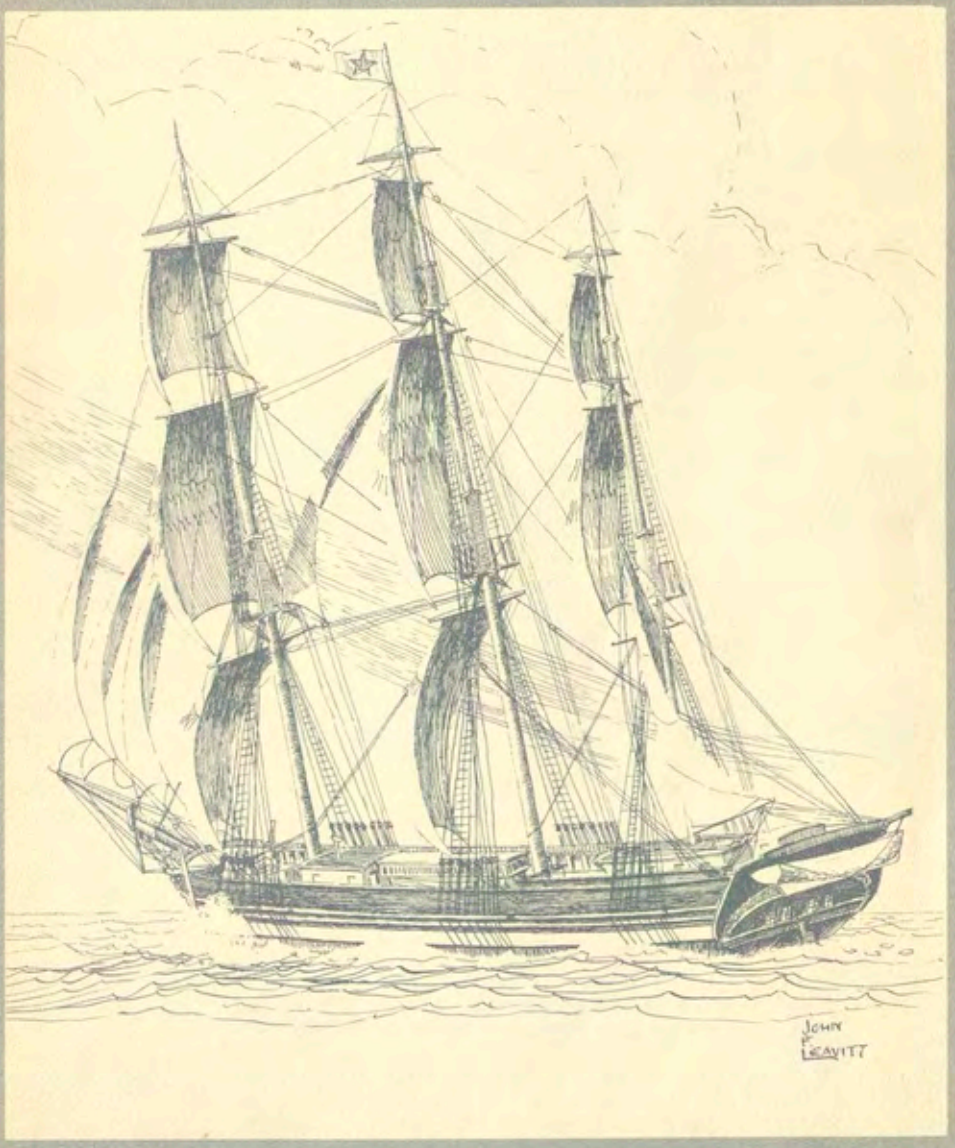
VOL. 18
NO. 1

THE LOG OF MYSTIC SEAPORT

January
1966



THE MARINE HISTORICAL ASSOCIATION, INC.
MYSTIC SEAPORT • MYSTIC, CONNECTICUT

ON THE COVER: *A series of drawings of sailing ships by John F. Leavitt begins with a typical packet of the mid-19th century. A significant type of sailing vessel will appear on the covers of subsequent issues of this publication.*

STATEMENT OF PURPOSE FROM THE ARTICLES OF ASSOCIATION

Dated at Mystic, Connecticut the 25th day of December, 1929.

The purposes to be promoted . . .

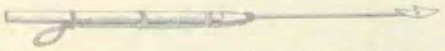
To collect and preserve items of historical interest pertaining to the history and development of the American merchant marine and allied industries and activities; to establish a permanent exhibition of such collections which shall in years to come bear witness to the youth of the land, of the conditions and difficulties under which their predecessors labored and developed America and its institutions; and to prepare and disseminate pamphlets, books, and other written material relating to the history and development of the American merchant marine, and to maintain and operate sailing and power vessels for the purpose of carrying on youth education and training . . .



THE LOG
OF MYSTIC SEAPORT

Volume 18 Number 1 January 1966

THE MARINE HISTORICAL ASSOCIATION, INC.
Waldo C. M. Johnston, *Director*



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The LOG of Mystic Seaport is published quarterly, and is a privilege of membership in The Marine Historical Association.

Official Mystic Seaport photographs are used throughout unless otherwise noted.

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EDITORIAL

When The LOG of Mystic Seaport was introduced in 1949, the following thoughts were expressed by the Editor in the first issue:

> "We trust that you will like the idea of the little sheet we are spreading before the favoring breeze of progress . . .
> "As the title indicates, The LOG will bring you the record of some of our developments. It will include occasional notes of maritime interest contributed by members. . . . Through it we at Mystic hope to keep in better touch with you practicing mariners on shore leave and on the seven seas. We shall welcome your comments and suggestions."

The purpose generally was for the new publication to be a means of dispensing "news from home" to the 1400 members who then constituted The Marine Historical Association.

Almost two decades have passed since Vol. 1, No. 1, was distributed, and because this issue will require a printing of 12,000 copies, a transition from "at home" duplicating equipment to outside publishing facilities has become necessary. Additionally, with this issue a new format is introduced.

On the masthead is the familiar drawing of a "chip log," that was introduced on the masthead in January, 1950, with the following quotation:

> "The log was the old-time means of recording the speed of a vessel. The LOG of Mystic Seaport is the new-time means of recording your Association's progress . . ."

Because The LOG is published for Association members, their contributions and ideas for story subjects are carefully considered by the Editorial Board, and implemented within the limitations of policy and space provided. Continuing progress in all of our efforts can be assured only through cooperative efforts.

And so we begin a new volume . . .



Director's Page

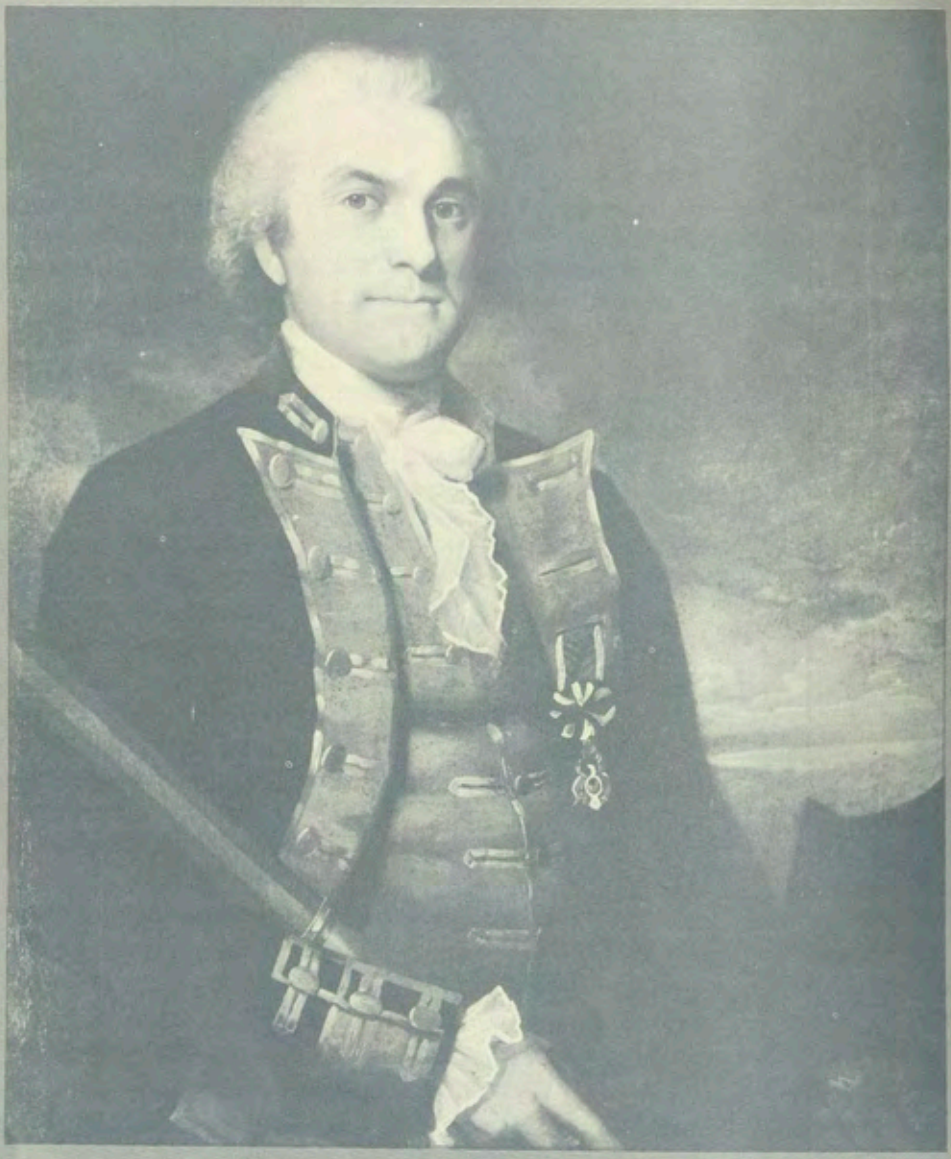
"MEN and nations are alike. They draw from traditions a stimulus to great future deeds, and among seafaring people the maritime influence has been the one which most stirred the hearts and souls of men. The sea is a perpetual frontier. From it have sprung and will always spring those higher qualities invaluable to national well-being, such as courage, sacrifice, the pioneer spirit of adventure, co-operation, loyalty, high aspiration and true religion. To bring these factors of soul back, in however small degree, into the national consciousness cannot fail to be a patriotic service."

