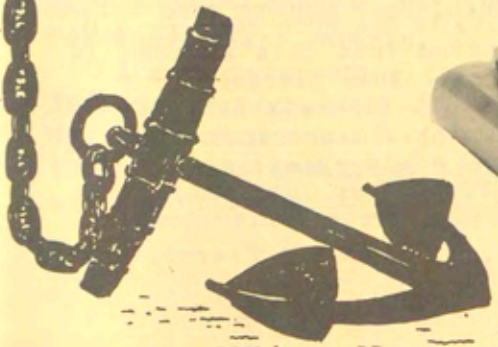
The Log of Mystic Seaport

Volume 17 No. 3
July 1965

The
Marine Historical
Association, Inc.

Mystic,
Connecticut







PUBLISHED FOR MEMBERS
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OUR COVERS--Front and back

MARINE HISTORICAL ASSOCIATION REPRESENTED IN NEW YORK WORLD'S FAIR

Mystic Seaport members will feel right at home when they see this reproduction of one of the Association's original sculptures on display in the Pavilion of American Interiors. It is an example of Early American Primitive of a Boston Sea Captain, carved by the Haida Indians, around 1820 to 1840.

This piece is part of an extensive exhibit covering 4000 Years of Sculpture in culture. Through the displaying of over one hundred "museum approved" sculpture reproductions, history unfolds before your eyes as you look at the sculpture of early Sumerian, Egyptian and Assyrian works, and continues through the ages to today's masterpieces. The exhibit carries art lovers from the year 2500 B.C. to the 20th century A.D. Because of this, it is believed that this exhibit is the *only* one of its kind to ever take place.

The reproductions are detail-for-detail copies of rare and priceless works of art. To see them all, as you may see them at The Fair, would entail rather extensive traveling to over twenty-five internationally recognized museums and several private collections.

--Museum Pieces, Inc.

Handsome Addition

Moored in the basin, under the lee of the Gloucester fishing schooner *L.A. Dunton*, are several small craft, each representing the particular section of the coast where they were used in their active days as fishing craft. Included are the Friendship sloop *Estella* from Maine, the Nomans Land boat from Martha's Vineyard, and the Hampton boat from Maine.

On May 1 a new craft made its appearance as a companion to the fishing fleet--the oyster sloop *Nellie A. Ryle*. This white hull, with her sturdy mast, high freeboard and square stern, is a worthy addition to this unique fleet, and has attracted immediate attention. The acquisition was made possible by the activities of an organization known as SPONAR--the "Society for the Preservation Of *Nellie A. Ryle*"--which came into existence through the organizational efforts of Critchell Rimington, assisted by Richard C. McCurdy, Mr. and Mrs. Bruce Sweet, and other interested members.

Nellie was located in Bridgeport, Connecticut by Mrs. Sweet, and her report immediately stirred Mr. Rimington into action. SPONAR was formed and its members purchased "planks" in the sloop, enabling the purchase and presentation to Mystic Seaport. She was towed to Mystic by our tug *Weir*, and hauled out for a complete restoration. Working during the winter months under an improvised shed, the shipyard duo of Howard Davis and Arnold Crossman did an excellent piece of restoring.

On April 30 at the Seamen's Inne, SPONAR held a dinner in honor of the *Nellie A. Ryle*'s "Going-into-Commission" ceremonies. A full quota of members and friends was in attendance. Richard C. McCurdy, newly elected President of SPONAR, presided and called upon Mr. Rimington, Mr. and Mrs. Sweet, Curator Stackpole, Marine Maintenance Superintendent Buchholtz, and others for appropriate remarks.

A most interesting talk on the Connecticut oyster industry was given by J. Richards Nelson of Madison. Mr. Nelson used charts to show the areas involved, and the numerous questions after the talk indicated the variety of interests of the appreciative listeners.



On the following morning *Nellie A. Ryle* was officially commissioned. Mrs. Bruce Sweet, with a well-timed swing, broke the traditional bottle of champagne across the stout bowsprit of the sloop and the SPONAR flag was proudly run up to her masthead. Following the ceremony, the three judges, who had been appointed, selected the prize-winning libation to be designated as *Nellie*'s official cocktail. *(Recipe on request!)*

This oyster sloop adds much to the display of water-borne fishing craft. Built at Smithtown, Long Island, she represents a craft who not only dredged for oysters but could be utilized to bring her catch (as well as that of other sloops) to market. Her high freeboard gave her a distinct advantage in loading a considerable number of bushels of oysters, and running through the tide-swept inlets into Long Island Sound.

Dr. Charles W. David (Library) delivered one of the principal speeches at the spring meeting of the New England School Library and Connecticut Library Associations at Mystic Seaport in May.

A Biological "Stone"

Through the interest of one of our members, Dr. John W. Draper, Director of Urology Service at St. Luke's Hospital, New York City, one of the most unusual relics in our whaling collection has been scientifically analyzed--a whale's kidney stone.



For over two decades this specimen has been on display with our whaling exhibits which included the ear and eye of the whale, becoming one in a category of curiosities. It came into possession of the Seaport with no distinguishing or particular history.

Last fall, during a visit aboard his cruiser, Dr. Draper saw the large kidney stone, which immediately aroused his curiosity, and he offered to make a scientific study in his laboratories at St. Luke's. The stone was duly delivered, and after a complete examination, Dr. Draper reported the following:

The chemical composition of the stone shows that, unlike the usual kidney stone of a human, this is composed chiefly of magnesium. I presume this has to do

with the relatively high concentration of magnesium in the sea water and the marine forms upon which the whale fed. I plan to investigate this problem more thoroughly when I have a little time.

Because kidney stones and bladder stones frequently form on foreign objects, we X-rayed the stone and I am sending you, under separate cover, a photograph of the stone with a 5 in. ruler beside it and X-rays taken at varying degrees of intensity to show the laminations on the outside of the stone and the interesting nucleus of the stone. I am sorry to say we have not found a broken harpoon or other foreign body which might have precipitated the growth of the stone. The laminations show quite clearly on the different films.

