught of tramping feet and searching eyes. Buildings in need of floor repair and/or painting are worked on daily with an eye on making them not only clean and attractive but safe as well.

All in the Operations Department look forward to a busy and pleasant summer and hope members will avail themselves of the pleasures of the Seaport.

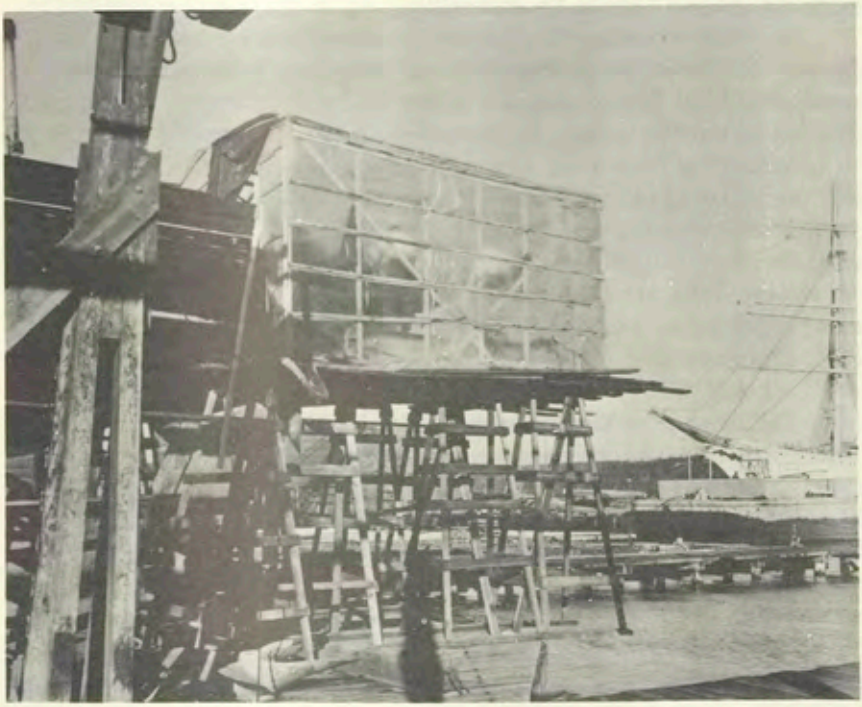
--Leo Fanning
Plant Properties Manager

Our *Charles W. Morgan* has been selected by the United States Department of the Interior to be listed as a "Historic Shrine" in the Registry of National Historic Landmarks.

Several weeks ago a meeting of the "Operation Sail" Committee was held at the U.S. Coast Guard Academy in New London, Connecticut. Mr. Brooks, Mr. Stackpole and Clifford D. Mallory were in attendance. Plans for this unusual event were discussed and considerable information on details was furnished by the active committee. The chairman for the affair was Walter Gubleman.

More About "L.A. Dunton"

These winter months have been productive in preparing our schooner *L.A. Dunton* for exhibition. The vessel has rested on the marine railway at Thames Shipyard in New London while the major operation of restoring her counter and transom went forward.



A frame structure covered with clear plastic, strongly resembling a greenhouse, was erected over the stern area so the shipwrights could work in reasonable comfort.

With the stern dismantled we were able to get a clearer picture of how to proceed, and a series of brain sessions with carpenters and several knowledgeable experts on fisherman construction ensued. Much of the original structure had been removed when the transom was sawed off and we faced a knotty problem as to just how to restore so the finished product would look proper and retain the required structural strength. "Tail feathers" were spliced into what remained of the original, new quarter chocks installed, planking extended, and all fastened and refastened with good locust trunnels as of old.

Blueprints for this job never existed and so as the transom frame took shape, we began to spring battens, sight them, change them, argue a bit, then mark for the cut. Remarkably the pieces began to fall into place and each day she began to look more like a Gloucesterman should. As the job progressed, it became easy to see and understand some of the crucial shapes which were earlier so difficult to conceive.