So spoke the voice of the Founders of The Marine Historical Association in the autumn of 1929. Their conviction was a prophecy that spurred the endeavor of steady believers in Mystic Seaport safely past the greatest depression in recorded history, the Second World War and its sweeping aftermath, the Age of the Cold War and into the Hot War in Viet Nam with all its uncertainties, social upheaval abroad, civil unrest at home.

We live in a world of restless superlatives—a world of motion, infused on the one hand, with Man's violence and threat of self-annihilation, the Boeing 707, Beatles and bubble gum, and on the other, uplifted by his incredible feats of courage and resourcefulness as he orbits his frontiers toward the moon and stars. Amidst the tumult stands Mystic Seaport, symbolic of our past and prophetic of our future, a living record of Man's ceaseless voyage of discovery and search for spiritual fulfillment. The experiences and lessons to be learned at Mystic Seaport are as vital today as they were a quarter of a century ago, and this place indeed has become a part of our national fabric.

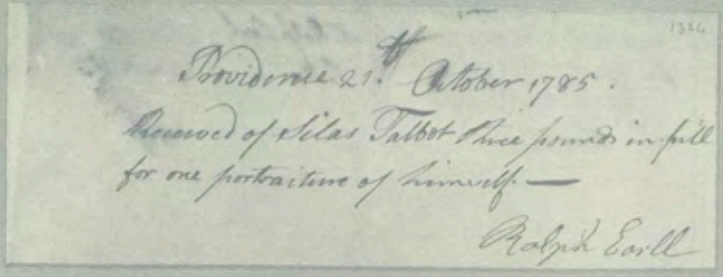
The LOG is a continuous link between Mystic Seaport and her 10,000 members. Through its pages we hope to keep you fully informed and further your knowledge of our forebears and the sea. It is the official magazine of the institution of which you are an important part. In this first issue of 1966, we are attempting to change the LOG in a number of ways. We hope it will meet with your approval.

Waldo Johnston



Photograph by permission of the owner, William R. Talbot

ABOVE: *Silas Talbot, portrait by Ralph Earll.* BELOW: *Ralph Earll's receipt for painting this portrait is among the original papers in the Talbot Collection in the Library.*



1334

Providence 21st October 1785.

Received of Silas Talbot three pounds in full for one portraiture of himself —

Ralph Earll

SILAS TALBOT (1751-1813)

Early Naval Hero

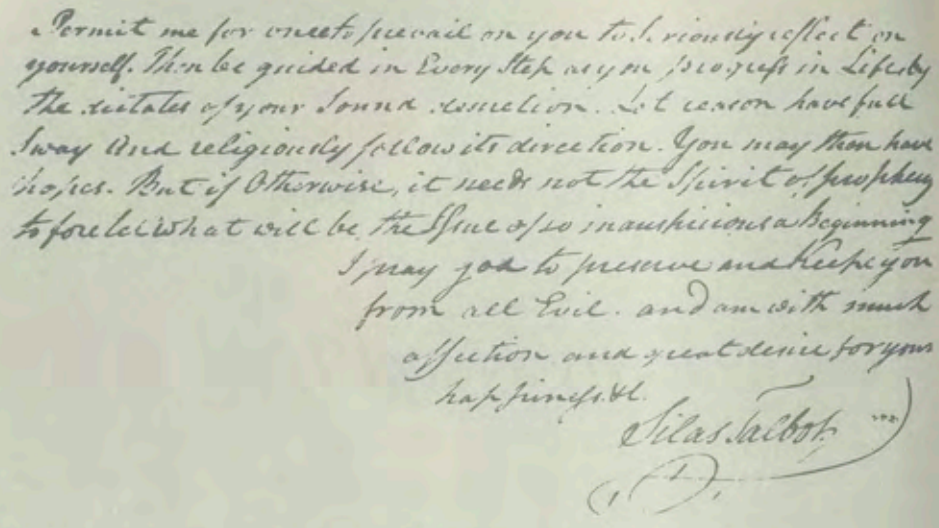
BY CHARLES W. DAVID
Director, Library Development

NEW light will be shed on the life and times of Silas Talbot through research in the large collection of his personal and business papers recently added to the manuscript collection in the G. W. Blunt White Library, and now made available to maritime scholars. This important collection of nearly three thousand papers was acquired through the auspices of Alexander O. Vietor, a Trustee of The Marine Historical Association, from Talbot's descendants and generously donated to the Library.

The highlights of Talbot's extraordinarily varied career, as revealed in his papers, are enumerated in an *Inventory* by Charles R. Schultz, Keeper of Manuscripts. Silas Talbot was a Naval Officer, (second commander of the frigate *Constitution,* Army officer during the Revolution, U.S. Agent for the protection of American seamen in the West Indies, New York State Legislator, U.S. Congressman, gentleman farmer, merchant, and a highly successful speculator in western lands. As pointed out by Mr. Schultz, these papers should help correct some of the errors about Talbot which have crept into earlier works.

Born in Dighton, Massachusetts, Talbot entered military service in his early twenties at the outbreak of the American Revolution. He reached the pinnacle of his fame within the brief period of five years. While Captain in the Continental Army in 1776 he volunteered to command a fireship in an attempt to destroy a ship of the British Squadron in New York Harbor. This daring exploit won him the thanks of the Continental Congress and promotion to the rank of Major. In spite of serious wounds received in the defense of Fort Mifflin in the Delaware in 1777, he returned to active service in less than a year.

While commanding the sloop *Hawk,* he captured the British galley *Pigot* taking her as a prize to Stonington, Connecticut, thereby opening the eastern channel of Narragansett



Permit me for once to prevail on you to seriously reflect on yourself. Then be guided in every step as you progress in Life by the dictates of your Sound discretion. Let reason have full Sway and religiously follow its direction. You may then have hopes. But if Otherwise, it needs not the Spirit of prophecy to foretel what will be the issue of so inauspicious a Beginning.

I pray God to preserve and keep you from all Evil and with much affection and great desire for your happines, &c.

Silas Talbot

Excerpt from a letter to his son Theodore dated Kingston 26, Feb. 1798

Bay and loosening the hold of the British on Newport. For this important achievement, he was promoted to Lieutenant Colonel and a grateful Rhode Island awarded him a handsome sword.

As a result of Talbot's success as commander of the sloop *Argo* for the Continental Army in 1779, capturing eleven British privateers and merchant vessels within the incredibly short period of four months, Congress immediately appointed him Captain in the Continental Navy, an appointment more in character with his Naval achievements.

Unfortunately the government was unable to provide Captain Talbot with a vessel commensurate with his rank, so dismayed by the delay, he took command of the privateer *General Washington*. At this point his luck ran out. After taking only one prize, the *General Washington* was captured by the British fleet off New York, and Talbot was taken prisoner. Confined first in the infamous prison ship *Jersey*, and then in England, he

did not regain his liberty and return home until 1782.

Thereafter his career was less dramatic. His personal papers indicate lengthy legal struggles stemming from his capture of the brig *Betsey* in 1779. At this time he turned his attention to mercantile enterprises and speculation in western lands. He became a gentleman farmer in Fulton County, New York, and served his country in the more tranquil stream of politics.

Early in 1794 George Washington appointed Talbot a Captain in the new Navy, assigning him the task of supervising construction of the frigate *President*. Within two years, work on this vessel was interrupted and his tour of duty was terminated. Until his next Naval appointment in 1799, Talbot represented the United States in the West Indies, securing the release of impressed seamen.

With the growing threat of war with France, President John Adams ordered Talbot, with the frigate *Constitution* as flagship, to take command of the squadron assembled at the Santo Domingo Station to protect American commerce. The *Constitution* was recalled to Boston when Franco-American relations were stabilized in 1801, and the Captain then resigned from the Navy.

