

The Log of Mystic Seaport

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The Marine Historical Association, Inc.

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The Log OF MYSTIC SEAPORT

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

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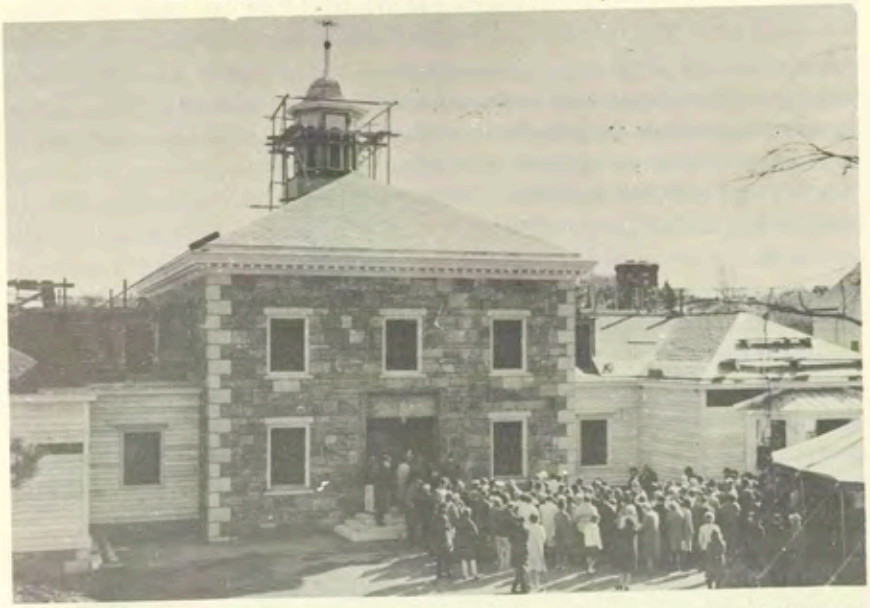
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Our Cover

We show a few of our old toys--perhaps if we describe them you will be able to locate them in the picture! The train on the top shelf is about 1890 vintage. On the second shelf doll No. 1 has a pretty red striped dress. The story book has fascinating stories and rhymes--"Mrs. Dyer stirr'd the fire; Agnes Stout poked it out; Tommy Voles fetch'd the coals; Alice Good laid the wood; Bertie Patch struck the match; Charlotte Hayes made it blaze;" etc., etc. Rag doll No. 2 is so old her face is quite shabby and doll No. 3, with her lovely china head, has to keep her dress down for her feet were chewed off by a puppy dog! A little tea set and bench are in front of doll No. 4 who boasts a real sealskin outfit.

A slate and checkerboard are in back of high laced black and white kid shoes; the tiny figure in front of box of blocks is a Humpty Dumpty and the seats in the metal horse and wagon, near a book, face either way. You probably had construction building blocks like these in your youth, but the little mouse-in-the-box is a rarity. Paper dolls were in the Boston *Sunday Globe* in January & February 1896. Six-sided blocks tell the story of *The Night Before Christmas*, copyright 1889; a tiny Quaker doll in authentic costume has a painted clay head. The next lady has buckles on her tiny shoes. All of the larger dolls have petticoats and pantaloons. Another book, puzzle and slate complete the bottom shelf. Skates, a book carrier, stove, and the lovely lady with fancy hat and high button shoes sitting in the old chair, complete our picture, except for the fascinating "tumble-down-dee" in the center--little figures who tumble down from the top between nails on the sides.

Cornerstone Laying



The G.W. Blunt White Library--Lorello and Naccarato of Mystic, contractors; Francis Day Rogers, architect.

Taking part in the ceremonies were Philip R. Mallory, Chairman of the Board of Trustees of the Association, Henry B. duPont, a Vice President and Chairman of the Committee on Future Planning, John Parkinson Jr., Chairman of the Library Committee, and Franklin Cole, President.

Remarks by Henry B. duPont at the Cornerstone Laying Ceremony of the G.W. Blunt White Library, October 24, 1964.

The cornerstone laying ceremony of this fine new library building represents an important and most significant milestone for The Marine Historical Association.

This project is a recognition of the fact that a library is the backbone of any educational or historical institution. Bricks and mortar, steel and wood--fashioned in a beautiful and commodious building--do not in themselves create a library in the true sense of the word. The real library is the collection of important and meaningful books, manuscripts and publications, and the uses to which they are put.

The Marine Historical Association is fortunate that its founders recognized the importance of building up over the years a meaningful collection of books and manuscripts on maritime subjects. Our library collection and the program of the Munson Institute have attained national importance, and will be of ever increasing value to scholars and all others who are interested in our nation's maritime history.

Our collection has been housed for many years in the Stillman House, which is now bursting at the seams. We now need more space for our rapidly expanding collection and for research facilities for the staff and students.

In this new building, books and manuscripts will be secure from fire, theft, and other dangers. And for the first time, there will be sufficient room for the organization and use of these valuable resources. These new facilities also will act as a magnet to attract other important research material, enable us to become an increasingly important research center for maritime history, and to assert leadership in this field.



Mrs. G.W. Blunt White uses trowel while Dr. David and Mr. Rogers watch the cornerstone laying.

A great deal of thought has been given to the location, architecture, and layout of this new library building, and we hope what you see here today pleases you.

