

The Log of Mystic Seaport

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Our Cover

The *Charles W. Morgan* with forestaysail, foresail and foretopgallant set. --Photo by Oliver Denison

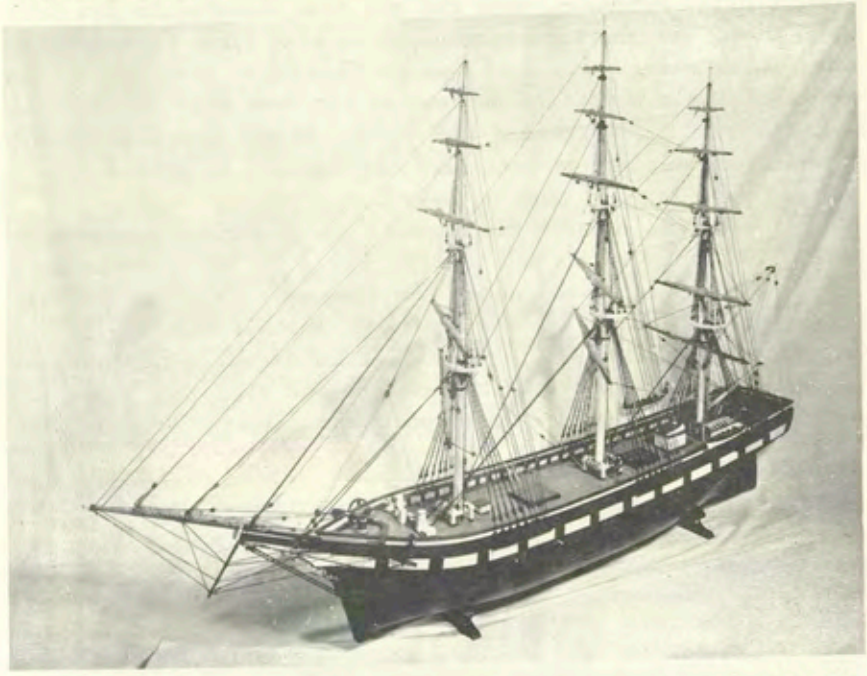
Under a blue sky, with a steady breeze to keep her new sails full, the only surviving wooden whaleship in the world made a dramatic picture on Coast Guard Day, August 4, 1965. Each year the significance of the *Morgan* increases. This old whaleship served as home for over a thousand seamen during voyages averaging more than two years each, over a span of eighty years of whaling. During that time more than twenty-five hundred whales were taken, and in excess of 75,000 barrels of oil stowed in her hold. Twenty-four different captains commanded her, some for more than two voyages, and several wives occupied her cabins. Crews, representing all races in American life, lived in her forecastle. The cramped, primitive quarters of this ship, in which these men worked and slept and even died, and the crude equipment used aboard, reveal as can no other physical demonstration, the courage and endurance of our seafaring forefathers.

Built in New Bedford, the *Morgan* was launched on July 21, 1841, and will observe her 125th birthday during the coming year. Built of live oak, she still retains her yellow pine midship deck timbers, planking and oaken frames. Restored from the copper line through her rails, with masts of Oregon pine, new rigging, and restored whaleboats, she serves as a living symbol of a great American industry and the proud centerpiece of Mystic Seaport.

Model Centerpiece

With the opening of the G.W. Blunt White Library many visitors took particular notice of the many paintings, prints and models which have been placed therein and which enhance the appearance of the interior.

In the large room above the foyer, a number of the models from the Josiah K. Lilly estate have been placed on display. On the walls is a collection of prints commemorating the expedition of Commodore Perry in Japan, which came to us from the Raynham Townshend house in New Haven. They have been restored by the Fogg Museum in Cambridge, Massachusetts.



The centerpiece of the model display is a large model of the China clipper *Houqua*. This attractive model was presented by Ellsworth Augustus and is well constructed, excellent in rigging. It is one of the few in our collection with furled sails.

As one of the earliest of the China clippers, the *Houqua* was also the first of the fleet owned by the well-known A.A. Low Company of New York. She was designed by none other than the famous Captain Nathaniel Brown Palmer, and named for the great

Chinese mandarin Houqua of Canton. Launched in May, 1844, from the yard of Brown & Bell, New York, the *Houqua* was 142 feet long, with a beam of 29 feet 10 inches. James Gordon Bennett's *New York Herald* described her as "one of the prettiest and most rakish-looking packet ships ever built...as sharp as a cutter, symmetrical as a yacht--and as neat in her deck and cabin arrangement as a lady's boudoir... Her figurehead is a bust of Houqua and her bows are as sharp as the toes of a pair of Chinese shoes."

Captain Palmer sailed for Canton on May 31, 1844 and arrived after a fast passage of 95 days. Some years later the *Houqua*, under Captain McKenzie, made the run from Shanghai to New York in 88 days, the shortest passage up to that time. On one occasion, while under command of Captain Charles P. Low, the *Houqua* was caught in a hurricane and was on her beam ends for several hours before she weathered the storm. At one terrible moment Captain Low was washed overboard but managed to grab a rope's end and pull himself back on board.

For over two decades the *Houqua* kept up regular passages to China, San Francisco, and the Far East. In 1865, while on a voyage home from Japan, under the command of Captain William Cartwright of Nantucket, she vanished. Whether she was lost by carrying too much sail in an effort to escape a Confederate raider, or was caught in a typhoon, no one will ever know, but her model is a reminder of her remarkable career.

* *

In the year 1885, Captain Charles Sisson of Mystic made a voyage from New York to India aboard the ship *Jeremiah Thompson*, accompanied by his wife. In Calcutta, Mrs. Sisson purchased some embroidered handiwork of the native women. Supposedly, the women received two cents per day for their labor. When the ship arrived at San Francisco, homeward bound, Captain Sisson left the vessel, having become quite ill, and with his wife, returned to New York by rail. He died shortly after reaching his home in Mystic.

In 1904, Mrs. Sisson gave two embroidered aprons and a handkerchief, purchased on the above voyage, to a friend, Miss Marion Spear of Kalamazoo, Michigan. A few weeks ago Miss Spear attended a lecture by our Director, Waldo C.M. Johnston in Springfield, New York. As a result of a discussion following the lecture, she decided to bring the aprons to Mystic Seaport as a gift.