I hope these observations will be useful additions to your interesting exhibit.

The staff of the nationally-recognized year book "Excalibur" of the Waterford (Conn.) High School, under the direction of faculty advisor Robert L. Bachman, together with faculty members and friends, held a banquet at Seamen's Inne on April 22. Curator Stackpole was the speaker of the evening, his subject being "The Significance of the Maritime Community in New England".



--photo courtesy Robert L. Bachman

During their visit the staff had a group picture taken aboard the schooner *Bowdoin*. "Excalibur 1965" had a nautical theme throughout, using Seaport resources.

Frostbite

The Philadelphia Fleet won the sixth annual Frostbite Regatta of The Corinthians, held March 20 at the Seaport. Final standings were: Philadelphia 151 1/2 points, New York 121 1/4, New England 69. Each team raced five boats in the 15-boat fleet.

The outstanding individual performance of the 3-race series was three second-place finishes by Pete Wells (NY). Individual races were won by Ed Adams (NY) and Runnie Colie (PF) who won twice. Tom Harrison's Darien Winter Commodores established a 5 1/4 point lead at the end of the first race, but were 16 behind at the end of the second. Snow fell throughout the event!

The "Poopy Prize"--a handsome hand-finished Dhow centerboard in used condition--was awarded to the New England Fleet for having more skiers than sailors in the 1965 series. PF skippers were: Colie (Captain), Zwarg, Sullivan, Loehlin, Bob Heidenreich, and Cox.

Gardner Cox, PF Captain
The Corinthians' Mainsheet

The program began with a luncheon at Seamen's Inne and racing started around 1 p.m. off the Cruising Club of America Dock. The event concluded with a social hour and dinner at Seamen's Inne that evening. Runyon Colie, Jr. of The Corinthians, Philadelphia Fleet, was in charge of arrangements for this year's event.

Charles F. Havemeyer

In connection with the opening of the G.W. Blunt White Library it is of notable interest that Mrs. Charles F. Havemeyer has presented the fine collection of nautical books from the library of her late husband, Charles F. "Bubbles" Havemeyer. For many years he was a member of the Seaport's Advisory Committee. This great sailor, athlete, and true sportsman had a most interesting career, particularly afloat.

Toward the end of World War I prior to graduation from Harvard, he enlisted in the Marine Corps when he became old enough for acceptance. After the War he returned to college and played center on the winning Harvard teams of 1919 and 1920, including the first Rose Bowl game, when Harvard defeated Oregon 7-6. Walter Camp picked him for his All American team. Throughout his life he excelled at golf and court tennis.

Mr. Havemeyer began his career afloat as a boy during summer vacations in Islesboro, Maine. During the 1920 decade he was either helmsman or a crew member aboard the yachts *Sheila, Heron, Redhead,* and *Frieda,* in the great international 6-meter class, competing in races against the British and Scandinavians, both at home and abroad. In 1930 he was a member of the afterguard aboard the America's Cup defender *Enterprise* which defeated Sir Thomas Lipton's *Shamrock V*. In 1936 he built *Apache*, a boat in the great New York Yacht Club 32-ft. class, formed that year. The same June he was third in Class B with *Apache*, in the stormiest Bermuda Race on record, and won a cup for yachts of the "32" class. Two years later he was aboard that outstanding ocean racer, the yawl *Baruna*, when she was overall winner of the Bermuda Race. He continued the race to Bermuda aboard *Baruna* after World War II, when she won again.



Charles Havemeyer was commissioned in the Navy and on active duty prior to United States entry in World War II. In the frigid winter of 1941-2 he was executive officer aboard the converted yacht U.S.S. *Zircon*, operating against enemy submarines in the stormy North Atlantic off Newfoundland. Later when the Germans moved their "subs" into the Caribbean, he commanded the sub-chaser *P.C. 489* in that theatre of operations. In the latter part of the War, he commanded the destroyer escort U.S.S. *Wesson* in the western Pacific, operating against the Japanese.

After the War this great sailor acquired a Loki-type yawl, somewhat under 40 feet long overall, which he also named *Apache*. With her he won many races along our eastern seaboard. Aboard both *Apaches* his wife was consistently a member of his crew.

"Bubbles" Havemeyer was beloved by a multitude of friends. Certainly he is worthy to take his place with the great privateer and clipper ship captains whose records exist in our G.W. Blunt White Library.

--John Parkinson Jr., *Chairman of Library Committee*

Art of the Gauger

Our "Nantucket Cooperage" has become a popular shop along the waterfront street, and many visitors have gained their first practical knowledge of the important craft of the cooper in making casks, barrels and other wooden containers. Among the numerous questions asked is that of measurement--how does one measure the amount of oil brought back in the casks of a whaleship like the *Charles W. Morgan*?

This particular and important task was accomplished by the gauger and his helpers. Aboard a whaleship the oil was carried in casks of varied sizes, depending on the location for stowing the cask. In the lower tier would be casks of 12- to 15-barrel capacity; in the bow or stern, or in the 'tween decks, the casks would range from 4- to 8-barrel measurement. Thus, the gauger's task, upon determining the number of barrels per cask, was to inspect them all and see that each cask was filled to capacity.

Hoisting the casks from the hold of the ship was the first task; then arranging them in rows along the wharf, with bungs up and working space between the rows. Helpers went about with copper pumps (some may be seen aboard the *Morgan*) and buckets to see that each cask was full.

The chief gauger then began his important task. With wooden measuring stick for inserting through the bung hole, he made a check of the cask's contents; then with another gauge he measured the length of the cask inside the chimes; with a third gauge (or trammel) he obtained the widest and narrowest diameters of the cask. His computation was quickly accomplished in his little "wharf-book", and the number of "barrels" per cask determined. Because the unit of measurement was the barrel--approximately 31½ gallons--the number per cask was written on the head of the cask. The wharf-book was the final summing up of the gauger's figures, and the ship's total cargo announced.