The last ten years of his life he spent in New York City where he had lived in semi-retirement after touring the Northwest Territory and Kentucky.

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TAYLOR, BEN. *An Historical Sketch, to the End of the Revolutionary War, of the Life of Silas Talbot.* New York: Printed by G. & R. Waite, for H. Caritat, 1803.

TUCKERMAN, HENRY T. *The Life of Silas Talbot, a Commodore in the Navy of the United States.* New York: J. C. Riker, 1850.

The U.S. Navy has named vessels in honor of Silas Talbot on two occasions. A torpedo-boat destroyer, sponsored by Miss Elizabeth Daly Major, daughter of Representative Samuel C. Major of Missouri, a descendant of Talbot, was launched on February 20, 1918, at William Cramp & Sons Shipyard in Philadelphia. A new guided missile escort ship Talbot *launched this month on the Kennebec River at the Bath Iron Works was sponsored by Miss Frances K. Talbot of Philadelphia, a great-great-great granddaughter.*



First Landing of Americans in Japan, under Commodore M. C. Perry, July 14, 1853.

With Perry in Japan

BY EDOUARD A. STACKPOLE
Curator

EXHIBITED for the first time in the upstairs foyer of the recently completed G. W. Blunt White Library, where they add handsomely to the decor, are six large prints depicting in color Commodore Matthew C. Perry's famous 1853 "Opening of Japan." The prints were presented to The Marine Historical Association in 1963 by Mrs. Howard Newton of Essex and Raynham Townshend of New Haven, in whose home they had been kept for years. After acquisition, the prints were sent to the Fogg Museum in Cambridge, Massachusetts, for restoration.

These "Perry Prints" portray the momentous circumstances surrounding the arrival of Perry's fleet in Yedo (Tokyo) Bay, by which the United States was able to open to American commerce Nipponese doors long closed to the entire world. Considering the events of the hundred years between the arrival of Perry's ships and the Korean War, it is difficult to believe that Japan had been for prior centuries a "Hermit Nation," whose trade with others was closed by an Imperial edict warning: "Let none, so long as the sun illuminates the world, presume

to sail to Japan . . . on pain of death." In the 16th century, Japan had reluctantly admitted a few Portuguese and Dutch traders; but Europe was never able to maintain satisfactory commercial relations. Nor did 18th-century America have any better success. Japanese doors had been tightly secured by the Emperor's decree.

Trade with Japan was, however, rich in its potential, and the U.S. Congress had authorized an expedition in 1845. Although even friendly visits by England, France, Russia, and Portugal had been rebuffed, the U.S. decided on a show of force: the dangers of an appeal to the Emperor were risked by armed vessels. Commodore Perry's expedition was the third attempt under Congressional authorization. American war vessels had first entered a Japanese port seven years earlier, under Commodore James Biddle, who had been sent over with the *Vincennes* and the *Columbus*. His proposals for a treaty were rejected and his ships towed out of Yedo Bay. In 1849, however, when Commodore James Glynn put in to obtain the release of American prisoners, the guns of his sloop-of-war *Preble* were a powerful support to his demands; his mission was fulfilled.

Aboard his flagship, the steam-frigate *Mississippi,* Perry sailed from Norfolk on November 24, 1852. On April 6, 1853, in Hong Kong, he gathered the rest of his fleet: the frigate *Saratoga,* the storeship *Supply,* the sloop-of-war *Plymouth*. Later these ships were joined by the steamer *Susquehanna,* which became the flagship, and the sloop *Vandalia*. After a brief stop in the Ryukyu islands, the vanguard of the fleet arrived in Yedo Bay and anchored off Uraga, Japan, on July 8.

To the frightened Japanese, these American steam-frigates were "black ships of evil mien." But before sailing, Commodore Perry had studied his project thoroughly. Among other things, he had interviewed American whaling masters who had sailed in oriental waters, he had had his officers carefully prepared for their respective parts, and he had done considerable research into Japanese customs. The startled people were treated with courtesy, sagacity, and firmness, as well as iron discipline and bluntness—and Perry won the day. Landing amidst pageantry and with three hundred men, he marched to the ceremonial hall to deliver to the Emperor's commissioner a costly box containing a message from President Millard Fillmore. After taking care of this civility and reconnoitering in Yedo Bay, the Commodore sailed away, promising to return in the spring.

The conduct of Perry and his men, as well as the obvious power of his ships, was greatly responsible for the success of this daring attempt. In February of 1854, he returned to Japan and was welcomed. Thus without firing a shot, the American admiral accomplished through courageous diplomacy a feat unprecedented in history. Not only did Commodore Perry's firmness, tact, and deportment enable him to fulfill his mission; but by his penetration of the mysterious kingdom of Japan, Ameri-

ca altered the destiny of the orient and the world.

The Townshend Estate prints originate from scenes painted by Peter Bernard Wilhelm Heine, who, when he became official artist of the Perry expedition, was a partner of Julius Kummer in New York, having come to this country from his native Germany at the age of twenty-two. An engraver, E. Brown, and the printer Sarony were responsible for the lithographs made from Heine's paintings.

Admirably captured by the artists are the dramatic episodes of Perry's appearance in Japan: the cutter sent under oars to survey Yedo Bay forcing its way through menacing Japanese long boats; the first landing of Americans in Japan, Commodore Perry's barge being escorted by fifteen cutters and launches accompanied by forty musicians playing American martial music; Perry in full dress uniform greeting the Imperial commissioners; the reception by the Japanese. Evident in all the prints is the stiffness of the occasion.

The Association is particularly fortunate in possessing this excellent pictorial record of one of the great 19th-century exploits of the U.S. Navy.

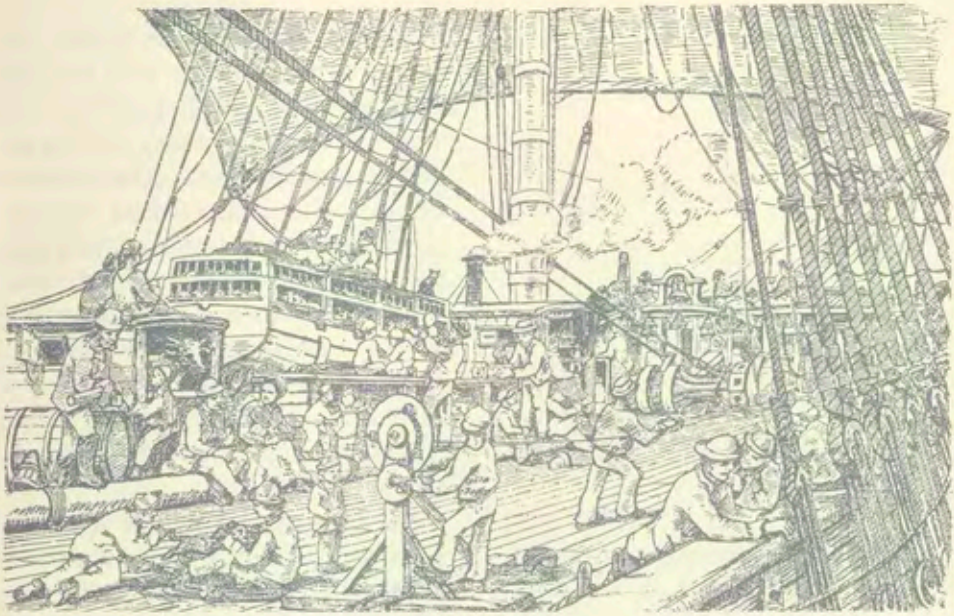
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STATLER, OLIVER. *The Black Ship Scroll.* Vermont: Charles E. Tuttle, 1963.

Landing of Commodore Perry, Officers and Men of the Squadron to meet the Imperial Commissioners at Yoku-Hama, Japan, March 8th, 1854.





Rigors of Sea Travel

BY JOHN F. LEAVITT
Assistant to the Curator

TOURISTS accustomed to trans-Atlantic passage via 20th-century jet or luxury liner can only guess at the difficulties most early travelers went through to reach their destinations. In the days of sail, sea travel was often attended by danger, discomfort, and privation; and the best of crossings took months instead of hours to complete. In some of the finest early ships bound for America, colonists put up with conditions that would discourage the hardiest modern adventurer. Coastal traffic between settlements was conducted in tiny, crude boats; river travel and westward migrations via inland canal craft gave rise to only minor improvements. Later, with the development of regularly scheduled international "packet" service such as that provided by the famed Black Ball Line, affluent passengers began to experience really comfortable circumstances. Nevertheless, conditions encountered by mid-nineteenth-century immigrants to the U.S., who formed the bulk of the packet trade, remained



pinnace

deplorable. That the rigors of ocean passage did not deter either early colonists or later immigrants is indeed remarkable.