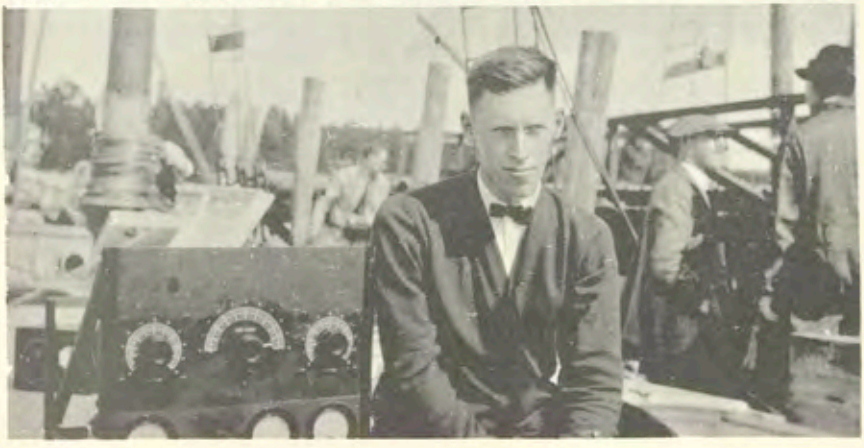
Thus, eighty years after they were first brought to Mystic and sixty-one years after they were given to Miss Spear, this needlework has come back to Captain Sisson's home port.

Radio North Pole

Another anniversary in the history of our Arctic exploring schooner *Bowdoin* was observed this year--the return of the vessel, under her famous skipper, Donald B. MacMillan, from taking part in the first aerial expedition in the area of Etah, North Greenland, 78° 20' North, when she accompanied the SS *Peary* on an expedition sponsored by the National Geographic Society.

This took place in 1925--forty years ago--when 3000 miles of territory were covered by three Boeing amphibian planes, under the direct supervision of Admiral Richard E. Byrd. Today, in our Campbell Room, the careers of Admiral MacMillan and Admiral Byrd are featured in their individual exhibits. The *Bowdoin*, moored at her berth, is a dramatic physical connecting link in the lives of these two explorers on this particular adventure.

But the *Bowdoin* also observes anniversaries in other fields. Among these, perhaps the least known, is her role in the sending of the first wireless messages from the Arctic. It was during 1923-1924 that Admiral MacMillan, sailing from Wiscasset, Maine, took the *Bowdoin* far up in the Greenland Seas. Special radio equipment from the Zenith Company's laboratories, designed by M.B. West, was provided by Commander E.J. McDonald Jr., the founder of Zenith. The American Radio Relay League sent Don Mix of Bristol, Connecticut, as the operator. (Picture below)



MacMillan was anxious to carry out the first successful communication, via radio, from the far North, an effort never before attempted in a systematic way. He also knew that such communication would be of inestimable value in establishing a link with the outside world and thus break up the terrific feeling of isolation which had spelled disaster to many expeditions.

And so Station WNP--Wireless North Pole--was established on the *Bowdoin*, and for the first time in history, radio contact with the outside world was set up from "the other side of the Aurora". This was an historic first, marking an outstanding feature in the history of the *Bowdoin* as well as the north. The epochal incidents surrounding the event; the sending of the first message; the realization that Mix was "getting through" to the outside world; the reception of that first message; the reaction in the little group of explorers inside an 80-foot schooner imprisoned in the Arctic ice--all form one of the most exciting stories in the history of the early days of wireless and Arctic exploration.

Editors of the QST magazine urged all the "Hams" to co-operate, and they enthusiastically pitched in. Night after night they crouched over their sets, listening intently for Operator Mix's elusive WNP signals. Only a few could work WNP through the hail of QRN and QRM that blanketed calls coming out of the long Arctic night. One was 6 CEO in Hawaii, working with three 5-watters. Mix was astonished and thrilled. In 1923 a short-wave set was pretty long. Mix worked on 229 meters.

"During the winter we copied scraps here and there that (indicated) experiments were being made on waves below 200 meters," he said, in an interview years later. "We had an available wave of 175 meters but the stations we worked reported N.D. on this wave and requested QSY back to 220. If we had been able to get down to 100 meters or lower we would have been able to keep constant communication during the light as well as the dark period."

Mix sent regular news reports for a syndicate of papers. The reports were painstakingly copied in code

by earnest Hams and delivered to the nearest syndicated newspaper.

When the *Bowdoin* came to Mystic Seaport in 1959, Donald Mix was among those making this last voyage with Admiral MacMillan. The two reminisced at length about their long vigils at the wireless set.



One of their favorite experiences was sending out the songs of an Eskimo chorus which were heard by U.S. naval ships off Tasmania, providing evidence of short wave radio's potential for the world's navies.

Recently two of the Zenith Company's representatives visited us and inspected some of their Company's original radio equipment used on the *Bowdoin* forty-three years ago. It is now on display in our Navigational School Room but will soon have a place of honor in the Campbell Room.

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The two Civil War "Napoleons"--bronze cannon used by a Connecticut regiment during the Civil War--are now back on exhibit on the Village Green, with their new wheels.

A Whaling Violin

For a number of years we have been searching for a musical instrument which had actually been used aboard a whaleship, and now we have been successful. Through the interest of Dr. Carl Wies of New London, Connecticut, we learned that a violin was still owned by one of the Buddington family, whose record as whalemen is well known. It was taken aboard the bark *George Henry* by Captain Sidney O. Buddington in 1860. The bark spent two years in the Davis Straits whaling area before returning to New London, where she was owned by Williams Haven. Captain Buddington did not take her north on her next voyage and she was lost in Hudson Bay in 1863. During the next half century the violin was used at country dances and family parties. Mrs. Anita Buddington, who presented the instrument, stated that the musicians were always intrigued by the quality of the "sea-going fiddle".

The story of the violin and how it came into the family is an interesting one. Two Buddington brothers, making a voyage to New Orleans, decided to invest in a sailor's tavern, and for a number of years the business prospered. One day an English sailor came in and wanted to borrow money, offering a violin as collateral. He was given the sum of $18 and departed--and never returned to re-claim the instrument. When the Buddingtons sold their tavern to return to New England, they brought the violin with them. Subsequently it went whaling.