The gauger was an important individual and his integrity was seldom questioned. We have his simple tools--beautifully made with brass tips and edgings--to remind us of a vanished art of whaling.

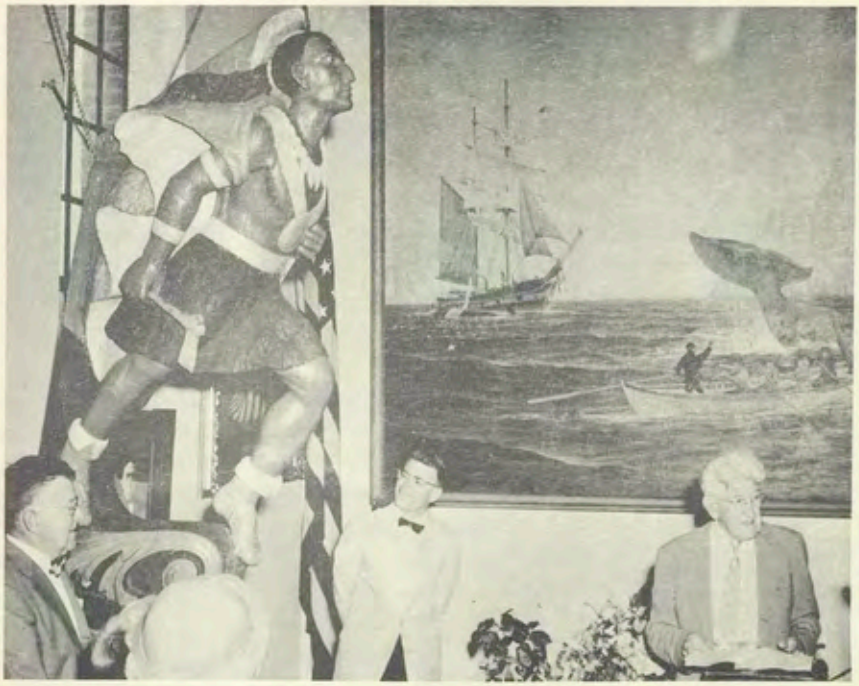
Seminole Centennial

In the South Wing of our Stillman Building, the figurehead of the medium clipper ship *Seminole* occupies a prominent position. This carved figure of an American Indian is not only a prize exhibit but represents the only figurehead in the collection which came from a Mystic-built ship, and takes on a significant role with the observance of the 100th anniversary of the ship's launching.

It was on July 11, 1865, that the *Seminole* was launched from the yard of her builders, Maxson and Fish, on the Mystic River. She was 195 feet long, by 41.6 feet beam by 25 feet depth, and cost $143,500. Her original owners were Lawrence Giles & Co. of New York, and George Howe & Co. of San Francisco, and for the first quarter century of her life she sailed regularly between New York and San Francisco. Her first master was Captain J. Warren Holmes, veteran of Cape Horn passages, who took her out on nineteen consecutive voyages before leaving her in 1887 to take command of another ship. On her maiden voyage the *Seminole* made a passage of 98 days 'round the Horn to San Francisco. She made nine voyages from 120 to 130 days. Her average run homeward bound to New York was 108 days.

Shortly after her arrival at San Francisco in October, 1887, she was sold to A.M. Simpson & Bro. of that city. Her rig was changed to that of a bark and she carried various cargoes from Puget Sound to San Francisco. Later she took lumber from Seattle to Pacific ports. Among her famous masters were Captain Hatch, Captains George F. Delano and Henry F. Weeden. Upon her arrival at 'Frisco with a cargo of coal from Newcastle, N.S.W. in October, 1898, she was sold to Barneson & Chilcott in Australia. Early in 1905 she was converted into a store ship at Port Adelaide where she ended her days. Fortunately, her figurehead was removed, and some years later, reached the Port Adelaide Museum where it was exhibited for many years.

In 1957 it was brought to Mystic Seaport, after an exchange of letters had cleared the way, and at the annual meeting of the Association in 1958, the figurehead was formally dedicated at ceremonies presided over by the late Jeremiah Holmes, assisted by his brother, Raymond M. Holmes and his son, Raymond, Jr.



In his dedicatory speech of July 11, 1958, the anniversary of the *Seminole*'s launching, "Jerry" Holmes stated:

There is much fine history which has been made by these ships and their masters, and Mystic is foremost in all of this... Here today in spirit form is a multitude of old ship builders and ship captains, and they have come in their spiritual ships.

(Ed. Note: Jeremiah Holmes was the great nephew of Captain J. Warren Holmes. He had been a member of the Association for twenty-seven years when he died on April 30, 1965 at the age of 92.)

Our exhibits of pulling boats have helped to inspire the design and construction of a boat built recently for Daniel Gregory of Westwood, Massachusetts. Mr. Gregory writes that his rowing boat was designed along the lines of our Whitehall boat, and was constructed by Merton Long of Bourne, a veteran boat builder who has attended the annual meetings of the Catboat Association at Mystic Seaport. The new boat is 14 feet long. Naturally-curved pieces of locust were included for knees as well as for stem and breasthook. Mr. Gregory enclosed four attractive color prints of his craft.

Library Notes

Normal library operations were suspended on June 5 in preparation for the moving of the collections into the new G.W. Blunt White Library. The principal effort was carried out from June 7 through June 9. Normal library service has been resumed Monday through Saturday, 9:00 a.m. to 5:00 p.m.

Non-members of the Association will be able to use the library for reference and reading without payment of an admission fee to the Seaport grounds. Library passes are available at the North Gate. A brief guide to the new library is now available to all members on request.