I will not attempt to mention by name the many people--trustees, staff, and others--who were involved in developing the plans for this structure. However, I do think we should recognize the great leadership and the vast background of experience which Dr. Charles W. David brought to this effort. He was Director of the Library and Professor of History at the University of Pennsylvania from 1940 until 1955 when he retired at the age of 70. He then became Director of the Longwood Library, which was later joined with the Eleutherian Mills Historical Library. He retired from that position in 1961, but being a man of great vigor and energy which belie his years, we were able to persuade him to come to Mystic that year to guide us in implementing our new library project. His contributions have been invaluable, and he has endeared himself to all.

This library is being named in memory of G.W. Blunt White, distinguished citizen and yachtsman, who was associated with the development of The Marine Historical Association for many years. Blunt and his wife, Marion, came to Mystic in 1923. It is here that they made their permanent home and raised their children. It is here that he spent his entire business career and became a distinguished citizen of the community. Blunt learned to sail as a boy, and it was in nearby waters that he developed deep interest in the sea and ships, and went on to become a renowned blue water skipper. With this great love of the sea, and living within the reach of The Marine Historical Association, it was only natural that he became drawn to it and took an active part in helping to promote its growth. He was a trustee of long standing and did important work on various committees. At his death he held the position of Executive Vice President. It was through Blunt's enthusiasm and dedication that I, too, became keenly interested in the Association.

It has been said that one's true and loyal friends can be counted on the fingers of one hand. Blunt White was that kind of a friend to me, and my memories of him are very vivid. It was a privilege and an inspiration to know him, as so many people can testify. Blunt was a man of great strength of character and had a vigorous personality. He always stood up for what he thought and believed in, whether it was in connection with sailing or some other subject, and he would seldom budge an inch from his

convictions. Many will remember, for instance, those oft repeated screaming arguments he and I used to have on the merits of sloops versus yawls and keels versus centerboards. Blunt also had a wonderful and continuing sense of humor. Many of our friends will remember those humorous and quite ridiculous Uncle Blunt and Uncle Henry special Christmas cards we used to dream up and send to them.

Blunt's love for cruising, his seamanship, and his blue water sailing accomplishments earned him the honor of serving as Commodore of the Cruising Club of America. Apart from his many cruises, he had a record of having participated in the majority of the world's great ocean racing events. Blunt and I were shipmates on a number of blue water passages, and in racing events--he in his *White Mist* and I in my *Cyane*--the competition between us was most intense. Our competitors used to say that it always toned up a race when Uncle Blunt participated and threw everything he had into trying to beat his friend, Uncle Henry, which he did on too many occasions to suit Uncle Henry.

Finally, Blunt White was a most thoughtful and generous man. He was always ready to share his great knowledge of sailing with others, and he went out of his way to be helpful to younger sailors.

In everything he did, whether it was in sailing or in life in general, Blunt was a true sportsman who would never deviate from good sportsmanship. For him there was no twilight zone between right and wrong.

It is most fitting that this Library be named the G.W. Blunt White Library.



Mrs. White, Dr. David, Mr. Rogers, Mr. Parkinson, Mr. duPont

October 24, 1964

This was really a date to remember at Mystic Seaport. In addition to the cornerstone laying, three other events took place.



The *William J.H. Dyer* was launched with appropriate ceremonies. She will be used as a "sister ship" to the *Herbert L. Stone* in the Mariner Training Program and was donated by friends and relatives of the late Mr. Dyer who designed and built the Dyer Dhows and other small craft.



The new launch was christened by Mrs. William J.H. Dyer. Accepting the launch for the Association was Henry Scheel, Chair-

man of the Operating Committee, while William B. White, Co-chairman of the Advisory Committee for the Mariner Training Program, accepted for that committee. On hand for the ceremony was an honor guard of Girl Scouts and Boy Scouts.



The colorful and unique 15th annual Dhow Derby got underway at 2:30 p.m. with blue-water sailors from several well-known East Coast yacht clubs at the tillers of the little craft. Conditions were ideal but cold, so it was just as well there were no capsizes this year. There was plenty of humorous excitement as usual.

Following the races a reception and presentation of trophies was held in New York Yacht Club Station No. 10. Winner was *White Mist Jr.*, whose name will join others on the Revere bowl which is on permanent display in the Mallory Building. The second prize, the "Headroom Harry Trophy", went to the American Yacht Club of Rye, New York.

In the evening a dinner was held for the plank-holders of the *Nellie A. Ryle*. This recent small craft acquisition is the oyster sloop about which the New York *Herald-Tribune* had the

following story. Although the item appeared sometime in June, we have been saving it for inclusion in *The Log* at an appropriate time.

Thanks to the efforts of the Society for the Preservation of the Nellie A. Ryle, the Marine Historical Association at Mystic, Conn., is about to come into possession of a 146-year-old Norwalk oyster sloop which has been in one family all of her amazingly long and useful life.

After the deaths of the Nellie A. Ryle's last two owners at the ages of 95 and 97 she came into the hands of Mrs. Marian Sweet, a Norwalk yacht broker.

Knowing his interest in nautical antiques, Mrs. Sweet offered the vessel to Critchell Rimington, editor and publisher of Yachting Magazine. He looked into the Nellie A. Ryle's credentials, found that she was built by Slope and Scudder in Smithtown, L.I., in 1818 and forthwith created the S.P.N.A.R., an organization which was to have 80 plank owners at $50 a plank, refurbish the old working boat and turn her over to Mystic Seaport.

