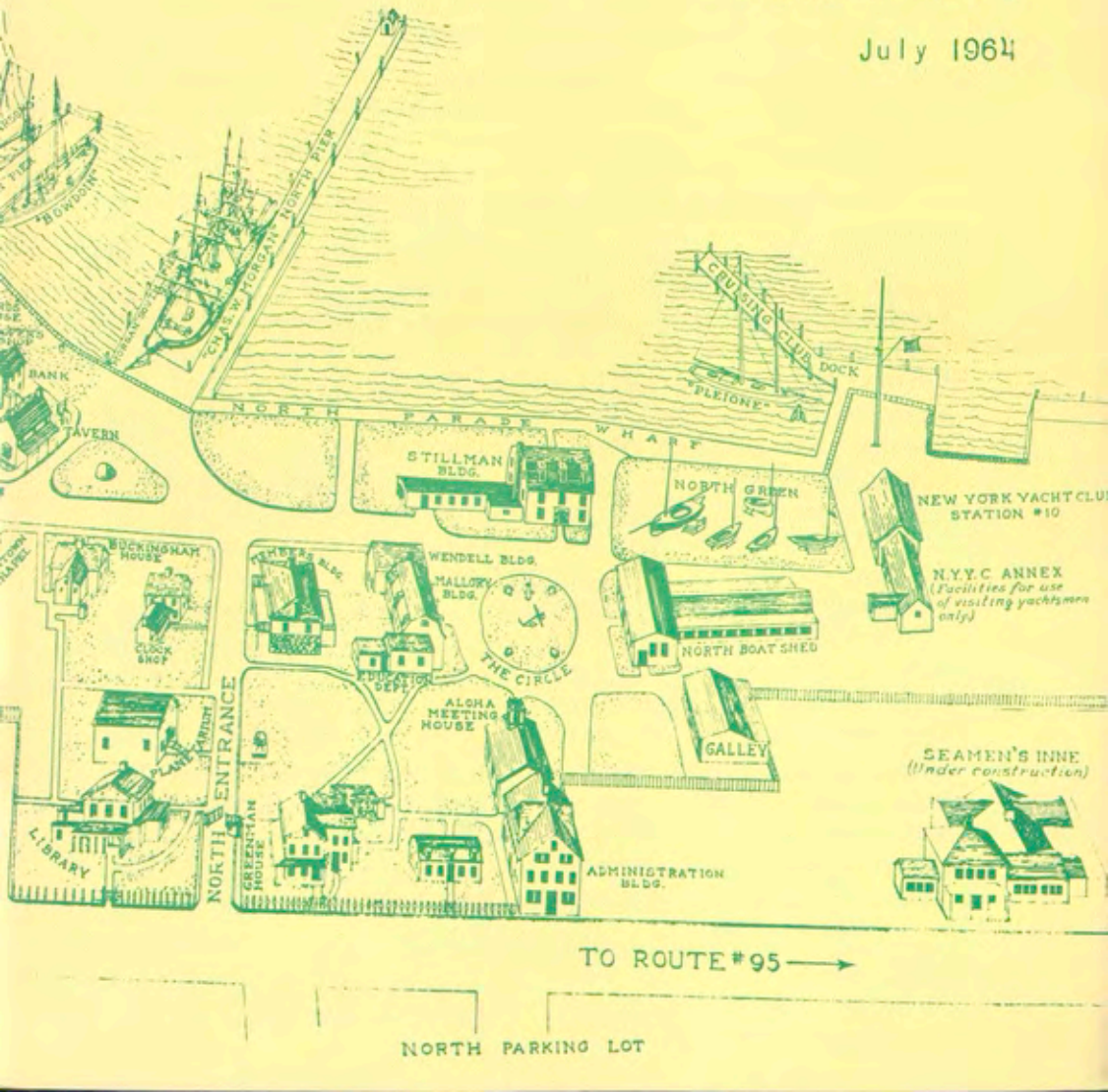
# The Log of Mystic Seaport

SEPH CONRAD

VOLUME 16 NO. 3

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## PROGRESS THE KEYNOTE

The annual report of the Association is now in the hands of our members. The keynote of the report is *Progress*, and in his annual message, President Franklin Cole points out that the recent work at the Seaport brings this out dramatically. The development of the main entrance, the creation of additional space and docking facilities through bulkheading to the south, along the river, the building of the Seamen's Inne and auditorium, the laying of the foundation walls for the new Library, and the restoration of the Gloucester fishing schooner *L.A. Dunton* are the examples of the Seaport's progress along several lines of endeavor.

Mr. Cole pointed out that our membership now totals over 8,000 members as contrasted to 225 in 1941. Gratitude to the volunteer corps for its contributions during the year was expressed by the president. Other highlights of the report note processing of 1,776 accessions, an increase in the number of visitors for the year to 334,218 compared to 304,856 in 1962 and greatly increased activities in the Seaport's Education Department. We really are "progressing".

*(Our Cover--the current gate map)*



## Along the Waterfront

--Lew Powell, *Harbor Master*

Congratulations, Skip, for being the first hardy mariner to tie up at the Seaport this year--a repeat of last year's accomplishment! Mr. Leonard (Skip) Rising Jr. of Feeding Hills, Mass. arrived with his family by boat on March 29.

Since that cold, blustery day, waterfront activity has been slowly but steadily picking up steam. Most of the yacht visitors were returning from southern waters. Toward the end of May, our two "regulars" appeared, which unofficially opened the season--*Exchange II* (Ren Bartram) and *Mystic VIII* (P.R. Mallory).

Memorial Day weekend provided a gala crowd with burgees flying from N.Y.Y.C., Essex, Wyncote, C.C.A. and Fishers Island. In addition we had the *Christina* of Panamanian registry, with guests on board from Italy and Greece. That Saturday afternoon also saw the arrival of three of our Trustees by boat: Messrs. Bartram, Blair and Ridgway. We are off to an early and official start to what we expect to be our finest season.

The new South Parade wharf area is now ready for use and we hope to have adequate space for all of our water-borne visitors. But do call or write ahead for a reservation, especially during July when the schedule looks mighty busy.

The highway bridge across the Mystic River still adheres to last year's schedule--ten after and twenty before each hour except for the closed period between 4:10 and 5:10 p.m. but proposals to partially curtail this schedule are currently being considered by the authorities.

The "Welcome Yachtsman" folder has been revised and printed--this time with blue ink instead of the customary black.

We bid you come soon and come often and above all, have a safe and happy boating season!

In response to many inquiries concerning the antique stool in the kitchen of the Buckingham House, we report it is known as a "joyned" or "joint" stool and is of the 17th century. These were made of walnut and oak for the most part, and the name is derived from the method of fastening which made them so durable.

