ISAAC-STELLE



NEWPORT 1761

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The Log

OF MYSTIC SEAPORT

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

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OUR COVER

The sign on our cover is from a reproduction of the original ancient board sign how hanging in our Schaefer Tavern's Game Room which displays the other side. Highly respected as a Ship Chandler in Newport, Rhode Island, Captain Isaac Stelle was also one of the few men who knew the secret of manufacturing spermacetti candles at that time. Perhaps the wording on his gravestone gives the best appraisal of his career:

His great Benevolence and Honesty of Heart, added to an uncommon Cheerfulness and Sweetness of Temper, earned for him, whilst living, the Esteem of All who knew him, and affords his Friends the well grounded hope that he now enjoys a happy Immortality.



THE LOGBOOKS OF CAPTAIN E.C. GARDNER
A Dramatic Record

In a wall case constructed especially for their exhibit in the Kynett Room of the Stillman Building are four logbooks containing a dozen consecutive voyages of vessels commanded by Captain Edward C. Gardner of Nantucket from 1844 to 1860. As a record of the distinguished career of this veteran shipmaster, who took part in the full tide of the China trade and the golden age of the great clipper ships to California, the logs serve as graphic reminders of the career of a captain and his ships. Two of the clippers established records which are documented by these logbooks, and one of them was nearly lost in a hurricane off Bermuda.

After serving as an officer aboard ships owned by Bucklin & Crane for a number of years, Captain Gardner took out the firm's bark *Grafton* in 1844. The first of the logbooks covers a voyage in this bark from New York to China and return. The China-New York run was 96 days, which was the fastest recorded until the very next day when Captain Robert "Bully" Waterman came up the Narrows in the *Natchez* after a 78-day record passage.

Captain Gardner's next command was in the new bark *Candace*, built in 1845 in Warren, Rhode Island for Bucklin & Crane. Sailing from New York in January 1846, the *Candace* (117.6 ft. long by 27.4 ft. in beam and of 398 tons burthen) arrived at Canton after stopping at Rio de Janeiro and at Singapore, the passage being from January 11 to May 10, 1846. Leaving Whampoa, China, on June 25, the *Candace* returned to New York, making a run of 3,053 miles in 14 days during the early part of her voyage, coming to anchor at Staten Island on October 12 after a passage of 110 days.

Some of Captain Gardner's pithy comments during the next two years are worthy of quoting: "Beating through Gaspar Strait--hard work and no mistake...A squall from Sumatra in the evening...Passage dreadful slow and tedious--can't be helped--better luck next time...Oh, for a breeze, when shall we get it...38 days

making 2754 miles--about the meanest work the old *Candace* ever was guilty of...hard rain killed the wind... Light baffling airs—what has become of the trade winds? When shall we get a breeze...Did ever mortal have such a time?...Fine wind, if bound for the coast of Africa! O, what D--- luck!" On his last voyage in the *Candace* from Canton to New York, Captain Gardner arrived on May 1, 1849, making the passage in 98 days.

Bucklin & Crane, well pleased with the steady work of the Captain, placed him in command of the new clipper ship *Celestial*, built by William H. Webb of New York and launched on June 9, 1850. Commenting on her appearance, the *New York Herald* stated:

> The model of this craft differs somewhat from the ordinary wedge bottom clippers built for the same trade *(to China)* and is thought to be superior by competent judges, by enabling the vessel to keep up on the water, preserving her buoyancy which is very desirable and very rarely met with in this class of vessels.

The *Celestial* was 155 feet long, 35 feet in beam and 19 feet depth of hold. Clearing New York harbor on July 20, she sailed for San Francisco five days before the new clipper *Mandarin*, owned by Goodhue & Co. She reached her destination on November 1, 1850 in 104 days--some three weeks before the *Mandarin* arrived. "This is a splendid passage," wrote Captain Gardner, "Good for *Celestial*!"

Leaving San Francisco on November 23, 1850, the *Celestial* crossed the Pacific and reached Shanghai on January 20, 1851. Captain Gardner then sailed back to New York, where he arrived on June 28--115 days in passage.

Now his employers offered the command of the new well-built clipper ship *Comet*, 228 feet long and completed in 1851. Sailing on October 2, *Comet* was the first of the fleet leaving at this time to reach San Francisco, arriving on January 14, 1852 after a passage of 103 days. That the commander was well pleased with the ship is clearly shown by his entries: "Ship going 16 knots without being much distressed. In strong winds

she is a clipper, but not in light breeze...All sail set by the wind from the skysails down."

Rounding Cape Horn on November 25, 1851, fifty-five days out, the *Comet* was under double reefs most of the time, with jib and main course furled. Captain Gardner noted: "Although the sea is cross and high, I must concede that the *Comet* is a great ship in heavy weather... At 6:30 a.m. a man fell from the jib boom overboard. Hove the ship to, lowered the quarterboat and saved him." They took a pilot off San Francisco's Golden Gate on January 13, 1852..."having made our passage in 103 days, 24 hours, pilot to pilot, which taking all things into consideration is very good, particularly as the *Hornet* and *Trade Winds* are not in." *Hornet* sailed two weeks before *Comet* and *Trade Winds* a day later. Neither approached the *Comet*'s time. It was another year before two other clippers, *Swordfish* and *Flying Fish*, surpassed this record of *Comet*.