There she will have a berth alongside such fine examples of early American fishing craft as a Scituate lobster boat, a Friendship sloop and two New Haven sharpies.

Nellie is 35 feet overall, has a beam of 12 feet 11 inches, draws 3 feet 9 inches and is equipped with a 1930 vintage Palmer two-cylinder two-cycle engine which still runs.

John Atkin, the Darien yacht designer and surveyor, did a survey on Nellie a few weeks ago. His report concluded with this paragraph:

"I should be inclined to say that Nellie has maintained herself in a fair fashion for such an old lady and though there appears to be an acceptable degree of doziness in evidence, her basic form appears satisfactory."

Philip R. Mallory...is Nellie's No. 1 plank owner.



It wasn't exactly Indian summer, but the weather was ideal on Hallowe'en weekend, when about 30 Northeast Regional Chapter, Society of American Travel Writers members, including wives or husbands, were in the New London-Mystic area.

A bus trip, a boat trip, and back again to the bus, before a party-reception and buffet supper were Saturday activities planned by the tourist-convention committee. Sunday morning some went on an early plane flight to see the area from the air before brunch at Seamen's Inne. After this Curator Stackpole conducted a guided tour of the *Charles W. Morgan*, then on to the Seaport Street. Then they were on their own to finish the Seaport as tourists.

Axel Pedersen



An interesting visitor to Mystic Seaport in September was Axel Pedersen of Skive, Denmark, who arrived sailing his 28-ft. yawl *Marco Polo*. Mr. Pedersen had an unusual story to tell. He is one of that select group of sailors known as *singlehanders*--that is, men who thrive on dangers of sailing small boats great distances while alone.

In the race across the Atlantic for singlehanders last summer, the *Marco Polo* was one of a fleet of fourteen boats which left Plymouth, England on May 26. Mr. Pedersen arrived at Newport, Rhode Island, on July 26.

Before entering the race, he had visited Copenhagen and sailed from there on May 6 of this year, arriving in England on May 24. Prior to that he had sailed on a two and one-half year cruise from New Zealand (where he purchased the *Marco Polo*) to Denmark. During this period he spent six months in Hawaii and eight months in California. Mr. Pedersen relates that he spent much time cruising the South Seas and was much impressed by that part of the world.

Probably the most remarkable part of Mr. Pedersen's story is that prior to setting sail for a world cruise on *Marco Polo*, he had *never* sailed a boat before! He was born on a farm and all his experience had been with farm work although he spent some time working for contractors to raise funds for his dream cruise.

Mr. Pedersen admits that he received a fast "one-half hour course in sailing" from a friend before he got underway on *Marco Polo* from New Zealand. Asked about navigation, the report was he "read the books on the way." He added, "I taught myself as I went along."

Although Mr. Pedersen had no experience on long, blue-water cruises his boat had. The little craft was sailed around the world twice--once by Tony Armit in 1954, the second time by Bryan Loe in 1957. Both men are New Zealanders.

The difficulties of getting enough sleep, and of diet, were major considerations during his long days at sea. He would set his sails and tie down the helm to sleep but this arrangement was apt to make him nervous--and sleepless--at best. As to eating, there were no fresh foods although he was able to keep potatoes for a considerable length of time. The remainder of his meals came from cans. On previous trips he caught and ate fish but he gave this up during the singlehander's race in the interests of speed.

The hardest times were those when a total lack of wind becalmed the *Marco Polo*. "You just have to sit and wait and hope," Pedersen declared. He said his most frightening experience occurred when he met the fringes of a hurricane while at sea in 1960. "I was somewhat worried," he confessed, as he weathered the gale with his sturdy yawl.

The Danish mariner has been much impressed with the hospitality shown him in New England. He has had a "wonderful time" in Newport, Rhode Island, and other ports. He was fascinated with Mystic Seaport--"there is nothing like this in Denmark or anywhere else." He was particularly interested in the *Joseph Conrad* and the Danish ketch *Gundel*.

What of Axel Pedersen's future plans? He hopes to arrange a lecture series in this country but beyond that his plans are flexible. "Probably do some more sailing," he said, smiling.

--Don Truss, *Publicity Dept.*

Our members will recall the unfurling of a new maintopsail on the *Charles W. Morgan* this summer, which was a feature of Annual Meeting Day, and given by Mrs. Gladys Reynolds SaVoie in memory of her father.

A forestaysail--made up at the sail loft of Bill Durant on Merrill's Wharf, New Bedford, has now been received from Reginald Hegarty and John W. (Bill) Durant in memory of the late William F. Tripp. Mr. Tripp was a former Curator of the New Bedford Whaling Museum and the last official master of the *Morgan*.

It is hoped that other members will make it possible to obtain three more sails. A foretopgallant, a spanker and an inner jib will allow us to unfurl a typical set of sail which the *Morgan* would use on Cruising Ground. Nothing will do more to dramatize our major exhibit than such a suit of sail unfurled on a summer day--a rare treat for our visitors.