At this writing the *Dunton* is about to be brought to the Seaport's South Dock—her fitting-out wharf. Here the new bowsprit will be installed, her massive spars stepped and rigged. The main hatch, enlarged for cargo work, is being reduced to original size. Numerous other jobs such as installation of fife rails, alteration of the fo'c'sle scuttle, painting the hull, decks and houses, will be able to proceed.

Bowsprit and foremast are now complete, having been reshaped at Mystic from the old spars. The mainmast, gaffs and booms will shortly arrive from the Pigeon Spar Co. of East Boston, Mass. All ironwork for the spars has been completed by the firm of V.S. Croce of the Fish Pier at South Boston.

The *Dunton*'s wharf, now being constructed near the South Entrance, will be ready soon and when the date approaches that the first visitor may walk the schooner's deck, she will be shifted and moored in her new berth. We will be delighted to say "welcome aboard" this summer.

--James Kleinschmidt.
Assistant Curator

Mystic Seaport Sailing Activity organized for its fourth season on Saturday, February 22, with one hundred fourteen youngsters, between the ages of ten and eighteen, signing up for lessons. Of these seventy-four are beginners--the balance is divided between intermediates and advanced. Some of the advanced students are returning for their fourth year.

Indoor instruction has already begun and if the current early spring weather holds, classes will be on the water by the end of March. Beginners are receiving a variety of instruction in elementary seamanship, and the advanced class is learning spinnaker handling, racing rules, and tactics.

Classes are held weekdays after school and on Saturdays. They will run until the latter part of May and resume in mid-September and end in mid-November.

Library Notes

Contract for construction of the Seaport Library building was awarded on March 13 to Lorello and Naccarato, Inc., Mystic contractors who were the lowest of five invited bidders. Actual construction should be started by the time this issue of the *Log* appears. The building site has already been cleared, and test borings for the foundation have been made.

Our binding program is now going full-steam ahead. Ordinary binding is being handled by J.S. Wesby & Sons, Inc. of Worcester, Massachusetts; rare books by Gertrud and Fritz Eberhardt of Harleysville, Pennsylvania.

The library has been surprisingly busy for the winter season. Circulation during February came within five books of equalling the record made last August when the Munson Institute was in session.

We have been much gratified by the response from members to our appeal in the January *Log* for gifts of *Brassey's Naval Annual*; *Jane's Fighting Ships*; the *Record of American and Foreign Shipping*; and *Merchant Vessels of the U.S.* However, our holdings of these basic works are still incomplete and we shall continue to welcome proffers.

We now add three more titles to our list of desiderata, viz. J.A.H. Murray's *Oxford English Dictionary*, 13 volumes and a Supplement, 1933; Vincent J. Esposito, *West Point Atlas of American Wars*, 2 volumes, 1959 and *Cruising Association Handbook, 1961*--with 1963 Amendments.

--Charles W. David

Many of our visitors who have stopped in at the Greenman House are impressed with the completeness of its furnishings, reflecting the early Victorian period. Numerous letters have been received asking for information about a specific piece of furniture, or some aspect of its decor. One letter states: "Please tell me about that beautiful tall clock in the hall." The clock referred to was made two hundred years ago by Aaron Miller of Elizabethtown, New Jersey. Its handsome dial and strong signature "A. Miller" give it a distinct character.



Along the Waterfront

--Lew Powell, *Harbor Master*

Throughout the winter our harbor and wharves settled back to almost a complete state of loneliness. One day a four-footed visitor, a big buck deer, scrambled ashore near Hobey's Wharf and had the whole place to himself--which would appeal to any summer yachtsman temporarily aggravated by crowded conditions! He measured about eight feet l.o.a. from "bowsprit" to "boomkin" but didn't stay long enough to register with us.