Sailing on February 13, 1852, the *Comet* reached Hong Kong on March 20, catching up with the ship *John Wade* which sailed 19 days before them. "Whole distance sailed," wrote Captain Gardner, "was 7,290 miles, making 8 miles or a little over per hour." Returning to New York the *Comet* made a 96-day passage, arriving on August 6, 1852.

It was on her next voyage--from New York to San Francisco that the *Comet* ran into a hurricane off Bermuda. It was an occurrence which has been marked in the history of lithography by one of Currier's best-known clipper ship prints titled "The *Comet* in a Hurricane." This is displayed over the wall case and the log book is opened to the following entry:

> At 1 p.m. commenced blowing a hurricane from the Eastrd which lasted about 4 hours, and then settled down to a heavy gale from the Northrd. The wind backed from East to North, in accordance with Redfield's theory of storms, the ship being on the Northern side, and the storm traveling to the N.E. We were nearer the center than I ever wish to be again, as it did blow tremendously. At 1:30 p.m. foretopmast staysail (new) blew from the bolt rope. At 2:30 the foretopmast went over the side--after the topsail

was clewed up--taking the main Royal mast with it and doing other damage. The ship laboured hard and took much water over the lea rail, but considering all things behaved admirably."



The Comet in a Hurricane, 1852

The clipper made the outward passage in 110 days, returning to New York early in 1853 after a passage of 83 days. It was in the next series of voyages (as noted in the third of the logbooks) that the record passage of 76 days from San Francisco to New York was established by the *Comet*--a record for sailing craft which still stands.

After voyages to Liverpool and Bremen the Captain took the *Comet* to Hong Kong from Liverpool in 84 days--a record for an American ship. Although deeply laden with coal, the log shows the ship to have averaged 215 miles per day.

Captain Gardner now left the *Comet* to take command of the new ship *Intrepid*--another of the Webb-built clippers owned by Bucklin & Crane. He found the clipper

to be a "splendid sea boat but no flyer." After several successful China voyages he sailed from Macao for New York on March 18, 1860. On March 31 the *Intrepid* grounded on Belvedere Reef in the Gaspar Strait and in less than twenty-four hours became a total loss. Cutting away the masts only eased the ship slightly and on the next day the Captain and his crew were taken off by the French ship *Gallilee* of Bordeaux, a coolie ship with some 400 on board, bound to Martinique. Six days from the wreck, they arrived at Anjer and went on shore. From Anjer Captain Gardner was taken aboard the ship *Beaver* of Boston, bound from Shanghai to New York. The last few pages of this logbook record the passage home as a passenger on the *Beaver*. After thirty years of sea life it was a sad home-coming but his own words mark his spirit. He wrote:

> I expect to make another voyage (and to make several if the Black-balling does not take place)...what I have done has been in good faith---consequently my conscience is void of offense...I am anxious to get home and have it settled. God bless us all.

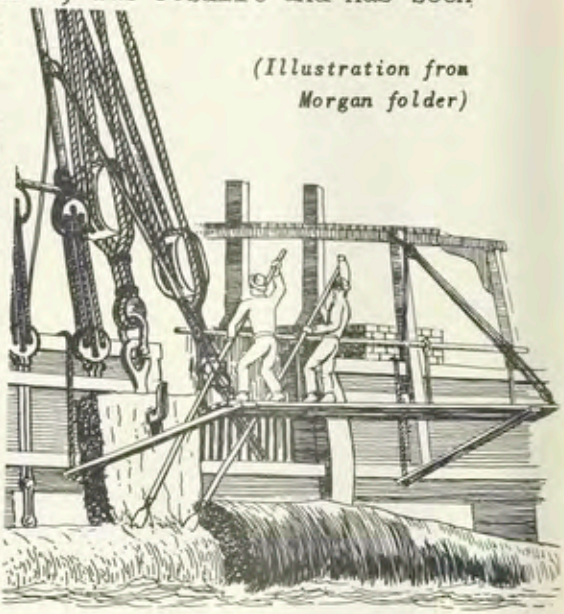
Despite the current interest in outer space and the new conditions which now confront scientists, there are many secrets of the deep sea which are still to be discovered.

In relation to pressure in outer space and pressure beneath the sea, one of the questions often asked members of our staff is: "If a ship with a steel hull sinks in the deep sea does it sink to the very bottom or does it sink to a certain depth and is there held suspended?"

The answer has more to do with gravity than with pressure. If the steel hull sinks and becomes filled with water, the pressure is equal in all directions and gravity takes the ship steadily down until it rests on the bottom. Wooden ships sinking with lumber cargoes have been known to float awash, or with the seas breaking over them, for days and months, but that is a different matter as the specific gravity of the wood brings about the flotation.

NEW CUTTING-IN STAGE AND GANGWAY FOR "MORGAN"

With the coming of spring the *Charles W. Morgan* will have a new look for her visitors. During the winter the old cutting-in stage, which had been placed on the wharf near the starboard side, was rebuilt and has been hung over the gangway in the time-honored manner. Standing on the long planks, leaning over the single rail, the men would cut away the blanket piece of blubber from the body of the whale lashed alongside. With heavy blocks and the huge iron blubber hook, the blanket piece was slowly hoisted aboard. A new gangway was constructed by Irving Holdredge and the *Morgan*'s appearance has been improved and her interest to visitors substantially increased.