Thirty years ago a member of the family took the instrument to New York in an effort to learn its origin. The report by the Wurlitzer Company was both enthusiastic and valuable. According to their research, the old violin was made by Matthew Hardie, a well-known Scotch maker, in Edinburgh in 1775. They described the instrument as having a "back formed by one piece of handsome curly maple, the figure in which extends upward from left to right across the breadth. The shoulder button is original; sides are of maple with fine even figure; table of pine of choice selection and medium open grain; scroll and neck original, as is the varnish!"

In Sandy's and Forster's *History of the Violin*, the two makers, Matthew Hardie and his son Thomas, were described as "clever workmen, especially the elder, who endeavored, by attention to gauging, to accomplish great power of tone in the violins...they made. Matthew Hardie was held in much esteem...and it is believed that he was interred in the burial ground of the Grey Friars Church of Edinburgh." Another volume declares that "Matthew Hardie was the best maker Scotland has had. The model is that of Amati; the work throughout excellent."



Thus, we now have not only a classic instrument, but one which sounded many a familiar strain to whalemen aboard a bark imprisoned in the ice of an Arctic winter.

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Heidi Krall, well known Metropolitan Opera soprano, with the Mendelssohn Glee Club--1965 Symphony at the Seaport--August 7

Flags Fly

Foreign flags fly frequently at Mystic Seaport to honor guests from other lands. This custom, inaugurated some year's ago, has always added to the visitor's impression of Mystic Seaport.

Among distinguished visitors during July were Rajmohan Gandhi and J. Vaitheswaran of Calcutta, India, who arrived with their hosts, Dr. and Mrs. William Close of Mackinac Island, Michigan. Mr. Gandhi is the grandson of Mahatma Gandhi and editor of the Indian weekly magazine *Himmat*, of which Mr. Vaitheswaran is political editor.

Dr. Close wrote a cordial letter to Mrs. Rebecca Mallory, who arranged the visit, and expressed his appreciation for the courtesies extended his guests, including the flying of the Indian flag from the Yacht Club mast. His letter, in part, reads:

> Mystic Seaport is one of our favorite places. I think it is a very good place to bring our foreign visitors, as it shows the best of our history in some areas and the value which we place upon our history and its preservation.

On July 22 the Japanese flag was hoisted to welcome Ernest M. Shinozaki, Professor of Sociology and Librarian at Japan Woman's College in Tokyo. He called at Connecticut College's Palmer Library and then met our Dr. David to see the new library here. He is on a world tour studying library management.

During an interview Professor Shinozaki told of the origin of the university he represented. It was founded about seventy years ago by Jinzo Naruse, a Christian minister who had studied at the Hartford (Connecticut) Seminary for three years. His university now has 2,500 women students, the library has 120,000 volumes, and more than a third of these are in languages other than Japanese.

Under the sponsorship of the Department of Health, Education and Welfare, twenty-eight teachers from France were also here in July. They are studying the topic "American Civilization". Visits were arranged for them from Southern California to New England.

The Norwegian flag was flown to honor a group of twenty-five students during the July 4th week-end.

A guest on August 31 was Lucjan Wolanowski, Foreign Editor of the Warsaw, Poland, weekly magazine *Swiat*. Having travelled extensively throughout the world since 1956, Mr. Wolanowski's enthusiastic comments on our presentation were appreciated.

Miracle

Frederick H. Osborn Jr. is a member of this Association. Smith Kline & French Laboratories were the donors of the collection in the Apothecary Shop at Mystic Seaport. George David, son of Dr. Charles W. David, Director of Library Development here, was married on September 4 to Mr. Osborn's daughter, Barbara. Excerpts from an article in the "Main Line Times" of July 22, 1965, follow.

Frederick H. Osborn Jr. is a Main Line resident who practiced what he preached. The result is a miracle. To be specific, the miracle is *Milagro*, a large sailboat owned by Osborn. (Milagro is the Spanish word for miracle.)

The boat received that name because it was built in a most unlikely place--North Central Philadelphia--by two unlikely boat builders, Rufino Torres and Santos Correa, natives of Puerto Rico who now live in the city.

...Osborn...is executive director of the Smith Kline & French Foundation, a charitable, educational and scientific trust of Smith Kline & French Laboratories, the pharmaceutical firm... As a result of his work with the Foundation, Osborn believes that one of the best ways to help disadvantaged areas like North Philadelphia is to develop human resources in those areas. He decided to get his trimaran and help the Spring Garden area at the same time.

Few people know the area as well as the Rev. Angel Jaime, pastor of the Church of Christ on Green Street. Osborn asked him to suggest someone who might, with supervision, be able to build the boat. The minister enthusiastically recommended Torres and Correa. Neither had steady work and both could use the income. But neither had more than a rudimentary knowledge of carpentry. Nevertheless, despite their nervousness about failing or making costly mistakes, the two men agreed to take on the task.

Work began in February in a vacant store...two blocks from Smith Kline & French. Each morning before going to the office and during each lunch hour, Osborn inspected the work and told Torres and Correa what to do next.

To give the novices basic instruction in boat building, Osborn first had them build a dinghy. Sometimes the work had to be done over, but eventually *Minimir*, the "minor miracle" as the dinghy is called, was completed and work began on the big boat... As the smaller outside hulls of the large boat were finished they were taken to Osborn's home...until the 35-foot middle hull could be completed and carried around the corner to a vacant

lot...On weekends the lot resounded with the noise of the boat builders as Osborn and his four sons joined Torres and Correa to work on the craft. Teenagers in the neighborhood also helped.

At night the 105-pound Correa slept underneath the boat to guard it, a yard-long machete beside him.

When *Milagro* was launched into the Delaware River...Torres and Correa and their families and friends were there to celebrate. Mr. Jaime, his strong baritone voice competing with the horns of ships on the river and the roar of trucks on Delaware Avenue, led a brief dedicatory service. Torres' daughter, Evelyn, poured Delaware River water onto the prow from a soda bottle to christen *Milagro* officially.

...Osborn is pleased about the beneficial effect of the boat on the men he hired to build it, and he is especially enthusiastic about the effect on Torres. Torres, who is about 40, has five children and plans to go to school and learn to read and write English so that he can read plans...He says, "I have learned more by doing this than by any other thing in my life." He admits, though, that the boat gave him many sleepless nights. "I couldn't think of anything else."