A local marine contractor moved his eighty-foot work lighter from the South Basin to the Cruising Club Wharf and did it without his tow-boat. At the bow of the lighter was a tractor-type crane with a long boom with bucket attached for dredging purposes, and this bucket served as the paddle. Swinging gracefully and expertly from side to side, the bucket "paddle" propelled the clumsy hulk of the lighter around Shipyard Point, never leaving the channel, and nestled her easily against the far pilings of the Cruising Club Wharf. Try docking your Huckins with a boat hook and fry pan some time!

We will try to keep you posted on various items such as Mystic River highway bridge schedule, change in channel markers, etc. At present there is no change in the bridge schedule.

For 1964, come early, come often, come again! During July and August please make a reservation at least a day ahead of your E.T.A.--much more satisfactory for all of us.

Our New Zealand Correspondent

One of our correspondents in the South Pacific is Arthur J. Sheat of Auckland, New Zealand, who has always been interested in sailing ships. His four grandparents sailed to New Zealand in 1841-2 as British emigrants in ships chartered by the New Zealand Company formed in London in 1839 to colonize New Zealand. These emigrant ships were mostly of about 600 tons and the voyage round Cape of Good Hope and through the Roaring Forties took about five months.

At the time the Pacific War ended with the surrender of Japan our correspondent was on weather-recording duties on the remote sandy islet of Nassau some hundred miles north of Samoa. Here was a station with portable radio maintained by the New Zealand navy and air force for making weather maps of the south Pacific. By the luck of the game Mr. Sheat just missed being sent to Suvarov Atoll, mentioned at some length in recent Log

of the Seaport as having been visited by the cruising yacht *Westward* early in 1963. Some of the New Zealand party were detailed for duties at Suvarov (or Suwarrow to give it's usual South Seas name) and some for Nassau.

It was a case of six of one or half a dozen of the other. To land at Nassau, a 300-acre islet with fringing coral reef, the procedure was to go ashore in a surf boat manned by a Cook Islands crew who were skilled at shooting the reef. At Suvarov Atoll the schooner with diesel motor could anchor inside the big lagoon. Nassau had been a productive cocoanut plantation until 1941 whereas Suvarov is just an atoll with not much in the way of trees or land.

--Arthur J. Sheat

Readers of John Parkinson's article will be interested to learn that Tom Neale, "The Robinson Crusoe of Suvarov Island", has returned to Raratonga Island after his third voluntary sojourn on Suvarov. "He looks remarkably fit and well" writes a reporter.

Caulkers at Work

When our ship carpenters were finishing up the decks of the *Dorothy A. Parsons* by caulking the deck seams, the ringing of the mallet and iron attracted many of our fall visitors. One of these, writing of his visit, stated:

> I find it difficult to describe my feelings about the sound of the caulking tools when I stopped by the waterfront, but it seemed to transport me back into the past as nothing else could. It was the peculiar ring of mallet against iron which made the sound so well remembered. The tools used are so simple but they are certainly effective.

What the gentleman referred to were the several caulking irons and the oddly shaped mallet, reinforced by iron bands to prevent splitting as they hammered the oakum and threads of cotton into the seam of the deck planking. With a flick of the wrist the experienced men use the wooden mallet with precision, the iron smartly ringing with every blow. It is the sound of the iron "singing", as the oldsters used to say, which brought back such keen memories to our visitor.

Visiting Whaleboat



A fitted-out whaleboat from the *Charles W. Morgan* took an overland "voyage" to the Richmond, Virginia Boat Show in February.

According to Cmdr. Ronald R. Moore, USN (Ret.) who lives in Richmond and is a member of our Association, the exhibit was a complete success.

The interest in the whaleboat was amazing. People who came to see the latest in motor craft looked at them, and then came over to examine the whaleboat. Many of Commander Moore's Power Squadron class in Seamanship came to see this most seaworthy form of small boat. Youngsters wanted to know about it so they could write a theme for school and teachers were interested in whaling in the days gone by. One elderly lady was copying the list of equipment so she could have information for future crossword puzzles! At least 200 visitors had read the article in the Richmond Sunday *Times Dispatch* and had come mainly to see the whaleboat. Many of the visitors had been to the Seaport.