(Illustration from Morgan folder)

In connection with the regular maintenance of spars and rigging, Chief Rigger Kimberley has sent down the mizzen topgallant mast for repair. New rope-strapped blocks are being made up by Ray Dowd to replace the old ones. Stan Buchholtz, Supt. of Marine Maintenance, reports the mizzen topmast will be housed and the crosstrees repaired. The royal yards have been lashed to the rails forward. Below decks the displays are being cleaned and re-arranged, while work on the lighting is continuing.

The foretopgallant sail for *Charles W. Morgan* has been given by Mrs. Edward McCagg in memory of her husband who was a model maker at the Seaport. We now need a spanker and jib to finish the desired cruising sails.

A FANCY FIGUREHEAD

Our publication *Figureheads and Ship Carvings at Mystic Seaport* has brought forth a number of interesting letters from members and friends. John H. Burlinson of Miami, Florida, has made a hobby of collecting pictures and photographs of figureheads over a period of many years. He writes:

I hail from Sunderland, in Durham, close to Tyneside, near Newcastle. As a wee lad I used to walk quite a few miles along Tyne-side...my memories recall seeing a few of those old sailing ships being towed out to sea.

Major General Guy V. Henry of Chevy Chase, Maryland, recalled the days of the schooners in the coasting trade:

Born among the hostile Sioux Indians, I was brought up in the U.S. cavalry and reverted to it as a profession. However, I always loved the sea and when my father was stationed in the east I took advantage of the chance to make trips on schooners from Georgetown, D.C. to Portsmouth, N.H. with coal--thence to the Kennebec for ice--and return. The crews of most of those schooners usually consisted of four men before the mast, a donkey engineer, a steward, a mate, and a captain. In the winter two extra hands might be added.

From our former Editor of *The Log*, B. MacDonald Steers, comes an interesting clipping dated Jan., 1908, from *The Sea Breeze* of the Boston Seamen's Friend Society, as follows:

A FANCY FIGUREHEAD

The good ship *Benares* in which I sailed as chief officer forty years ago had for its figurehead a fine statue of a swarthy Hindoo in a white robe with gilt fringes. The man had his right arm extended directly forward, with the index finger pointing out the way the ship should go. The figure was a very impressive one.

As we were at anchor in Queenstown harbor expecting to sail next day for Calcutta and in charge of an Irish

pilot, McQuinn, or some such name, this right arm of the Hindoo was detached, as usual when getting ready for sea, to prevent its getting knocked off in rough weather. It was for the time disposed of by wrapping it in canvas and laying it in a bunk in an after stateroom which had been assigned to the pilot, while other matters received attention. Meantime pilot McQuinn went below for a nap. In the dim light of the stateroom he was startled to see a black hand resting on a white pillow, with the arm swathed in ghastly white, protruding from under some clothing on his mattress. He rushed into the forward cabin shouting "The divil is in me boonk."

The incident passed from my mind until many weeks later when we were one day having heavy weather off the Cape of Good Hope. The ship was lying to and behaving fairly well, but one big sea broke over the bow and filled the decks. I went forward to see if anything had broken loose. As I stood by the knightheads and looked over the bow, there was the Hindoo staring me right in the face. The shock of the sea had started the figure from its foothold on the cutwater and twisted it round on the strong bolt passing through its middle into the stem, so that the face looked aft instead of forward. I now thought the "divil was in my boonk", so to speak!

We secured the figurehead by lashings, and when we came into port the joiners set the Hindoo right again.

That classic of American sea literature, Richard Henry Dana's *Two Years Before The Mast* has been recently published in two volumes in complete form for the first time by the Lane Book Company of Menlo Park, California. Passages omitted from the standard editions are included and throw more light and interest on Dana's work. Dr. John H. Kemble, of Pomona College and the Munson Institute, a distinguished maritime historian, has in addition to editing the work contributed notes, appendices and further information. The book has more than one hundred illustrations and is excellently printed.

ONE MAN'S OPINION OF WHALING

From Charles Schultz, Keeper of Manuscripts, comes the letter which Justin Martin in Chillicothe, Ohio, wrote to his brother Charles H. Martin of Lyme, Connecticut, on November 29, 1844, to dissuade him from pursuing the life of a whaleman. His letter—slightly edited, and punctuated for easier reading:

I received a letter from Lucy and was much pleased to hear that you was well, much better than to hear that you intended to try the whaleing business for a living. Now don't think, Charlie, that I wish to influence you, for once I did not wish any one to dictate to me about my future career. I took my own way regardless and soon learned by bitter experience that I was barking up the wrong tree and resolved to quit the game. I can say with a clear conscience that I am not sorry for it. Should I ever be placed in any situation that compelled me to pursue again a maritime life, I should choose any other branch sooner than whaleing. I have since come to the conclusion that it would be better to be sold to a Southern planter rather than be doomed to the forecastle of a whale ship. It is not only unpleasant but very uncertain and dangerous—exposed to all kinds of weather and to the roughest kind of living, and compeled to associate with the very scum and off scourings of infamy. It is the most dogish life that ever fell to the lot of mortal man to follow.