Those who have seen the replica of the *Mayflower* at Plymouth can perhaps imagine the distress experienced by the 130 or more travelers aboard that tiny ship. Besides the fact that there was seldom enough to eat or drink, the passengers were cramped below decks during rough weather—often for days on end—in dark and airless quarters where sanitary conditions beggared description. Further torment resulted from the condition of the ship: the *Mayflower* log speaks of the passengers "lying wet in their cabins" because of leaky decks. Bad weather also complicated cooking: fires often were not allowed. Consequently, on good days, large amounts of food were parceled out to be cooked by cooperative passengers and saved to be eaten cold when the weather was uncooperative.

Despite pre-cooking and heavy dependence upon dried, preserved, and smoked meats and fish as staples, much food spoiled during the passage. By the time the ship reached Plymouth, two people had died and many were ill, possibly with ptomaine poisoning or other serious stomach disorders. Medical research indicates that some of the illness was scurvy; the fresh fruits aboard, particularly lemons and limes, were too few to prevent the disease. As a result, the grim reaper gathered a bountiful harvest from the *Mayflower* passengers and crew, even after the voyage.

But the colonial settlers were adventurous people: they continued to travel by boat in spite of their memories. For trips along the coast and up the rivers, small vessels, open or partially-decked-over "shallops" and "pinnaces," were preferable to danger from Indian ambush and long miles in forests trackless except for faint Indian trails. These travelers ate and slept as best they could, going ashore at night if a sheltered cove or inlet could be found.

Before 1700, however, larger sloops carrying freight between settlements provided some improvements in accommodations, at least for the more affluent traveler. Though a passenger whose purse was lean received little more than transportation and often slept with the cargo, cabin-berths were available, at a price. Sometimes these were equipped with a straw mattress or pallet, and female passengers were afforded some seclusion by a curtain; but there the conveniences ended. Sanitary facilities were restricted to a draw-bucket full of salt water which women or very particular men

might use in the temporary privacy of the cabin or hold. Fresh water for washing and other forms of cleanliness was available only in small supply. And because their food was the same as that cooked for the crew, experienced passengers often carried a container of "extras" and a bottle or two of wine.

Such conditions created a demand for further improvements for regular passenger service. The Hudson River "packets" were the first to comply. Besides being markedly cleaner than their predecessors and providing greater sleeping comfort and privacy, the sloops of this line scheduled stops at river landings to allow the passengers to stretch their legs ashore. Response to such advances soon caused the opening of other lines: the New York, Albany & Troy Packet Line in 1814; the so-called Thursday Line; and, in 1815, the New Line.

"Line" and "packet" boats transported passengers over a large network of inland canals as well as along the rivers. Accommodations were crude at first, but westward migrations and increased travel between inland points eventually resulted in more elaborate craft.

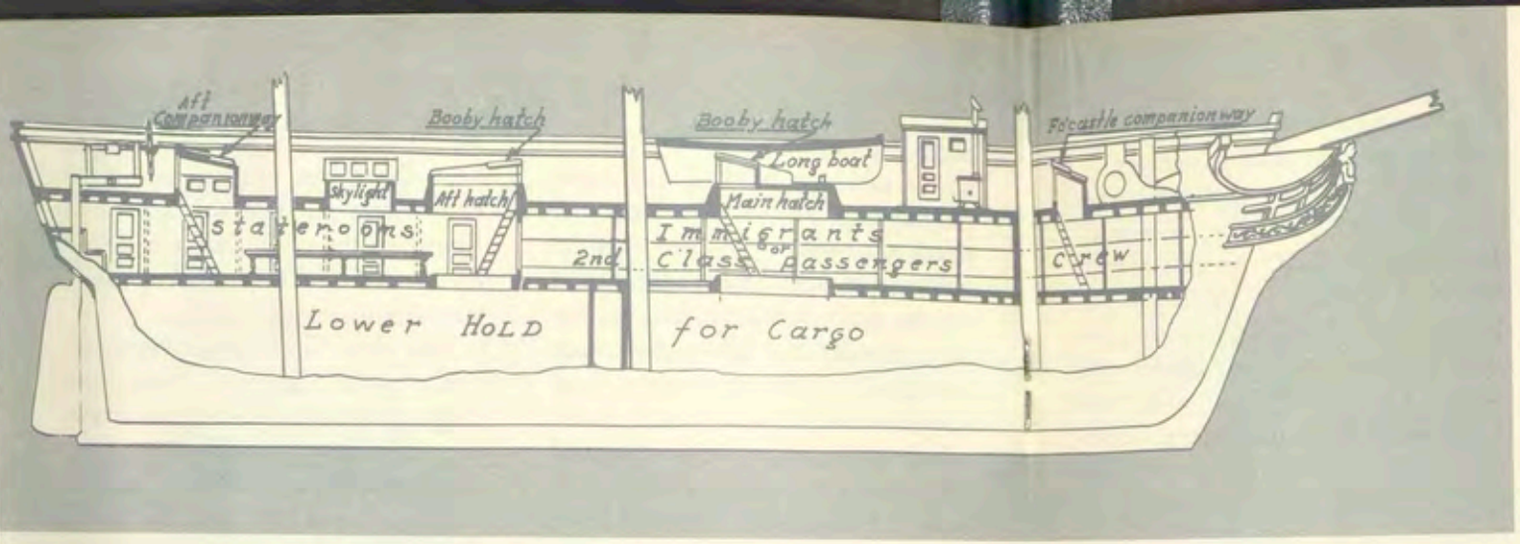
Canal packets were generally compartmented: aft of the bow area bulk-headed for the crew came the ladies' washroom, dressing-room, and cabin; aft of the ladies' quarters was the main cabin or salon, which served for social gathering and dining besides sleeping the men. Bedding and food were customarily supplied by the boat, but other facilities were still primitive. Food was piled on the table "family style" for people to help themselves; dining tables and bunks were portable and had to be rigged by the crew. Passengers paid an average of five cents per mile to travel under these conditions.

The canal "line" boats were less costly, partly because of profit from cargo as well as passengers. However, they were also slower, cruder, and much less comfortable than the packets. Passengers had to supply their own food and bedding, and cargo requirements cut down on the already-limited space.

Ocean-going packets undertook passenger service following the War of 1812, particularly in view of the rapid increase of immigrant traffic to America. By 1817, when its *James Monroe* made the first New York-Liverpool run, the Black Ball Line had established regular schedules. Accommodations provided by the Black Ball ships improved steadily, and passengers who could afford pre-

shallop





mium fares found decent quarters on other ships as well. However, the poverty of most of the immigrants necessitated extremely disagreeable steerage accommodations for them; and the fact that few immigrants would make the voyage a second time provoked mistreatment and profiteering by ship personnel as well as business groups. Hardship conditions were particularly prevalent on vessels not operating according to a regular schedule; in some cases even cabin passengers experienced severe discomfort.

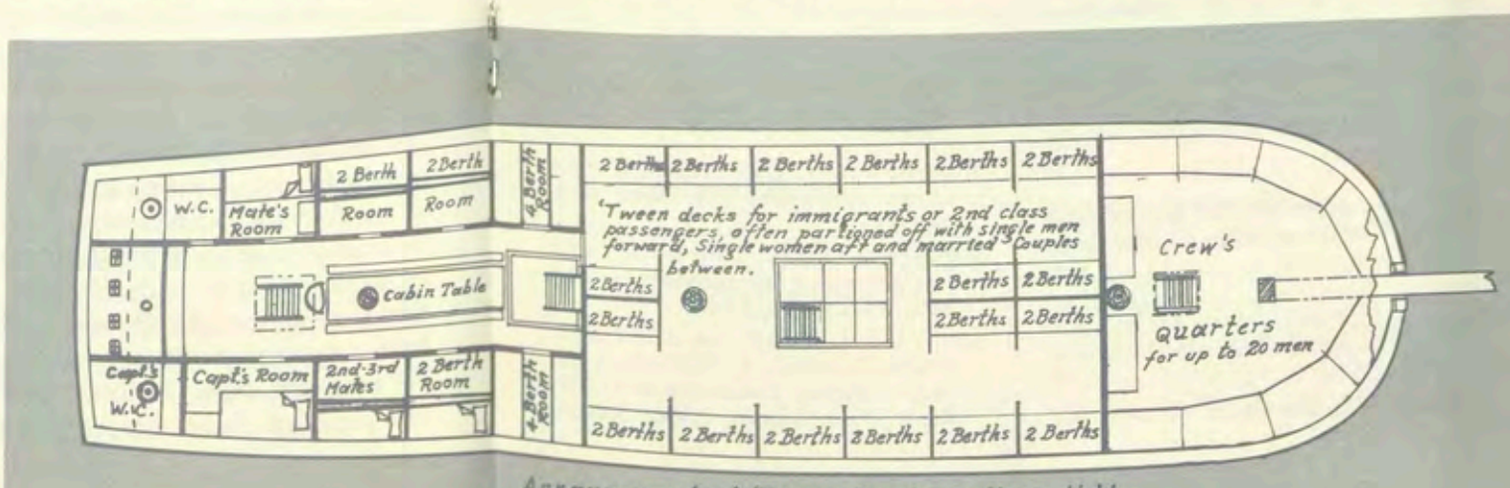
A story of frustration and near-starvation is recorded in the journal of the Rev. J. V. J. Gray, who traveled to America from Ireland in the leaky, undermanned, unscheduled *Halifax Packet*. The *Halifax* sailed from Londonderry October 14, 1820, carrying eleven cabin passengers (among them the Grays), a number of steerage passengers, and a partial cargo of salt, potatoes, and whisky. After enduring a series of misfortunes, the ship was prevented from making a landfall in America by a succession of northwest gales. Next, barnacles on the bottom of the vessel slowed her speed to no more than four or five knots. The *Halifax* staggered into Bermuda at the end of 145 days—probably one of the longest trans-Atlantic passages on record.