Mr. and Mrs. Charles B. Raynor and Col. Horace W. Forster USA (Ret.) helped Cmdr. Moore at the exhibit. Col. Forster, a descendant of an old New Bedford whaling family, has since become a member of our Association and Mr. and Mrs. Raynor have been members since July 1961. The enthusiasm and help of these four Richmond, Virginia members is greatly appreciated.

A Civil War Casualty

One morning in November 1861, a vessel flying the flag of Confederate States of America steamed into the harbor at Southampton, England, under command of Captain Pegram. She proved to be the side-wheel steamer *Nashville* which had run the blockade out of Charleston, South Carolina in October of that year.

When the *Nashville* had come to anchor there were landed from her deck the twenty-nine crew members and Captain W.H. Nelson of the ship *Harvey Birch* of New York which the *Nashville* had sighted on November 19. Captain Nelson had left the French port of Le Havre only two days before, bound to New York in ballast. The *Harvey Birch* was immediately forced to heave to and boarded by a boat's crew from the *Nashville*. Allowing only a few minutes for Captain Nelson to take a few articles and fresh provisions, the ship was set on fire and the Confederate raider remained a short distance away while the *Birch* slowly burned to the water's edge.

The experience of losing such a handsome vessel was particularly galling to her master, Captain William H. Nelson, who had been in command from her first voyage in 1855. He had taken her through several voyages from New York to San Francisco, and on one occasion was caught in a terrific storm off Cape Horn. It was on July 19, 1858 that the Captain wrote:

> "I believe a ship never had such a time since Lord Anson's time. My ship shows it, although as good a ship as comes this way."

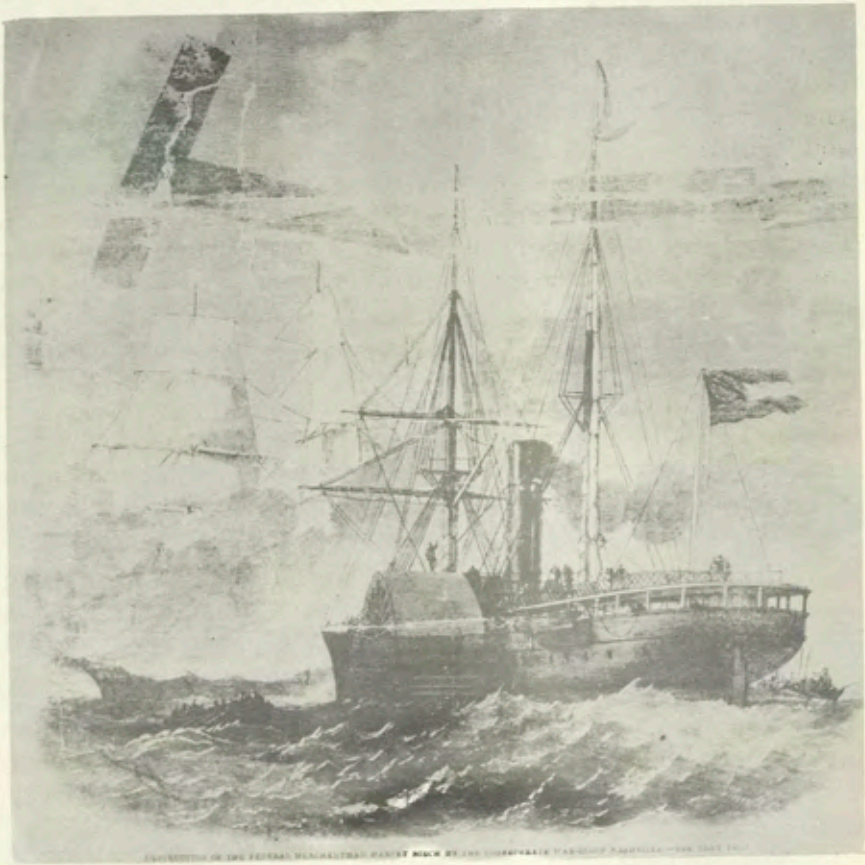
Two days later he recorded:

> "The blackest and darkest squall I ever see passed over blowing very heavy with snow and hail. A large ship in company. The times are exciting--*pulling cotton*. He has his match for today and more."

The *Harvey Birch* was a medium clipper and one of two ships built by Irons & Grinnell at the Mystic Shipyard for the Brower Company of New York. She was 196 feet long, 40.6 feet in beam, with a depth of hold of 28 feet. The other was the famous clipper *Andrew Jack-*

son which was larger and more finely lined than the *Birch*. The contrast between careers of the two ships is of interest, as the *Jackson* created the world's record passage of 89 days and 4 hours from New York to San Francisco.

John H. Brower & Co. was a well-known New York firm, and the late Brower Hewitt, one of the first trustees of our Association and for a number of years our Treasurer, was a direct descendant of Mr. Brower.



In its issue of November 30, 1861, the *Illustrated London News* printed an engraving showing the burning of the great ship with all her sail set. Thus ended the career of one of the largest vessels ever built in Mystic.

Letters

Captain F.L. Sabel, retired Marine Commissioner at Bethesda, Maryland, has had an interesting career beginning in the age of sail. In a recent letter he inquired about the ship *Manga Reva* and in response to a reply containing the desired facts, he wrote:

In October 1907 I boarded *Manga Reva* in Brooklyn. The ship was then discharging a cargo of West Coast sugar at Erie Basin. Ten days later, with a scratch crew, we towed down to Curtis Bay, Baltimore. There we loaded a full cargo of coal for San Francisco. Left Baltimore on November 3 and arrived in San Francisco in 129 days.

Off Cape Horn we ran into the usual weather one reads about in books. Plenty of westerly gales and ever-rolling long seas pushing us eastward when we tried to make westing. "Tack-ship" was out of the question--deep loaded as we were it was always necessary to "wear-ship" when changing tacks.

A day came when the weather eased up to permit all three upper topsails to be hoisted. Next forenoon it was again "All hands on deck, take in upper topsails." The inside man on mizzen upper topsail yard was a young Philadelphian, Compton. The sail had nearly been furled and ready for the gaskets when a heavy roll to windward and sudden gust of wind made the canvas bulge out like a balloon. Compton lost his grip and was thrown backwards in space. Hitting the mizzen yard on the way down he fell on the taffrail and then to the deck.

As it was in the afternoon watch it became my job to sew up the body for evening burial. With heavy seas sweeping the deck it was a struggle to carry the body from forward to the poop deck for final rites.

With a furious gale howling through the rigging and drowning all sounds of words, there is something very impressive about a funeral on a sailing ship off Cape Horn.

A letter from Frank C. Foster, London, England, requested information on a "brass box in my possession which has been identified by the Maritime Museum at Amsterdam as a Pieter Holm tobacco box. I am informed that you have published a booklet on Pieter Holm...and I would be grateful for a copy." The little booklet was promptly dispatched to Mr. Foster.

We recently received a letter from a young lady in Enfield, Connecticut which was addressed to "Mystic Seaport, Whaling, Connecticut".

Variable Winds

Miss Joy Hardin of West Lafayette, Indiana, sent in a diagram of the planned decorations for her school's Prom to be held May 22. They are using Mystic Seaport for a theme and wondered where they might secure barrels, and small items for favors.

The Wadsworth Atheneum in Hartford, Connecticut had an exhibition of the Charles Gardner Collection of American Glass, in January. Mr. Gardner is a member of our Association and we have some of his glass on exhibit in the Tavern.