Don't go at all events until I come home. It is the truth, the whole truth and nothing but the truth—if you wish to spend a pleasant life, find you a good natured girl and cage her up. Be steady and take everything easy and you will slip through this world like a streak of lightning down a greased Liberty pole, but you know that they are not all good natured. Some of them are cross enough to make a cat bite her own kittens—they will snuggle it up before you and try to make a fellow think they was born to live and die a-laughing. Don't let them fool you—they will bear plenty of watching. There is lots of them here—you had better come out here than go a-whaleing. You won't get a sight of anything in the shape of a woman the whole voyage and the first one you see when you come back will look so pretty that you will bite a piece out of her cheek before you know it.

And now for the last time, let me say to you, don't go to sea. Take the advise of your friends. In after years you will

have the satisfaction of knowing while you was pleasing them you was escaping care, hardships, and toil and danger.

They say that Polk is elected. If so, there will be a chance for a war with John Bull and a chance for privateering--a heap better business than blubber hunting in the South Seas.



It was a blustery New England weekend but the weather did not cool the enthusiasm existing during the visit of twenty-six Cooper Union students. On January 23-24 the Senior Graphic Design Class, Evening Division, came from New York City to acquire research materials for their full semester assignment involving American Whaling.



Arrangements were made for the group to photograph and handle scrimshaw, examine log books and other pertinent publications and browse through the storage area of the Bartram Building.

A guided tour of the buildings and grounds included lectures by members of the staff aboard the *Charles W. Morgan*, in the Cooper Shop and the Curatorial work shop.



Saturday evening they enjoyed a variety of films and Sunday morning Mr. Stackpole gave an informal talk on American Whaling. From all reports the students found the weekend just as rewarding as did the members of the Seaport staff involved in the two-day program.

The Cooper Union group was under the direction of Mr. Wysocki, Mr. Gorbaty and Professor Wohl. The Seaport Education Department arranged the visit.

THE FIRST OFFICIAL SALUTE TO AN AMERICAN FLAG

It has become a national custom in recent years to mark outstanding anniversaries, and this has had a good effect in reviving some almost forgotten historical events. Recently a news dispatch described the first salute to the American flag as that given John Paul Jones' *Ranger* by the French fleet in Quiberon Bay on February 14, 1778. Actually this was the first salute to the new American "Stars and Stripes" flag but not to the first flag used by the Continental armed forces. This "first salute" occurred on November 16, 1776, when the Dutch fort on the island of St. Eustatius in the West Indies saluted Captain Isaiah Robinson and the Continental brigantine-of-war *Andrew Doria*.

On this occasion the *Doria* was flying the Grand Union Flag, authorized by the Continental Congress, which had the thirteen stripes but a field of the British Union. The *Andrew Doria* was one of five vessels making up our first U.S. Navy squadron under Commodore Hopkins, and her name came from none other than John Adams, the chairman of the Marine Committee. Intended to be named for the famous admiral and founder of the Genoese Republic, Andrea Doria, the official name became changed from "Andrea" to "Andrew".

Governor Johannes de Graaff, of the Dutch island of St. Eustatius, had seen the commerce of the little island boom to great proportions during the early years of the Revolution, when it became a veritable crossroads for trade (and smuggling) involving ships from the young United States and neutral nations.

The *Doria*, under Captain Robinson, was about eighty-five feet long and armed with fourteen 4-pounders and twelve swivels. Her First Lieutenant, Joshua Barney, later became famous as a commander in his own right. In compliance with orders from the Secret Committee of the Continental Congress, Captain Robinson had sailed into St. Eustatius for needed vital supplies. He also carried a copy of the Declaration of Independence,

which was to be delivered to Governor de Graaff, which made his mission a diplomatic one, as well. For this reason the commander of Fort Orange had been alerted to the arrival of the *Doria* and instructed to fire a salute. When the United States vessel came into the roadstead off the fort, Captain Robinson fired a 12-gun salute. The Dutch flag at Fort Orange was dipped in acknowledgment but it was not until the anchors of the *Doria* splashed into the harbor's waters that the guns of the fort finally returned the salute--when eleven guns were fired. As it was not a gun-for-gun salute, it is surmised that the Governor might have been effecting an excuse in the form of a compromise in the advent of a British protest.

Of course, such a protest did come very promptly, as two of the British merchant masters in the harbor at the time (who watched with amazement) reported the incident in sworn affidavits to Christen Greathead, an official on the neighboring British island of St. Kitts. This, and the evidence that many United States privateers were being outfitted at St. Eustatius, was only the beginning of a bitter resentment by the Royal Navy commanders in these waters and ultimately led to the bombardment and sack of the Dutch island by Admiral George Rodney--but that is another story!

Thus, this first official salute of the American flag by a foreign power could also be called the costliest salute. In recognizing the young Republic the Dutch also became an unofficial ally, and the rest is history.

Today, a bronze plaque is set into the base of the flagstaff at Fort Orange, authorized by President Franklin D. Roosevelt, duly recognizing an historic event.

Announcements have been mailed for the 11th Annual Summer Institute of American Maritime History offered by the University of Connecticut and the Frank C. Munson Memorial Institute which opens on June 20. Dr. Robert G. Albion and Dr. John H. Kemble will again head the faculty for this summer session at Mystic Seaport.

THE MALLORY CUP

One of yachting's outstanding competitions during the past few years has been that for the Clifford D. Mallory Cup, emblematic of the men's North American sailing championship. Held each year at different places--ranging from Oyster Bay, New York, Newport Beach, California, and Mendota, Lake Michigan, the Mallory Cup races always bring out the finest sailing competitors on the part of yachtsmen.