Less than a month after embarking, the leaks in the vessel necessitated pumping four times an hour. Passengers were pressed into service for this duty and for watches; water-ration reductions to one quart per person per day added to the burden of these responsibilities. Anyone who refused to stand watch forfeited water and the use of cooking facilities for the succeeding twenty-four hours. Although the ship's cook was in charge of meal preparation (and service was handled by stewards on finer vessels), passengers often assisted: the Gray's male servant, for example, cooked for them. Steerage passengers cooked their own food—and often supplied it as well.

Food was the center of Christmas merriment: a few live animals carried aboard provided fresh pork; and a rice pudding containing raisins, eggs, and suet was prepared by the wife of the Rev. Mr. Gray. By February, however, all hands were eating potatoes and salt from the cargo, together with an occasional dolphin. Passing ships only partially replenished supplies of food, water, and candles depleted by the prolonging of the voyage.

Such is human resiliency, however, that the passengers managed some pleasure even under these terrible conditions. On the rare occasions when weather permitted, there was dancing on the deck; and at the Grand Banks, a "crossing-the-line" ceremony as usual caused much mirth: the cohorts of "King Neptune" and his "wife," chosen from the veterans among the crew, "shaved" male passengers and uninitiated companions, using tar and grease as lather. Whisky broached from the cargo served for various celebrations. At times the passengers "drank a hearty, flowing bumper to the health and happiness of friends and each other," and at other times they drank to "offset the effects of a potato and salt diet." Apparently whisky caused no trouble aboard this ship.

Cargo was stored in the lower



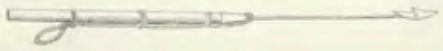
Arrangement of 'Tween Decks or Upper Hold

hold of small early packets like the *Halifax*, which were generally laid out in a simple, double-deck arrangement. The upper deck or " 'tween decks" was given over to steerage accommodations for the immigrants constituting the majority of the passengers. The bow quartered the crew; officers slept aft in a deckhouse or under the poop. Also aft were cabins for those passengers who could afford to pay for them. The Grays had a stateroom to themselves; there was, however, nothing in it save two berths and their chests and trunks, which were used as seats and tables.

In the steerage, privacy was at a minimum, though the simple berths built along the sides of the ship were divided into two or three compartments varying in size according to the number of people aboard and the composition of the families. In some ships, the married and unmarried women were grouped together in one compartment and the men in another. In other cases, the single men and women had compartments of their own, the married couples occupying the space between. Berths and bulkheads were installed to permit easy removal in the event that the ship carried more cargo than passengers.

Steerage sanitary conditions were tolerable as long as the weather allowed the passengers on deck at will; however, facilities for passengers battened below during gales lasting several days were not much better than those on the *Mayflower*. The first-class passengers had some advantages; but even at best, a present-day traveler would find the hardship incredible.

Early travelers, expecting few of the conveniences standard today, found conditions aboard the Black Ball Line ships and other regularly scheduled packets more than satisfactory. Size and the quality of accommodations continued to improve, so that the Black Ball vessels eventually reached a status comparable to that of the Cunard Line in later years. And regardless of discomforts experienced by steerage passengers on inferior vessels, the tide of immigration from old world to new swelled from a trickle to a mighty flood. Travel by water prepared early Americans for the benefits of the "promised land."



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THE "*Charles W. Morgan*"

1841-1966

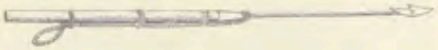
BY EDOUARD A. STACKPOLE
Curator

THIS year marks the observance of a series of anniversaries in the history of the venerable whaleship *Charles W. Morgan.* January brings the 125th anniversary of the laying of her keel, beginning her construction on the ways of Hillman Brothers Shipyard in New Bedford, Massachusetts. The anniversaries of her launching and the commencement of her first voyage, both of which also occurred in 1841, will be commemorated on July 21 and September 4, respectively. The year 1966 is, in addition, the sixtieth anniversary of her return to New Bedford after an absence of half a century, as well as the twenty-fifth anniversary of her arrival at Mystic on November 8, 1941.

The coming of the *Morgan* began a new phase in the growth of Mystic Seaport—a phase in which the Seaport developed into a "living museum," internationally recognized. By rescuing the *Morgan* twenty-five years ago and assuming the responsibility for her survival through restoration, The Marine Historical Association accepted both an opportunity and a challenge.

In those twenty-five years, the *Morgan* has become a symbolic representation of qualities which stimulated the economic growth of this young nation. Her history is an account of the hardihood, fortitude, and enterprise of the men who sailed her. As a veritable monument to seafaring of the past, she stimulates the imagination of young and old. It may be said that the *Charles W. Morgan* is a dramatic symbol of The Marine Historical Association's

effort to preserve for posterity those individual traits which are at the foundation of American character.



One hundred and twenty-five years ago an established whaling merchant in New Bedford, Massachusetts, decided to add a ship to his fleet. Charles Waln Morgan, a Quaker, had gone in 1819 from Philadelphia to the growing Massachusetts whaling city and married Sarah Rodman, granddaughter of another whaling merchant, the famous William Rotch, Sr. After having been employed for several years in the Counting House of the Rotch-Rodman Company, Charles Morgan and a companion, William Pope, formed their own whaling firm, to which they later admitted junior partners. Success marked their efforts from the first: a dozen ships flew the Morgan Company's house flag between the sailing of the firm's first ship, the *Rodman,* in 1825, and 1841, the year of the building of the new ship, the *Charles W. Morgan.*

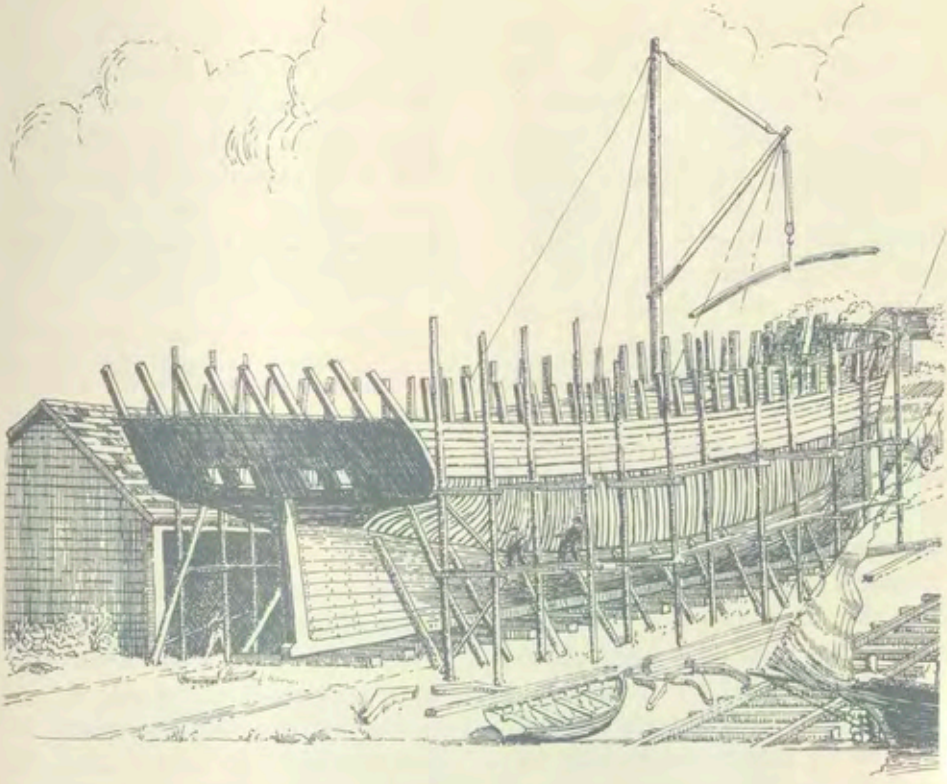
Charles Morgan was a merchant of outstanding reputation and character. The traits of steadiness which so distinguished him were remarkably demonstrated by the career of the vessel bearing his name, and the memory of the man is ably perpetuated by the ruggedness of this last of the wooden whaleships. The shipyard selected for building the Morgan Company's new ship was that of Jethro and Zachariah Hillman, long established in New Bedford, builders of the *Rodman.* The workmanship of the Hillman yard is best shown by the long life of the ships built there—notably the *Morgan.*

Fortunately for the chronicler, the beginnings of the ship's history have been factually preserved in the pages of the account books of the Morgan Company. Under date of January 11, 1841, an entry in Account Book "C" records the prelude to the laying of the keel:

My new ship building—notes dated 1/5/41 For Pardon Gifford, favor his bill (carting) 18 tons of lumber @ $20.—5 tons of locust @ $35. Pine Timber and Surveying	$ 579.67 574.56
	$1154.23
David Brayton—For my note dated 1/21/41 @ 4 mos. in his favor. James Durfee, debts	$1000.00 300.00
	$2454.23

Further entries in Account Book "C" reveal that Morgan paid the Hillmans $2.25 per day for the use of their yard for 258 days—$580.50—and for 129 1/2 days' labor or $266.23—making a total of $846.73 The actual cost of building was $32,562.08; outfitting cost an additional $16,287.77—a total of $48,849.85.