Found-Identity of LOST LADY

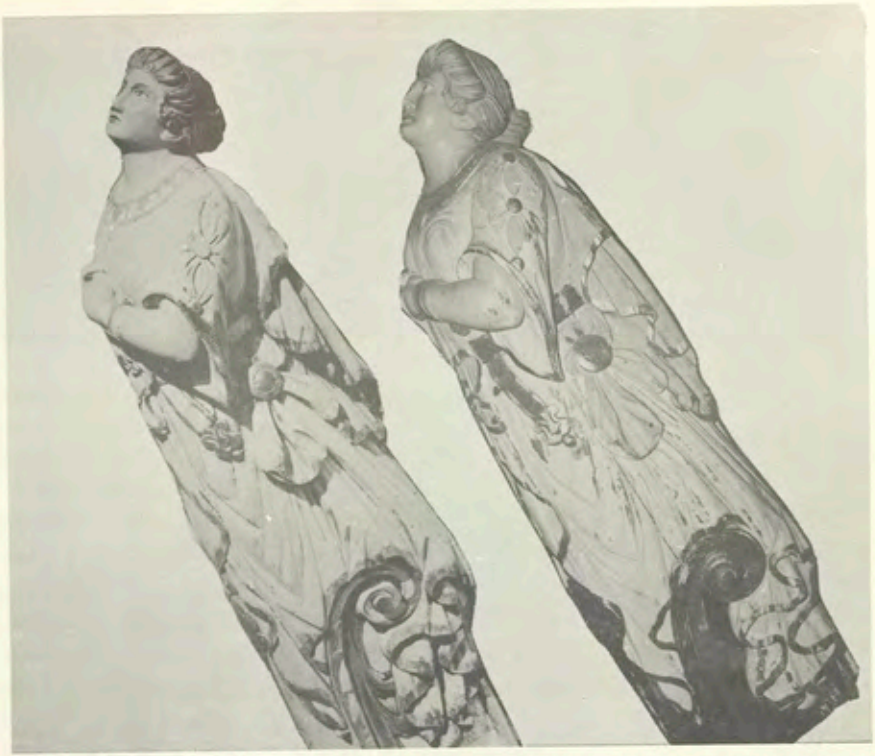
Several of our members, upon receiving our publication *Figureheads and Ship Carvings at Mystic Seaport*, have written us concerning their favorite figureheads. Their letters also concern information as to the history of particular carvings, such as Antoine Moller's recollection that an uncle had one time commanded the *Merkur*, or the location of the *Balasore*'s wreck as reported by a gentleman in British Columbia.

One of the most startling came from Robert D. Huntington of Oyster Bay, Long Island, whose grandparents, Mr. and Mrs. Moses Taylor, once owned the steam yacht *Iolanda*. Mr. Huntington wrote that the figurehead of the *Lost Lady* was actually the figurehead carved for this yacht. The information he supplied tends to prove this fact.

The *Iolanda* was built in 1908 at Leith, Scotland by Ramage & Ferguson for Morton F. Plant (whose estate in Groton is now incorporated in the Avery Point Coast Guard Training Station). She was the second largest private yacht in the world, being of 1650 tons burthen. Cox & King, naval architects, were the designers. A well-known artist named Gibbs was commissioned to carve the figurehead. The result was a medieval queen of classic design, with proud head and noble proportions, garbed in flowing garments of the period.

According to research by Captain P.A. MacDonald of Seattle, the original figurehead was badly damaged by a collision in a harbor during a storm and was removed. A second figurehead was not carved until the yacht was purchased by the Taylors and Mrs. Taylor (the grandmother of Mr. Huntington) commissioned a woodcarver in England to do the work as a careful copy of the original.

Subsequently the first figurehead was sold to a Southampton man, to be restored and eventually appear in a London dealer's shop where H.H. Kynett saw it and purchased it for Mystic Seaport. The second figurehead of *Iolanda* was not used because Mrs. Taylor was never satisfied with it. Eventually it was sold and years later was acquired by parties in California and is now on the west coast.



FIGUREHEAD IN SEATTLE, WASHINGTON MYSTIC SEAPORT'S FIGUREHEAD
PHOTOGRAPH--FANDERS, SEATTLE

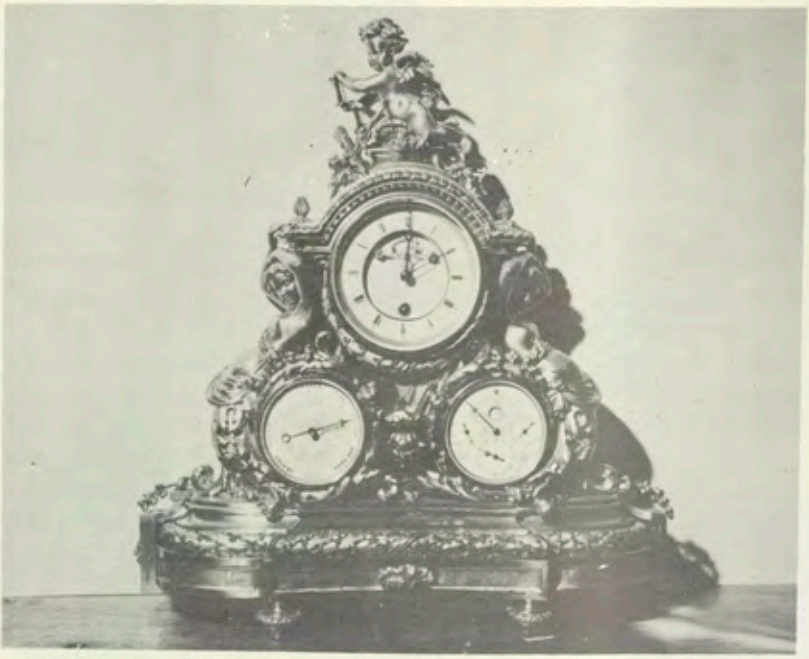
A comparison of the two figureheads shows the close similarity. The "Lost Lady" now has had her identity restored, and in her present location in the Woodcarver's Shop will command new interest from visitors.