The Mallory Trophy, or Mallory Cup as it is usually called, was actually presented for such sailing competition in 1952 by Mrs. Clifford D. Mallory and her children, in memory of Mr. Mallory, whose many contributions to yachting are recognized to this day.



The cup is a handsome silver soup tureen with a most interesting history. It was originally made for presentation to the family of Admiral Lord Nelson by

Sultan Selim III, as an expression of his appreciation for the victory of the British fleet over the French at the Battle of the Nile.

A symbolic design was placed on the front of the silver bowl. The ship *San Josef* of 80 guns, captured from the Spanish at St. Vincent, appears on the coat-of-arms, crest and motto, with a British tar on one side holding in his hand Nelson's broad pendant on a staff, and on the other side the British lion. The crest is on a wreath over the stern of the *San Josef*. The motto reads: "Palmam qui meruit Feratu" meaning "Let him who has deserved the Palm wear it."

Sultan Selim III also gave Lord Nelson a jeweled chelengk or "Plume of Triumph", of which Nelson was so proud that it is shown in many of his portraits, decorating his hat.

Clifford D. Mallory Sr., the key figure in establishing the North American Yacht Racing Union, was the third President of The Marine Historical Association. It was indeed fitting that the Mallory Cup should be first placed in competition with Mystic Seaport serving as the host for the North American Sailing championship, which the Yacht Racing Union first sponsored in 1952. The idea behind this event was practical as well as laudable. Many yachtsmen in yachting centers all over the country believed that their outstanding skippers could win races in all types of craft anywhere in the country.

Robert N. Bavier Jr., whose racing skill is so well known, described the inauguration of the idea. While he was engaged in a discussion of such a championship series, he broached the idea of a national sailing championship to Harry Morgan and he and other officers of the N.A.Y.R.U. became immediately enthusiastic about the possibilities. At the annual meeting of their association in January, 1952, the report of a national committee was accepted and adopted.

The first races were held in Fishers Island Sound on September 6, 1952. The late G.W. Blunt White, then Commodore of the Cruising Club of America, headed the race committee. The first of the eight series were

sailed in "Quincy 17's", sloops 26.6 feet overall and 17.3 feet on the water line, with a 6-ft. beam, 4.6 ft. draft and carrying 253 square feet of sail, designed by Fred Goeller. Eight area semi-finals were conducted in Maine, Rhode Island, Long Island, Chesapeake Bay, Florida, St. Lawrence River, Lake Michigan, and San Francisco.

The winner of the first series of races was Cornelius Shields, famous in the annals of yachting. In a gracious letter to Mrs. Clifford Mallory Sr., he wrote:

It is a great honor to have won this prize because of my friendship and admiration for Cliff...In instituting this trophy you have established an event which will prove to be the most important one in the National Yachting Schedule...It is a great tribute to you and Phil (Philip R. Mallory) for getting it underway, and it could not have been done under more fitting surroundings than to have it identified with Cliff and the Museum which has now become such a wonderful national institution.

Winners of the Mallory Cup

1952--Cornelius Shields, Larchmont, New York
1953 & 1954--Eugene H. Walet 3rd, New Orleans, Louisiana
1955--William Buchan Jr., Seattle, Washington
1956--Frederick E. Hood, Marblehead, Mass.
1957--George D. O'Day, Dover, Massachusetts
1958--Robert A. Mosbacher, Houston, Texas
1959, 1960 & 1961--Harry G. Melges Jr., Zenda, Wisconsin
1962--James S. Payton, Madison, Wisconsin
1963--James DeWitt, Richmond, California
1964--Shelby Freidrichs Jr., New Orleans, Louisiana

The 1964 Mallory Cup races were held at the Grosse Point Yacht Club, Grosse Pointe Shores, Michigan, in 24 ft. Crescent Class sloops. The 1965 races will be held August 30--September 2 at the Southern Yacht Club at New Orleans in 22 ft. Ensign sloops.

Hobart Ford, a Trustee of the Association since August 1949, died on March 1 at Man-o-War Cay, Great Abaco, Bahamas. A memorial service will be held at Mystic Seaport at a later date.

A NEW FIGUREHEAD

At a ceremony conducted at historic Rowes Wharf Station of the Boston Yacht Club on the evening of December 16, Commodore John Willson of the Club presented an ancient figurehead to the Association. Known to Club members as the "Spanish Lady", the figurehead, handsomely carved and mounted on a scroll piece or billet, is of unusual interest.