...Explaining why he had the boat built in the Spring Garden area, Osborn declared..."The thing I'm hoping to develop out of this project is that people at a company like mine will be able to involve some of their skills in developing the community across the street from them."

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At graduation exercises at Boston University in June, Adolf R. Gailitus, 52-year-old mechanical engineer from Winchester, Massachusetts, was awarded a B.S. in Industrial Technology. Twenty-one years ago Mr. Gailitus took his wife and three children and escaped from Latvia in a small boat. Rescued by a Swedish destroyer, they arrived in Sweden safely. Five years later he pooled his resources with twenty-four other self-exiled Latvians, purchased the ketch *Gundel* and sailed aboard her to England, thence to America. Thus, another of the passengers in that now historic voyage to freedom has demonstrated a continuing personal courage.

Gundel is now used in the Mystic Mariner Program here.

Recent Accessions

(Because of space all accessions received cannot be listed. If your gift is not here, do not think it is not welcome--it certainly is!)

From Harald Ingholt of Yale University, we have received a model of a Levant schooner. Constructed a half century ago, the model is a fine example of the type of Mediterranean craft so familiar along the coasts of Asia Minor, for years a favorite type of trading vessel. It will be necessary to re-rig the craft before it goes on exhibit but it is welcomed as the only one of its type in our collections.

From John E. Walton of Newark, New Jersey, came a fine old copy of the *Constitution, By-Laws and Sailing Regulations* of the New York Yacht Club, as it was incorporated that year--1865. The Club was organized in 1844 and Station 10, now preserved at Mystic Seaport, is the original Clubhouse which first stood in Hoboken, New Jersey. In the list of 285 members, three prominent local residents are noted: Captain N.B. Palmer, who joined June 17, 1845; Charles H. Mallory, who became a member on May 1, 1856, and Richard Fanning Loper, who joined May 15, 1855.

Mr. and Mrs. Morgan Chaney of Waterford, Connecticut, have presented several paintings from the brush of the artist Lucien Abrams, which include a number of Mystic scenes painted early in this century. Mr. Abrams was Mrs. Chaney's father, and as a young man he studied in Europe under Constant, Laurens and Whistler. After fifteen years abroad he returned to his native country and painted thereafter at Rockport, Massachusetts and New York City. Returning to France he painted chiefly in Provence, being equally successful in landscapes, figures and flowers. He was one of the artists who made the colony at Old Lyme, Connecticut famous a half century ago, and his paintings reflected a dignity and character.

A woven and knotted hammock, made by Captain Charles Cathcart of Nantucket a century ago, has been presented by Herbert Goodwin of New Britain, Connecticut. It is a fine example of sailor-work, with strongly intertwined line, tasseled sides, and thimbles for hanging.

Laurence Barney of Walpole, Massachusetts, a descendant of the Hillmans of New Bedford, has given us a pastel-accented water color portrait of Zachariah Hillman, one of the two brothers in whose yard the *Charles W. Morgan* was built in 1841.

As a matter of interest, Mr. Barney reported that the launching date of the *Morgan*, July 21, was also the birthday of Mr. Hillman and himself.

A century and a quarter ago, a number of shipmasters left New England seaports to join other mariners who had left the sea for new homes in the Northwest Territory of Ohio, Indiana and Illinois. Among these settlers was William Whippey, a whaleman from Nantucket, Massachusetts, who went to Alliance, Ohio, with his family in 1840. Through the help of Mrs. Edith Sheehan, his carpenter's chest, equipped with tools, has been purchased and is now in our collections. So far as is known Ship's Carpenter Whippey made a number of voyages in Nantucket whaleships before retiring to farm life in Ohio and this particular chest accompanied him on one of these voyages around Cape Horn and return.

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Gift Memberships

A membership in The Marine Historical Association will give the recipient continuing pleasure throughout the year. Enrollments are for a full year, beginning on any specified date. A gift card will be sent with the donor's name inscribed, with the membership card enclosed.

Classifications of Membership are:

Active	$10	(A membership restricted to an individual.)
Family	$15	
Contributing	$25	(*Memberships in all classifications-Family and above, carry the benefits and privileges extended to the person in whose name the membership is issued, spouse, and children under sixteen years of age.*)
Sustaining	$50	

Please make your check for memberships payable to The Marine Historical Association and forward a letter with it, giving full instructions—to The Membership Department, Mystic Seaport, Mystic, Connecticut.

Full details concerning benefits and privileges will be sent on request.

Whaling Debate

On Saturday, September 11, an event of unusual character took place at the Aloha Meeting House when representatives of New York and Massachusetts held a friendly debate on the origins of Colonial whaling. Attracted by the prospect, over one hundred were in attendance at 2:30 o'clock that afternoon to be welcomed by Curator Edouard A. Stackpole, who served as master of ceremonies.

The moderator for the debate was John Steinbeck, noted author and Pulitzer Prize winner. As panelists, Mrs. Jeanette Edwards Rattray, author, and publisher of the East Hampton *Star*, and William King of Sag Harbor, represented New York. Philip Purrington, Curator of the Old Dartmouth Whaling Museum at New Bedford, and Charles F. Batchelder, whaling historian of Boston, were representatives of Massachusetts.

Determination of the position in Colonial whaling established by the settlers in the Massachusetts Bay Colony and those on the east end of Long Island was the chief question for the debaters. Mr. King, who spoke first, brought out the fact that during Colonial rule by the Dutch and the English, the settlers on Long Island's eastern end were notable producers of whale oil, as shown by the early records. He cited the career of Captain Samuel Mulford, and gave an account of this mariner's life. One of the first exponents of Colonial representation in Parliament, Captain Mulford even went to London to speak for those who were taxed--especially for whale-oil shipments. Mr. King's recounting of Mulford's career was well done.

Taking up the cause of Massachusetts, Philip Purrington mentioned the numerous instances when drift whales and whales cast ashore were aportioned among the inhabitants, with a share for the church. He read a highly humorous letter which he facetiously stated had been found in the records of the old town of Nahant.