Notable additions have been made to our manuscript collection by the acquisition of the journals of John W. Keeler and Henry Towne, and additional papers of George W. Lee, a Norwich, Conn. shipmaster and merchant. Keeler's journal, 1828-1836, covers his voyages in the sealing schooner *Antarctic* under the command of Benjamin Morrell Jr. of Stonington, Conn. and commercial voyages to Africa in the schooners *Portia* and *Edgar* and the brig *Susan Elizabeth*. All the vessels sailed out of New York. The journal and memoirs of Henry Towne of Salem, Mass. contain brief accounts of sixty-three voyages in a period of thirty-five years. Towne sailed as master on most of these voyages. He included a detailed description of the ceremony which was held when the vessel crossed the "line" on his first voyage.

A recent gift of books from Dr. Austin Lamont of Philadelphia, Penn. contained the following items: a first edition of Chapman's *Architectura Navalis Mercatoria* (Stockholm, 1768); a portfolio and essay on Waldseemüller's American map of 1507 and the Carta Marina of 1516, edited by Fisher and Wieser; Nordenskiold's *Facsimile-atlas to the Early History of Cartography* (Stockholm, 1889); and Nordenskiold's *Periplus* (Stockholm, 1897).

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

A photograph of our large figurehead from the ship *Great Admiral* has appeared in a West Australia newspaper. After an exchange of letters with James Downes of Attadale, Australia, a snapshot was received from Mr. Downes of his father, William James Downes, who sailed from Sydney to Liverpool aboard the *Great Admiral* as an able seaman under Captain Benjamin Thompson. The voyage took place ninety years ago.

SEAMEN'S INNE SHOP



A new shop (the fifth) has been added to Mystic Seaport Stores, Inc. Located in the south wing of the Seamen's Inne, this gracious room is stocked with a wide range of fine gift items, displayed in a cordial home-like atmosphere.

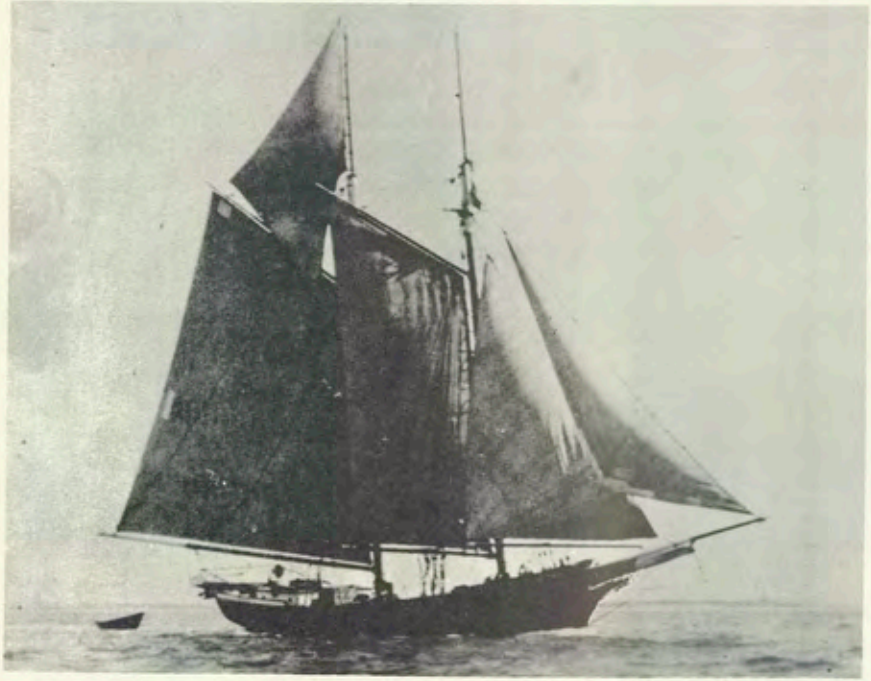
Reproductions of period furniture, fine china, glassware, pewter, scrimshaw, accessories for ladies and gentlemen, for bar and smoking, are featured.

Other shops in the Mystic Seaport Stores' group are: the Seaport Store, near the South Entrance; the Variety Store, facing the Bandstand green; the Clift Block, specializing in books and prints, located at the western end of Village Street, and the Geo. H. Stone General Store.

Members of the Association and guests visiting the Inne or Mystic Seaport will be welcomed by the gracious staff. You are invited to come in and browse in any of these shops, or the staff will assist you in making your selection, if you prefer.

New Lease on Life

Many letters have been received from members and friends requesting information on the "old schooner" recently rescued from the beach at the inner harbor at Woods Hole, Massachusetts. Several newspaper articles about the stranded craft have also brought further inquiries.



--from the collection of John F. Leavitt

The vessel in question is the *Alice S. Wentworth*, a veteran of the New England coastwise trade, which was rebuilt in 1905 by the Stevens brothers of Maine. The original vessel was launched in 1863 at Norwalk, Connecticut and named *Lizzie A. Tolles*. She hauled various cargoes for half a century before being transferred to Maine registry, rebuilt and renamed for the niece of the Stevens brothers. In 1922 Captain Arthur Stevens sold her to Captain Zebulon Tilton of Martha's Vineyard. In the next three decades she carried freight, coal, wood and bulk cargo to and from Nantucket and

the Vineyard. Her next owner was the famous Captain Parker Hall, who took her to Maine for a few years.

In recent years she was purchased by Mrs. Ann B. White and returned to the waters of the Cape and islands to carry passengers on "windjammer cruises". The *Wentworth* sank at her moorings in the winter of 1963-64, was raised, and put up on the beach to await further repairs which never came. Mrs. White tried to raise the money to rehabilitate the schooner but the costs were too great. Attempts to sell the *Wentworth* also failed and she was then put on the auction block, awaiting a potential rescuer. It was feared that only a near-miracle could save the once able schooner, but at the auction she fetched the unusually high price of $13,500 and was sold to a Boston restaurant proprietor, Anthony Athamas. He plans to move her to the Boston waterfront after necessary work at the Norlantic Shipyard in Fairhaven is completed.

What is a Half Model ?