Members of the Connecticut Education Association met at Mystic Seaport on October 30 for the Southeastern Connecticut Teacher's Convention, Social Studies Division.

Approximately 100 educators attended sessions at the Youth Training Building, Planetarium and Aloha Meeting House.

Luncheon was served in the River Room of Seamen's Inne. James Pharris, President--Groton Education Association, introduced Charles A. Brooks, who welcomed the guests. Highlighting the convention was an address--"Some Reflections on Connecticut's History" by Dr. Albert E. Van Dusen, Professor of History--University of Connecticut. Mrs. Betty Fast and Mrs. Millicent Van Deusen, Librarians--Elementary Schools, Groton, presented a skit utilizing various audio-visual aids to describe ways to prepare for a class visit to Mystic Seaport.

A Perpetual Calendar



A recent addition to the wide range of exhibits in our Pugsley Clock Shop is a Perpetual Calendar Clock--a rarity.

Of the many instruments of this character, this was the invention of a Frenchman, M.A. Brocot, in 1850, and contains three dials in a highly ornate case. There are three bronze figures, the top figure holding an ancient sand-glass for measuring time.

The center top dial, which is the regular clock face, also exhibits the unusual escapement designed by M. Brocot. The left lower dial is a "Metallic Barometer" while the right hand dial gives this particular clock its name, as it contains the unique parts which give a considerable reputation among horologists. It is this dial which provides an "Equation of Time". The day of the week, the date, and the month of the year are represented and a long single hand at the dial top provides for the mean time at "apparent noon" *(temps moyen a midi vrai)*--the graduation indicating the number of minutes for a well-regulated clock before (plus) or behind (minus) solar time.

The leap years are shown and the phases of the moon designated.

Nelson R. Perry Collection



A collection of historic value and interest was presented in November by the estate of the late Nelson R. Perry, through his son, James Perry, and consists of Eskimo artifacts; serpentine, steatite and soapstone sculpture; prints and related material.

Ranging from Frobisher Strait across the Canadian Arctic to Kotzebue Sound, the collection includes fish-hooks, harpoon heads, flaking and scraping tools, arrowheads and dolls in costume. The earlier Eskimo material is valuable for its evidences of the primitive skill of the natives who, not having wood or iron, used bone and sinew for this use. The skill of the unknown artists of the northland is reflected in the carvings and seal-skin pictures--as well as the utilitarian objects. Modern art forms are also in the collection to show the contrast between the old and new.

Included are books, pamphlets, and related articles dealing with Arctic exploration, voyages, and Eskimo studies.



Birthday

On November 10 Admiral Donald B. MacMillan, an Honorary Trustee of this Association, observed his 90th birthday at his home in Provincetown, Mass. Among messages sent him were telegrams from his friends at Mystic Seaport where his famous schooner, *Bowdoin*, is now one of our featured exhibits. Together with Miriam, his devoted wife and shipmate on nine of his twenty-five voyages to the Arctic, "Admiral Mac" greeted visitors, read the flood of congratulatory letters and answered questions from reporters and radio representatives in taped interviews.



Admiral and Mrs. MacMillan aboard Bowdoin at Mystic Seaport in 1962

As was later seen on television, this remarkable man belied his advanced years. Erect as one of the *Bowdoin*'s masts, quick in his answers, his blue eyes twinkling as he exchanged quips with reporters, Admiral MacMillan's personality was undimmed by his years. As the last survivor of the party which accompanied Robert E. Peary to the Arctic--the journey which led Peary ultimately to the Pole--MacMillan was left in charge of the last camp, that vital link to which the discoverer returned as to a haven. Secure in his place in Arctic exploration, MacMillan at 90 is still a vital human being, worthy of all the honors heaped upon him.

A little pulling boat, built at Noank in the early 1890's, has been added to our display--a gift of Judge E.J. Dimock of the U.S. District Court for the Southern District of New York. Some 12½ feet long, the skiff is of lapstreak construction with a square stern, and tiller ropes on her rudder. Purchased by Judge Dimock's father before 1895, the little skiff was later taken to Sullivan County, New York, where it was used on a large pond.

Reminiscences

Mrs. Emmet A. Quarles of Plainfield, New Jersey, has sent in some more interesting material concerning her cousin, Dr. Charles K. Stillman, one of the three founders of this Association. Mrs. Quarles, whose maiden name was Anita Stillman, used to visit her aunt, Mrs. Harriet Stillman in Mystic, and remembers vividly staying at the Stillman home and playing with Cousin Kirt. Her reminiscences follow:



KIRT STILLMAN--SCHOLFIELD PHOTO

Dr. Charles Kirtland Stillman and I were first cousins because his father, Dr. Charles Frederick Stillman, and my father, Thomas Bliss Stillman, Ph.D., were brothers. Kirt Stillman was born in Plainfield, New Jersey, where his grandfather, Dr. Charles Henry Stillman, brought him into the world. He later lived in New York, where his parents' home was located on West 14th Street, near the Hudson River.