Mrs. Jeanette Edwards Rattray, resuming the New York argument, pointed out that whaling historians credit the Long Islanders with organizing the first companies to capture whales alongshore. Illustrating her point that eastern Long Island was a recognized

center of Colonial whaling, she outlined the career of Captain James Loper, who came to East Hampton in 1664 and became so well known as a whaleman that he was invited by the Nantucketers to come to their island and teach their young men the art of whaling. History does not record how long a time Loper spent on Nantucket but it is known that the islanders (who soon became pioneers in deep-sea whaling) named a ship after him.

Mrs. Rattray brought with her an ancient green bottle, dug up in 1872 at East Hampton, which bears the signature of James Loper and the date 1681. It is in a fine state of preservation.

The concluding speaker was Charles F. Batchelder of Boston, who stressed the documented evidences of the Massachusetts Bay colonists' activity in whaling. He quoted Hon. Paul Dudley and other early figures. The subject of drift-whales appears to have attracted considerable importance both in the Plymouth and Massachusetts Bay colonies. Numerous references occur in the records of the towns, and were cited by Mr. Batchelder. For instance, in 1681, Secretary Randolph wrote from Massachusetts: "New Plimouth colony have great profit from whale-killing..." As the possessor of probably the finest private library on American whaling, Mr. Batchelder was well qualified to bring out numerous citations for his argument.

Curator Stackpole brought the afternoon to a close with a few remarks about the whaleship *Charles W. Morgan* and the significance of this wonderful vessel--the only surviving wooden whaleship in the world. He pointed out that the ship was built in New Bedford and that many Long Island men were numbered in her crew lists, so she represented both communities. As the last of her kind, the *Morgan*'s importance increases each year, and it was indeed fitting that such a debate should occur veritably under her lee.

It was quite evident that John Steinbeck (whose presence as Moderator was appreciated by all concerned in the debate) enjoyed himself. He expressed his pleasure at coming early to stroll about the Seaport, and complimented the Association on its perspicacity in presenting the maritime scene to visitors from

everywhere. As for the debate, he declared that he felt its result was similar to the first one held on June 11 at Sag Harbor. "I am informed greatly," he announced with a smile, "but convinced not at all."

George Bowditch, Director of the Old Dartmouth Society in New Bedford, who attended with Mrs. Bowditch, also agreed that the question was not resolved and that another debate was in order. Consequently, he issued an invitation for all concerned to continue the debate in New Bedford next summer.

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From Cleveland, Ohio, comes an interesting letter from Everett W. Dye. Mr. and Mrs. Dye, during a visit, were delighted to find the skylight of the S.S. *Rotomahana* in the Wendell Building. Mr. Dye writes that in 1880, when William Denny (in whose yard at Dumbarton, Scotland, the steamer was built) was speaking before the Institution of Naval Architects, he cited the *Rotomahana* as an example of the durability of mild steel over iron plates. He described the case of that steamer running over a rock, and "the only damage sustained was a considerable indentation of her plating. She remained free from any leak and the worst plate when removed was found capable of being reset and replaced. The toughness of steel, thus critically tested, he urged as conclusive evidence of its superiority on the score of safety in the cases of stranding."

The *Rotomahana* ran between New Zealand and Australia for many years. Her skylight was presented to us by the Shiplovers Society of Australia. Carved of teak, the skylight is a well preserved relic. On the curved seats once sat such notable figures as Mark Twain and Madame Melba.

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The Essex (Conn.) Fife and Drum Corps, known as "The Sailing Masters of 1812", paraded on the grounds on Sunday, August 1. Five prints showing uniforms of the American naval seaman, sailing master, midshipman and captain, during the period from 1775 to 1810, were accepted for Mystic Seaport by Charles A. Brooks. The sixth print, which the Corps kept, was used, along with research at the Seaport, for their new uniforms. The prints were acquired from the Navy Department which makes a practice of allowing organizations to present them to a local school or museum.

Mystic Seaport Stores

One of the most difficult tasks that confronts a museum gift shop is the selection of unusual and appropriate merchandise. The dignity of the parent museum must not be impugned by a great display of crassly commercial souvenirs, and yet, because it is a shop, and its primary purpose is to make money for the parent, its items must appeal to the visiting public as well as to the museum's members.

Your Mystic Seaport Stores strive to fulfill these requirements. The wares in all five shops, be they candysticks or etchings, bar accessories or furniture, are selected with two central ideas in mind--to reflect either the nautical and/or mid-nineteenth century New England themes in their many aspects.

The gift items that are exclusive with Mystic Seaport comprise the most interesting group of all, and these include an extremely varied selection.

The school children buy little pins, pencils and other small items that say "Mystic Seaport". The general visitors have been interested for years in our Seaport mugs, Wedgwood ashtrays and many other exclusives.

Items that are made on the grounds are perhaps the most popular of all. Woven towels and belts from the Weave Shop, miniature harpoons made by the shipsmith, and the prints from the Print Shop are always in great demand.

A further grouping includes the fine reproduction of the early nineteenth-century Boston sea captain. *(On cover-July 1965 Log)* The original, carved by the Haida Indians, is in the Stillman Building; the tavern stools, copies of the old ones in the Spouter Tavern taproom, and the Buckingham House chair.

Four additions to the exclusive category have been made this year--a new plate, wastebaskets, a set of unusual postal cards, and Christmas cards. The plate is made for us by Spode, and its center design is a *Charles W. Morgan* drawing by the Seaport staff's John F. Leavitt. The wastebaskets also bear Mr. Leavitt's work, this time fine water color prints of the *L.A. Dunton*, the *Australia* and the *Morgan*. The postal cards are truly unique--faithful reproductions of the colorful shipping cards (advertisements for clipper ships) chosen from the collection in the G.W. Blunt White Library. (*See back cover*)

Every visitor takes home in his mind and in his heart, some mental remembrance or feeling of our New England maritime heritage. The Seaport Stores try to have available a physical remembrance for him, if he wishes one.