John Leavitt, of the Curatorial Staff, answers many inquiries about this and that in maritime matters. We quote his answer to one about half-models:

In the earlier days of wooden shipbuilding, very few plans were drawn. The shape of the hull was determined by the builder or designer (usually one and the same) and almost invariably he made a half-model, even when plans began to be commonly drawn.

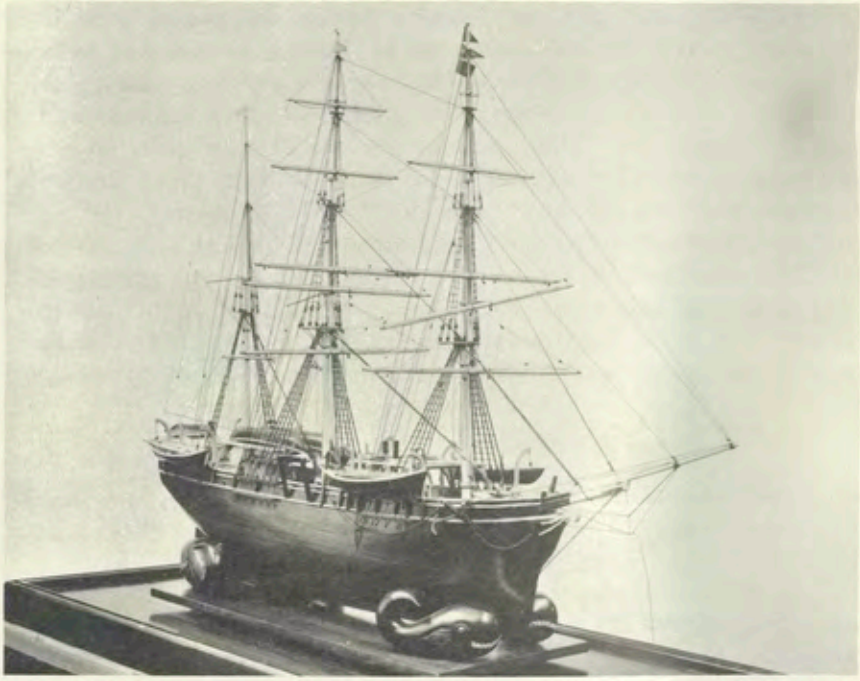
From the half-model, made to scale, measurements or "offsets" in builder's terminology, were taken and enlarged to full size on the mold loft floor. From these, patterns were made for the frames which determined the shape of the vessel.

The half-model was made in "lifts" or longitudinal sections and could be taken apart to get the half breadth at each "station" along the length of the hull.

After being used to make the full sized patterns for the frames, some of the models were more or less elaborately finished, while others were merely fastened together in somewhat more permanent fashion and smoothed down and varnished.

The "Morgan" as a Bark

Through the interest of Mrs. Dorothy C. Christie of Florida, we have received a valuable model of the *Charles W. Morgan* as she looked during her last deep sea voyage in 1920. Rigged as a bark, the *Morgan* also has double topsails.



--Official U.S. Navy Photograph

Mounted on a teak base, with four carved wooden whales serving as flanking pieces, the model was carefully boxed and shipped, and reached Mystic by air express without suffering any damage.

Constructed by a well-known model maker named Elmer Tanner some four decades ago, this model will provide an example of our whaleship during those last years of her long career, when despite her eighty years, she still continued actively engaged in her ancient calling.

David C. Switzer, who has completed our two Munson Institute courses, has recently had published in The Naval Institute *Proceedings* an excellent article on "Down-east Ships in the Union Navy".

Busy Shipyard

No busier scene may be found during the spring months than our Greenman Shipyard. Many of our floating exhibits, hauled for the winter, were taken out of their individual canvas coverings, painted and launched. *Nellie A. Ryle* has companion craft in the Nomans Land and Hampton boats, while close by the *Bowdoin*, the catboat *Nantucket*, the Kingston boat *Cuspidor*, and the *Curlew* are now at their moorings. Restoration work on the pinky *Regina M* continues at her berth near the Noyes Building.

On the site of the Greenman launching ways shipwrights are well into their work of completely restoring the old schooner *Australia*. A shed has been erected over the hull which will enable the work to continue despite any inclement weather.



During the winter the work of reconstructing one of the *Morgan*'s whaleboats has progressed steadily and the boat is now in its final stages of reconstruction.

Riggers were busy getting the boats along the north and south greens ready for the season--an array of

small craft unique in themselves--while the usual work on the *Gundel* and *Bowdoin* proceeded as usual.

While the Mallory Sail Loft may appear to be merely another attractive exhibit structure, it is actually a vital and practical adjunct to our shipyard, containing the important rigging and sail loft areas which are year-'round practical workshops for the shipyard.

By the middle of June 18,668 young people had come to the Junior Museum, from 36 foreign countries and 43 of our states. Each one was registered in the official log and each one chose a shell for his or her very own out of the large bowl by the window. To some, these shells meant much for they lived far from any beach and to a few it was the beginning of a collection of their own.

Where do these shells come from? From our many friends who gather them from the Florida beaches in the winter and the nearby ones in the summer. One doctor in Virginia sends us large boxes of beautiful shells three or four times each year.

For all of these we are most grateful but more and more are needed, and unless we can have more help we will have to give up this service which means so much to so many.

Will YOU help us? The children will be grateful.

Through the generosity of Dr. David Cooper of Philadelphia, Pennsylvania, we are now the owners of one of the few remaining Albermarle Sound shad boats. Built by Washington Creef at Manteo, North Carolina, in 1882, this distinctive type of fishing craft was purchased by Dr. Cooper from James Berry, a fisherman in whose family the boat had been used for many years. Stan Buchholtz and John Swett went to Manteo with our boat trailer and brought the shad boat back to Mystic. After restoration it will be placed with our collection of fishing craft, now growing to represent the south as well as north Atlantic coasts.

More on Capt. Gardner

Readers of the article in our last issue concerning Captain Edward C. Gardner and his log-books of the *Comet, Intrepid, Grafton* and *Candace*, have written in or asked us: "What happened to Captain Gardner? You left him returning home after suffering shipwreck and concerned with the prospect of being 'black-balled' and not given another ship. Did he go to sea again?"