My earliest recollection of him was when he was about 15 years old. I was 7 or 8 years old and an older brother of mine 13 at that time. We used to visit my grandmother, Mrs. Charles Henry Stillman, every summer at her farm on the outskirts of Plainfield. We had happy times playing with the animals--horses, cows, chickens, dogs and cats--and bringing in the hay and picking apples. At this time Kirt used to write short stories and illustrate them, reading them to us to our great joy. He and my brother were pals. They took long walks together and both teased me, but not unkindly.

Kirt's father died when he was only 13; his father was 38. His two uncles, William M. Stillman and Jared Kirtland Myers, took a fatherly interest in him. He was sent to the Cheltenham

Military Academy in Pennsylvania. After graduation from here he went to Brown University, where he drew many of the illustrations for their annual year book. After graduating from Brown he went to Physicians and Surgeons in New York, and following that he took examinations which entitled him to practice medicine in New York and New Jersey.

Before deciding where to practice, he went home to visit his mother. She was not well. He stayed on, became interested in various local projects--Mason's Island, the firemen, the Art Museum and the collection of boat models--so the practice of medicine was given up. And then the dream of Mystic Seaport became real.

Kirt used to visit us now and then in Plainfield, and every now and then I would visit Aunt Hattie in Mystic, which I loved.

A framed oil painting of Dr. Stillman has been presented by the artist, G.B. Mitchell. Completed many years ago, the painting shows Dr. Stillman seated at a small table with his pipe, a sextant and a blueprint before him, and models and paintings in the background. He wears a brown suit, blue tie, and the half-smile is said by his associates to be a typical expression. The painting now hangs in the Stillman Building.

The Library has been extremely fortunate during the last three months through direct gifts, and acquisitions made possible by gifts of money. Eleven cartons of maritime books were received from Mrs. Henry P. Bristol, along with 66 duplicates from the New York Yacht Club. Dr. Austin Lamont has given us his entire maritime library. Notwithstanding a disastrous fire in his residence just before shipment, we were able to add 206 volumes to our collections, including many scarce and valuable items. The Library received more than 100 items from the Nelson R. Perry gift dealing largely with Arctic regions.

In manuscripts, we have received from the estate of August S. Burgess, through Mrs. Esther Wentworth, the Burgess Papers. Mr. Burgess was a carpenter in the U.S. Lighthouse Service. The papers include blueprints, drawings and specifications for lighthouses, mostly in New England, and date from 1854 to 1921. The generosity of Henry C. Taylor and Alexander Vietor has made possible the purchase of the important Kermit Family Papers, dating from 1790 to 1830. They deal mostly with shipping and include many letters from ships' captains regarding market conditions. Through the aid of John Parkinson Jr. we were able to acquire, by purchase, the papers of John Kingsbury Pimer, an important sailmaker of New London. These papers date from 1829 to 1881.

--Charles W. David

Fishing Craft

A significant addition to our collection of American fishing craft is the shad fishing boat *Ella View*. She is known as an Albemarle Sound shad boat and was brought from Manteo, North Carolina.

Ella View is 27 ft. 8 in. overall, 8 ft. beam and draft of 1 ft. 10 in. with the centerboard up. According to her certificate she was built in 1883 by Washington Creef, well-known builder of hundreds of this type of vessel. She is constructed of juniper.

The *Ella View* was purchased from Josephus Berry by Dr. David Cooper, one of our members, who presented her to the Association. Mr. Berry recalls sailing aboard his father's boat as a boy.

These shad boats were sloop rigged with a spritsail and topmast which permitted setting the topsail alone, thereby picking up breezes on the upper level. In the heavily wooded area there was little wind close to the water. Sandbags were used for ballast. The boats set large weirs and many still employ the same method although all now operate under power.

Ella View's home port is of historical significance in that the island of Manteo was the first British colony settled in the United States--in 1595. This island was known as the "lost colony of Raleigh."

Plans call for restoration to her original condition and then *Ella View* will join other illustrious fishing craft of the past on display at Mystic Seaport.

According to Capt. Ellery Thompson, who has been presiding over our little fishing shanty for several years, the last Connecticut vessel to dory-fish or line-trawl in Gully waters and the Cox's Ledge area off E.S.E. of Block Island, was the schooner *Black Hawk*. She was under command of Capt. Grover Eldridge, and then by Capt. Campbell until she was lost. Otto Grossman was part owner.

Ah, but not all of her was lost! Today two dories from the *Black Hawk* are nested alongside the fish shack where Cap'n Ellery enjoys answering questions about the life-saving plugs for the dory bottoms. The wooden plugs are oversize and with a bight of line that is poked through the hole as the plug is inserted. When the dory is overboard this bight of line trails beneath and in case of capsizing, the man overboard had a life line to grab.

Captain Thompson reports he hopes to be "aboard soon when the tides are right to starboard, with all hands hauling gear."

Season's Greetings



BACKYARD OF EDWARDS HOUSE--THANKSGIVING SEASON



INTERIOR INFORMATION BOOTH--CHRISTMAS SEASON--MIKE VACCA MAKING WREATHS

CHRISTMAS 1964

Children like to do things--it gives them pleasure and makes them feel an important part of anything that is taking place. Often this is particularly true of children who are handicapped.

