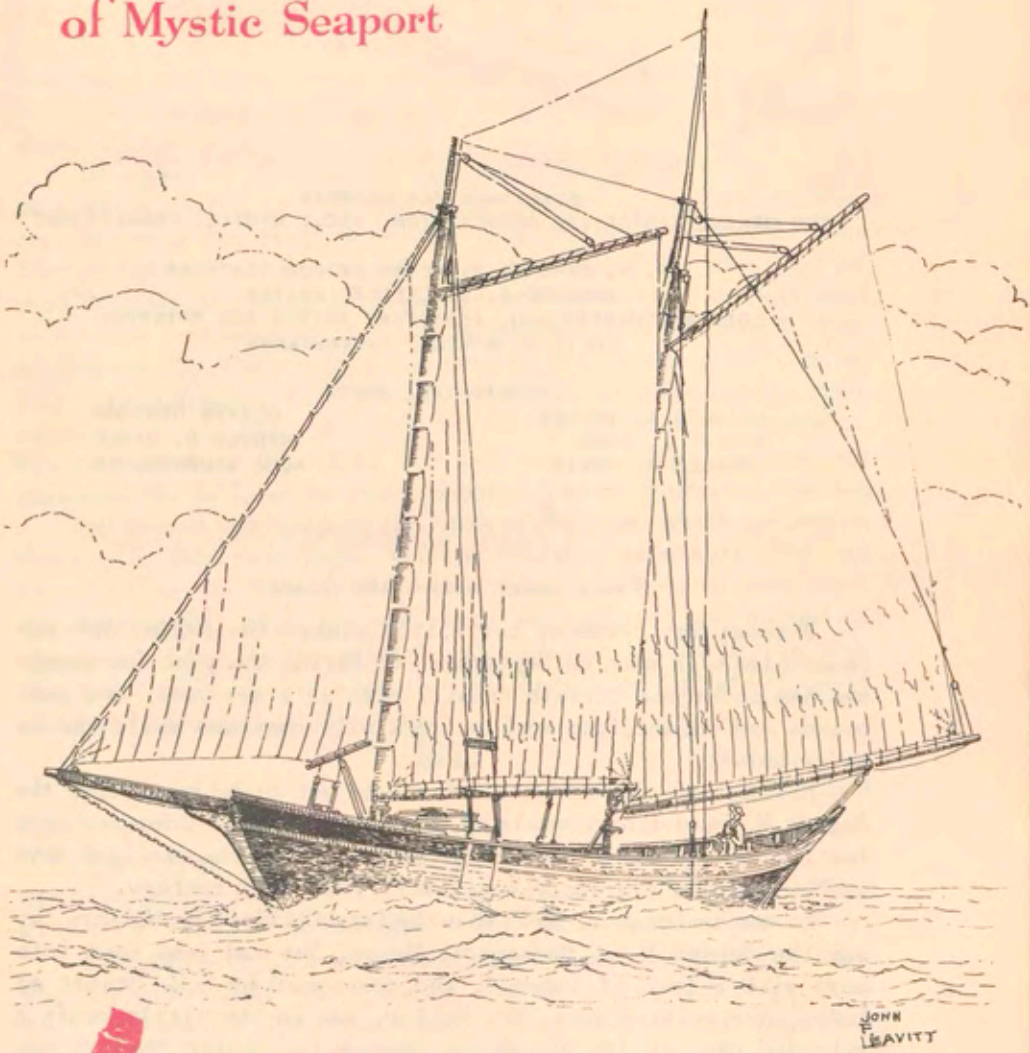
Volume 16 No. 4
October 1964

# The Log of Mystic Seaport




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

*Pinky under sail--John Leavitt*

Without any ceremony our little pinky--the *Regina M.*--was launched at high noon on September 10. During the past few months she has undergone certain repair, such as a new keel, new garboards and rudder, and work on deck will continue while she is water-borne.

Riding high, because her ballast is yet to be installed, the *Regina M.* is a fine example of the type of small schooner used for fishing and coast-wise cargo carrying from the earliest days in New England's history until well into this century.

It was in October, 1940 that the late Clifford D. Mallory Sr. saw the *Regina M.* at Bucksport, Maine. She had just come into port with a load of logwood, and was owned by S.B. Stuart of Lubec, her hailing port. Mr. Mallory saw in the little craft a splendid exhibit for the Marine Museum (as Mystic Seaport was then called) and he bought the vessel on the spot, sending a telegram to Curator Carl C. Cutler to that effect.

At Bucksport during the winter and spring following, *Regina M.* was restored as a pinky by C.W. Dinsmore. In September of 1941 she was sailed from Bucksport to Mystic by Francis D. Rogers,

*(Concluded on page 19)*

## Log Books

The logs of two New London ships which sailed in quest of the mighty whale during the mid-nineteenth century were presented to The Marine Historical Association, August 26, by the Hartford National Bank and Trust Company.

The log books were found in a bank vault with no record of ownership and were turned over to Seaport officials in brief ceremonies aboard the *Charles W. Morgan* by Ralph E. Wadleigh, a vice president of the Bank.

The older of the logs is from the *Stonington*, a New London ship which sailed in 1843 under the command of Capt. G.W. Hamley. Although the first entry for this voyage is August 17, the *Stonington* actually set sail from New London for the Cape of Good Hope on September 9, 1843. The log shows that she was used as a troop transport by the U.S. government from October 1, 1846 to January 29, 1847, during the Mexican War. Another entry notes that Capt. Hamley, five crewmen and several passengers, were captured by the Mexicans off St. Blass on the west coast of Mexico, February 27, 1847. The ship returned to home port on September 29, 1847, under the command of Alanson Fournier, master.

The second log is from the *General Williams* which sailed on October 5, 1862 with Capt. William Benjamin as master. The log reveals that the *General Williams* never returned to home port for on June 26, 1865, the whaleship was captured and burned by the crew of the Confederate ship *Shenandoah* in the Bering Sea. The New London whaler's master and crew were taken off their ship and returned to California.



It just happened that three gavels were presented to Mystic Seaport in the same week in August.