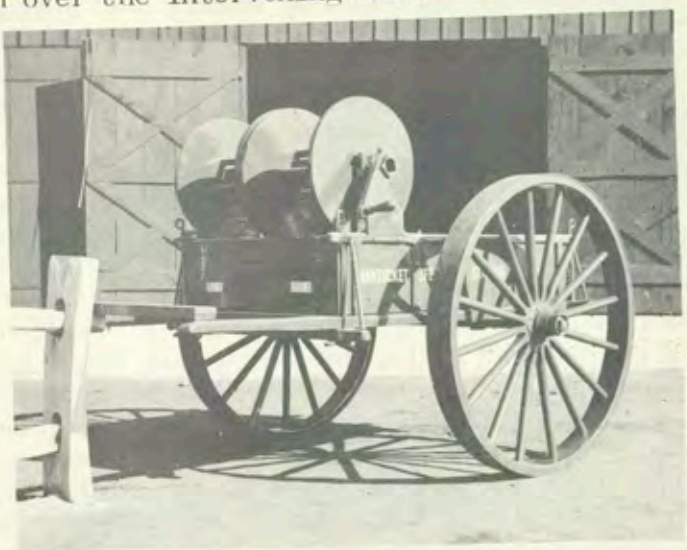
Mr. Spencer, Spanish Lady, Mr. Stackpole, Mr. Willson

The figurehead was accepted by Curator Stackpole who was the speaker of the evening at the meeting of the Wardroom Club. His talk, illustrated with slides, was titled "Mystic Seaport and our American Maritime Tradition". Theodore Spencer, President, and William M. Kingman, Secretary, of the Wardroom Club, took part in the ceremony which was arranged by John N. Meissner, the Club's public relations officer.

LIFE SAVING RELIC RESTORED

A Beach Cart used by the U.S. Life Saving stations on Nantucket Island some seventy-five years ago has been restored and is now on exhibit in our Aids to Navigation Room in the North Building. This two-wheel cart has wide iron tires for easier pulling through the beach sand to the scene of a wreck. A large wooden reel is fixed to the front of the cart, inside the body, on which is wound the line attached to the breeches-buoy. Also carried within the cart body is the buoy itself, together with its hawser and Lyle Gun.

When the cart is pulled to the desired location the Keeper of the station has his crew bring a sand anchor, then loads the Lyle Gun with its projectile with the whip line attached and discharges the cartridge by means of a small lanyard, so that the whip is shot across the wreck. When the mariners haul in the whip the hawser goes out to them and it is fastened as high up in the rigging (or mast) as possible. The breeches-buoy or metal life car is then hauled off to the wreck and the shipwrecked mariners transferred to the safety of the beach over the intervening surf.



This relic of the Life Saving Service came from the Madaket Station on the west side of Nantucket Island.

LIBRARY NOTES

Among the important manuscript items received recently, mention may be made of two journals kept on board the U.S.S. *Kearsarge* during the Civil War; a collection of a Norwich, Connecticut shipmaster and merchant, George W. Lee; and a significant addition to our Enoch Silsby Papers.

The journals of William Wainwright and Charles A. Poole both chronicle the search for Confederate privateers by the U.S.S. *Kearsarge* from November 1861 through November 1864. These are currently being edited by Dr. Edward W. Sloan III of Trinity College and will be published by the U.S. Naval Institute, hopefully within this year.

The papers of George W. Lee date from 1802 through 1843 and illustrate in some detail his command of the brigs *Caroline, Bulia, Sussex, Jerome* and *Plato*, and the ship *Six Brothers*; his activities as supercargo in the ships *Belle* and *Union*; and his mercantile activities in Norwich, Connecticut.

Our collection of Enoch Silsby Papers has been considerably enriched by nearly 750 accounts, bills, receipts and letters dealing mostly with the operation of the brigs *Angelina* and *Caspian*, and the ships *Parthian, Robert Fulton, Laura Ann* and *Rockingham*, and with Silsby's mercantile activities centering in Boston. He was engaged primarily in the cotton trade.

Our collection of reference books continues to grow in depth and quality. The massive *Arctic Bibliography*, prepared by the Arctic Institute of North America, strengthens our material in the Polar regions. A recent purchase, creating considerable interest, is *The Times Atlas of the World*, in five great folio volumes. This monumental work, edited by John Bartholomew, probably is the most definitive atlas available today. *Reader's Guide to Periodical Literature* has been purchased for the years 1900-1941. Added to our present holdings, we now have almost 150 years of indexing for our periodicals.