We are glad to learn of the interest in this remarkable clipper shipmaster and his subsequent career. Following his return to New York aboard the ship *Beaver*, Captain Gardner was given command of the clipper *Asterion* and sailed her to Cardiff. He then sailed for San Francisco, where he arrived in 139 days; thence to Baker Island in the mid-Pacific loaded with guano, and again rounded Cape Horn, reaching Hampton Roads safely, despite the Confederate raiders who were then operating in the Atlantic. Captain Gardner retired after this voyage. (His mate took the *Asterion* on her next voyage and the ship was unfortunately lost in the Pacific near Baker's Island.)

Thus, Captain Gardner was not "black-balled", as the owners of the *Asterion* were also the owners of his previous commands--the *Comet* and *Intrepid*, and displayed their confidence in the captain upon his return by immediately offering another clipper ship command.



It is a pleasure to announce that through the support of Mrs. Earle W. Stamm another sail is now being purchased for the *Charles W. Morgan*. The newest sail, a spanker, will be made in the loft of John W. Durant, the New Bedford sailmaker who cut and sewed the three other sails which have been presented by interested friends and members. The spanker (which is the large fore-and-aft sail placed on the mizzen mast) is being donated in memory of the late Earle W. Stamm, for many years a Trustee and contributing member of the Association, and Captain Elihu Spicer and William I. Spicer. Joining Mrs. Stamm in her gift are her son Bill and daughter Carolyn. Their thoughtfulness is greatly appreciated.

Elmer Davenport Keith

An interested friend of long standing has passed with the death on March 23 of Elmer Davenport Keith, a Trustee of this Association. Some sixteen years ago, when he learned that the Buckingham House in Old Saybrook was to be removed, he arranged for its transfer into the possession of the Association, and upon its arrival at the Seaport, assumed the position as adviser in its restoration. Over the intervening years, up to his last serious illness, he continued to be an adviser in antiquarian matters.

His broad historical interests, his wide-spread antiquarian activities, and his efforts toward preservation of historical landmarks in New England, made him an outstanding personality. Mr. Keith's kindliness and warm support of our Association's aims will always be remembered.

In the January 1965 *LOG* we noted that *Dixie*, the faithful old Herreschoff pulling boat which towed behind *Brilliant*, had finally run her course.



Our picture shows a replica of *Dixie* being put in the water at Mystic Seaport. She was constructed by Joel White of the Brooklin (Maine) Boatyard and differs from *Dixie* only in planking, which is carvel instead of lapstrake. She is oak timbered, cedar planked and mahogany trimmed. Mr. White said he enjoyed building a boat with such graceful lines.

Cooper Union Exhibit

A graphic arts display on the theme of American whaling, for which Mystic Seaport provided instruction and research facilities, was a feature of the 106th annual exhibition of the Cooper Union School of Art and Architecture, New York City, June 8 through June 12.

Cooper Union's annual exhibition is a showing of examples of every phase of work done during the school year by art and architecture students of all classes. The whaling display represented the combined work of fifteen graphic arts students and was the result of the first project in which Mystic Seaport and Cooper Union participated jointly.

In mid-January a group of students and art instructors visited and spent a long weekend in detailed research into the collection of whaling artifacts which are displayed at the Seaport. Back at Cooper Union, the students began to convert the whaling images into various forms of graphic design. They prepared educational kits containing charts, texts, films and slides. They designed posters and book jackets. They created new packaging forms, using the sailors' ditty boxes as inspiration. Many of these were shown in the exhibition, along with photographs taken at the Seaport. Log books, scrimshaw, harpoons, and decorated whale's teeth, which the students had used in developing their designs, were provided by Mystic Seaport.

Trustees and staff members were invited to a preview of the show, and the exhibit will be on loan to Mystic Seaport, displayed in the Noyes Building, from July 17 through the summer.



A number of Seamen's Inne patrons have inquired as to the history of the old mantle painting in the upper lounge. According to Mrs. Bertram K. Little, these scenes date from the second half of the eighteenth century, and while a number were imported, most were painted by local or itinerant artists. "After 1800 these over-mantle pictures began to go out of fashion, although painted scenes continued well into the nineteenth century," stated Mrs. Little.

Visiting Captains

Captain Fred T. Hornby, skipper of the *Universe Apollo*, one of the largest tankers in the world, was a recent house guest of Richard Dyer, shipkeeper aboard the *Joseph Conrad*. Capt. Hornby's command is 1,164 feet in overall length, having a beam of 142 feet and draught of 56 feet, loaded. Because of the ship's huge size the only canal in the world Capt. Hornby can navigate is the Suez, and then only when the ship is light and drawing 34 feet. The *Universe Apollo* sails the Port Said to Tokyo Bay route and recently took in tow the *M.V. Trentbank* of the British Bank Lines which had been rammed by a Portuguese freighter. Capt. Hornby towed the ship 660 miles to Port Said and was credited with rescuing the 42 passengers and 28 crew members of the *Trentbank* which was on her maiden voyage. The *Universe Apollo* is one of the United Bulk Carriers fleet. Capt. Hornby spent two entire days here.

A veteran shipmaster, who has served in two wars and spent sixty-four years as a mariner, stopped by to go aboard the various vessels in our historic fleet. Captain Jacob de Rytter Hiworth, a Norwegian by birth but an American citizen at an early age, stared up at the yards of the *Morgan* and *Conrad* and slowly spoke to his daughter and son-in-law, Mr. and Mrs. Evert Melander: "It is good to see square-rigged ships again. There are no other ships like them, and these are so well kept that the professional sailor as well as the landsman can appreciate them." Capt. Hiworth observed his 82nd birthday some time ago. He is as spry and vigorous as a man twenty years his junior. Going to sea on windships at the age of fifteen, he went through a West India hurricane and survived a wreck. Besides his career as skipper of steamships, he was also in command of some of the largest private yachts, notably a 250-ft. yacht owned by William B. Leeds, with a crew of 56.