## MORGAN's NEW SAIL

Late in May the *Charles W. Morgan* marked another significant event--the arrival of her first new sail in over a quarter of a century. This particular sail is the main topsail, the largest in the set, which comprises some 1200 feet of canvas and weighs about 400 pounds.

Of unusual note is the fact that the man who completed this huge square sail is John W. Durant, who made the *Morgan*'s last suit twenty-eight years ago. These sails were all ripped from the ship's yards during the hurricane of 1938, being literally torn to shreds by that great storm. They were the last sails (until this year) that the *Morgan* has seen aloft in two decades.

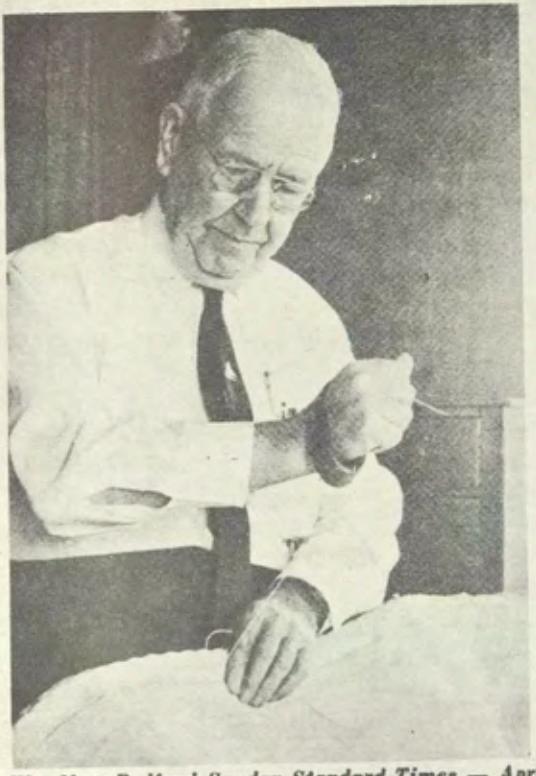
The new main topsail is a gift from Mrs. Gladys Reynolds SaVoie and is in memory of her father, George H. Reynolds, one of the New Bedford group which originally preserved the *Morgan*, and one who worked so hard to see that she came to Mystic. The huge sail is the most expensive as well as the largest of the *Morgan*'s set of eighteen.

During the winter and early spring Mr. Durant and his assistant sailmaker, Earl Smith, cut the canvas and sewed it in sections. Fortunately Mr. Durant had the original plans for the whaleship's sails, which expedited the work. Sewing a square sail is an art in itself, as the number of cloths (in the width or cross measurement) in the head and the foot, and the depth in yards must be determined before cutting. These are vital measurements, as they determine the proper draft to include for the drawing or curvature of the entire sail.

After the sewing together the canvas was laid out on the sail loft floor where strengthening pieces or linings were placed in position and sewed. Then came the sewing on of the bolt rope on the edges of the sail, and to watch Mr. Durant, with his roping palm, was a rare treat.

Seated on the floor, the 72-year-old veteran sailmaker plied his needle and waxed his thread and hour after hour kept at his task.

*Photos: Milt Silvia, Staff Photographer*



**Leather-roping palm protects hand of John W. Durant as he secures thick line to sail. Mr. Durant is head of the sailmaking firm that carries his name.**

*The New Bedford Sunday Standard-Times — April 26, 1964*

The cringles formed by a strand of bolt rope were next inserted at clews and earings. Then came the head holes and grommets, clew and buntline holes, reef holes and other finishing touches.

Completed at last, it was dramatic, indeed, to see Bill Durant conduct a final survey and announce it was ready, and have Gladys (as Mrs. SaVoie is known to her many friends) congratulate him on the achievement.

Now in our sail loft at Mystic, the main topsail will soon be furled on the main topsail yard and on Annual Meeting Day (August 14) will be "let fall"--thus marking a new chapter in the story of the *Charles W. Morgan*. Four more sails--spanker, fore topsail, fore staysail and inner jib--will give the ship a grouping

or rig which she so often used on cruising ground in the South Seas. It is hoped that the appearance of the new sail will prompt interested friends to underwrite another of the set.

Whenever history notes events that come, as the expression goes, "full cycle" it is always worth recording. A short time ago, through the interest of Mrs. Mason H. Suffield, we were able to obtain a painting of two medium clipper ships, built at the Mallory Shipyard in Mystic, which were well known in their day--the *Twilight* and the *Mary L. Sutton*. This large painting (mentioned in "Recent Accessions) was transferred from Maryland to Mystic by Mrs. Edwin Lloyd, a friend of Mrs. Suffield.

The significant factor, however, is not so much that the painting is of two Mystic-built ships, or that it is a well-executed canvas in its own right, but that it was originally hung in the home of Mason Hill, grandfather of the late Mr. Suffield, who lived on Greenmanville Avenue, Mystic, Conn. Mr. Hill was the designer of both the *Twilight* and the *Sutton*, and it is, indeed, fitting that the painting should return home.

The two ships are shown speaking one another, with a pilot schooner in the offing, and for this reason a search was made of known records of the two vessels to ascertain whether or not such a meeting had actually taken place. As an added fillip this research revealed that the *Mary L. Sutton* and the *Twilight* met off the Golden Gate of San Francisco on or during the twenty-four-hour period, May 14 to May 15, 1861, when the *Twilight* was inward bound and the *Sutton* outward bound from that California port.





# Sequel to A CIVIL WAR CASUALTY

In a letter from member DeSalles Harrison, Chairman of the Board of the Coca-Cola Bottling Company in Chattanooga, Tennessee, we learn that the article in our recent *Log* on the burning of the Mystic-built clipper ship *Harvey Birch* during the Civil War, was read with more than ordinary interest by Mrs. Harrison. The significant factor is that she is a descendant of Lieut. Robert B. Pegram, the commander of the Confederate man-of-war *Nashville*. As a veteran naval officer, Lieut. Pegram took command of the *Nashville* in September 1861, and ran the blockade out of Charleston, South Carolina on October 26 of that same year. His own report of the burning of the merchant ship is as follows:

On the 5th of November we left Bermuda and in order to elude pursuit took a track across the ocean but little frequented by vessels. During the greater part of the passage we met with strong head winds, the wheelhouses, guards, and a portion of the hurricane deck and the bulwarks being washed away.

At 9 o'clock on the morning of the 19th of November a sail was sighted standing towards us, which proved to be the clipper ship *Harvey Birch*, Captain M. Nelson, from Havre to New York, in ballast. When within hailing distance, I hoisted the Confederate flag and demanded the surrender of the vessel as a prize to the *Nashville*, which demand was instantly complied with.