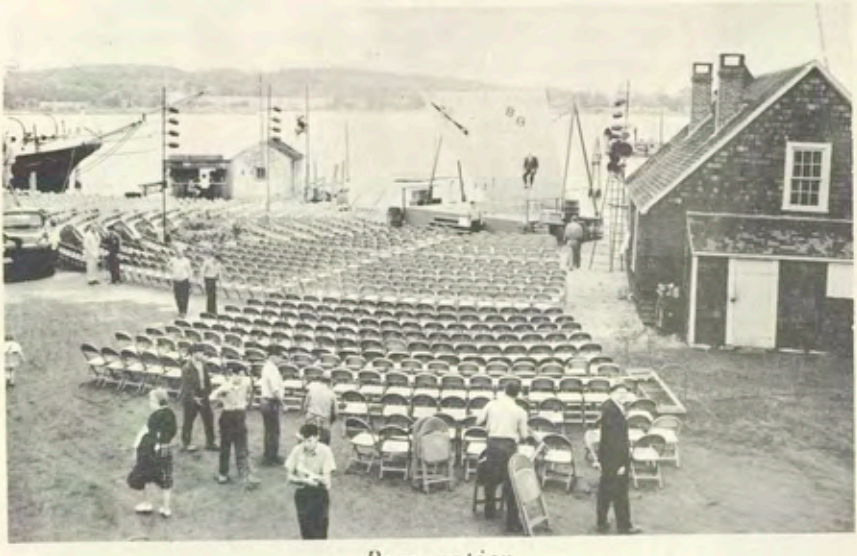
The first gavel was made by John H. Rincicotti, executive vice president of Mystic Shipyard, Inc. and was given to Edouard A. Stackpole for the Munson Institute.

Franklin Cole received a gavel made by Walter Chase who is president of Elliott and Watrous, Inc. of Mystic. The gavel and stand are fashioned of oak from the launching ways of the once famous George Greenman & Company shipyard.

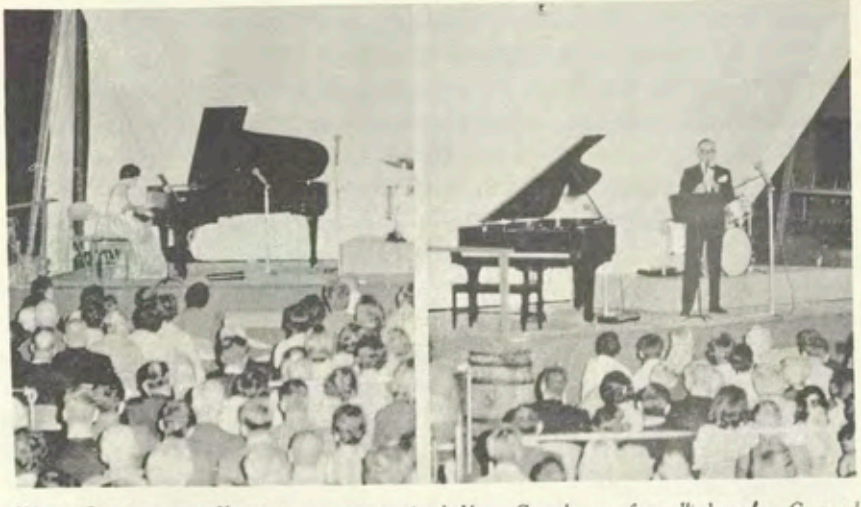
A gavel which is a small, antique caulking mallet was presented to Charles A. Brooks by Mrs. Mary Greenman Davis, whose grandfather headed the Greenman Shipyard.

# Benny Goodman & Ensemble

*Third Annual Symphony at the Seaport--Friday, July 10, 1964*



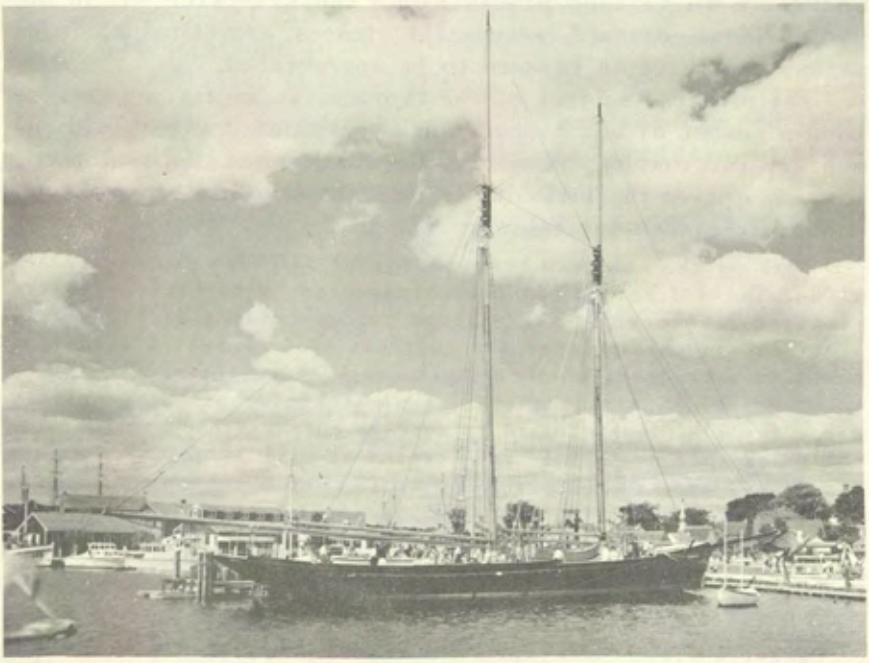
*Preparation*



*Miss Constance Keene accompanied Mr. Goodman for Weber's Grand Duo Concertant and played Chopin's g-minor Ballade as a solo. Stravinsky's Three Pieces for Clarinet by Mr. Goodman concluded the first part of the concert.*



*The second half featured Goodman's famed SWING.*



*The concert was a benefit for the fishing schooner L.A. DUNTON*

## *Diorama*

The appeal of our Mystic River Diorama grows with each year. Its excellent detail and comprehensive historical coverage is enhanced with continuing additions and refinements. One of our custodians, Joseph Hill, recently compiled some statistics which will be of interest:

There are 228 buildings of various sizes and dimensions, including dwellings, shops, warehouses, halls, etc. Placed in strategic positions throughout the 40-ft. length are 357 individual figures, including men, women, children, horses, cattle, dogs--and wagons and carts. Some 198 trees dot the landscape.

Five shipyards are shown, having models such as the clipper ship *David Crockett* on the ways of the Greenman Yard, a ship in frame at the Forsythe Yard, one planked up at the Mallory Yard, one with keel and stern dead-wood set up in the Irons & Grinnell Yard, and a handsome little sloop in the Richmond Yard. Fifteen ships are displayed in the river, including the steam tug *Victoria*, schooner *Dauntless*, whaleship *Coriolanus*, a Noank sloop and several fishing and coastal craft. Some sixteen pulling boats are in various places along the riverside and in the yards. The greensward, stonewalls, fences, gravel roads, footpaths, etc. have to be seen to be appreciated.

While on the subject of the Diorama, it is fitting to note that a number of our members have contributed valuable documentary information. Recently, Harold J. Cone of New London, Conn., supplied the following information taken from the old New London *Telegraph* for February 17, 1892:

Work on the new draw bridge at Mystic is being rapidly pushed along. The old bridge has been dismantled, doing away with the elevated little house wherein the bridge tenders were formerly stationed and manipulated the switches that connected either of the double tracks with the single track that crossed the structure and the signals that tell the watchful engineer if all is clear for the passage. This is done by outstretched arms on signal poles that are raised and lowered at will by means of wheels like those used in a ship's pilot house, which are connected with the poles by means of wires which are run along the tracks close to the ground, a distance of a quarter of a mile. By means of an electrical connection with the rails, the tenders are warned of the approach of trains, when nearly a mile away, by the ringing of a little bell.