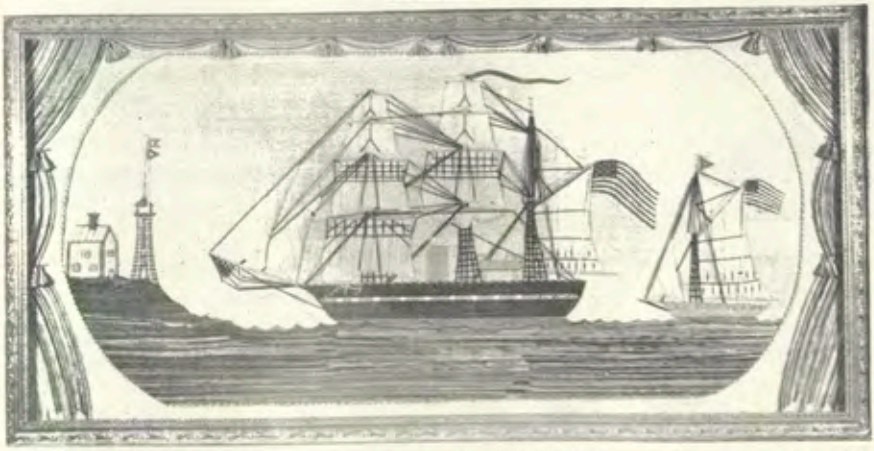
Edwin Fox

In New Zealand, a project of considerable interest to all in the maritime world has begun. On September 22 the New Zealand Refrigerating Company officially accepted a check for one shilling and transferred ownership in the hull of an old ship to the *Edwin Fox* Restoration Society, which plans to restore her over the next three years.

The *Edwin Fox* was built of teak in Calcutta in 1853 for the British East India Company. After a varied career as a troopship during the Crimean War and Indian Mutiny, she became a ship carrying immigrants to New Zealand. After three quarters of a century her active career ended when she was tied up at Picton, South Island, and became a freezer-ship for the refrigerating company. It is estimated that it will cost $56,000 to restore the *Edwin Fox* but it is felt its significance to New Zealand history will make it well worth the investment.

During the summer David Penny of Blenheim, New Zealand, one of the Committee on the restoration, visited Mystic Seaport for a study of the *Morgan* and a discussion of its schedule in restoration. He carried a letter of introduction from Arthur C. Sheat of Auckland, who has been a regular correspondent with our Curator for a dozen years.

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The donor of this framed yarn-embroidered "painting" states it was made by a young sailor about a hundred years ago.

Lieutenant Schwatka

Since the appearance of our publication *The Long Arctic Search*, a number of inquiries have been made as to the narrator's subsequent career. Following Lieutenant Frederick Schwatka's return from the Arctic expedition, he went back to U.S. Army duty, being stationed at Governor's Island in New York for a time. He resigned from the service in 1885 and thereafter devoted himself to lecturing and writing. He explored the course of the Yukon River, and wrote *Along Alaska's River* and *Nimrod of the North* in 1885. The following year, under the sponsorship of the *New York Times*, he commanded another Alaskan expedition, from which experience he wrote *The Children of the North* in 1886. A trip to Mexico inspired his *In the Land of the Cave and Cliff Dweller* (which was published after his death). Continuing his lecturing, he traveled extensively but was severly handicapped by a stomach disorder which made the use of laudanum necessary. It was from an overdose of the drug that he died in Portland, Oregon in 1892. His widow survived him by many years and his one daughter lives in Rock Island, Illinois. Schwatka's Arctic search adventure was a triumph ranking high in exploration history, and his narrative has been received most favorably in the press.

* *

Termination of the Activation Program on October 17 brought to a close another season for many of the costumed interpreters. Some will remain on duty in their buildings throughout the winter. Tea will be served in the Buckingham House each afternoon, Monday through Friday, starting November 15, and on weekends, in the Mallory Building, beginning November 13.

Changes are also evident at the Seamen's Inne, where on October 4, the Interstate United Corporation assumed management on a consulting basis. Many innovations are planned to better serve the patrons who enjoy this facility.

The Interstate United Corporation is widely experienced in restaurant operation. It manages the Golden Door, International Building at John F. Kennedy Airport; The Tower in Los Angeles; the Sheraton-O'Hare, Chicago; the Mayan Restaurant, Rockefeller Plaza, New York City.

A visit to New England in autumn, and particularly to Mystic Seaport, can be an especially rewarding experience--we hope to welcome you soon.

Library Notes

Very notable additions have been made to our reference collection during the past summer. The four important catalogs of the Mariners' Museum (Newport News, Virginia) have at at last been delivered to us as follows: *Dictionary Catalog of the Library*, 9 volumes; *Catalog of Marine Photographs*, 5 volumes; *Catalog of Marine Prints and Paintings*, 3 volumes; *Catalog of Maps, Ships' Papers and Logbooks*, 1 volume. They are proving invaluable not only to the library, but to other departments. Our set of the reprinted *New York Times Index* has now been pushed back to 1913. We have also completed our purchase of *Reader's Guide to Periodical Literature*. Thus, with *Poole's Index*, which preceded it, we now have periodical indexing from 1802 to date. Another very important acquisition has been an unbroken set of *Hunt's Merchants Magazine and Commercial Review*, volumes 1 through 46 (1839-1862).

Our collection of whaling logbooks and journals has been augmented recently by the acquisition of the log of the bark *Rodman* of New Bedford, 1859-63; the ship *Ann Maria* of New London, 1835-39 (2 voyages); and the ship *Chelsea* of New London, 1834-38, and an anonymous journal kept on board the ship *Morrison* of New London, 1844-46.

In addition to the above, the following naval and commercial logbooks and journals have been added: U.S.S. *Merrimack*, 1799; U.S.S. *Narragansett*, 1859-62; U.S.S. *Ossippee*, 1866-67; ship *Rockland*, 1853-54; ship *Sumter*, 1867-68; and steamship *Roosevelt*, 1905-06. The *Roosevelt* formed a part of Robert E. Peary's expedition to the North Pole.

The *Inventory of the Silas Talbot Papers, 1767-1867* was completed early this summer and was distributed to about 240 libraries, historical societies and museums.

--Charles W. David

Vice Admiral Chester C. Wood, USN (Retired), a member of our Board of Trustees, passed away on July 25 at the age of 62. As former Commandant of the Third Naval District, Admiral Wood had a distinguished career, serving in all three of the great Navy fleets--Atlantic, Pacific and Asiatic. He was deeply interested in the Association and served on the Future Planning Committee.