--Charles W. David, *Director of Library Development*

SEAMEN'S INNE

RIVER ROOM

Cafeteria Service

9:00 to 5:00 daily



DINING ROOM

Luncheon from 11:30 to 2:30

Dinner from 5:30 to 9:00

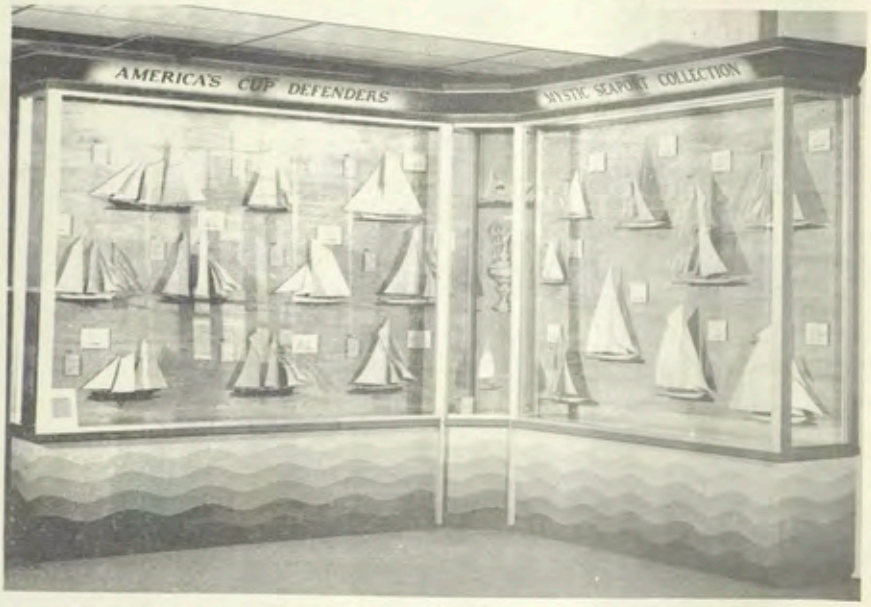
Sunday 12 noon to 6:00





One of two *Morgan* Dining Rooms in the *Morgan* suite

INTERESTING EXHIBIT



These rigged models of America's Cup Defenders were a featured display at the 55th National Motor Boat Show at the New York Coliseum in mid-January. Before returning to the Seaport they were exhibited at the Hartford and Norwich Branches of the Hartford National Bank and Trust Company. This exhibit was started in 1962 with a collection of seventeen scale models which were a gift from the Lilly family. Scale models of *Weatherly* and *Constellation* have been added, bringing the collection up to date. The New York Yacht Club Station #10 is their "home" at Mystic Seaport. The display was designed by John LaPresle who is in charge of exhibits.

Stan Buchholtz (Marine Maintenance) traveled to Cherryfield, Maine recently to pick up several hackmatack knees for the *Australia* project. He reports each tree yields only one knee and after it has been cut the tree is virtually useless, except for pulp.

A FEW OF THE INTERESTING ACCESSIONS

There are several fine "captain's" or "lap desks" on exhibit but none are quite as ornate as that presented by Dr. John Stanford. The slant-front is completely covered with ivory, bearing a harbor scene of a city in India, together with sailing craft and a ship, with ornately designed border all around, including the sides. Similar decoration is inside the desk.

"Old Steadybeat", a watch chronometer made by the Waltham Company, and used by the late G.W. Blunt White aboard his *White Mist* in the 1957 Trans-Atlantic Race to Spain, has been presented by Charles H. Larkin, one of the nation's top ocean-goin' sailing race navigators.

Our first accession for the New Year was a piece of macrame, designed for a mantel, and came from the Whitman-Bailey House in New Canaan, Connecticut. This is a fine example of knotwork, 81 in. long with 11 pointed motifs below a 5 in. wide continuous border.

The east end of the Navy Room of Aloha Meeting House contains several pieces of handsomely carved, heavy furniture which once graced the yacht *Aloha*. The armchairs stand 40 in. high at the back and measure 33 in. across the seat fronts. A desk is decorated with carvings of Viking ships and Norsemen. One hardwood table is built in four pieces, banded by a 2 in. frame and designed to attach to brass footings on a trestle beneath which hangs a gilded gimbal 28 in. in circumference. This table could weather any storm!

Our Clock Shop has an amazing variety of clocks and watches, chronometers and navigational instruments. Now it has come well into the modern trend with the acquisition of a Spilhaus Space Clock, purchased by John Parkinson Jr. It automatically gives nineteen pieces of up-to-date minute information related to sun, moon, stars and tides--is a perpetual calendar and tells solar and sidereal time.

Ten of the trophies won by the Brewster yacht *Elmina* were the first February gifts. Earliest date is for a pair of compotes won in 1901.

FAMILY FROM TAIWAN



Commander Henry Y. Ho, of the Republic of China's Navy, has sent us this photograph of himself with his family in their home in Taipei, Taiwan. The younger son, David, proudly wears a shirt with the Mystic Seaport seal. Commander Ho was a student with the Munson Institute's Class in 1964.

From the Mobil Compass: BETWEEN THE DEVIL AND THE DEEP BLUE SEA. Few people realize that this rather common phrase, also the title of a popular American song written some years ago, was originated by seamen. The devil is the seam in a wooden deck between the outboard deck plank and the scuppers. Thus to be between the devil and the sea was to be in the scuppers, jammed against the bulwark. This was a difficult place to get out of, especially when driven there across the canting deck of a wind-jammer by a sea breaking over the windward side.

Variable Winds

Harold Pingree, an Activist at the Seaport, received "red carpet" treatment during a recent visit to the Henry Ford Museum at Dearborn, Michigan. It seems one of the Museum's founders bore the name of Pingree. He was twice governor of Michigan and three times mayor of Detroit, and several streets and a park are named in his honor. Our Mr. Pingree was photographed standing in front of a statue of this illustrious gentleman and also received a 1965 pass to the Museum.

According to a recent article in the *Hartford* (Conn.) *Courant*, Mystic Seaport and the Historical Division of the U.S. Navy Department assisted in the design of new uniforms for the Essex Fife and Drum Corps. They hope to parade in authentic, early nineteenth-century naval dress for a Memorial Day celebration this spring.

Capt. Adrian K. Lane has left Mystic Seaport and is working at General Dynamics Corporation in Groton. Capt. Lane was the first skipper of the Youth Training Program's schooner *Brilliant*, and later was in charge of exhibits.

Trustee Alexander O. Vietor recently brought guests to visit—Ian MacCallum, Director of the American Museum, Bath, England, and Dallas Pratt, Chairman of the American Committee. It is planned to construct a replica of the *Morgan*'s cabin at the British museum and photographs of interiors aboard the ship were taken.

A color film produced by American Airlines for its own use includes Mystic Seaport, Greenfield Village and the Alamo. They will distribute the film to television stations, theaters and other locations. The film will also be available to Mystic Seaport.