Between train times, when vessels are passing up and down the river, the bridge is usually opened, and closed again when the next train is due. This is done by a big crank-like gearing some-

thing after the principle of a grindstone, with two big handles by which the men slowly opened and shut the structure.

As the new structure will be built of iron and will have a much longer draw than the old bridge, probably other means will replace manpower or steam or some other agency employed for this purpose.

## Publicity

The *Charles W. Morgan* has been featured in several ways this summer. We believe there were about 1000 ATLANTIC billboards, from Maine to Key West, Florida, with a beautiful color photo of her. The July 19 cover of the Norwich (Conn.) *Courier*, the Sunday supplement of the *Bulletin*, and the Sept. 6 cover of the Springfield (Mass.) *Republican* magazine section, introduced stories in each magazine about the *Morgan*'s History.

Victor Jurgens, a photographer representing Louis deRochemont of *National Geographic Magazine*, was here on July 27 to photograph several cadets from the "Operation Sail" ships in various Seaport settings. The pictures will be used by *National Geographic* for a documentary, educational film.

Gianni Tortoli of Milan, Italy, took pictures which will be used for illustrations in the *Encyclopediu of the Marvels of the World*--an Italian publication.

A photo of the *Joseph Conrad* was used in the July-August issue of the *Thermos News*, house organ of the King-Seely Thermos Company of Norwich, Connecticut.

A full-page feature story, with pictures, appeared in the July 24 issue of the *Providence Visitor*.

Benny Goodman discussed Mystic Seaport on WOR radio in an interview recently with Martha Deane.

American Airlines is producing a film trilogy including Mystic Seaport, the Alamo, and Henry Ford Museum and Greenfield Village--to be distributed soon.

*New Yorker* magazine, in August, began a three-part series of articles by Morton H. Hunt, describing a cruise on Long Island sound in 1962. The third article describes the lay-over at Mystic Seaport.

The Publicity Office is already receiving inquiries from publications relative to "Christmas at Mystic Seaport". The Carol Sing date is December 20.

## *Yankee Stranded*

Our members are familiar with the career of the brigantine *Yankee* which under Capt. Irving Johnson made several world-circling voyages. A frequent visitor at Mystic Seaport, either with Capt. Johnson or Capt. Reed Whitney (who purchased her from Johnson) on board, the handsome white-hulled *Yankee* was a popular and favored craft.

Therefore, when word came over an international news service wire that the *Yankee* had gone up on a South Sea island reef, many inquiries were made here for more information. A letter to our New Zealand correspondent, Arthur C. Sheat of Auckland, brought forth a quick response.

The *Yankee* was sailing through the South Pacific on one of her "windjammer" cruises and in approaching the island of Rarotonga in the Cook Islands (southwest of Tahiti) she ran into a storm and was driven off her course. On the morning of July 17 she went up on a coral reef on the northeast side of Rarotonga where she now lies high and dry.

Her passengers were taken ashore and housed in the only hotel, which is "designed for official visitors rather than for tourists." The news dispatch further stated: "They considered the *Yankee*'s owners should pay accommodation charges and passengers were asked to remove themselves by the first available transport. Some wanted to travel through the Pacific before returning home...two of the ten passengers remaining on August 27 had booked passage on two of the ships making occasional calls at Rarotonga on the way north. The other eight hoped to be taken to Apia (Samoa) by air."

According to the latest report the *Yankee* lies on her side--"fairly safe except for possible gales from one quarter." Heavy rails support her on the seaward side, there is a line from mast to shore and chains around her from bow to stern, ready when any effort is made to drag her off into deep water. However, no further advices have been learned since September 10, and many are fearful she will lay her bones on this distant coral strand.



A visitor who lives in England came out of Spouter Tavern to join friends. "You better go in," she said, "because it is most interesting. But don't expect to be served--it's a was!" The lady meant the Tavern was an exhibit only and the bar contained no flowing bowls.

# Joshua S.

*At Whangareri, on the North Island of New Zealand, Captain G. Grady has launched a replica of the famous American sloop S P R A Y, made famous by Joshua Slocum who took her around the world single-handed. The new sloop has been appropriately named the J O S H U A S. The magnitude of the task may be best appreciated through the words of Captain Grady himself, in a letter recently received by the Editor.*



I am enclosing some negatives of the building and launching of *Joshua S.* I made up a half model of *Spray*, with a few minor alterations and then drew out her lines full size on the lofting board. The place where I built her is completely inaccessible by land so every item was hauled in by me, using two dinghys. The timber is mainly a wood similar to white pine but has been pressure treated with a copper-chrome-arsenate solution, rendering it completely rot and worm proof. Stem, sternpost, rudder stock, etc. are all of Australian spotted gum.

All of this wood sunk in sea water when I received it and I had to build rafts of it at low tide, lashing a dinghy on top at each end of the raft. When the tide came up, all I had to do was get aboard and row a half mile, usually in the middle of the

night. At the end of this trip the procedure was reversed and at low tide I carried each piece up the beach, using tackles to drag the big ones. There was a difference, though, in that I had to take it all up a 15-foot bank which was nearly vertical. Mrs. Grady and I lived in a tent near the stem of the vessel during construction. A small shed protected my tools but otherwise everything was unsheltered.

Every item in the boat was taken up the bank after being hauled by dinghy: 12,000 board feet of lumber, 800 lbs. of white lead, a 650-lb. wood stove and a thousand other articles. New Zealand is a very poor place to buy fittings, so I made my own blocks, anchor winch and practically every other item, from the gimballed Primus auxilliary stove, to the diaphragm bilge pump.

The hull is 1½ in. planks; frames are 3 in. x 3 in.; keel, stem, sternpost are 8 in. x 10 in. The deck is planked with 2 in. x 2½ in. and has never leaked a drop since it was laid. The hull doesn't leak either. The mast is 9 in. diameter, solid and the rigging is 3/4 in. galvanized wire rope. Ballast is all inside, of stone. The boat is a bit larger than *Spray*, being 40 ft. on deck by 15 ft. beam. Draft is 4 ft. 8 in. Gross tonnage is 22.43.

The launching took five days and consisted of pulling her down the bank on her own spars. It took place five and a half months after I started and at the end of six months she was ready to sail, including all interior work. The engine is a tiny 7 h.p. air-cooled diesel which will drive us at the breathless speed of 3 knots--in a flat calm, that is. Our finances dictated its size.

The interior includes a 2-berth fo'c's'le, and a real double bed in the owner's quarters. Sleeping accommodations are laid out for four people. If we followed modern sardine-like accommodation tendencies, we could probably handle twelve or fourteen people. We can carry 40 gals. of fuel, 250 gals. of water and several tons of stores without being crowded.