I then ordered the Captain to come on board with the ship's papers and after a careful examination of these, one of the officers of the *Nashville* went on board the *Harvey Birch*, and after transferring the officers and crew (thirty-one in number) on board and she had burned to the water's edge, I then continued my course and on the 21st of November anchored off the port of Southampton, the officers and crew of the *Harvey Birch* being then liberated and permitted to go on shore.

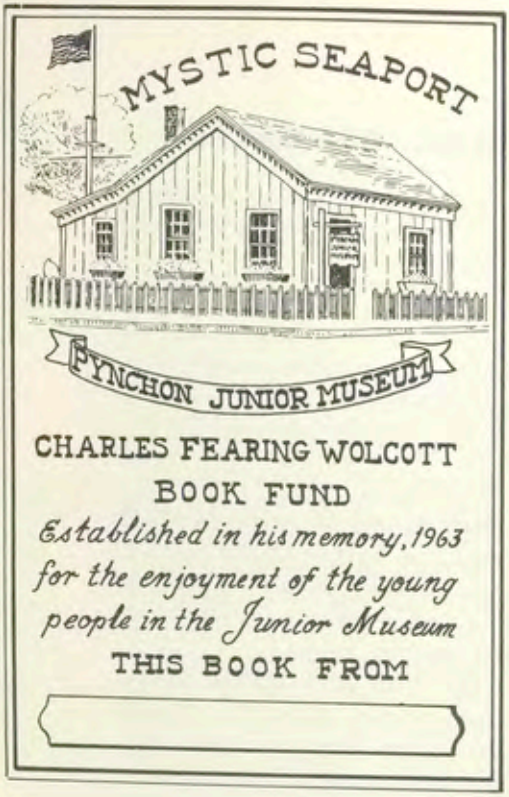
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The Thirtieth Annual Meeting of The Herb Society of America was held in Connecticut this year with *Herbs and Shakespeare in Connecticut* as the theme. Thursday, June 18, was the day chosen to visit Mystic Seaport, with Buffet Luncheon in the Galley.

Members from California, New Mexico, Ohio, Iowa, Florida, Virginia, Wisconsin and neighboring states came for this interesting trip. Canada was also represented.

The Captain's Garden at the back of the Buckingham House is planted by a member of the Society and maintained by the unit.

--Grace M. Olson, *Recording Secretary*




## MEMORIAL

When Mr. and Mrs. Henry Wolcott of Wyckoff, New Jersey, visited the Pynchon Junior Museum, they were impressed by the children's interest in the great variety of exhibits and the books spread out for them to look at. They felt that here they should like to establish a small memorial to their young son. It was then decided that it should be a book fund. John Leavitt designed a book plate which is to be pasted in each book. Other donors may participate in this activity.

## HEIDI's PROJECT

Heidi Hahn, a junior at Butler High School, Butler, New Jersey, recently distinguished herself with a prize-winning exhibit based on American Whaling. Most of the material used in the display was acquired at Mystic Seaport. Although Heidi is living in New Jersey, she was once a resident of Rhode Island. At that time she visited the Seaport frequently, coming here with her parents and with school and camp groups.

We contacted Miss Hahn and received the following letter concerning her display and the research which had gone into its creation:

When I decided to make my project *Colonial Whaling*, I revisited Mystic Seaport to refresh my memory, take pictures and acquire information which would help me in writing my report and constructing my exhibit.

One of the rules of the History Fair was NO KITS. However, I was given permission to use your cardboard boat kit--which was unfortunately pushed aside when the photo was taken. The buildings were made of cardboard and painted with poster paint. Some were very complicated, especially the house with the widow's

walk and the equipment for raising and lowering sails. The wharf was made of popsickle sticks, and the many small barrels made of clay. The road was of small gravel chips.

The books which helped me most were: *The Story of Yankee Whaling*--American Heritage Junior Library, *Moby Dick*--by Herman Melville and the small photographic books illustrating Mystic Seaport.

I also obtained some good material from the New Bedford Whaling Museum and from Sag Harbor.




If you will look at the picture you will see, on the back left-hand board, a series of pen and ink drawings which I did depicting the events of a whaling voyage from departure to return. You will recognize the big photos in the center as those of your paintings. Since the frames weren't shown, they appeared as actual shots and received much comment!

After my exhibit tours two more Fairs it will become a permanent display at the Dey Mansion, Wayne, New Jersey.

Thank you for inquiring about my project and thank you for such an interesting place as Mystic Seaport.

Miss Florence Athay of Bloomfield is Heidi's history teacher. She is also chairman of the Social Studies Department and sponsor of the History Fair at Butler High School.

Our congratulations go out to Heidi Hahn for her winning exhibit. We are extremely pleased that Mystic Seaport should provide the appeal and interest for such an educational experience.

# 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!)*

Our first accession for this period was a collection of 94 photographs--illustrations used in Alfred Stanford's *Men, Fish & Boats*. Locale is eastern seaboard, from Newfoundland, south.

Because we have a number of Nelson items, we were pleased to receive a framed lithograph by Thomas Davidson, entitled *Nelson's last signal at Trafalgar*, in an interesting frame with rope trim all around it.

A "one-of-a-kind" instrument was a ball recording sextant made by Mergenthaler Linotype Co., Brooklyn, New York.

A bequest brought us a half model of the *Oakland*, one of an Eastwood yawl, a sea chest, two "persuaders" (clubs of bone), ebony parallel rules, a dirk, several knives, a water color signed "Loring", *Wickford, R.I. Scalloping*, and 8 unusual illustrations of Civil War period.

Added to our portraits is an oil of a whaling master from New London, Conn.--Capt. Lucious Lathrop Butler--born in Stonington, Conn., 1820. (Ed. note: spelling of Lucious correct!)

To swell the collection of nameboards came the *Robert P. King* with letters in yellow on black and a carved eagle's head at one end.

A riding light, whale oil burning, may find its way to one of the new buildings. The base is brass and a ring at the bottom provided for lashing the lantern against swinging in the wind.

Our collection of sailmaker's plans has been increased by a number from the abandoned sail loft of Gordon & Hutchins, Boston, Massachusetts.

Five photograph albums of Merritt, Chapman & Scott salvage operations date from 1896. We now have a fairly complete picture of salvage. Glass negatives, when pictures are made from them, will further enlarge the scope.

An Albert Sebille oil painting of the bark *Apache* in a heavy sea, with a background of a double rainbow, arrived with a framed oil painting of the clipper ship *Young America*. Both are interesting ship portraits.

In the engine exhibit, we now have a steam engine, built about 1900 by John Titus of Oyster Bay, New York.

Three Victorian pieces will enhance the Edwards House parlor. We have a small, corner what-not, and the embroidered

and beaded shelf edging which fits the middle shelf. A white china vase is shaped like a hand, nolding the tulip container which is decorated with cattails.