September 23, 24, 25

A number of museum representatives from Europe, attending the International Conference of Museums in New York, visited the area by bus on Thursday and Friday, September 23 and 24. Following a visit to the U.S. Submarine Base on Thursday, the group were guests of Director and Mrs. Waldo C.M. Johnston at their home in Old Lyme, where a buffet supper was served. With staff members and trustees serving as hosts, the visitors were provided with lodging, and spent the next day at the Seaport. After breakfast the guests boarded their bus again, and under the leadership of Mrs. Jane des Grange, Suffolk Museum, Stony Brook, L.I., returned to Long Island via the New London ferry.

On Saturday, September 25, the New England Society in New York held a dinner meeting at Seamen's Inne which was attended by some 125 members and their wives, and in some instances, their families. As various members arrived they visited the Seaport grounds and buildings. Following a bus tour of the U.S. Submarine Base, the Society convened in the River Room at the Inne for dinner. Hollis K. Thayer, President of the Society, was master of ceremonies and Emory Cleves served as Chairman of the Committee on arrangements. Our Association was represented by Curator Stackpole. The evening's address was delivered by Dr. Robert G. Albion, who spoke on "The New England Invasion of New York", and brought out the many contributions made by the Grinnell, Fish, Griswold, Macy and other "Yankee emigres" to the young seaport. The following morning a service of worship was held in the Aloha Meeting House which Rev. Orin Dice conducted.



Many proper names in this area are of American Indian origin. Mystic is alleged to come from the Indian *Missituck* and, roughly translated means "Arm of the Sea". This information comes from an early cookbook by a Miss Dickinson.



Staff members in the Accounting Department have moved to their new offices in the Stillman House. The new switchboard is also located in this building, which was formerly the Library. Accounting has vacated the Mallory Building basement. Administration, presently in the stucco building directly opposite the North Parking Lot, will also move to the Stillman House in the near future.

Variable Winds

Atwood C. Ely of Mystic, a Senior Vice President of the Hartford National Bank and Trust Company, is the newest member of the Board of Trustees of the Association.

Curator Stackpole represented the Association at the ceremonies on September 18 at Buzzards Bay when Dr. Albert S. Limouze was inaugurated as the first President of the Massachusetts Maritime Academy.

The sandbagger sloop *Annie* on the North Green was moved ahead several feet to avoid a conflict between her lengthy boom and a tree!

A fully-equipped whaleboat has been placed on exhibit under the Spar Shed with a numbered key to the pieces of equipment posted for the education of visitors.

Midshipmen from the U.S. Naval Academy at Annapolis, Maryland visited in July.

The cover on the first issue of *Vista/USA*, the magazine of the Humble Travel Club, Summer 1965, was a wrap-around, full color photograph of Seaport Street. This cover attracted widespread attention and has since been the inspiration for a Paul Norton watercolor. Prints of it will soon be added to the trio of his Seaport prints now on sale in Mystic Seaport Stores.

One of our gate attendants recently acted as baby-sitter for a nine-weeks-old Siamese kitten two visitors had just purchased--an unusual task!

Work is progressing on the addition to Mystic Seaport Stores' building known as The Seaport Store.

Carl C. Cutler, Curator Emeritus of Mystic Seaport, and a founder of the Association, was honored by twenty-six friends on August 12, his 87th birthday.

The popular Adventure Series of lectures will be held on Sundays and Mondays this year to accommodate the additional persons who wish to attend.

A missing plank in the *Bowdoin*'s ice sheathing, located just below the waterline, has recently been replaced. The vessel was careened slightly, using throat halyards secured to the pier.

Models were recently on the grounds for Junior Miss fashions in Montgomery Ward's Spring catalog.

July 28-30 were the dates for representatives of the U.S. Navy and U.S. Productions, a New York City film company, to shoot a 30-minute documentary film--"Mission Oceanography".

Dr. Richard Post of Chicago, Illinois, who sailed to the far North with Admiral MacMillan, was very interested in boarding the *Bowdoin* and again seeing his old berth, when he and Mrs. Post and their daughter were visitors in September.

Miss Margaret Mallory, while cruising on the Dalmatian coast as a guest on board the Diesel yacht *San Luis*, visited Zador, the ancient capital of Central Dalmatia. Moored next was the yacht *Cuhona* with Mr. and Mrs. William Bent of California, who are also members of our Association, and they talked of Mystic Seaport well into the night. Miss Mallory returned to this country in time to attend the annual meeting and brought with her the Newport Beach, (California) Yacht Club burgee.

John Leavitt is back at work after an operation at Salem Hospital where he underwent major surgery. John is glad to be back "on deck" again and is slowly recovering his strength and is in good spirits.

A breakdown in the New Haven Railroad Bridge on August 16 left twenty yachts stranded at Mystic Seaport for two days.

Another of the *Morgan*'s whaleboats has been moved into the Boat Shop for restoration this winter.

Family Circle Magazine art and fashion directors were here recently to photograph fashions for their January issue.

Changing Times, a national magazine, published in their September 1965 issue a plea for somewhere to buy whale oil for a lamp, and the answer--Mystic Seaport Stores.

Visitor Eric Gurwain of *Ship-Shore News* is planning another article on the Seaport in the near future in this internationally-circulated publication.



Julie, a two-year-old wooly ape from Peru, shook hands with several visitors when she was here with a couple from St. Petersburg, Florida. She also posed for photographs.

The 11th Munson Institute ended with closing ceremonies at Seamen's Inne on August 4. Ten students completed the regular course and two completed their work in the Institute's Research Seminar. Three persons who audited the course also received recognition.

Coast Guard Day brought a fleet of three vessels to the Seaport for visitors to go aboard. It also brought 245 fourth classmen from the Academy for a tour. An air-sea rescue was demonstrated by a helicopter picking a man out of the Mystic River. The Newcomen Society in North America honored the Coast Guard during their luncheon, with Admiral C.R. Bender, Superintendent of the Academy, as their speaker.

Fred Rath, Vice Director of the New York Historical Association in Cooperstown, New York, was invited to the weekly staff meeting as part of his visit.



PHOTO BY STAN BUCHHOLTZ

On September 15 and 16 the sleek topsail schooner *Shenandoah* paid us another visit, with Captain Bob Douglas again showing his skill in guiding his vessel up the river without power and bringing her up to a berth astern the *Charles W. Morgan*. A visitor asked, "Does it cost extra to get a ride on that, or is it included in the $2.50?"