No further entries concerning the "new ship building" appear in the accounts until after her launching, when the apportioning of shares of ownership appear, as well as the subsequent costs of construction. As might be expected, in accordance with whaling custom, the firm of Charles W. Morgan—Morgan, Pope, and Rodman—owned three quarters



of the ship. The ownership shares and the investment, synonymous, were apportioned as follows:

Charles W. Morgan	1/2	$24,424.92
Samuel Rodman	1/8	6,106.23
Pope & Morgan	1/8	6,106.23
Thomas A. Norton	1/8	6,106.23
Jethro & Zachariah Hillman	1/16	3,053.12
David Brayton	1/16	3,053.12
	Total	$48,849.85

These bare "dollars-and-cents" entries have fortunately been given breadth and substance through Morgan's diary. In a slender notebook, he recorded the events of that important year 1841; terse sentences give a picture of the man's active life, events in the town and nation, and, most important, facts relating to the progress of the building of the *Morgan*.

On the long mould loft in the shipyard, David Brayton scaled off the lines of the ship in chalk. In the yard, at the foot of Spring Street, bordering the harbor shore, the long keel was laid—lengths of 20-inch-square live oak, squared off with ends scarfed and fastened with great copper bolts. A thin "shoe" lay beneath, and the keelson was set in above the long keel. Stern post and bow were set up, and then the lower frames were notched into place. While the frames were of live oak, the great transom pieces across the stern and the breast hooks at the bow were of

chestnut; yellow pine was used for the massive lower and upper deck beams, and hemlock or hackmatack (juniper) in natural form was used for the lodging and hanging knees.

The keel was laid late in January, and the first payments to the Hillmans for yard work were made on February 20, 1841. Under date of February 21, the diary reports: "I took a long walk this afternoon and visited my ship building by Messrs. Hillman in which considerable progress is made . . ." That the principal owner's interest in the progress was constant is revealed by repeated references to daily walks to the shipyard; the diary entry for March 22 implies that such visits had become part of Morgan's regular routine: "To the counting room—to the new ship—to my dinner and then to my den."

Then on April 19, construction activities were interrupted by shipyard labor problems. The diary records: "Carpenters all dismissed from my new ship, as I will not consent to the 10-hour system which they have seen to adopt." A few days later, on April 24, the entry suggests Morgan's worry over the matter: "All quiet on the wharves, no labour going on, with either carpenters, caulkers, or riggers. This is a great inconvenience, but we must bear it until the men come to their senses."

But the workmen remained firm; and as unrest because of conditions spread, Charles Morgan was appointed chairman of a special committee representing the worried employers. Meetings with the master mechanics finally resulted in an end to the yard troubles, and on May 6 the workmen returned. They had won their point: the work-day now became 10 1/2 hours instead of "sunrise to sunset." And so the task of building the *Morgan* began again, Charles Morgan's personal concern undoubtedly having influenced settlement of the problem.



Morgan's highly prized ship challenges The Marine Historical Association as much today as when she was acquired in 1941. In commemoration of the *Charles W. Morgan* anniversaries this year, the Association hopes very much to be able to add to the fine old ship's presently incomplete suit of cruising sails. Although the *Morgan* makes an impressive sight as is, a display of sails on the ship would create a particularly beautiful spectacle. Square-riggers were aesthetically appealing as well as functional; rarely does a 20th-century observer, accustomed to the relative starkness of contemporary merchant vessels, have the opportunity to behold the grace, magnificence, and loveliness of such a ship outfitted with sails. Such an opportunity could easily be provided at Mystic Seaport—if enough funds were available to purchase the appropriate sails.

Four sails are already in the possession of The Marine Historical Association; at least seven more are hoped for in order to permit a distinctive display. Particularly desired are a maintopsail, a mizzen-topsail, and a fore-topmast staysail; a fore-

sail, mainsail, main-topgallant, and mizzen-topgallant would also be most welcome. Donors may designate contributions for a certain sail or may simply add to a general fund which has already been established.

Much of the work of making the sails must be done by hand; however a New Bedford sailmaker, William Durant, is willing to undertake the project. Mr. Durant made the four sails already acquired by the Seaport.

If the additional sails become available, they will be bent as early as possible in the summer season and set for the Annual Meeting of The Marine Historical Association, Coast Guard Day, and other special occasions when the ships are dressed. A display of this kind would certainly be fitting for the *Morgan's* 1966 anniversaries.

Future issues of The LOG will continue the story of the career of the Charles W. Morgan.



A Visit from Peary's Cabin Boy

BY EDOUARD A. STACKPOLE
Curator

ONE of our neighbors who served as a cabin boy on the schooner *Roosevelt* during Admiral Robert E. Peary's 1905-1906 expedition to the Arctic North visited Mystic Seaport on November 30. Charles Percy reminisced as a last survivor of that now famous exploration trip, during which Peary reached a point only 210 miles from the North Pole, the northernmost point attained by man up to that time. This voyage was the last major step in a series of expeditions which culminated in Peary's historic dash to the Pole itself in 1909.

Charles Percy's recollections of that voyage on the *Roosevelt* are keen; he told of his experiences with a fine sense of humor. Declaring that he had had no fear of wintering at Floeberg, about 450 miles from the Pole, Mr. Percy stressed instead the fact that he enjoyed being an active member of the party. When a freak accident deprived him of trips to the outer camps which Peary had strung on his route over the ice to the Polar Sea, the nineteen-year-old boy, partially blinded by a dogwhip snapping around his head, was greatly disappointed. However, he was fortunate in later recovering the sight in his right eye.

Living with Eskimos; going on hunting expeditions; experiencing danger when the *Roosevelt* was lifted by ice, smashing the rudder and breaking off two of the propeller blades—all these adventures are included among his memories. Mr. Percy regrets only that during the early years when his experiences were fresh in his mind he kept no diary or other written account of the expedition. "Like all young men," he said, "I didn't know how much it was going to mean. I had a lot of souvenirs and pictures, but they have all disappeared over the past sixty years."

Mr. Percy's reminiscences were indeed pleasant to those who had the privilege of hearing him. So fascinating was his talk that a tape recording has been made, that his adventures may be shared.

Education Notes:
MUNSON INSTITUTE SESSION—1965

THE University of Connecticut, in conjunction with The Marine Historical Association, offered the eleventh annual session of the Frank C. Munson Memorial Institute of American Maritime History this past summer. Under the direction of Edouard A. Stackpole, and with a resident faculty headed by Robert G. Albion and John H. Kemble, a class of sixteen studied the development of American merchant shipping.

Completed just in time for the 1965 session was a permanent home for the Institute, in the G. W. Blunt White Library. Because of its nearness to book and manuscript collections, and also because of its luminous ceiling and complementary furnishings, the new Munson Room proved ideal for lecture and study.

Nearly two hundred students have participated in the Munson program during the past eleven sessions; alumni occupations and academic accomplishments become more impressive and gratifying each year. Some alumni are teaching in colleges and universities; many have published; and several hold responsible museum positions, including three from the 1965 session now on the Seaport staff. The Munson Institute program is making significant contributions in both the academic and museum worlds.

Inquiries concerning the 1966 session are being received both at the University of Connecticut at Storrs, and at Mystic Seaport.

NEW PUBLICATIONS BY MEMBERS

PARKINSON, JOHN JR. *SCYC—The Early Twentieth Century 1897-1940.* The second volume of a trilogy. (The first *SCYC —Origins and Early History,* was written by W. P. Stephens.) Printed for private distribution by Clarke & Way, Inc., New York for members of Sewanaka Corinthian Yacht Club. 1965.

MORISON, SAMUEL ELIOT. *Spring Tides.* Boston: Houghton, 1965.

CARSE, ROBERT. *The Twilight of Sailing Ships.* New York: Grosset & Dunlap, 1965.