The main cabin is quite large, giving us about 4½ ft. x 11 ft. of clear sole and includes the stove I mentioned earlier, and a large gimballed table. Our ports are all 12 in. so we have plenty of light. The interior is all finished in New Zealand oak.

The rig is a single headsail, gaff main. The area of the dacron sails is 1100 sq. ft., 650 sq. ft. of which is in the mains'l. My only dissatisfaction so far is in my paint. I made it as good paint isn't available, and the materials I used leave something to be desired.



## Along the Waterfront

--Lew Powell, *Harbor Master*

Sad but true, and hard to believe since it passes so fast, the 1964 Seaport yachting season is now a matter of history.

In greater numbers than ever before, the water-borne visitors came. We had approximately 3000 boats tie up at our wharves this season. It was most gratifying to have the 550 feet of our new South Parade Wharf in almost constant use.

The harbor staff grew to five attendants this year and a second "command post" was added to the South Parade wharf area.

The boats seemed to grow bigger this year, especially when we were visited by *Santa Maria, Exact, Richlieu, Aquarius* and our old friend *Tabor Boy*. Concordia and Triton yawls, and an increasing number of cat boats and schooners made the flavor of our docks even more appealing.

The number of organizational rendezvous likewise increased this year, with perhaps the most noteworthy being those of the American Yacht Club and South Shore Power Squadron.

The American Yacht Club was met near Groton Long Point by the harbor master and he led the parade up the river, through the bridges, to Hobey's Dock. All twenty-four of their big sail boats were dressed to their main peaks. It was truly a gorgeous sight! Tents were erected on the south grounds for a dinner party and music was provided by a four-piece combo.

A feature of the South Shore rendezvous was the traditional Commander's Party, held in New York Yacht Club Station No. 10.

Adding the other yachts here, the combined number of craft tied up at this time was 82.

Seven yachts of Union Council, Boy Scouts of America, from Elizabeth, New Jersey, came here on August 12 for a two-day rendezvous.

Labor Day weekend was the last for most visiting yachtsmen with many reservations made in advance and others joining for a capacity weekend.

The system of reserving dock space in advance was definitely better subscribed to this year than ever before, and a universal awareness of this procedure seems much closer to fruition.

As quietude descends on the harbor, now left mainly to the ducks and sea gulls, it is time to say "Thanks" to all of you who visited us by water. We enjoyed having you here, and please come again.

# *Munson Institute*

The Tenth Annual Session of the Munson Institute of American Maritime History opened on June 29 with twenty students, representing eight states and one foreign country. Heading the staff as in past years were Dr. Robert G. Albion of Harvard University, Dr. John H. Kemble of Pomona College, Claremont, California, and Mr. Stackpole as director.

Those taking the course were: David Bard, Storrs, Conn.; Sherwood Bien, Fairfield, Conn.; Lawrence Davidoff, Bradford, Mass.; Grace Farnum, New York City; Ronald Grinnell, Hyde Park, N.Y.; Fern Hafrer, Ventner, N.J.; Cmdr. Henry Ho, China; James Linsley, Providence, R.I.; Ida Lowe, Dayton, Ohio; James Lydon, Boston, Mass.; John Murphy, Old Saybrook, Conn.; Marco Psarakis, Hamden, Conn.; Eleanor Read, Mystic, Conn.; Elizabeth Roosevelt, Oyster Bay, N.Y.; Michael Sturges, West Mystic, Conn.; Kathryn Umphlett, North Stonington, Conn.; Richard Updike, Trenton, N.J.; Anor VanWinkle, Mystic, Conn.; Daniel Whitaker, West Thornton, N.H. and Helen Winslow, Elgin, Ill.



DR. KEMBLE CMDR. HO MR. STACKPOLE MR. BROOKS DR. ALBION

Graduation ceremonies were highlighted by a unique presentation ceremony. Cmdr. Henry Ho of the Chinese Nationalist Navy,

one of the students, presented a plate in behalf of Admiral Ni Yue-si, Commander in Chief of the Navy of the Republic of China. The battle commemorated on the plate is that of August 1958, when the Red Chinese attempted to cut off supply routes to the Nationalist-held island of Quemoy, with a 44-day bombardment.

Commander Ho has translated many books into Chinese, including *The Cruel Sea* and *Sea Power*. A graduate of the Chinese Naval Academy in Taiwan, Republic of China, he has received extensive experience and training in the United States and Great Britain, and was liaison officer to the American Navy in China in 1954 and 1955.

From a clipping from the *New York Times*, August 2, 1964, we learn that *The Story of the New York Times* by the late Meyer Berger, will soon be available in Chinese, thanks to Commander Ho. This 1,900-page manuscript, written by hand, contains 500,000 Chinese characters and took nearly a year to complete. Serialized in a weekly Taipei news magazine, it will be published in book form in Hong Kong.



The Sixth Annual Dock Dance for members of area square dance clubs was held on cool Friday, August 14, at Hobey's Dock near the South Entrance. Local callers included Bill Noyes, Ted Perkins, John Condy, Jerry LeBlanc and John Mirtle. Visiting callers also participated.

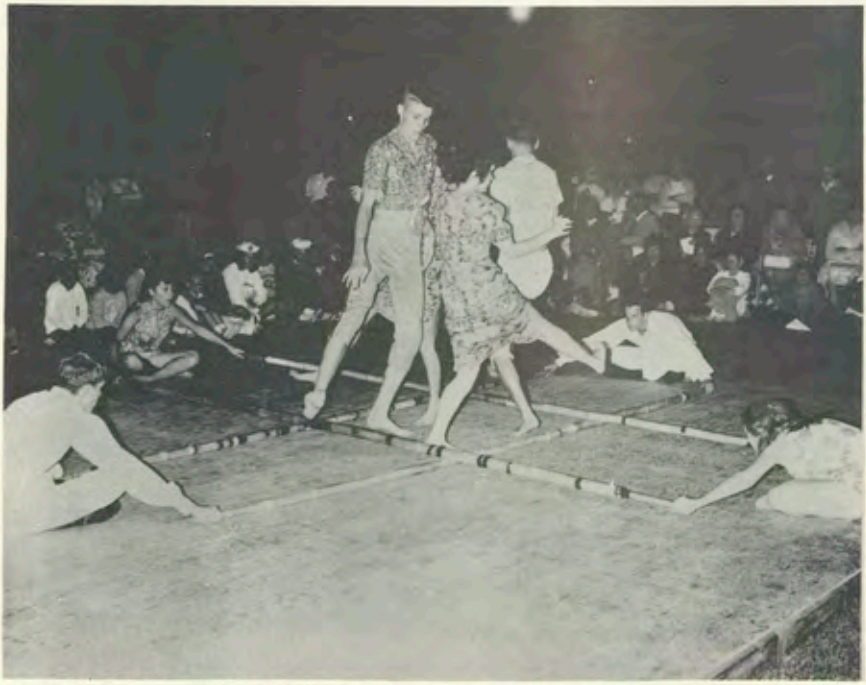
# Country Cousins

The appearance of a unique teenaged dance group on August 6 represented the Seaport's continued efforts to present outstanding, cultural events in the Southeastern Connecticut area.