Raul Yrarrazaval, President of the Foreign Relations Commission of the Chamber of Deputies of Chile, and Chilean Representative to the United Nations, was a two-day visitor. He enjoyed the Seamen's Inne and visited *Charles W. Morgan* three times, as well as other exhibits.

Peter Simpson was top winner at the Awards Ceremony for the Sailing Activity and received the sterling silver trophy from Mr. and Mrs. Charles Brooks who sponsor the trophy. In addition to runner-up awards, certificates were presented to all who completed the entire course. A reception for the students and their parents concluded this program of the 4th year of the Activity. A total of 373 youngsters have completed the course in these four years.

The 1965 classes started on March 1.

Charles W. Morgan 4th, of Hartsdale, New York, a direct descendant of the builder of whaleship, was a more than interested visitor when here.

Capt. James Kleinschmidt recently resigned as Assistant Curator to accept a position with the National Maritime Historical Society, with headquarters in Washington, D.C. The Society's main project, at present, is restoration of the very last of the Yankee square-riggers—*Kaiulani*.

Admiral Tomoharo Nishimura, Chief of the Maritime Staff, Maritime Self Defense Force of Japan, was a visitor February 12. He and his party had luncheon at Seamen's Inne and then toured the grounds. The Admiral arrived in the United States early in February for a 17-day tour as guest of the Chief of Naval Operations and spent some time at the U.S. Submarine Base in Groton.

A group of model builders and enthusiasts from Eastern Connecticut and Rhode Island met on Friday, January 8. Some eighteen persons gathered in the Mallory Building and discussed the formation of a club. At a second meeting the group decided on the name—"Connecticut Marine Model Society".

In the booklet of recipes given out at Buckingham House during the Christmas season was one supplied by Byron Hatfield of the Education Department--"Minnow Pancakes". Mr. Hatfield confided that the pancakes should be prepared in such a way that the eyes of the little fish wink at you merrily!

Miss Marion Dickerman, Consultant in Education, and Joseph Herman of the Maintenance Department, will complete twenty years employment in the year 1965.

Seafaring Connecticut, a television program sponsored by the University of Connecticut, was presented over Hartford and Providence stations. Curator Stackpole and Prof. Albert E. Van Dusen (of the University of Connecticut) prepared the script. Frederick Curry arranged for the photography and tapes.

Arthur J. Sheat, our New Zealand correspondent, notes in a recent letter: "Lord Clyde, whose figurehead appeared in the Association's book, was best known as Sir Colin Campbell who commanded the British forces in the famous relief of the British garrison at Lucknow during the Indian Mutiny. He was knighted for his leadership. The figurehead must be quite colorful."

From the National Museum at Port Adelaide, South Australia, comes word from Vernon Smith, the Honorary Curator: "Thank you for the book on Figureheads. The *Seminole* looks quite smart. We still miss him. Visitors sometimes ask: 'Where is the red Indian you used to have here?' Wishing you success."

Mrs. Norris W. Ryley has succeeded the late Mrs. Frederic Keator as secretary of the Volunteer Corps.

MARINE HISTORICAL ASSOCIATION PUBLICATIONS

Title	*Author*	*Price*
Polar Whaling--A Sea Letter Narrative.....	Holmes	$ .25
George B. Wendell, Clipper Ship Master.....	Cutler (Ed.)	1.25
The *White Star* Journal.....		1.00
Five Hundred Sailing Records.....	Cutler	1.00
The *Champion of the Seas* Times.....		1.00
Captain Prescott and the Opium Smugglers....	Stackpole	1.00
The Wreck of the steamer *San Francisco*.....	Stackpole	1.00
Captain Nash DeCost and the Liverpool Packets	Sawtell	1.00
Memoir on Steamboats of the U.S.A.....	Marestier	2.00
At the Sign of the Quadrant.....	Burstyn	2.00
Pieter Holm and His Tobacco Box.....	Crone	.50
Two Dramatic Episodes of New England Whaling	Withington	1.00
The American Indian as a Sea-fighter.....	Beck	1.00
Small Craft at Mystic Seaport.....Stackpole-Kleinschmidt		1.00
H.M.S. *Culloden*.....Schmitt-Schmid		1.00
Maritime Mystic.....	Anderson	1.50
Junius Smith, Promoter...Navigation.....	Pond	.50
The Ship *Ann Alexander* of New Bedford.....	Sawtell	1.00
Fifty Notable Ship Portraits--Mystic Seaport	Maloney	2.00
Disaster on Devil's Bridge.....	Hough	2.00
Naval & Maritime History--(Bibliography)....	Albion	3.00
Figureheads & Ship Carvings at...Seaport....	Stackpole	4.50
New London Whaling Captains.....	Colby	.50
Mystic--Story of a Small New England Seaport	Cutler	.50
George Greenman & Company, Shipbuilders.	Stevens-Stillman	.50
Before the Mast on *Mary Whitridge*.....	Bradley	.25
Important Types of Merchant Sailing Craft...	Cutler	.50
The *Charles W. Morgan*.....	Dickerman	.25
The *Joseph Conrad*.....	Dickerman	.25
Spermy, A Story for Little Children.....	Chesebrough	.25
Seaport Coloring Book.....	Pordes	.35
Whales for Food, Fodder, Fortune.....	Dice	.25

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