Sloop *Alerion III* will become an exhibit as soon as suitable covered space has been provided. The *Comet*, a 10-ft. lapstrake dinghy, came with her.

With the new Tinsmith Shop in mind, a staff member gave a pair of tin whale oil lamps with double wicks. They stand but 3 1/4 in. high, with a single elliptical handle on each.

In the last issue of *The Log* we mentioned a medicine bottle found locally. Only when a similar one came in did we realize they are both poison bottles, with warning in the coffin-shaped bottoms.

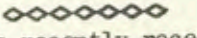
A framed oil painting of the ship *Twilight* is being restored for the new Members Building. The artist is not known, but he has portrayed both the *Twilight* and the *Mary L. Sutton*, with a pilot boat at the right side of the painting.

In the Ship Chandlery may now be seen a Cash Register, "inspected in 1897", made in Springfield, Massachusetts by Heinisch. Besides the coin slot, and a bell which rings for each transaction, there are tabulator keys which can be set to make a secret combination for opening the cash drawer.

Our first oil painting attributed to T. Luny came to us in May from Portland, Maine. It is a stirring scene of the War of 1812--an engagement of the *Shannon* and *Chesapeake* off Boston, June 6, 1813. With the painting came four colored prints, drawn and etched by N. Pocock, engraved by R.&D. Havell. These depict successive events in the battle between the *Java* and the *Constitution*, with the *Java* finally in a sinking state. All of them are framed with pale blue matting, an American adaptation of the French style.

A long-time friend of the Seaport visited recently and brought two charming sugar scoops made of half shells of cocoanut with an ivory handle on each. The larger one measures 6 in. from tip across the handle and is 3 3/4 in. wide. They are very unusual.

--Gertrude J. MacDonald, *Registrar*



One of our new members recently received the current publication, *Disaster on Devil's Bridge*, less pages 65 through 80. "I did not discover the missing pages till this evening when I sat down to enjoy it and was left with the survivors in the rigging and no knowledge of how they made it to shore." Needless to say a new copy with all pages was immediately sent to him!

## SPRING GROUPS

During the spring visits by school, scout and adult groups showed an increase over the same period of time in 1963 of 3000 persons. Through June 30, 1964 the total group visitation reached 29,660 persons. An analysis indicated the effect of the Special Interest Tour Program which was inaugurated late in the spring of 1963.

Most school groups take advantage of this Program with very few making a general tour of the grounds without some formal preparation or guidance. The evaluation questionnaire prepared this spring, and distributed to all teachers who brought groups, indicates the program has been a success.

The problem that most often faced the teacher in planning for their visit was the time allowed. Some of them reported difficulty in collecting money for the trip and arranging for transportation.

There were only a few changes recommended by the teachers. The comments varied from requests for someone in the Rope Walk to explain its operation to more emphasis on craft shops, a guide on the *Morgan*, and one teacher requested something portraying the actual size of a whale!

It was unanimous, according to the questionnaires, that the *Charles W. Morgan* was enjoyed most. The Shipsmith Shop and the Stillman Building were also popular. It is understandable that the Buckingham House did not interest many of the boys. Some of the teachers summed it up by saying the buildings which had no activist in them seemed to be the ones in which the students did not show an interest.

The teachers commented they were treated courteously and the facilities were satisfactory. Most utilized pre-visit material as recommended--one teacher using five class periods in preparation for the trip. The orientation was reported excellent by all teachers and better than expected. One interesting point regarding orientation was that it did not point out what they would see for themselves during their visit. It has been our goal to familiarize them with the background

and information required to make their tour more meaningful. Most students had some type of problem to work on during their tour in preparation for classroom discussions. Perhaps the most helpful comment made by the teachers is that the tours were related to their age or grade level. There are no guided tours, each leader and ten children follow a prepared itinerary.

Among interesting groups visiting this spring were three foreign groups--one from the U.S. Office of Education Teacher Development Program, consisting of thirty-one French teachers, and a group from the Hospitality Information Service, of United Nations employees, primarily from the Secretariat. Another group from the International Student Center in Boston had over forty students from various parts of the world, now studying at Boston University and Harvard.

--Robert Damm



THE TEAM OF OXEN WHICH WERE ON THE GROUNDS FOR THREE WEEKENDS BROUGHT ABOUT CONSIDERABLE INTEREST..AND CAMERAS. MANY OF OUR YOUNG VISITORS HAVE NEVER SEEN AN OX SINGLY, OR OXEN TOGETHER.

Another Noank sloop, constructed by Thomas Hale at his Vineyard Haven Shipyard, and named *Rawalkindi*, was launched at the yard on Saturday, June 12. She is of the same hull design as Mason Merchant's "Noanker" *Twilight* but her rig is more in the earlier period. Both are handsome craft and the *Twilight* has spent many a day at Mystic Seaport since her launching two years ago.

# EDUCATIONAL GET-TOGETHER

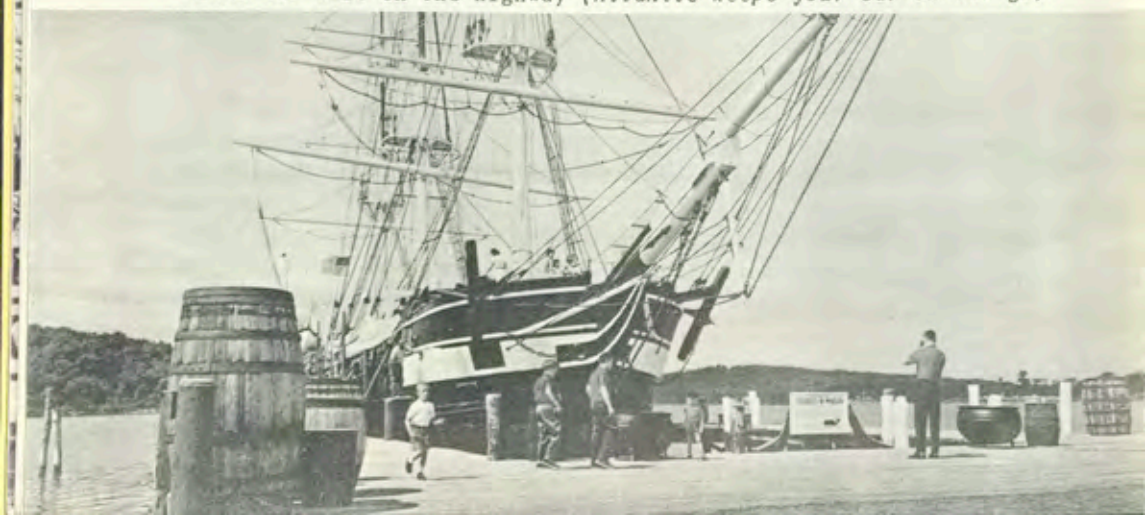
On June 3 the Educational Advisory Committee met with members of the Education Department staff for a luncheon meeting. Alexander Vietor, Chairman of the Committee, welcomed the group and pointed out the need for a working committee which might assist and advise the Education Department in their programs and activities.