*Dancing Around the World* was performed in the Bandstand area by the "Country Cousins" of Yuma, Arizona. There was no admission charge for this colorful event which was given for members and friends of the Seaport, as well as members of several area square dance clubs.

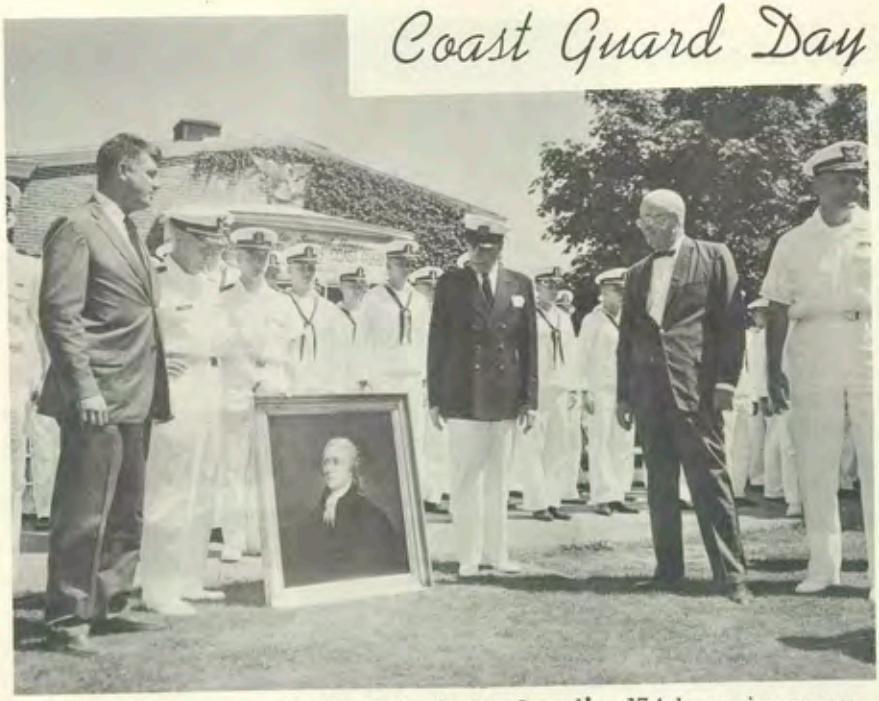
Dressed in colorful, authentic costumes the group performed American square dances and numbers representing England, Scotland, Germany, Sweden, Lithuania, Hungary, Poland, Portugal, Italy, Mexico, Russia, Israel, Austria and the Ukraine.

The group was on a summer tour which took them to twenty-nine cities and towns from the Pacific to the Atlantic, including an appearance on August 8 at the New York World's Fair.



*Tinikling*--a dance of the Philippines. The clapper of the poles are the natives trying to trap the long legs of the Tinikling Birds between the poles. The dancers are the Birds.

# Coast Guard Day



The observance of the U.S. Coast Guard's 174th anniversary, Tuesday, August 4, was highlighted by the presentation of Alexander Hamilton's portrait to the Coast Guard Academy.

Laurens B. Hamilton, a direct descendant of Alexander Hamilton, founder of the Service, made the presentation to Captain Arthur B. Engel, Acting Superintendent of the Academy at New London, in outdoor ceremonies at the Stillman Building.

The portrait, a copy by Stapko, of the John Trumbull original which hangs in the Mellon Collection in the National Gallery of Art in Washington, D.C., will hang in Hamilton Hall at the Academy. The same portrait is reproduced on current Federal Reserve notes in the ten dollar denomination.

In his remarks Mr. Hamilton said, "As one of the descendants of Alexander Hamilton, I have a hereditary pride in what the Coast Guard is today; as a member of the Coast Guard League and as a long time friend of your Academy, I take personal pride in the recognition which the Coast Guard and the Academy are finally receiving; and last, but far from least, as an American I am intensely proud of the fame and respect which your Service has won for our country."

Visiting the Seaport were 275 fourth-class cadets from the Academy who were addressed by Mr. Hamilton after a film program at Aloha Meeting House. Two Coast Guard patrol boats were here for the day and were open to the public.

## *Heather*



A visitor of interest to the Seaport this summer was the 45-foot schooner *Heather*, owned by Kreigh Collins of Macatawa, Muskegon, Michigan. What made the schooner interesting was she is a copy of the *Bowdoin*, her lines having been taken from the original plans of William H. Hand Jr., designer of *Bowdoin*, by Paul H. Blair.

*Heather* was built at Sturgeon Bay, Wisconsin in 1927--six years after *Bowdoin* was constructed at East Boothbay, Maine.

MHA member Collins, free lance writer and illustrator, and representative of the national newspaper service N.E.A., is also mid-West correspondent for *Yachting* magazine. He has been working on an article about the *Joseph Conrad* Youth Training program. Mrs. Collins and their children were also aboard.

Dr. Henry Merriman of Waterbury, Conn., a long-time member, attended Parent's Day at a Maine camp and wore his Mystic Seaport tie. He writes: "It was immediately recognized by at least two Mystic Seaport members--Messrs. Fisher and Taussig, the first from Greenwich, the latter from Boston. You really have quite an organization!"

# More Mystic Ships in Civil War

The article in the last *Log* on the burning of the Mystic-built medium clipper ship *Harvey Birch* by the Confederate steamer *Nashville* has brought requests for stories of other ships built in Mystic.

An interesting story concerns the bark *Lapwing*, the next large Mystic-built vessel after the *Harvey Birch* to become a victim of the fortunes of war. Built by Charles Mallory, the *Lapwing* was a medium clipper bark, launched August 6, 1859. She made her maiden voyage under Capt. Silas Greenman of Westerly, R.I. Early in the war the *Lapwing* made a successful voyage from Rio de Janeiro to Baltimore with 3,000 bags of coffee. Under the command of Capt. James Bolger she loaded coal at Boston and sailed for Batavia. On March 27, 1863 she was overhauled in mid-Atlantic by the Confederate cruiser *Florida*, Lt. Moffitt in command. From the official Confederate report we have the following:

> On the 14th of April, in Lat. 10° South, and Longitude 29° 16' West, we fell in with the *Lapwing* and by the 16th succeeded in the arduous task of coaling the ship at sea.