Adult admission rates will be increased *during the Activation period* from $2.00 to $2.50; adults in groups from $1.00 to $1.25. Guest ticket books (for ten admissions) will increase to $12.50 on April 15, 1964 and will remain at that rate until further notice.

No change will be made in children's admission rates.

A group of Naval Cadets from Pakistan were visitors on a dreary Saturday in January but all had a good time despite the weather.

The visitor registration books in the Information Booth are creating considerable interest. There are individual books for each state, one for foreign visitors and one for children.

The publicity department is receiving increasing numbers of requests for photographs of ships and shipping to illustrate new text books in the field of American history.

Membership Campaign offices have moved to the new Member's Building.



Charles Baker, keeper of the tool crib, cuts his birthday cake on his 82nd birthday at a surprise party given by fellow workmen.

The grandfather's clock which once belonged to the famous shipbuilder Donald McKay in East Boston, has been restored and is now on display in the Clock Shop. It was a gift of Mr. and Mrs. Bryant.

One of our Hartford members, Houghton Buckeley, was kind enough to send us an appreciative letter for the article on the Print Shop which appeared

in our last *Log*. He is an authority on John I. Wells, the inventor of the Wells press and has written a number of articles on the versatile Connecticut man who was also a cabinet maker of fine furniture.

Mrs. Dorothy F. Haynes, a Stonington, Conn. member of M.H.A. since 1944, died on February 1, 1964. Mrs. Haynes was appointed to the first Educational Committee of the Association in June 1947, representing the Girl Scouts. She was active in the organization of the Youth Training Program aboard the *Joseph Conrad* and served on that committee until 1953.

It was interesting to read that the Polaris submarine *Andrew Jackson*, recently launched from the Mare Island, California naval shipyard "was the first ship of any type" named for the nation's seventh president. The Californians should know better, because the medium clipper *Andrew Jackson*, built at Mystic in 1855, made frequent passages through the Golden Gate.

William A. Baker, the well-known marine architect who designed the *Mayflower* replica, has been appointed Curator of the Francis Russell Hart Nautical Museum at the Massachusetts Institute of Technology in Cambridge, Mass.

A New Zealand friend, having read in a recent *Log* about the skylight of the *Rotomahana*, has sent us a photograph of this steamer's figurehead. The name comes from Lake Rotomahana. His father, now 88 years old, remembers when Mark Twain visited New Zealand on the steamer and sat on the skylight seat now in the Wendell Room.

The rigged model of the English clipper ship *Cutty Sark* listed in "Recent Accessions", was in memory of David S. Ellis who was one of the young men serving as guides at the Seaport a decade ago.

From Gertrude M. Johnson of St. Petersburg, Florida: "I thought that perhaps you might be interested in seeing this poem which resulted from my visit to Mystic Seaport which I found fascinating."...

Here old ships are nodding,
they strain at their hawsers in sleep
Only slow tides of the river
recall gale-frenzied deep.

Here are sea names of *Morgan* and *Conrad*,
reminders of dungeon and chain;
holds, still rancid from whale oil;
and planks flaunt a red rusty stain.

In buffeting winds the masts tremble:
the riggings babble old fears
of monsoon, iceberg, nor'wester,
haunted by sea-ravished years.

One of our interested members has written: "Where is the exact location of Kuwait in reference to Arabia?" This small but important country is at the head of the Persian Gulf, bounded by Saudi Arabia on the south and west, and Iraq on the north. Its capital is Kuwait where shipyards and an airfield feature a bustling economy and a population of 25,000.