Robert Damm, Director of Education, commented briefly on the need for a review of existing programs and activities and the urgency to plan for the future. He outlined the development of a long-range plan: to define the department's duties and responsibilities as a part of the museum; to analyze existing programs and make recommendations for improving these programs, and possible new programs during the next two to five years. He concluded with a procedure for the development of this plan by the Committee and staff throughout the summer season.

Four discussion groups reviewed existing educational programs. Mr. Watson, Professor Keator and Mrs. Carter met with Dr. William Farris of the Groton School System and Dr. Arthur Soderlind of the State Department of Education, to discuss School Services, Group Visits and Planetarium Activities, especially as they relate to school programs. Mr. Sturges and Dr. John S. Ellsworth Jr., Director of the Audio-Visual Center at Yale University, discussed this phase of the department's programs. Miss Marion Dickerman, Dr. Alan Hugg, State Department of Education, Miss Hazel Johnson, Connecticut College, and Dr. R.W. Kougee, University of Connecticut, were concerned with In-Service and Adult Programs. Mr. Damm and Mr. Vietor discussed Purposes and Policy and organization of the long-range plan.

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Watch for this on the highway *(Atlantic keeps your car on the go)*



# LIBRARY NOTES

Never before have acquisitions to our Library through purchase been carried on with such vigor and on such a scale as during the past five months. Orders have been placed for important forthcoming reference series, such as the Catalogues of the Mariner's Museum, Newport News, Virginia, the completion of *Lloyd's Register*, and the New York Times *Index*. An effort is being made to acquire all the more important works listed in R.G. Albion's *Naval and Maritime History: An Annotated Bibliography*, third edition, 1963, insofar as they are still in print and available; also a beginning has been made to acquire the more important doctoral dissertations on maritime subjects listed in that work. Such a program would not have been possible had it not been for generous donations from several of our trustees.

Among acquisitions of manuscript materials, special note should be taken of two important gifts from members of the Mallory family. These have now been integrated with other Mallory materials already here to make up the collection known as the Mallory Family Papers. These papers have now been processed, and a brief inventory of the collection has been completed and is available for consultation.

This work on the Mallory Papers has been preliminary to the launching of an ambitious research project which it is hoped will result at the end of several years in a major publication, or publications, on the history of the Mallory family and business. The work is being undertaken by Dr. James P. Baughman of Harvard for the business and economic aspects, and by Mrs. Josephine Peck of Old Mystic for the genealogical and social aspects.

An event which will seem increasingly important as the years pass has been the designation of our Library as a selective U.S. Government Depository in the fields of our special interest. This means that a great many pertinent Government publications will come to us hereafter, almost automatically, and without charge.

Our new Library building was started on schedule at the end of March and has been making strides of progress during the good weather of recent weeks. It appears to be on schedule and, hopefully, we shall be moving into it next April.

--Charles W. David

## ACTIVATION

The Activist Training Program was held on April 8. The afternoon included brief discussions on Procedure and Safety on the grounds and was highlighted by presentations by Miss Helen Holly of the Hostess Department, Old Sturbridge Village, and Ralph Hodgkinson, Director of Crafts at the Village.

Robert Montgomery, a member of the Seaport Advisory Committee, led a discussion of presentation techniques as they relate to Mystic Seaport at the informal banquet at the Galley.

The Activation Program officially began on April 11. The Weave Shop is making a wider variety of period articles, utilizing the Weaver Rose patterns which proved to be so effective last year. The *Mystic Press* will once again produce selected prints on a limited basis from old illustrations and woodcuts.

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This spring, as an extension of the *Conrad* Mariner Training Program, a new type of training period was tried out with a great deal of success. Week-end programs from Friday afternoon to Sunday afternoon were offered to small groups. The idea originated from numerous requests from Mariner groups who were unable to participate in the regular summer program.

The three spring week-ends saw groups from Massachusetts, New Jersey and Connecticut participating. The emphasis was on sailing but each group was allowed to choose one or two additional subjects from a prepared list. The evenings were highlighted by special tours of the Seaport, movies and talks on whaling and maritime history.

The response from these first groups has been most gratifying with the first group to attend filing an application for another week-end this fall. Despite the extremely short time all of the groups (absolute beginners) managed to pick up a great deal of sailing knowledge and seemed to get a great deal of benefit from the program as a whole.

Several week-ends are planned for the fall after the close of the regular training season.

## U.S.S. KEARSARGE

One hundred years ago this nation was slowly but surely reaching the last bitter months of the great Civil War. While the Federal armies were gradually strengthening their grip around Richmond, the maritime interests of the North were gravely concerned with the activities of the Confederate raiders which were taking a vital toll of shipping on the high seas. Of especial concern was the Southern armed steamer *Alabama*. Under the dashing, romantic Captain Raphael Semmes, this raider had sunk or captured sixty-nine vessels and the commerce of the North in the Atlantic had been seriously jeopardized by the steamer's wide-spread raids.

On June 11, 1864 the triumphant *Alabama* entered the port of Cherbourg, France, and Semmes was welcomed as a hero. In England, the Prime Minister, Lord Palmerton, openly urged Queen Victoria to recognize the Confederacy as an independent nation. Charles Francis Adams, the United States Ambassador, was worried (as his correspondence reveals).



And then the U.S.S. *Kearsarge*, under Captain John A. Winslow, changed the course of history. Waiting for the *Alabama* to leave Cherbourg, on June 19 he at last saw her steam out and proceeded promptly to engage the famous raider. He scored one of the great Federal sea victories of the war, sinking his adversary.



In our Navy Room is one of the few relics of the *Kearsarge* on her last voyage many years later.

It was taken from the historic vessel when she was caught in a gale and wrecked on Roncador Reef in the Caribbean Sea on February 2, 1894. Sailors from the schooner *Fredericka Schepp*, which took off the crew of the *Kearsarge*, presented to the *Schepp's* owner this boat compass, a water stand, two brass side lights and a mast-head light which are now displayed in our New York Yacht Club Station 10. These were presented by the late Miss Florence Schepp, whose father named the *Fredericka Schepp* for her mother.

It is also of interest to note that the Bible which Captain Winslow had with him during his famous engagement off Cherbourg is now on board the modern aircraft carrier U.S.S. *Kearsarge* (famous in her own right for recovery of our astronauts), thus linking the historic events a century apart.