Hervey Garrett Smith recently presented a large color photograph of his recent painting of the yacht *White Mist* to the G.W. Blunt White Library. The painting was commissioned by Dr. Melvin Grosvenor, head of the National Geographic Society, who now owns the yacht which was a familiar sight in these waters when she was sailed by the late Mr. White. The September issue of *The National Geographic* carried an interesting article by Dr. Grosvenor, "Safe Landing on Sable: Isle of 500 Shipwrecks" and the yacht appears in the illustrations.

Taft High School at Watertown, Connecticut, has a special exhibit covering whaling, marine exploration, maritime trade and naval warfare. Included in the exhibit set up by Mystic Seaport staff, are models of the *Half Moon, Red Jacket, Charles W. Morgan* and *Bon Homme Richard*, and other items such as navigational equipment, whaling implements, naval artifacts and scrimshaw. The exhibit was there from September 15 to October 1.

The Coast Guard rescue vessel has been refurbished and was launched at the Shipyard. She will be a floating exhibit in the basin between the South Wharf and the *Brilliant* Wharf.

Clock and watch collectors who have visited our Pugsley Clock Shop this summer report more clocks in running condition than in any other clock museum they have visited.

More than 65 yachts were moored at Mystic Seaport over the Labor Day week-end.

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Sunday, December 19--Carol Sing

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A visitor, who must have begun his tour in the Wendell Room, asked if it were the only room that had ship models!

A record was broken in August when 381 persons signed up as members, more than in any previous month.

The building housing the Geo. H. Stone General Store is 115 years old this year. It was originally in Pawcatuck, Connecticut.

A report from the International Commission on Whaling lists the total catch of whales from June 1, 1964 through June 1, 1965 as 64,922, with a total whale oil production of 2,082,282 barrels.

The Norwich Civic Band gave two concerts at the Seaport this summer to appreciative audiences who brought their own chairs or pillows. The concerts are made possible by the record industry's Music Performance Trust Fund, and Local 285 of the American Federation of Musicians.

A group of 40 members of the National Secretaries Association visited in July as part of a seminar "American Business... from Clipper Ship to Space Capsule" at Radcliffe College in Cambridge, Massachusetts.

There are two large, elaborate pictures of Mystic Seaport at the Holiday Inn in Calloway Gardens, Pine Mountains, Georgia, and a motel at Wisconsin Dells, Wisconsin, also features Seaport pictures.

A recent guest of the brand new G.W. Blunt White Library congratulated the staff on "the way this old building is being restored to its original appearance."

A talk, "Highlights of American History", by Dr. Robert G. Albion, the film in Aloha Meeting House--*New England Sea Community*, a dutch treat luncheon at Seamen's Inne, and a tour of the Seaport, were all parts of the visit of a group from the History Institute of the University of Connecticut in July.

PLEASE REMEMBER US WHEN YOU MOVE

At the present time we have over one hundred members whose mail has been returned to us by the Post Office. All have had a letter requesting their correct address, but as we have not yet heard from them, we are unable to service their membership.

A photographer and director from Jack Douglas Productions were here July 9 to shoot footage and cut tape for the CBS-TV show "America", a continuing series about travel. Mystic Seaport will be part of a program dealing with points of interest in Connecticut.

Dr. and Mrs. Donald Shelley were visitors in July. He is Director of the Henry Ford Museum and Greenfield Village at Dearborn, Michigan.

Perhaps you saw the Seaport on "Discovery" on ABC-TV October 3. The entire half-hour show was a documentary on the whaling industry. This was the premiere program of the '65-'66 series.

The annual Mystic Seaport Dock Dance for members of Area Square Dance Clubs had to be held under a tent because of rain.

Lines of Vessels Available

FROM THE CURATORIAL DEPARTMENT

Set No.		Number of Sheets
1.	Amesbury skiff--Lines, Construction details	1
2.	Sandbagger *Annie*--Const. details, Lines, Offsets, Sail Plan	3
3.	Barnegat Bay sneakbox--Const. details, Lines, Offsets	1
4.	Boston Whitehall pulling boat of 1878--Lines, Offsets	2
5.	*Bowdoin*--Lines, Sail Plan, Deck Plan, Cabin Plan	4
6.	Duckboat *Brant*--Lines, Const. details, Offsets	1
7.	Seaford skiff *Brownie*--Lines, Const. details, Offsets	1
8.	Providence River boat *Button Swan*--Lines	1
9.	Casco Bay Hampton boat *Cuspidor*--Sail Plan, Lines, Offsets	2
10.	Conn. River shad or drag-net boat, circa 1890--Lines	1
11.	Conn. River gunning skiff--Lines, Const. details, Offsets	1
12.	*Dauntless* gig, Whitehall type--Lines	1
13.	*L.A. Dunton* - Gloucester fishing schooner--Lines, Const. details, Sail Plan, Deck Plan	4
14.	*Estella A* - Friendship sloop--Hull Lines only	1
15.	*Favorite* - pulling boat--Lines, Const. details, Offsets	1
16.	*Fly* - Chesapeake log canoe--Lines, Const. details, Offsets	1
17.	*Lillian Russell* - naphtha launch--Lines, Const. details, "	3
18.	Lobster boat of Scituate, Mass.--Lines	1
19.	Maine peapod--Lines, Const. details, Offsets	1
20.	*Nellie* - naphtha launch--Lines, Const. details, Offsets	3
21.	New Hampshire scull float--Lines, Const. details, Offsets	1
22.	*Orca* - Gay Head or Nomans Land boat--Lines, Sail plan, "	3
23.	*Panhard I* - racing autoboat--Lines, Const. details, Offsets	2
24.	*Regina M* - pinky--Lines, Const. details, Sail Plan, Offsets	4
25.	*Snarleyow* - keel catboat--Lines	1
26.	South Bay cat--Const. details, Sail Plan, Lines, Offsets	2
27.	Three-plank canoe--Lines, Const. details, Offsets	1
28.	*Trio* - 14' Crosby catboat--Lines, Const. details, Offsets	2
29.	Woods Hole spritsail boat--Lines, Const. details, Sail Plan	3
30.	Whaleboat--Lines, Const. details, Sail Plan, Orig. Equipment	3

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Mystic Seaport

Marine Historical Association, Inc.

Mystic Connecticut

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