Two new bunks have been added to the after cabin of the *L.A. Dunton* as the first step in an extensive below decks restoration program.

New Building

At the meeting of the Executive Committee on June 18 it was announced that through the interest of Rensselaer Bartram Jr., a new building for the Curatorial Department will be erected on our property on Hinckley Street.

The new structure, the cost of which Mr. Bartram has generously underwritten, will contain work-shops for the restoration of models, paintings and prints, and also the space necessary for storage of exhibit material.

A group of paintings and two figureheads from our formal museum collections were placed on exhibit from June 17 through June 27 as a part of Plaza 7 Festival of the Arts in the "Connecticut Museums Show" held at the Phoenix Mutual Life Insurance Co., Constitution Plaza in Hartford. Joining the Wadsworth Atheneum, Connecticut Historical Society, Lyman Allyn Museum, University of Connecticut, Davison Art Center at Wesleyan University, Mattatuck Museum of Waterbury, Yale Art Gallery, "Old Hundred" of Ridgefield, Farmington Museum, Slater Memorial of Norwich, New Britain Museum and Saint Joseph College, the Mystic Seaport display consisted of the following paintings:

New York Yacht Club Race by J.E. Buttersworth
Whaleship in Camels Towed by Steamer Massachusetts by W.P. Stubbs
Saucy Arethusa Engaged with French Ship at Twilight by Sir Montague Dawson
Charles W. Morgan by John F. Leavitt
Shannon and Chesapeake by T. Luny
Euphrates and Triumph by T. Whitcomb
New York Harbor--artist unknown
Portrait of Captain James Smith--artist unknown
Ship Poland, 1832--artist unknown

and two figureheads, *Twin Sisters* and *Lady with Wine Cup.*

The show was well displayed, and the variety of selection was a tribute to the Committee, headed by Miss Barbara LaBarge, James Starwarky and Charles F. McCarthy Jr. The Seaport paintings were carefully selected and reflected the wide range and appeal of our canvases.

Attending the preview ceremonies were: Mrs. Eshenfelder (Director of Publicity), Mrs. Cross (Seaport Stores), John LaPresle (Asst. to Curator, in charge of exhibits), Mrs. LaPresle, Curator Stackpole, and Paul Stubing (Curatorial Restorations).

Variable Winds

Richard C. McCurdy of Darien, Connecticut and Dr. John W. Draper of Hastings-on-Hudson, New York, have been appointed to the Board of Trustees to fill vacancies caused by the deaths of Hobart Ford and Elmer Keith.

Karel L. Wolke, who did so much to set up the Mystic Seaport Press print shop, died on June 10, 1965.

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SYMPHONY AT THE SEAPORT
August 7, 1965

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A water lily is blooming occasionally in the pond at the North Parking Lot area. The plant came from Lilypons, Maryland and five varieties have been set out as an experiment. A family of muskrats has also started to make the pond their home.

As a result of an appeal to staff members for interpreters, twenty responded. The languages included German, French, Italian, and Polish.

Bulletin No. 35, *Log of the Mystic Museum*, March 1, 1947, from the column "Those Who Help"—"Robert Tatro, Ted Barraclough and Donald Truss, all boys of about thirteen, are working faithfully on the rerigging of some of the less valuable models. Just now they are busily occupied with the battleship *Maine*." Don is now a staff member in the Publicity Department and Robert works for Marine Maintenance.

Mr. Stackpole and Mr. McCarthy (*Morgan* shipkeeper) traveled to Holliston, Mass. in March to tape an hour-long interview with 82-year-old Douglas McKiernan. A man with an extensive background of whaling experience, Mr. McKiernan spent the years 1901 and 1902 aboard the whaleship *Fearless*.

The American Broadcasting Company's television Program, *The Pilgrim Adventure*, had a number of Seaport assists. Members of the Curatorial Department guided photographers to strategic areas ranging from Watch Hill's ocean approach to Bluff Point's beach and forest, and Lantern Hill's brooks. Several of the close-up scenes were filmed at the Seaport, using our wharves, shipyard beach and New England boat.

At the special showing at Plimoth Plantation, Stan Buchholtz and Adrian Lane were presented with suitably inscribed pewter mugs for their part in the production.

Adrian Lane, formerly of the Curatorial Department, is now skipper of the *Arandee*, a 118-ft. research vessel operated by Electric Boat Division of General Dynamics, Groton, Conn.

Did you know that the sandbagger *Annie* carried a crew of fourteen who were each required to shift two 50-lb. sandbags every time she came about?

James A. Farrell Jr., President of Farrell Lines, and a trustee of the Association, has been awarded the American Legion

Merchant Marine Achievement Award Trophy, by Secretary of Commerce John T. Connor, in Washington, D.C.

Professor Charles Sekintu, Curator of the Uganda Museum, Kampala, was a visitor in March. Prof. Sekintu was in this country to study theoretical and applied museology.

The locale is Mystic for Phyllis A. Whitney's book *Mystery of the Angry Idol* with Mystic Seaport the "place-where" for many fascinating scenes.

In March Dr. and Mrs. David Talbot Rice of England were visitors. Dr. Rice is a professor at the University of Edinburgh and was the principal speaker at a Phi Beta Kappa Convocation at Connecticut College in New London.

Mrs. Starr Lawrence Kynett died on March 14, 1965. She was the wife of Harold H. Kynett, a Trustee and member of the Executive Committee. Her interests in the development of Mystic Seaport were manifested in numerous ways, and she shared with Mr. Kynett in his many contributions toward this development.

A group of fifteen cadets from the Maritime College at Fort Schuyler, New York, visited in April, accompanied by their faculty adviser, Dr. Joseph N. Whitten. LCdr. Richard Chesebrough, a member of the Association, assumed his duties as Head of the Naval Science Department at the College in June.