*Information for the thirsty:* Leo Fanning reports that those who find themselves parched may now find relief at several locations on the Seaport grounds. Outdoor water fountains, recently installed, are situated as follows: one at the Youth Training Building, two at Hobey's Dock, two on the Parade Wharf near the Stillman Building and two at the new South Parade Wharf. Mr. Fanning reports that the new bubblers are very popular.

# SEATTLE SAVES SCHOONER

The last of the famed port of Seattle's sailing craft, the three-masted schooner *Wawona*, has been saved for restoration and exhibit by a special committee of residents of that city. The vessel had been purchased by John Ross (an easterner by birth but a westerner by adoption) who wanted to save her, and his efforts caught the imagination of some of Seattle's citizens who recognized the schooner's potential in helping to preserve some of the northwest's sailing history.

A committee was formed, headed by Wing Luke, a young Seattle Assemblyman. Among the most active of all the members of this "Save Our Ships" Committee is Mrs. Peter Bunzel, daughter of our President, Franklin Cole.

Seattle owes much of her growth as a seaport city to the shipping industry. In the recognition of this maritime past, the preservation of the last of the northwest's sailing craft was vital. As a noteworthy fact, the present marine museum in San Francisco obtained its ship *Balclutha*, and schooner *Thayer* from Seattle's waterfront, which have been tremendous drawing cards inside the Golden Gate.

The *Wawona* is a three-master, built in 1897 at Fairhaven in northern California, by Hans Bendixsen. Originally a lumber schooner, this 158-foot, heavily-built craft was also used for codfishing in the Behring Sea. Afloat, she has been on exhibit at a pier along the Seattle waterfront. The plans of the Committee call for restoration of the deck, masting and rigging, and placing her in a proper place where she may be boarded by the public. The Lake Union shore adjacent to the fine McCurdy Museum of Art and Industry would make a perfect setting for the schooner.

As a gesture of good will and appreciation of the Seattle Committee's efforts, Mystic Seaport "lent a hand" to the campaign with a lecture on the *Morgan* and other historic ships here. This slide-lecture was presented in the city's Harbor Club on May 19 by Curator Stackpole.

# Edouard Alexandre Stackpole



Our genial and popular Curator on June 15 received an honorary degree from Yale University. During the ceremony of presentation, Yale's President, Kingman Brewster Jr., made the following observation:

Like the mate of the *Pequod* in *Moby Dick*, you have salt water in your veins. Author, editor, historian and sailor, you have perfected a knowledge of the marine history of this country by many years of study and application. Curator of one of the great maritime museums of the world, you have, like Melville's Ishmael, made your whale-ship "your Yale College and your Harvard." We are proud to confer upon you the degree of Master of Arts.

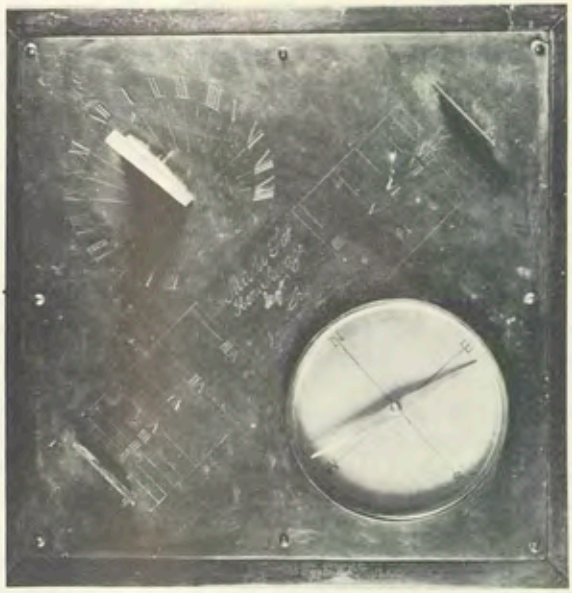
We know that you, our members, join the Officers, Trustees and Staff of The Marine Historical Association, in proud congratulations to "Ed" Stackpole for this well-deserved recognition.

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ARTIUM MAGISTRI
ADMISIMUS EIQUE CONCESSIMUS
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IN CUIUS REI TESTIMONIUM
HIS LITTERIS UNIVERSITATIS SIGILLO IMPRESSIS
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SCRIBA ACADEMICUS — PRAESES UNIVERSITATIS

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## MYSTERY DIAL



On display in the Clock Shop is a combination of brass instruments mounted on a table and known as a portable sun-dial. There have been many visitors who have expressed an interest in learning what it is properly designating. Among experts consulted is P.G. Coole, Senior Museum Assistant at the British Museum in London. Mr. Coole writes:

> There is nothing particularly exotic about the diagonal scale shown in the photograph. It is a form of polar dial with the stiles at either end instead of one in the center. It is not a true polar dial as the plane is not parallel to the earth's axis. This type is descended from the altitude dials used by the Egyptians, c. 1500 B.C. Its action depends on the fact that as the sun's altitude changes so does the length of the shadow of a fixed object.

Mystic's interesting piece was made in England in 1763 for Hen. Savage by Edward Low.

The Columbus (Georgia) *Ledger* of April 9 announced that Miss Marion Dickerman was to be the principal speaker at "The Little White House", Warm Springs, on April 12, the 19th anniversary of the death in the cottage of President Franklin Roosevelt. Miss Dickerman has been a close associate of the family for many years.

# Letters

*From Henry M. Jackson in St. Thomas, Virgin Islands, comes the following letter:*

In the April Log under "Letters" was an item about the *Manga Reva*. The name is so unusual that my early memories of a steel (or iron?) hulled ship laid up in Richardson's Bay off Sausalito, California, may be of the same vessel.

At the time I knew of her--about 1914-15--she was one of several vessels biding their time, waiting--waiting for another go at it.

However, a bit of information which I can contribute has nothing to do with her ultimate death during W W 1 or her period of inactivity. Rather, a story of her death and rebirth as the *Manga Reva*.

Whatever her name was originally, my father either never knew or never told me. His great admiration, and of course, mine too, was for Captain I.E. Thayer who found the burned out hulk on the island of Mangareva (Lat. 23° 07'S, 134° 57'W). Just how he located it, I can't be sure, but he left San Francisco with the intention of salvaging the ship and bringing her back through the Golden Gate.

On his arrival at Mangareva, he found the vessel on the beach, the entire deck burned away, leaving nothing but a few steel girders on which her teak had been laid. The masts must have been intact and at least her standing rigging, for the good Captain somehow managed to get her to sea with a crew of natives who had never sailed aboard anything larger than a canoe.

Remember, if you will, that this fine big ship was, at that time, *an open boat*--no deck at all. Movement forward or athwartship was across narrow steel beams. Any sea that came over her rail went gaily on down below to be bailed out by hand. What courage it took to start a 4000-mile voyage with a green crew, make-shift sails and running rigging--and a great, floating funnel to gather every drop of water that came aboard.