The *Lapwing* was placed under command of Lt. S.W. Averett, given two guns and eighteen men, renamed the *Oreto*, and with Midshipmen Bryan and Dyke and Dr. Grafton placed on board, went on a cruise. On May 3 the *Oreto* captured the ship *Kate Dyer* which was bonded for $40,000, having a neutral cargo on board. A rendezvous off Fernando de Noronha was arranged and her remaining coal transferred to the *Florida*. Here the command of the *Oreto* was given to Acting Master R.S. Dyer. Off Barbadoes on June 20, 1863, the *Lapwing-Oreto* was abandoned and set afire by her Confederate crew.

Perhaps the greatest loss to Mystic interests during the war was caused by the same ship--the *Florida*--when she captured the medium clipper *B.F. Hoxie*. Built by Maxson, Fish & Co. at Old Field Point, the *Hoxie* was commanded by Capt. George B. Crary of Mystic, and left New York in the fall of 1862 bound for San Francisco.

Mate Edgar Denison and several of the crew were also natives of Mystic. After a fair passage of 121 days to San Francisco she went to the coast of Mexico to load logwood for Falmouth, England. But her most valuable part of the freight was half a million dollars worth of bar silver and about 30 tons of concentrated silver ore. As this cargo was British owned, it was felt that it would protect the vessel from capture.

The *B.F. Hoxie* made a fine run to Cape Horn where she was in company for three days with the Mallory ship *Haze*, commanded by Joseph Warren Holmes. On June 16, 1863, when in latitude 12° north and longitude 29° west, the *Hoxie* was overtaken by the *Florida*. Among the crew of the *Hoxie* was Wm. H. Forsyth, then a Mystic boy on his first voyage. Mr. Forsyth gave a most interesting account of the incident in the *Stonington Mirror* of November 6, 1925. After the *Florida* had forced the *Hoxie* to heave to with a shot across her bow, they manned a cutter, and quoting Mr. Forsyth:

> They came on board, hauled down our ensign and wiped their feet on it, and sent us on the *Florida* where all but the officers were put in irons as long as we were aboard and treated like anything but human beings.

In spite of her British cargo the *Hoxie* was burned the following day. It was not until after they had spent about three weeks in the hold of the *Florida* with the crews of the previously destroyed clipper ships *Southern Cross* and *Red Gauntlet* that Forsyth and his companions were set free. They were transferred to the captured whaling schooner *Varnum S. Hill* of Provincetown, Mass. and eventually landed in New York.

In a destitute condition they found their way to the store of James D. Fish, a former Mystic man, engaged in the ship chandlery business at 105 South Street. Mr. Fish outfitted them, put them on the train for home and telegraphed the news. When the young mariners arrived at the Mystic station "it seemed like the whole town had turned out to meet them."

Exactly one week before the *Hoxie* was destroyed, the barque *Texana*, commanded by Thomas Wolfe of Mystic, was burned in the Gulf of Mexico by the Confederate tug

*Boston*. The *Texana* was built by George Greenman & Company in 1858, and was still largely owned in Mystic.

Other Mystic shipping losses during the war included the whaleship *Leander*, burned by the *Shenandoah*, and several fishing vessels.

The last serious loss was incurred by the community on the 27th of April, 1864, when the Mallory barque *Tycoon*, measuring 790 tons and commanded by Capt. Edward Ayers, was captured by the *Alabama*. This took place when the *Tycoon*, 36 days out from New York and bound to San Francisco, was in latitude 10.55 south, longitude 31.25 west. As it happened, it was also the last important capture by the *Alabama*, then on her way to her rendezvous with the *Kearsarge*, which resulted in her destruction. No foreboding of this event and no appreciation of the true condition of the Southern cause was in Capt. Semmes' mind as he curtly ordered the *Tycoon* to be fired. Returning to his cabin he noted in his log the name and disposition of the barque with the comment: "We received from the prize a number of Yankee newspapers filled with the usual evidence of their insanity."



Charles E. Stevens of Hawthorne, California, is a Family Member. Mr. Stevens wrote on his application:

"I have been on the water, in the water or around the water all my life. I am now pushing for 85 years. I was a volunteer in the U.S. Navy during the Spanish-American War. Served with Captn Chas. E. Clark on the Battleship "USS Oregon", and helped to destroy the Spanish fleet off Santiago de Cuba on July 3rd 1898. We "Remembered the Maine".



Mystic Seaport was represented on CBS radio and television on August 4. Alma Eshenfelder, Director of Publicity, was on "To Tell the Truth" and was not the lady mayor of the hottest town in Arizona, although she received one vote from the panel.

Ed Joyce, hosting his radio show "Ed Joyce on the Scene", talked about the Seaport with Curator Stackpole, Capt. Gordon McGowan, skipper of the *Joseph Conrad*, and John Leavitt of the Curatorial Department. The staff is looking forward to doing another program with Mr. Joyce.

## *Alerion 3rd*

Member Isaac B. Merriman has presented the sloop *Alerion III* for exhibition. She was designed by Capt. N.G. Herreshoff for his own use and was built by the Herreshoff Company at Bristol in 1912. She was used by Capt. Nat in Bermuda in 1913, 1914 and 1915; later in Bristol, 1920-1929.

*Alerion III* is as handsome a sloop as one might expect from her connection with Capt. Nat Herreshoff. Her dimensions are 26 ft. l.o.a., 21 ft. 10 in. waterline, 7 ft. 7 in. beam, 21 ft. 5 in. draft; her total weight is about 4,000 lbs. Mr. Merriman has kept her in A-1 condition and she will remain under cover in the Spar Shed until a special shelter is built for her. Mr. Merriman has also presented a 10 ft. lapstreak dinghy, built by Nevins in 1920, also in top condition.



The famous Battle of Stonington which took place 150 years ago--August 9-11, 1814--was duly observed by the citizens of that borough on the anniversary of the event. On exhibit in the Stillman Building is a fine painting of the Battle by G. Mitchell who now resides on Masons Island.