MYSTIC 100 YEARS AGO

from

The Mystic Pioneer, Feb. 10, 1866, p. 2

REVIVAL OF ACTIVITY IN MYSTIC SHIP YARDS

FOR the past five years the ship yards in this place have been almost exclusively engaged in the construction of steamers, screw and side wheel, of all sizes and models . . . and some of the fastest and finest models afloat may be counted among Mystic-built craft. This demand for steamers was caused by the requirements of the War and Navy Departments to convey troops, ordnance and commissary stores, and the yards were taxed to their utmost capacity to fill this want. But now the war being over, and a large number of steamers being thereby thrown out of employment, the yards are again engaged in building fast sailing vessels for the general freighting business, for the construction of which no yards in the country have a better reputation. Vessels are now building in the several yards as follows:—

At the yard of Geo. Greenman & Co. a bark is commenced of about 800 tons burthen, for parties in this place and New York.

At the yard of Chas. Mallory & Sons, a ship of from 1,200 to 1,400 tons is in course of construction.

At the Pistol Point yard, (Hill & Grinnell's) a bark of about 800 tons is being built for Capt. E. Holloway and others of this place. Also, at the same yard, Messrs. Forsyth & Morgan are building a fast schooner yacht of about 200 tons *L'Hirondle* for a gentleman in New York, which is to be finished in the finest manner.

At the Old Field Yard, (Maxson, Fish & Co.) a bark of 800 tons *Caleb Haley* is nearly completed, and will probably be launched in the course of a fortnight, and a schooner of about 200 tons *Abbie E. Campbell* is being built for Capt. Joseph Denison and others of this place, for the general freighting business.

R. & J. Palmer, Noank, are building a fine schooner of about 200 tons for Capt. John Wilbur and others of this place.

Trustee Profile:
PHILIP R. MALLORY

THE CHAIRMAN of our Board of Trustees has several anniversaries of significance in 1966. November 11, 1965, was his 80th birthday.

Philip R. Mallory might associate this year with the 150th anniversary of the year his ancestor, Charles Mallory, arrived in Mystic on Christmas Day, 1816, to seek work at his trade of sail-maker, and to found a shipbuilding business that carried through five generations of the family.

This heritage alone might well establish Mr. Mallory's primary interest in the Mystic community; however other events were to make lasting impressions on his life.

Clifford Day Mallory became President of this Association in 1938, but his tenure was terminated abruptly in April, 1941, when he was fatally stricken by a heart attack. The Directors of the Association, profoundly grieved by this loss compounded by the seriousness of world affairs at the time, were divided in their thoughts for the future of the Association. Should they liquidate the assets of the Association? Or could they persuade Clifford Mallory's brother Philip to take on this leadership?

The minutes of the Directors' meeting of June 28, 1941, record the following action:

"The election of President was then taken up, and it was voted to ask Philip R. Mallory to serve . . . It was thereupon voted unanimously to elect Mr. Mallory President . . . " This is the 25th anniversary of the leadership of Mr. Mallory, President from 1941 through 1960, and Chairman of the Board since.

At that same meeting in 1941 Carl Cutler, then Managing Director of the Association, reported that plans for restoration and preservation of the whaleship *Charles W. Morgan* had been abandoned by her New Bedford sponsors. Acquisition of this vessel for Mystic Seaport was a matter of great concern to Mr. Mallory. She would prove to be an inspiration as well as a challenge, not only to the members of the Association but also to countless others who loved the sea. Under his enthusiastic leadership arrangements were completed to acquire the *Morgan* for Mystic, and she was towed into Mystic from New Bedford on November 8, 1941 . . . another 25th anniversary in 1966.

This year too, marks the 50th anniversary of the well known public company that bears the name P. R. Mallory & Co. Inc. On the occasion of the 25th anniversary of the founding of his company, a little book, written by Mr. Mallory, was published for private distribution. We share an excerpt of much significance for the everpresent philosophy of Philip R. Mallory serves as a guideline to the inspiring leadership he has brought to the development of Mystic Seaport.

"While my various subconscious urges have all played their part in my urge for research, throughout I have been conscious of a far more fundamental factor, one that is apt to be forgotten, namely: that this is a world of change. How frantically we humans strive to 'freeze' into our lives 'stability'—a continuation of conditions and surroundings to which we have become accustomed and think are desirable to our welfare! How we resent intrusions by new factors and forces that disrupt the even tenor of our ways! Yet, all the laws of nature—of history and of human experience—show that change, far from being an exceptional catastrophe—such as an earthquake—is, on the other hand, the regular experience of all life. In short, it is the order of the day."

Philip R. Mallory, November 11, 1965



Photo by Nate Silverstein

White Mist . . .

a great ocean racer, a 46-foot yawl, designed by Sparkman & Stephens and built by Nevins for G. W. Blunt White in 1950, was for more than a decade a familiar sight in the waters near Mystic Seaport. Her victories in races as well as against the elements are recognized internationally.

Blunt White was a great offshore sailor, Commodore of the Cruising Club of America in 1952 and 1953, and for twenty years an adviser, through trusteeship, for The Marine Historical Association. At the time of his death in 1962 he was Executive Vice President of the Association.

Under owner's command, *White Mist* raced to Bermuda five times between 1952 and 1960, and placed second in the Class C division in her first competition. The following year, having been invited by Argentine and Brazilian yachtsmen to enter the competition, she brought the winner's trophy home to Mystic from the 1180-mile Buenos Aires—Rio de Janeiro Race, in which there were 22 Argentine, Brazilian, Portuguese and United States yachts competing. Additionally, it was recorded by the Cruising Club historian that "Blunt White's gift for diplomacy, aided by his own private version of Spanish and Portuguese, won many friends for the United States and the Cruising Club in particular."

In a race across the Atlantic, from Newport to Santander, Spain, in 1957, Blunt White won Class B with *White Mist* and was third in the fleet with a crew of able deep sea sailors including his son Bill, now a Trustee of this Association. That very year, in a "very tough Fastnet Race" *White Mist* was second in Class C.

Dr. Melville Bell Grosvenor, also a member of this Association, and president and editor of National Geographic Society, is now the owner of *White Mist*, and under his command she continues her proud record.



Photograph given by Dr. Grosvenor to the G. W. Blunt White Library of a painting by Hervey Garrett Smith of White Mist

Following the Newport-Bermuda Race in 1964, and en route from Bermuda to Cape Breton Island, *White Mist* made a "Safe Landing on Sable."*

Over the centuries, Sable Island has been a graveyard for ships. The island is 100 miles southeast of Nova Scotia, and because of the location, at a point where the Labrador Current meets the Gulf Stream, frequent storms shift the underwater sand bars. Fog and violent tidal currents are prevalent. Recorded losses exceed 500 ships and 5,000 people.

But again, *White Mist* was victorious, and the Cruising Club of America in honor of this feat awarded her owner a Cruising Citation at their annual meeting of 1965.

We at Mystic Seaport like to remember *White Mist*. We feel a burst of pride each time we hear of another successful voyage.

(This is the first in a series of profiles of interesting yachts owned by Association members, edited for The LOG by John Parkinson Jr., historian for Cruising Club of America and a member of the Board of Trustees of this Association.)

**The title of Dr. Grosvenor's chronicle of the landing published in the October, 1965, issue of National Geographic Magazine.*

STAFF NOTES

• Marion Dickerman, who has spent much more thought and time with Mystic Seaport during her twenty-year tenure on the staff than her "part-time" designation would indicate, became a Special Assistant to the Director, as of January first.

Miss Dickerman's influences at the Seaport have been many, for she has been involved in many facets important to the development of Mystic Seaport. She was the education department's director for 16 years, until succeeded by Robert L. Damm in 1962. At that time, she became Consultant to the Education Department and Special Assistant to the President.



• Frederic W. Keator, Planetarium Director since the opening of that Seaport facility in 1960, retired from this post on December 31, to become Planetarium Director Emeritus. Professor Keator, prior to coming to the Seaport, was Associate Professor of Mechanical Engineering at Yale University. In his retirement he will complete a long-term project relating to the history and development of the sextant.

Succeeding Professor Keator will be Donald Treworgy, a member of the summer staff in the Planetarium since 1961 and full-time as of June, 1965. Mr. Treworgy comes to Mystic from Milo, Maine. He was formerly instructor of Mathematics and Astronomy on the University of Maine faculty.



• Charles Baker celebrated his 83d birthday in 1965, and 11th anniversary on the Seaport staff. On December 31 he retired from his most recent assignment in the Operations Department where he has served for the past several years.



• In mid-November, an announcement was made by Waldo C. M. Johnston, Director, of the appointment of Gerald E. Morris as Librarian for the G. W. Blunt White Library effective July 1, 1966.

Mr. Morris has been on the Library staff since 1963, and Associate Librarian since 1964, although his introduction to the Seaport was in the summer of 1956 when he attended the Munson Institute. He is a graduate of the University of Denver and holds graduate degrees from the University of Pennsylvania and Drexel Institute. To supplement his scholarly approach to the sea, his practical experience comes from four years in the U.S. Navy.

• John F. Leavitt, assistant to the curator for research, may be described as "artist in residence."