I only met Captain Thayer once, and then at a very early age. But I can still remember the wheel, knocked out of driftwood, that hung on his office wall and I've often wondered what it must have been like to have been behind it in tropic squalls and the Southeast storms of the more Northern latitudes.

The wheel is no doubt still in possession of the Thayer family who, when I last knew of them, lived in Piedmont, California. It would be a worthy addition to Mystic Seaport.

In the passing of George B. Greenman, during the night of June 8, the Seaport lost a neighbor who was more than an observer of the scene. A retired architect, Mr. Greenman, who was 92 years old at his death, watched the Seaport grow from its modest beginning in 1929 to the present day. As grandson of George Greenman, original founder of the Greenman Shipyard, he was deeply interested in the founding efforts initiated by his cousin, Dr. Charles K. Stillman, with Carl C. Cutler and Edward E. Bradley.

For seventy-five years, Mr. Greenman was a member of the Mystic Hook & Ladder Co. Last February he was presented a watch by the company, in recognition of the anniversary.

Mr. Greenman is survived by his sister, Mrs. Herbert S. Davis. The George Greenman House, in which they lived, is still the residence of Mrs. Davis. For many years, during the crucial periods of the Seaport's development, neighbor George Greenman always responded to requests for professional advice, and was a familiar figure in early morning walks about the grounds. His dignified appearance, as well as many of his wry comments, will be missed.

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While one of the outstanding features of membership in our Association is the wide-spread geographical distribution of individual members, it is only in recent years that we have become aware of the increasing number who are descended from seafaring New Englanders but who now live outside our area. By the same token, there are those who still live in ancestral New England homes and whose interest is equally keen. In this latter group was William Cartwright Brock who died in Nantucket early this year.

Mr. Brock was a loyal member and a keen observer of the Seaport's progress. The grandson of a clipper shipmaster, Captain William Cartwright, who went down with his ship--the famous HOUQUA--he had a rare knowledge of ships and maritime history. Every year over the past few years, he made a pilgrimage to the Seaport from his island home. He always could be counted upon for constructive comments on the scene, and his quiet enthusiasm for what was represented by the ships and shops, as well as the collections, was warm and sincere. We salute him, as well, as a friend and fellow marine historian.

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Another of our good friends passed away during April. Leonard Lewis was one of the first on the activation staff, and was one of those people with that gift of just making anyone feel better for having been greeted by him.

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# MYSTIC MARINER ASSOCIATION

The formation of a *Mystic Mariner Association* has been announced and will be made available to those who participate in the *Conrad* and *Brilliant* Programs this season and those who have participated since 1962. It was established to keep alive the interest of these young people. As members they will be called upon to encourage the continuation and growth of this program at Mystic Seaport and the ideals basic to it. They will also be entitled to admission to the grounds and a subscription to the *Mystic Mariner Bulletin*. Membership will be available for a period of five years, after which the Mariners will be encouraged to take out a membership in The Marine Historical Association.

The contribution is $1.00 per year and will be directed toward the establishment of a scholarship fund to provide experience on the *Conrad* or *Brilliant* for groups or individuals who would otherwise be financially unable to participate.



SOUTH ENTRANCE TO MYSTIC SEAPORT

## Variable Winds

*Brilliant*'s summer schedule started Sunday, June 7, when Mariner Troop No. 68 of Charlotte, North Carolina went aboard for five days of cruising with Captain Bowker.

*Brilliant* will take part in Operation Sail, but her participation is limited to the marine parade up the Hudson River on July 14. Aboard then will be a group of Explorer Scouts from Wilmington, Delaware.

General Manager Brooks and Mrs. Brooks recently attended the 59th annual convention of the American Association of Museums at St. Louis, Missouri. Activities included lectures, visits to historic sites and tours of St. Louis museums and historical organizations.

Maldwin Drummond, the Vice Chairman of Great Britain's Sail Training Association, and Mrs. Drummond, were welcomed to the Seaport June 17 and 18. Mr. Drummond is keenly interested in our Youth Training Program. A well-known ocean racing yachtsman, he is a member of the Royal Yacht Squadron, and his enthusiasm in the sail training program was obvious.

H.R.M. Prince Philip, Duke of Edinburgh, is the Patron for the British Association, and Mr. Drummond reported the mounting interest in the plans being formulated in England.

We received a request for *Scrimshaw*—"written on available material"—a paper towel!

Curator Stackpole returned in May from a trip to the West Coast. While in Seattle, Washington he was an adviser to the Seattle ship restoration group. He visited San Francisco, California, and while in Berkeley did some research at the Bancroft Library.

William Congdon, foreman of the *Mystic Press* on Seaport Street, arrived at the 82-year mark on May 9 and we wish him "Many more happy ones."

A letter from James Downes of Attadale, Western Australia, requested information on the ship *Great Admiral*. The figurehead is on exhibit in the South Wing. Mr. Downes' father sailed on this ship nearly ninety years ago, when she was under the command of Capt. Benjamin Thompson.

In March the Buckingham House kitchen was the background for a TV commercial for a well-known baked bean company.

Volunteer Corps Captains held their first meeting of the 1964 season in March at the Galley.

The new gate map, from the pen of John Leavitt, is an improvement over the old one for the visitor to determine "Where am I?"

Mrs. Mabel Barnsbee is an artist who works with an unusual material as well as the usual water colors. She arranges collages of cut pieces of postage stamps. Under her

fingers appear sail boats, flower arrangements, and full-length portraits of George and Martha Washington, with the Washington stamps used for the heads.

Mrs. Barnsbee visited in May and now children visiting the Junior Museum are interested in several of her framed "pictures" or "paintings".

The Publicity Department is distributing a surprising number of the newest folder on Mystic Seaport to motels, hotels, and similar outlets who send in requests. They even have some standing orders for 1000 monthly during the spring and summer.

*Bowdoin, Gundel* and *Pleione* have all been visiting shipyards in the area and are now back at their berths.

*Life International* editions for March 30, 1964, introduced a section on northeastern United States with a double page spread of Mystic Seaport. The photograph by Dmitri Kessel was first used in the domestic edition of May 1958. Copies of the English and Spanish editions have been received by the Publicity Department.

Coronet Films, doing a film requiring a Boston tea party sequence, were here to do the short segment of throwing tea cartons into the river. Four local men were cast as the Indians.

Mystic Seaport will be represented at the New York World's Fair at the Connecticut Section with a ship model and scrimshaw. In the Travel and Transportation Pavilion the U.S. Power Squadron uses Seaport navigational instruments.