Publications Which May Interest You

Recent members of the Association may not know that publications issued before they became members are available. We therefore list the following:

Title	*Author*	*Price*
(Quoted price in this group is one-half original price)		
Polar Whaling--A Sea Letter Narrative.....	Holmes	$ .25
George B. Wendell, Clipper Ship Master.....	Cutler (Ed.)	1.25
The *White Star* Journal.....		1.00
Five Hundred Sailing Records.....	Cutler	1.50
The *Champion of the Seas* Times.....		1.00
Captain Prescott and the Opium Smugglers...	Stackpole	1.00
The Wreck of the steamer *San Francisco*.....	Stackpole	1.00
Capt. Nash DeCost and the Liverpool Packets	Sawtell	1.00
Memoir on Steamboats of the U.S.A.	Marestier	1.25
At the Sign of the Quadrant.....	Burstyn	1.00
Two Dramatic Episodes-New England Whaling..	Withington	1.00
The American Indian as a Sea-fighter.....	Beck	1.00
Small Craft at Mystic Seaport....	Stackpole-Kleinschmidt	1.00
H.M.S. *Culloden*.....	Schmitt-Schmid	1.00
Maritime Mystic.....	Anderson	1.00
Junius Smith, Promoter...Navigation.....	Pond	.50
(Recent publications)		
Scrimshaw at Mystic Seaport.....	Stackpole	2.00
The Ship *Ann Alexander* of New Bedford.....	Sawtell	2.00
Fifty Notable Ship Portraits-Mystic Seaport	Maloney	2.00
(Reprints)		
New London Whaling Captains.....	Colby	.50
Mystic-Story of a Small New England Seaport	Cutler	.50
George Greenman & Company, Shipbuilders..	Stevens-Stillman	.50
Before the Mast on *Mary Whitridge*.....	Bradley	.25
Important Types of Merchant Sailing Craft..	Cutler	.50
(Booklets)		
The *Charles W. Morgan*.....	Dickerman	.25
The *Joseph Conrad*.....	Dickerman	.25
Spermy, a Story for Little Children.....	Chesebrough	.25
Seaport Coloring Book.....	Pordes	.35
Whales for Food, Fodder, Fortune.....	Dice	.25

You may order any of these from Dept. L., Mystic Seaport Stores, which handles our publications. Please include 10 cents per title to defray postage and handling charges. Connecticut residents also add 3½% state tax.

1964 Proposed Schedule of Events

April	8	Activist Training Session. Speakers: Miss Helen Holly and Ralph Hodgkinson--Old Sturbridge Village and M.H.A Advisory Committee member Robert Montgomery
	11	Activation Season opens. Seaport will be fully activated with attendants on duty in buildings and on ships from 10:00 a.m. to 5:00 p.m.
May	8	*Conrad* weekend programs begin
	22	National Maritime Day--ships dressed
	23	*Brilliant*--first weekend cruise
June	7	*Conrad* regular summer schedule begins
	14	*Brilliant* regular summer schedule begins
	29	Opening of tenth session of Munson Institute of American Maritime History
July	16	Freeport Yacht Club Rendezvous
	17	Crescent Temple Yacht Club Cruise
	21-23	Visit of officers, crews, cadets from Operation Sail ships visiting New London
	23	South Shore Power Squadron Rendezvous
	24	American Yacht Club Rendezvous
	25	Symphony at the Seaport
Aug.	4	Coast Guard Day
	6	"Country Cousins"--square and folk dance exhibition group from Yuma, Arizona
	7	Closing date--Munson Institute
	7	Newcomen Society luncheon
	14	Annual Meeting--Marine Historical Association
	14	Mystic Seaport Dock Dance for members of area square dance clubs
Sept.	2	International Congress Cell Biology--Brown University, Clambake
	5	End of regular schedules--*Conrad* and *Brilliant*
Oct.	18	Activation ends--Seaport on winter schedule
	?	Dhow Derby
Nov.	19	Mystic Garden Club Tea
Dec.	20	Christmas Carol Sing

Mystic Seaport
Marine Historical Association, Inc.
Mystic Connecticut

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Photo by Sandi

L.A. Dunton arriving at Mystic Seaport, March 17, 1964