Mr. Leavitt's work is well known. He paints authentic marine subjects—ships and the sea—as only one who has had first-hand experience with his subject is able to do. He went to sea when he was 14 years old and served on coastal sailing ships. He knows sailing ships. He knows the sea. He is from "down east," and has the accent to prove it. He also has a knowledge of the vernacular of the sea, that few among us can equal. It is with great pride too, that announcement is made here that beginning on March first and throughout that month, an exhibit of the works of John F. Leavitt will be on display in the G. W. Blunt White Library.

RECENT APPOINTMENTS

Curatorial Department
Jack Henry, Ship Maintenance—Rigger

Education Department
*John H. Ross, Marine Program Administration
*Lee Hammond, Educational Assistant

Library
*Wayne O'Leary, Library Assistant

Publicity
Charlotte Duryea, Assistant to the Publicity Director

**Munson Institute, 1965*

VARIABLE WINDS

ON THE INSIDE of the back cover of the October, 1965, LOG, lines of some of the Mystic Seaport exhibit vessels were listed as available through the Curatorial Department. The appeal for this kind of service is evidenced by this report from that department: "There were 85 inquiries from 18 states of the U.S. and from Belgium, West Germany, Japan and Australia. The orders were for lines requiring from five to ten pages for each vessel."

The G. W. Blunt White Library is issuing inventories of certain of the manuscript collections. These have been meticulously prepared, each with an explanatory introduction, by Charles R. Schultz, Keeper of Manuscripts. A contribution from the Merritt-Chapman & Scott Foundation has financed these publications, which now include:

1. *Inventory of the T. A. Scott Company, Inc. Papers, 1889-1921.*
2. *Inventory of the Mallory Family Papers, 1809-1958.*
3. *Inventory of the Silas Talbot Papers, 1767-1867.*
4. *Inventory of Logbooks and Journals in the G. W. Blunt White Library.*

Each of these inventories has been distributed to a mailing list of 240 including libraries, historical societies, and museums throughout the United States.

Christmas cards with Seaport scenes were designed for distribution by two major corporations in 1965. Aetna Life & Casualty, through their representatives distributed over 100,000. Electric Boat Division of General Dynamics Corporation in Groton, Connecticut, distributed 25,000 Christmas cards with the cover picture from a color photograph of the Seaport Carollers.

Rev. Robert Bryan (Munson Institute '58), who will be remembered during the Institute days for his commuting by plane, visited the Seaport during the weekend of October 16 by his usual means of transportation—a hydroplane. He brought a Labrador boat builder, Roderick Jones, with him to see Mystic Seaport. Mr. Bryan has been Chaplain at Choate School for the past eight years.

Alan McVey, of 169 Orland Road, Rochester, New York, is a 12-year old boy with an over-consuming interest in sailing ship lore. He edits and publishes a bi-monthly paper that he has chosen to call "Mariners Monthly." The September, 1965, issue featured Mystic Seaport, and according to a press story written about him and his publication which sells for fifteen cents, he must "sell 37 copies to break even."

Administrative offices in the Stillman House should be fully occupied by February first. The switchboard, publicity offices, and accounting department have been in their new location in that building since mid-autumn.

Our Trustee, Critchell Rimington, publisher-editor of *Yachting* Magazine has added a new magazine to his group. *Sportfishing* begins monthly distribution with the January issue.

Mrs. Clifford D. Mallory, Sr., was honored on her 80th birthday, December 17th, at a reception in her honor at the New York Yacht Club in New York City.

The first reunion of the Mystic Mariner Association, attended by 32 "alumni cadets" convened at Mystic Seaport, October 9 and 10. Mariner Ship *Kon-Tiki* from Rochester, New York, had the largest representation and came the greatest distance for the reunion.

The Mystic Mariner Association has over 600 members whose membership dues are allocated to a scholarship fund for underprivileged groups' participation in the Mariner Training Programs.

The Mariner Training Program on the *Conrad* completed its 17th successful season with 756 Mariners and leaders representing 12 states and 2 provinces of Canada. The *Brilliant* carried 209 Mariners from 9 states and one Canadian province.



RECENT EVENTS AT MYSTIC SEAPORT

12TH ANNUAL DHOW DERBY
October 16, 1965

Left to right: Frank Crawford, Robert Sellers, John K. Wylie, Bruce Sweet, William B. White, and Capt. Alan Dunning.

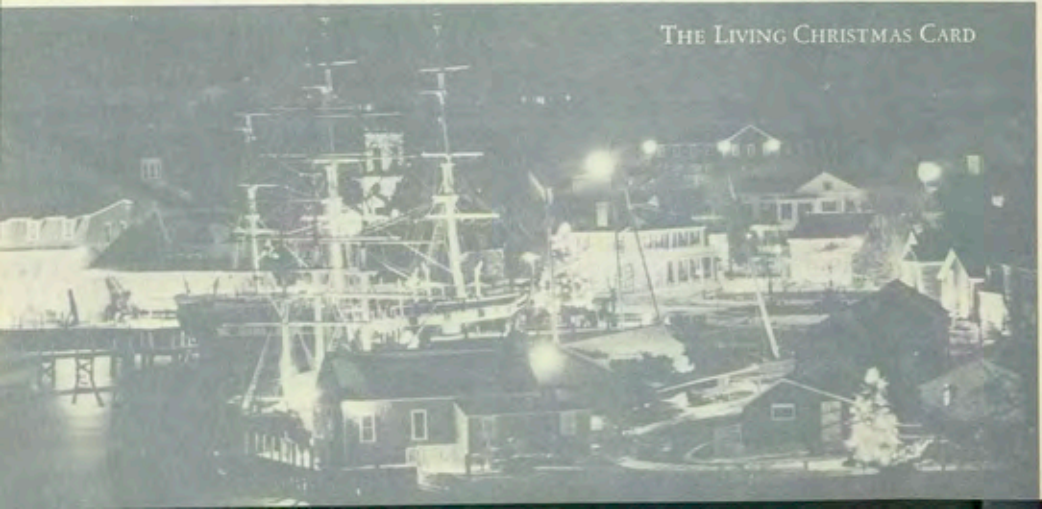
Bill White was Chairman of the Race Committee for the Derby assisted by Bruce Sweet of Norwalk Yacht Club. Winner of the trophy: Norwalk, for the third time. Essex Yacht Club was a close second, winning the "Headroom Harry" award, Corinthians were third, and the Ladies' Race was won by Mrs. John Meade of American Yacht Club.



MYSTIC SEAPORT VOLUNTEER CORPS ANNUAL TEA—
October 22, 1965

Left to right: Mrs. Thomas Kirby, Mrs. Oliver Denison, III, Mrs. Carl H. Hobbs, Mrs. Walter S. Hanover, Mrs. R. H. L. Becker.

The Volunteer tea followed a tour of the Library. Mrs. Hobbs has been Volunteer Coordinator since November first, succeeding Mrs. Walter S. Hanover who had been Coordinator for six years and resigned in October. About 200 members of the Volunteer Corps attended the tea.



Calendar of Events

MEMBERS WILL WISH TO MARK THEIR CALENDARS FOR SCHEDULED EVENTS AT MYSTIC SEAPORT.

JAN 29	Fourth Annual winter meeting Catboat Association.	JULY 21	Annual Meeting of The Marine Historical Association. (The 125th anniversary of the launching of the *Charles W. Morgan.*)
FEB 13,14	Genza De Rosner "Chile Today" an illustrated lecture.		
FEB 21,22	Gengt Gyllenhoff "The *Vasa* Story" an illustrated lecture.	JULY 29	Newcomen Society in North America luncheon.
MAR 6,7	John Roberts "Switzerland Unlimited" an illustrated lecture.	AUG 4	176th anniversary U. S. Coast Guard
MAR 12	Corinthian Frostbite Regatta. (*alternate March 26*)	AUG 5	Closing session of Munson Institute.
MAR	Special Exhibit. John F. Leavitt Paintings	SEPT 3	Closing dates for regular *Joseph Conrad* and *Brilliant* programs.
APRIL 30	Re-activation date for all buildings and ships.	OCT 2	Closing dates for weekend *Joseph Conrad* programs.
MAY 6	Beginning of weekend training periods on *Joseph Conrad.*	OCT 3	Closing dates for weekend *Brilliant* programs.
MAY 13	Beginning of weekend training cruises on *Brilliant.*	OCT 22	Annual Dhow Derby.
MAY 19	Rededication of Schaefer's Spouter Tavern— 10th anniversary.	OCT 31	Activation program on winter schedule.
JUNE 5	Regular *Joseph Conrad* programs begin.	NOV 5,6	Fourth Annual Conference of New England Historical Societies.
JUNE 12	Regular *Brilliant* programs begin.	NOV 24	Thanksgiving Day and Mystic Seaport is closed for the day.
JUNE 10-12	Early American Industries Spring Conference at Mystic Seaport.	DEC 18	Community Carol Sing, and the beginning of the Seaport holiday season.
JUNE 27	Frank C. Munson Memorial Institute—Opening day of the 12th annual session.	DEC 25	Christmas and Mystic Seaport is closed for the day.

THE LOG
OF MYSTIC SEAPORT
THE MARINE HISTORICAL ASSOCIATION, INC.
Mystic, Connecticut

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