A member of the Education Department contacted the principal of the Mystic Oral School (for the deaf) to ask if the children would like to make decorations for the Christmas trees in the Greenman and Edwards Houses. The principal's response was heart-warming--"This is the first time the children have been asked to do something for others. Far too often they are expected only to show gratitude for what has been done for them."

All of the youngsters from kindergarten through fifth grade were "told" by slide projection they would be decorating trees at Mystic Seaport for the hundreds of visitors who come during the Christmas season. The same system of narration accompanied the slides of Mystic Seaport. Pictures of the two houses were put on the Art Room bulletin board as well as those showing what had been done the previous year.

The ornaments and decorations, in keeping with the general period of the Seaport, were then started with great spirit and enthusiasm. The children made strings of popcorn and cranberries, chains of brightly colored paper, pouffe balls of pastel tissue paper, gold cornucopias, brightly trimmed felt birds, and a very special fish because one little boy said if it was for the Seaport HE was going to make a fish! Older children made the more difficult ornaments. Blown eggs were colored gold and silver and decorated with ribbon, jewels and sequins in the Victorian fashion. Clothespins, gaily dressed, appeared as little people--angels, Santas, clowns and soldiers.

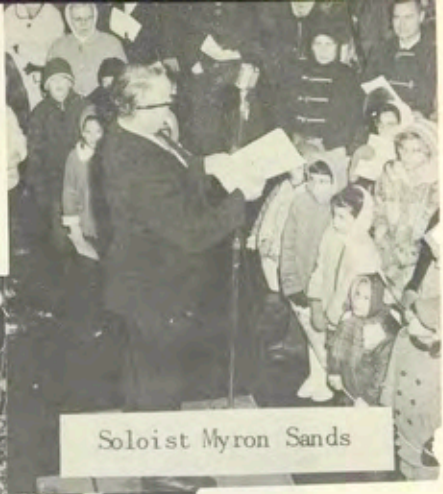






Afternoon carolers
December 20, 1964





Soloist Myron Sands



Carol Sing--5:00 p.m.
December 20, 1964



DRAWINGS OF SHIPS AND SMALL CRAFT AT MYSTIC SEAPORT

In response to various requests over the past few years for the lines of our craft, the services of Edson Schock of Kingston, R.I. have been utilized for taking off these lines. We are glad to announce blueprints of the following are available at cost from the Curatorial Department.

A. Ships and Schooners

Ship CHARLES W. MORGAN
Schooner L.A. DUNTON

B. Small Craft

1. Working types
Maine Peapod
Woods Hole spritsail boat "TC" (3 sheets)
Friendship sloop ESTELLA A (hull lines only)
Casco Bay Hampton boat CUSPIDOR (2 sheets)
Lobster boat of Scituate, Mass.
Chesapeake log canoe FLY
Three plank canoe
Gay Head or Nomansland boat ORCA
Barnegat Bay sneakbox
Conn. River gunning skiff
Seaford skiff BROWNIE
Duckboat BRANT
BUTTON SWAN (Providence River boat)
New Hampshire "Scull Float"
Conn. River shad or drag-net boat, circa 1890

2. Pleasure types
DAUNTLESS gig--Whitehall type
Naphtha launch NELLIE
Pulling boat FAVORITE
Racing autoboat PANHARD I
14 ft. Crosby catboat TRIO
Boston Whitehall pulling boat of 1878 (2 sheets)
Naphtha launch LILLIAN RUSSELL
Keel catboat SNARLEYOW
South Bay catboat
Sandbagger ANNIE

Variable Winds

Dixie, the faithful old Herreschoff pulling boat which towed behind *Brilliant* for six years, has finally run her course. No more perfect craft could have been found for the purpose for she was easy to row--even for four unskilled oarsmen--could carry all twelve persons from the ship in a pinch, and towed very well.

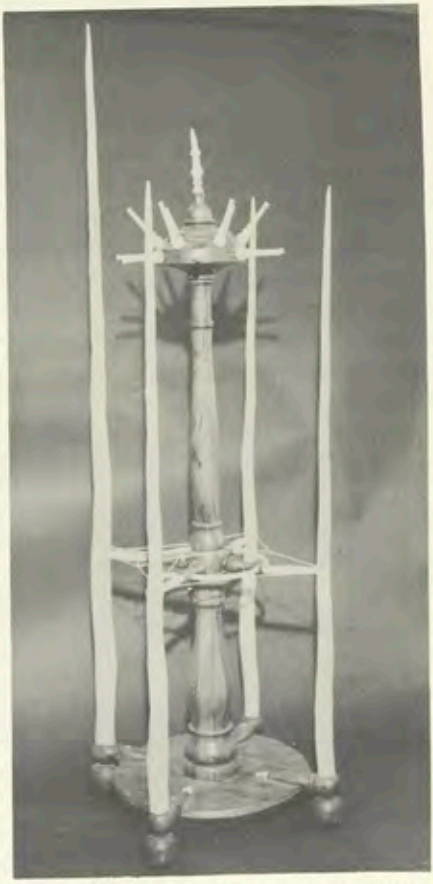
Dixie was built in 1909 and was a lifeboat aboard the steam yacht *Comfort*. She was aboard when it was wrecked in the 1938 hurricane, and was the gift of George P.P. Bonnell, who owned the *Comfort*. A suitable replacement for *Dixie* is being sought.