*(Continued from inside cover)*

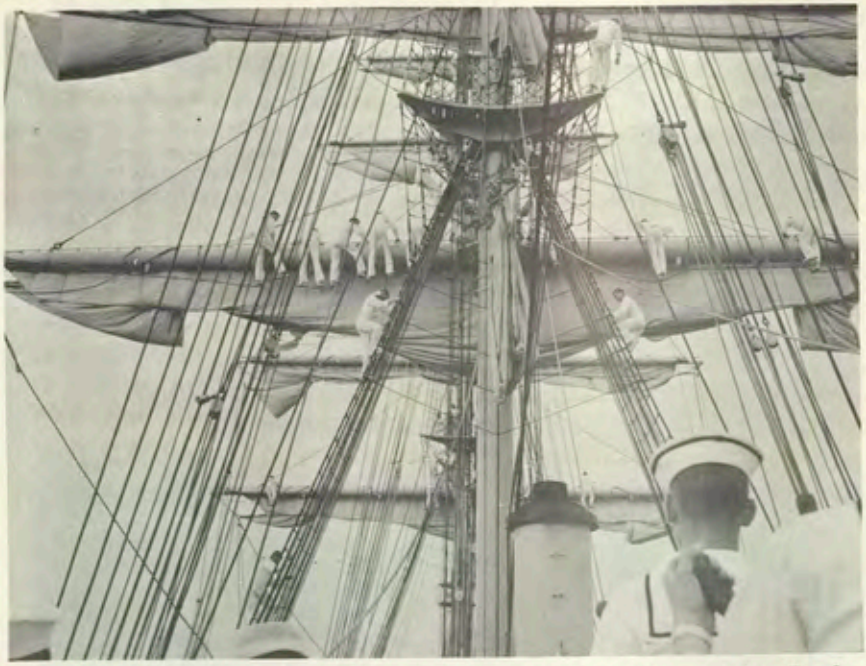
John Penfold, and Lee Pruyn. Unfortunately Clifford D. Mallory had passed away early that same year but the pleasure of knowing the pinky was safely here was shared by his widow and Philip R. Mallory who succeeded his brother as President of the Association. *Regina M.* was originally placed on exhibit on the shore alongside the *Charles W. Morgan.*

Built in Perry, Maine in 1900, she is 41.5 feet on the waterline and 46.5 feet from stem to the end of the little raised "pink stern" which gives the craft her unique name. Her draft is 5.6 feet and she has a 9 tons gross tonnage.

She was restored a second time in 1958-59 through the support of H.H. Kynett, in memory of Clifford Mallory Sr. After a quarter century as a land exhibit, the pinky now joins the fleet of types of fishing craft which will be a part of the over-all exhibit on New England's fishing industry.



Adventure Series folders were sent to area members in September. With the River Room in Seamen's Inne available, the seating capacity for the series will now be 400.



U.S. Coast Guard Academy cadets unfurl sails on the *Eagle* for a short cruise with a group of Seaport officials aboard as guests on September 4.

A cousin of Dr. Charles K. Stillman, one of the founders of our Association, stopped in for a visit early in September. Mrs. Emmet Augustus Quarles of Plainfield, New Jersey, was especially interested in the Stillman House, where as a young girl she often visited her Aunt Harriet, mother of Dr. Stillman. She remembered vividly the Mystic scene of those days early in this century, and recalled family anecdotes and experiences.

Dr. Stillman was a very fine physician and would have been successful wherever he wished to practice--his record at Bellevue Hospital in New York was impressive. But he preferred to return to Mystic and reside in the family homestead with his mother. He was a man of considerable vision and this is reflected by the pattern which the Seaport has developed.

With his old-time friend, Dr. Allyn, who lived on Masons Island, he made an outstanding collection of half models, as well as paintings and prints. He was a student of marine history, and was well aware of the contributions Mystic's shipyards had made toward the history of American shipbuilding.

He loved to go fishing--either trout streams or salt water. I think he enjoyed this because it gave him time to think and dream.

# Volunteer News

At the second service pin presentation of the Volunteer Corps in June, Philip R. Mallory awarded gold pins to Mrs. G.W. Blunt White of Mystic and Mrs. B. MacDonald Steers of Stonington, for special service as volunteers.

Franklin Cole gave silver pins to other volunteers who had served ten times or more during the period from January 1, 1962 to December 31, 1963, and to volunteer captains of the past year.

Mrs. John G. Lee, chairman of President Johnson's Consumer's Advisory Council, was the speaker of the evening.

A group of fifteen women from Rhodesia, composed of teachers, nurses, housewives and others, met in the Youth Training Building in August. They were greeted by Charles A. Brooks, who also told them about the role of volunteers in the museum field. The group is in this country specifically to learn how American volunteer groups are organized and operate. Mrs. Walter Hanover outlined the program carried out at Mystic Seaport, including work done as hostesses in various museum buildings, duties in the library, membership department and special assignments.

After the program the ladies were given a guided tour of the Seaport.

The Rhodesian women are in the United States for an 11-week Community Leaders Training Program, sponsored by the Women's Africa Committee of the African-American Institute. The program is financed by a grant from the U.S. Department of State.

One of the volunteer hostesses recently wrote to Mrs. Hanover (Co-ordinator) that she was sorry to be leaving town and "I wish to express to you that I found the time spent at Mystic Seaport very rewarding--I talked with some very interesting people, and enjoyed my association with the other volunteers of Friday afternoons."

Word has been received from Mrs. John Hubbard, chairman of community services of the Mystic Junior Women's Club, that the club officially voted on September 22 to supply volunteer hostesses one day each week during the 1965 season.

The Annual Tea for Volunteers, given in appreciation for the services of the volunteers, will be held in the River Room, Seamen's Inne, on October 22.

# Mariner Training Program

The *Conrad* and *Brilliant* Mariner Training Programs wound up regular seasons on September 5--the 15th year for the *Conrad* and the 13th for *Brilliant*.

On the *Conrad* 470 mariners and leaders from twelve states went through training. The summer went extremely well with all deriving far more from the program than ever before.

The most important innovation was the introduction of the Mariner Rating System: Landsman, Ordinary Seaman, Able Seaman and Mariner. It is particularly gratifying that over twenty-five mariners were able to achieve the Able Seaman Rating, some of them within the space of less than a week.

Another innovation was several 10-day training periods in response to many requests by unit leaders for a longer training period. These were generally quite successful and will become a permanent part of next year's schedule.

*Brilliant* made twelve regular cruises during the summer with five boys groups and six girls groups. There were also three spring weekend cruises.

The highlight of the season was *Brilliant*'s participation in "Operation Sail" at New York, with an outstanding group of Explorers from Wilmington, Delaware, aboard. She took part in the "sail past" from Gravesend Bay to the North River and remained one day for some of the festivities. On the way home her entire crew were guests of the American Shakespeare Festival at Stratford, Conn. The following week she was part of a fete sponsored by the Providence (R.I.) *Journal-Bulletin* in honor of the training ships which visited Providence.

*Brilliant* made her last cruise on October 10 with a small group of Explorers from Middlesex, New Jersey, who participated in a special *Conrad-Brilliant* program.

The *Brilliant* program also has a rating system whereby groups earn the *Brilliant* pennant.



Members of the Mystic Mariner Association, formed early this summer for those who have participated in either *Conrad* or *Brilliant* programs, are entitled to wear the official lapel pin. The new association has met with great enthusiasm thus far with over one hundred signed up.

## Variable Winds

When the tall ships of "Operation Sail" were in New London, their crews were guests of the Seaport. Several hundred came on the first day, another 400 the following day. Lunch was served and the cadets toured the grounds and seemed fascinated with the maritime memorabilia on display. Smaller groups visited on two other days. The cadets represented West Germany, Norway, Portugal, Denmark, Spain and Italy. Their different uniforms and languages caused quite a stir.