The Munson Institute of American Maritime History began its tenth annual session on June 29 at the Aloha Meeting House. Twenty-three students have enrolled for the course which will again have Dr. Robert G. Albion of Harvard and Dr. John H. Kemble of Pomona College, Claremont, California, as the faculty leaders.

Through affiliation with the University of Connecticut, six credits are awarded those graduate students completing the course.

Evening lectures which are a regular part of the course are held in the Aloha Meeting House and are open to Association members.

In a candlelight ceremony held in Fishtown Chapel on Sunday evening, June 7, Miss Nancy Edmondstone, daughter of Dr. and Mrs. William M. Edmonstone of Mystic, became the bride of Jimmy Dee Wilson, son of Mr. and Mrs. Jack D. Wilson of Wichita, Kansas. The Rev. Dr. James D. Purvis, interim pastor of the Mystic Congregational Church, officiated.

On June 20, Miss Sarah Bidwell Turner, daughter of Mr. and Mrs. Howard M. Turner of Mystic, was united in marriage with Stephan Michael Minikes, son of Mr. and Mrs. Arthur A. Minikes of Jamaica, N.Y. Rev. Robert L. Edwards of Immanuel Congregational Church, Hartford, Connecticut, was the officiating clergyman for this candlelight wedding, also in Fishtown Chapel.

# CALENDAR OF EVENTS

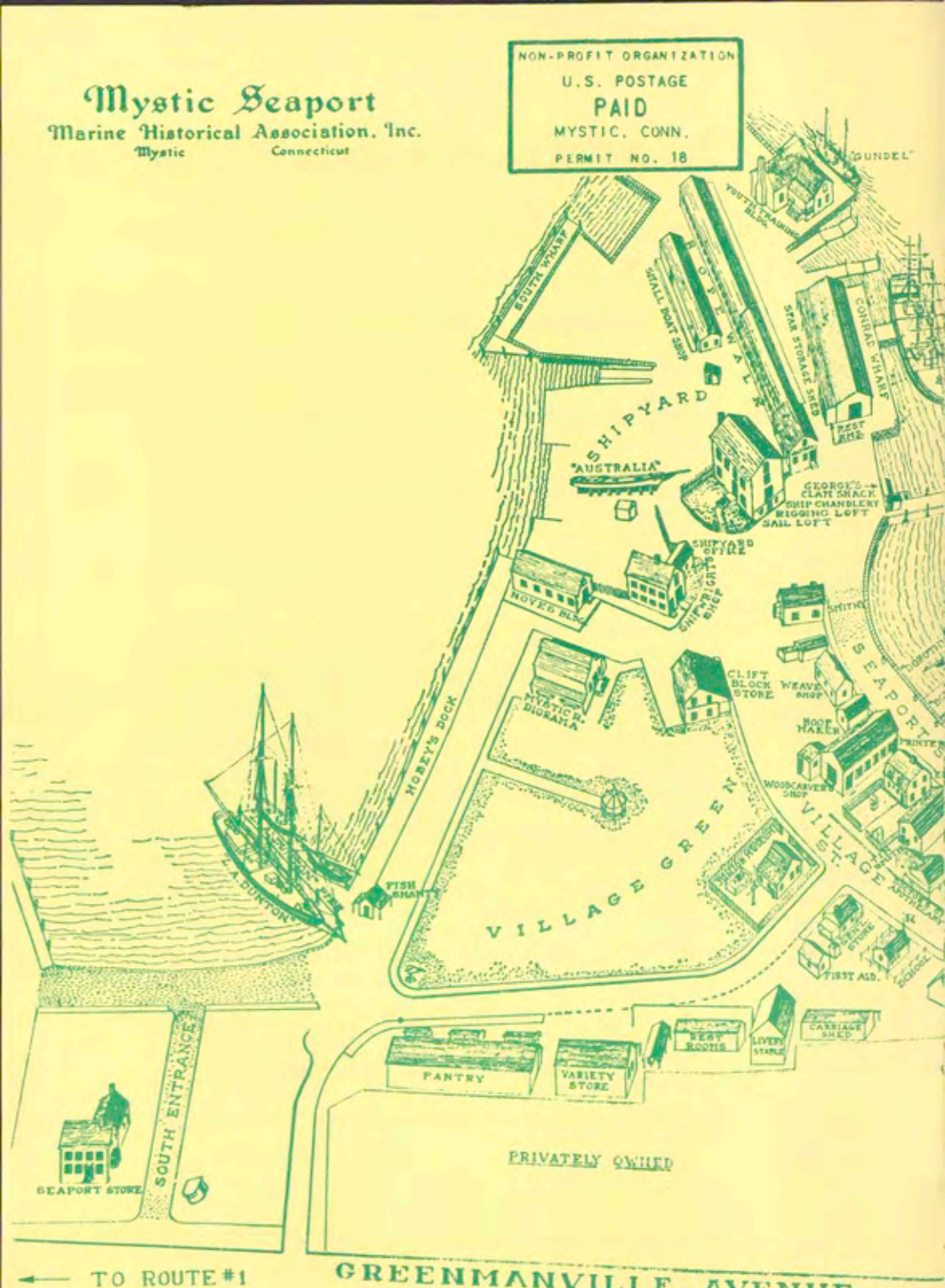
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|---|---|---|
| July | 16 | Freeport Yacht Club |
| | 17 | Crescent Temple Yacht Club |
| | 18-19 | Port Washington Yacht Club |
| | 20-22 | Watchung Power Squadron |
| | 21-22 | Visit of officers, crews, cadets from Operation Sail ships visiting New London |
| | 23 | South Shore Power Squadron |
| | 24 | American Yacht Club |
| | 27 | Lackawanna Power Squadron |
| Aug. | 4 | U.S. Coast Guard Day |
| | 6 | "Country Cousins"--exhibition dance group from Yuma, Arizona |
| | 7 | Closing date--10th session, Munson Institute |
| | 12 | Union Council Boy Scouts--8 boats |
| ◇◇◇◇ | 14 | ANNUAL MEETING--Marine Historical Association |
| | 14 | Mystic Seaport Dock Dance for members of area square dance clubs (Come and watch this!) |
| Sept. | 2 | International Congress Cell Biology--Brown University, Clambake |
| | 5 & 6 | End of regular schedules--*Conrad* & *Brilliant* |
| | 19 | Sailing Classes begin for 1964-65 |
| Oct. | 18 | Activation ends--Seaport on winter schedule |
| | 24 | Dhow Derby Day<br>*Nellie A. Ryle* plank-holder's dinner |
| | 29 | Mystic Garden Club exhibit & tea--Seamen's Inne |
| Dec. | 20 | Christmas Carol Sing |

# Mystic Seaport

Marine Historical Association, Inc.

Mystic Connecticut

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