It took eleven days to mail 8,350 *Figureheads & Ship Carvings* to members. A total of 7,550 pounds were loaded into 183 mail sacks!

Another member of the Seattle "Save our Ships" Committee, Robert D. Ashley, included the Seaport in his New England tour. He was especially interested in the work aboard the *L.A. Dunton*.

Of real use in determining authentic detail in reconstructing the *Dunton* were the photographs from the James Yard and the A.D. Story Yard in Essex, Massachusetts.

Carlos Garcia Gonsalves of Spain, the sculptor who carved the figurehead of the Argentinian training ship *Libertad*, recently made a careful study of our collection of ship carvings.



Perhaps the most unique coat rack of its kind has been presented by Dr. John G. Murray. A real tribute to man's ingenuity is manifested in this large piece, made of wood, ivory, and narwhal tusks. The longest of the four tusks measures 84 inches.

Miss Marion Dickerman was recently elected secretary of the Board of the Natural Science for Youth Foundation.

The Marsh & McLennan Company of New York City selected another of our ship paintings for their 1965 calendar--the ship *John Trucks*. The painting was done by Antonio Jacobsen and shows the ship under full sail in a pleasant sea. Built in Philadelphia by William Cramp in 1856, constructed of oak and copper fastened, the *John Trucks* was 156 ft. long, 32.7 ft. in beam and 19 ft. in draft. Jacobsen was a prolific painter and this ship is one of his best efforts. It makes a handsome calendar.

The three large Christmas trees were given by Dr. Frank J. Linzen, Carl Cripps and Austin Battles. Mrs. Clarence Coogan gave eleven smaller trees for buildings and mastheads during the Christmas season.

We now have a pair of brass sidelights, purchased in Constantinople, Turkey, in 1890 by an American missionary. The port light is traditional red but the starboard light follows the continental tradition and uses blue glass.

The old Galley is now completely gone. The Whaler Room and Tap Room at the beautiful new Seamen's Inne are now serving luncheon daily, except Sundays, from 11:30 to 2:30 p.m. and dinner from 5:30 to 9 p.m. On Sundays the hours are from 12 noon to 6 p.m. The River Room, providing cafeteria service, is open from 9 a.m. to 5 p.m. daily. Come aboard soon!

If you live in Connecticut perhaps you noticed the little folder enclosed with your telephone bill featured the Seaport.

Too often we have difficulty in dating accessions, but the donor of a fine collection of tools was able to testify that these were used by his grandfather in a small shipyard in Westbrook, Connecticut prior to 1850. It was a pleasure to handle the burnished tools from which every speck of rust had been removed.

Capt. R.H. Graham, naval attache at the British Embassy, visited in September and Eric Engstrom of Plimoth Plantation, Plymouth, Mass. was here in October.

Also in October, the British flag was flown to welcome Admiral Angus Cunningham Graham of the Royal Navy. Mr. and Mrs. David MacGregor were here on the same day. Mr. McGregor is the author of two outstanding works--*The Tea Clippers* and *The China Bird*--both in our Library. He is now working on a third volume covering the years of British merchant sail from 1815 through 1875. He expressed a "great satisfaction with what Mystic is doing to carry out the traditions of the age of sail."

Mr. and Mrs. Ward Melville accompanied the visitors. Mr. Melville is associated with the Stony Brook (Long Island) Museum and is a Life Member of our Association.

Interstate Route 95 from the Gold Star Memorial Bridge in Groton to the Rhode Island state line makes travel to Mystic Seaport much more pleasant and easy.

Staff members Stan Buchholtz and Adrian Lane served as crew

members aboard Plimoth Plantation's *Mayflower II* in early October for a documentary on the *Mayflower II* crossing being filmed by WABC-TV. The third day they rode rough seas off Massachusetts for about twelve hours with winds estimated at 40 and 50 knots and eight-foot seas.

The Norwegian flag was flown in October honoring Mrs. Aimar August Sorenssen, wife of the Commander-in-Chief of the Royal Norwegian Navy. Mrs. Sorenssen was accompanied by Mrs. Tyree, wife of Admiral John Tyree of the U.S. Submarine Base at Groton, Connecticut.

Documentary fabrics and wallpapers for the restoration areas at Mystic Seaport, Williamsburg, Cooperstown and Newport, by F. Schumacher and Company were featured at the annual Salisbury, Conn. Antiques Fair and Fall Festival in October.

Since the Cooper's Shop has been established our knowledge of implements has been extended to embrace frows, howels and crozes!

THINGS WE NEED

Often gifts of THINGS are as acceptable as gifts of money...

Steinway, Knabe or Baldwin grand or baby grand piano in good condition. The piano we now possess is beyond use for concert purposes.

Heavy-duty gasoline-powered Electric Generating Set--40 to 55 K.W., 3 phase, 4 wire--120 to 208 volts--60 cycle A.C.--80% P.F.--138 amps. This is for standby power in case of general power failure in the area. This unit, if mounted on a four-wheel truck, will be of value to the Seaport throughout the premises.

2 Heavy-duty, electric, bench mounted, grinders.
2 Heavy-duty, electric, slow turning ½ in. portable drills.

Rugs--almost any color or size--for various offices. Hooked or braided rugs for Volunteers Lounge and office would be most welcome.

We also need your new address when you move!

Mystic Seaport
Marine Historical Association, Inc.
Mystic Connecticut

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