Mr. Stackpole has been named a member of the Nathan Hale Committee which will serve as a liaison unit between the State of Connecticut and its adopted ship--the Polaris submarine *Nathan Hale*. There is a special exhibit in the Campbell Room relating to the nuclear submarines *Triton, Skate* and *Nautilus*.

Mr. Powell reports a record was set in August for new members--270--which exceeds all previous records for any month. As you know we have been trying for members in all fifty states. This summer we welcomed Capt. Edward O'Connell as a member in Alabama and Richard Sharkey in Utah. North and South Dakota and Wyoming are still not represented and our Oklahoma member moved to Massachusetts!

The admission charge will be reduced to $2 for adults when the Seaport operates on the winter schedule, starting Oct. 13.

The brigantine *St. Lawrence II*, a Canadian Youth Training ship, was here on July 20. The boys spent an eventful day, including competition with members of the Providence (R.I.) Boys Club who were aboard the *Joseph Conrad*. Among the contests were a rowing race in the river, and mast-climbing. The *St. Lawrence* program is sponsored by the Royal Canadian Navy and the Navy League of Canada.

A private signal of Sir Thomas Lipton, flown aboard the *Shamrock* during International Cup races at the turn of this century, has been presented by Ernesto C. Uriburu. This distinctive signal of a green shamrock in a gold field within a wide green border, has a signed affidavit attesting to its authenticity.

Dr. and Mrs. Allen Shiek and daughter Martha, of Wilmington, Delaware, visited on August 26. Dr. Shiek is chairman of the Delaware Archaeological Board and is presently directing restoration of the 1690 Caleb Pusey house in Chester, Pennsylvania. Mrs. Shiek is a museum guide at the Hagley Museum in Wilmington and Martha has been working at the University of Pennsylvania Museum this summer--truly a museum family!

An example of a virtually lost art came to us in a ship portrait of the steamer *Middlesex* made with a black velvet hull, silk smoke, and embroidered details. Ocean and sky are oil on canvas.

A recent visitor inquired about the significance of the rooster weather vane on Fishtown Chapel. The answer is that this symbol was imported from Europe when it was first used on church steeples to remind people of the denial of Jesus by Peter.

An interesting comparison--the moon-probe vehicle *Ranger* is just about the size of the *L.A. Dunton*. *Ranger* is 104 ft. long, 138 ton weight. Between the stern post and stem, the *Dunton* is 104 ft. with a 134 ton weight.

An interested member has brought down from Thomaston an old model of a Maine pinky called the *Fly*. It represents this old type of fishing schooner of which our *Regina M.* is a surviving type in full size.

In August a group of French girls visited. They are in this country as part of an international exchange program, sponsored by the Hartford Archdiocesan Council of Catholic Women and the Organisation Seclaire Franco-Americaine of Paris.

A telephone call told us that a very young passenger was in a rowboat, floating toward the Seaport in high winds and heavy seas. When it finally got near the dock our Security Officer got a long iron bar with a hook in it from the Shipsmith and secured the boat. A spectator climbed down and picked up the occupant and put her ashore. The seafaring lass was a puppy who was none the worse for her experience when claimed by her owner!

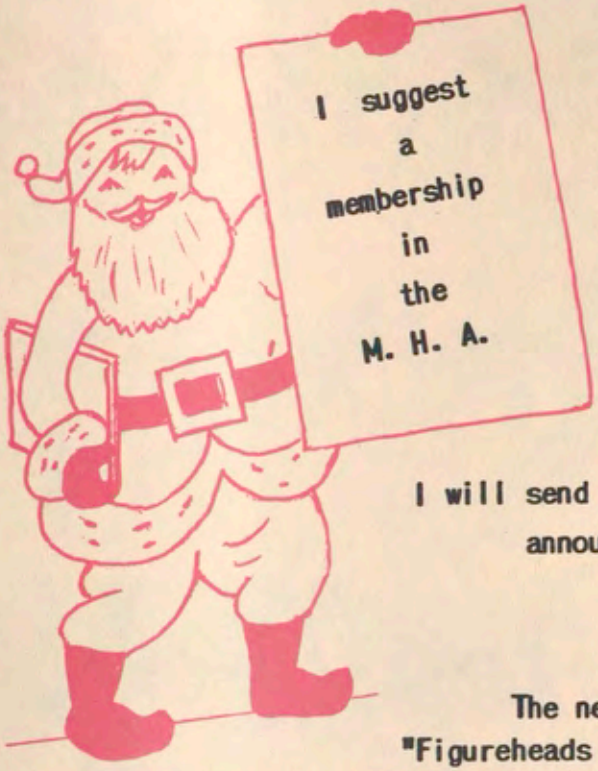
Speaking of puppy dogs, a little boy lost his favorite toy here. He was described as a very worn, beige dog with dark brown ears and a bell in one ear. A letter had to be written to a very sad youngster after inquiries all about the grounds failed to locate the little lost animal.

Five members of the Turkish ministry, who head individual provinces, are studying the American system of municipal governments in a State Department sponsored visit to the United States. They visited at the Seaport under the sponsorship of the University of Conn.

*Two corrections for items in the last LOG*--the item on page 4 about the painting of the *Twilight* was through the interest of Mrs. Mason H. Sheffield--not Suffield. The memorial bookplate on page 6 was for Charles Fearing Walcott--not Wolcott--and the bookplate has now been corrected.

Seldom do we purchase accessions but one item offered for sale was unique. When a whale is killed it tends to sink. This item is a device for raising a submerged whale. Just over a yard long, of iron, it is operated by pushing down on the handle which forces open toggles which grip the whale's body. A lever releases the toggles.

Two boys from California were visitors to the Accessions Dept. where they were shown a picture of Capt. James Buddington, their great grandfather, and the bark *George Henry* on which Capt Buddington sailed.




for
that
person
who
has
almost
everything!

I will send a Christmas card
announcement for you.

The newest publication "Figureheads & Ship Carvings" is a most interesting gift in itself, but in addition, there are the other benefits of a membership.

Each year many of our members wish to give Association memberships as Christmas gifts.

To facilitate the processing of Christmas gift memberships, the Membership Department has prepared a form with full explanation of the procedure, classifications of membership, benefits and privileges.

A post card request for the "Christmas Membership Form" addressed to the Membership Director will be acknowledged promptly.

Mystic Seaport
Marine Historical Association, Inc.
Mystic Connecticut

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One of the picnic tables given by Mrs. M.T. Taylor for staff use is located near the Administration Building. Enjoying lunch are Deborah and William Denison, Janet Chesebrough, Louise Cini, our switchboard operator, Kenneth Gilmore and Lois Chesebrough. Deborah and William are children of Oliver Denison and all three are grandchildren of Mrs. Chesebrough. Kenneth was a *Herald-Tribune* Fresh Air child from New York City.

Printed at Mystic Seaport