As a result of a Red Cross course twenty-six people are qualified First Aiders at Mystic Seaport.

Picture crews in June took photos for *Venture* Magazine, Hathaway Shirts, and Pendleton Sportswear. New Englanders recognize Seaport backgrounds in the current TV commercial for a well-known chain of shoe stores.

Mrs. T.M. Blake wrote she had lost one of a pair of gold earrings given her twenty years ago by her husband, on the birth of their son. The earring was found in the Stillman Building and Mrs. Blake is happy to have it back.

A tame crow provided considerable entertainment near the Variety Store where he posed for many photographs, and also visited Schaefer's Spouter Tavern.

We quote from a review of *Disaster on Devil's Bridge*. Captain Karl O.A. Zittel, in the Coast Guard Academy's Alumni Association Bulletin, commented: "Officers who have cruised the waters of Vineyard Sound will find this account of the wreck of the *City of Columbus* in January of 1884 of particular interest. Even in this day of modern navigational aids, the tricky currents and the accompanying sets behoove the mariner to maintain a constant plot of his ship's position."

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ANNUAL MEETING
August 20, 1965

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Elwood Bogue and Edward Duerr recently were steaming frames and knees for one of the *Morgan*'s whaleboats. A fire is built in the Shipsmith Shop

under an old hot water boiler which has been partially filled with water from the river. The resultant steam softens the straight pieces of ash to a point where they can be bent to fit the lines of the whaleboat. Patience and considerable judgement are needed.

Mrs. Harriet Klingman Kelley of F. Schumacher and Company, New York, presented a lecture-demonstration on "Fabric, Wallpaper and Carpet Ideas for Every Pocketbook" to members of the Volunteer Corps and Mystic Junior Women's Club in April.

A group of history majors and those interested in historical research from Paterson State Teachers College in New Jersey were here in April. After leaving Mystic they visited New Bedford, Plimoth Plantation and Old Sturbridge Village.

Mrs. Washington White has presented a pair of ear-drums taken from a blue whale killed on February 29, 1940, in the Antarctic Ocean by Arne Skontrope. He was master and gunner of the killer boat *KOS22* attached to the American factory ship *Ulysses*. Upon returning with a full cargo of oil, her owners were unable to dispose of their oil without paying an import tax, it being declared that the oil had actually been taken by killer boats manned by Norwegian crews and so, not being American manned, was declared foreign caught. No other factory ship of this size has since been outfitted by U.S. owners.

The barge *Shattuck* is again carrying visitors on a tour of the waterfront. This horse-drawn wagon is a great favorite with young and old alike.

Visiting on April 14 was Lady Suzanne Wilkins, widow of the late Sir Hubert Wilkins. She was accompanied by Winston Ross, formerly Sir Hubert's secretary, and A.J. Marino and his son, long-time friends of Sir Hubert. During the day Lady Wilkins visited the Campbell Room in which the Sir Hubert Wilkins' Memorial Exhibit has a prominent place.

A story and picture on Mystic Seaport appeared May 9 in the *New York Herald Tribune*. The article was written by Mrs. Eunice Telfer Juckett who visited last October with a group of Society of American Travel Writers members.

In June Mr. Stackpole presided over a debate between delegations from Massachusetts and New York, aimed at determining which of the two states had the most important whaling communities during the Colonial Period of the 17th century. The occasion was the Old Whaler's Festival at Sag Harbor, Long Island.

The 40-ft. yawl *Marcia*, originally out of the Larchmont (N.Y.) Yacht Club and recently donated to Tabor Academy, docked at the Cruising Club of America Dock in May to await the *Tabor Boy* which brought a crew for the yawl. The two vessels then left for Marion, Massachusetts.

Two travel sections of newspapers featured the Seaport in May--the Sunday Springfield (Mass.) *Republican* and the Hackensack (New Jersey) *Record*.

The Three Founders

There is a belief among historians that whenever a great crisis arises, a leader is born and ready to see it ably through. With that same kind of faith it is easy enough to see that when three men of varying talents, quite dissimilar in many ways, almost simultaneously take fire with a common idea, something is bound to happen. What happened is that phenomenon among museums, Mystic Seaport.

The Three Founders of Mystic Seaport, by Marion Dickerman, is written tenderly. In a sense, it tells us as much about Miss Dickerman as it does the three men she honors, for no one not in tune with their joint idea could have written with such obvious admiration of these three dissimilar personalities.

Edward Bradley was a self-made man, the industrialist, widely traveled, but with a boyhood yearning for the sea that had never been quenched, and a generous dash of the poetic. Whatever he took hold of would have some insurance of success.

Carl Cutler was the scholar, the patient and meticulous researcher and writer, with a lifetime love of the sea and ships for which he would, and did, abandon every other pursuit.

Kirt Stillman was the eccentric, inventive visionary who had by family tradition not only a long and honorable association with the business of shipbuilding, but the physical properties to make a good beginning. The particular genius of the man is mentioned, but not stressed. Not mentioned in the book is the fact that he believed no optician could grind into one lens all the correction needed for some eyes, so he wore upon his nose several pairs of glasses, one upon another, ingeniously taped together to give him the vision he felt he needed!

To see Carl Cutler's likeness on page 32, with his trusty pipe in hand and his tobacco jar looming up in the foreground, brings back a flood of memory and the contemplative quality of the man as no other props could do.

Miss Dickerman has dug up many little known bits of biography of which this reviewer, even after eighteen years of daily contact with the museum, had not known. Inescapably, this trilogy of biographies becomes a sketchy history of the Association itself, and the development of the realized hopes of these three men, in Mystic Seaport as it is seen by the visitor today. The book, however, gives as much about these three founders as any present-day member, who never saw them or possibly even heard of them, would want to know. It speaks of the soundness of an idea and the glory of its achievement.

--B. MacDonald Steers, *Formerly Secretary of the Association and Editor of THE LOG*

(Copies of "The Three Founders" may be purchased at Mystic Seaport Stores at $1.50 per copy.)

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