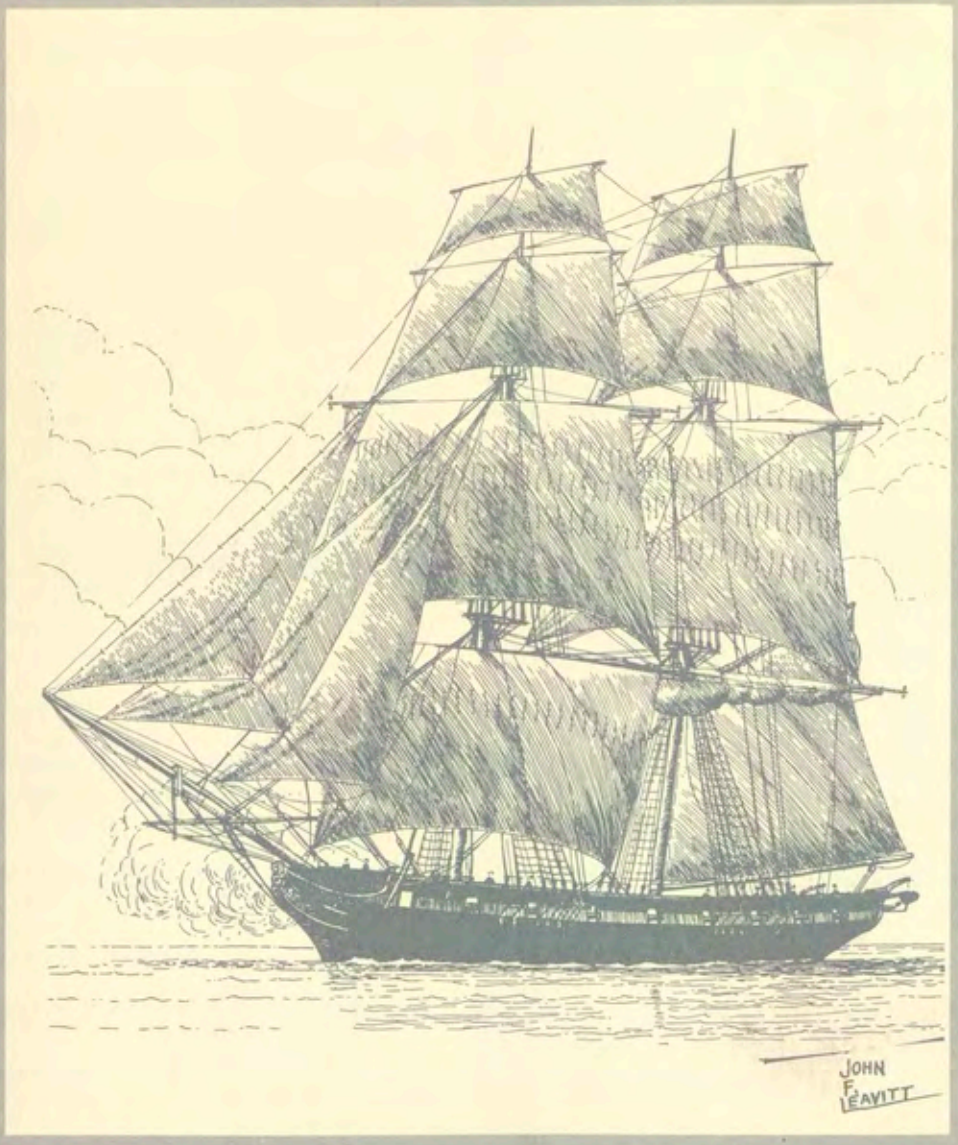
VOL. 18
NO. 2

THE LOG OF MYSTIC SEAPORT

Spring
1966



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

ON THE COVER: *John F. Leavitt's pen-and-ink drawing of the* Grand Turk, *a privateer brig in the War of 1812. The drawing was the keynote symbol of an exhibition of the artist's work which extended through the month of March at the Seaport.*

The LOG of Mystic Seaport is published quarterly for members of The Marine Historical Association. Their letters, suggestions, and ideas for stories are gratefully received and carefully considered by the Editorial Board. Publication of all material is dependent upon the limitations of policy and space.



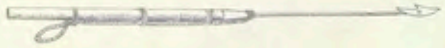
THE LOG OF MYSTIC SEAPORT

Volume 18 Number 2 Spring 1966

THE MARINE HISTORICAL ASSOCIATION

Incorporated 1929

Waldo C. M. Johnston, *Director*



Editor Alma Eshenfelder
Editorial Associates Charlotte C. Duryea, Gerald E. Morris

Editorial Board
Charles A. Brooks, Gerald E. Morris
Robert L. Damm, John F. Leavitt

CONTENTS

In Magellan's Wake 32
by John F. Leavitt

Oceanography—Its Development and Future 36
by Vincent T. Miscoski

Mystic Time until 1883 41
by Albert E. Waugh

"The Fastest Schooner Ever Built" .. 42
by Francis E. Bowker

Carl C. Cutler 45

The Ship Register Room 50

DEPARTMENTS

Director's Page 31
Education Notes 51
Mystic—100 Years Ago 51
Mystic Seaport—25 Years Ago 51
Staff Notes 52
Yacht Profile: *"Delight"* 53
Variable Winds 54
Letters 56
Recent Event 60
Calendar of Events .... *Inside back cover*

Official Mystic Seaport photographs are used throughout unless otherwise noted.

Copyright © 1966
The Marine Historical Association, Inc.
Mystic, Connecticut. All rights reserved.
Printed in the United States of America
by Western Publishing Company, Inc.

EDITORIAL

ALTHOUGH UN debates seem to have brought language equivalents and interpretation before us most emphatically, communication is an ever-present problem, notable even within the confines of our own small domain at Mystic. The seafarer's jargon is his own, and can no more be anglicized than "springerle," "aperitif," or "sukiyaki," nor can nautical terms be defined easily in accordance with other common usage.

The application of words and the clarity of meaning pose a continual challenge. Our responsibility is to interpret the language of the sea to an ever-increasing number of visitors to Mystic Seaport —an audience that runs the gamut from one's peers to either very young people or those to whom the subject may be completely unknown.

As the Berlitz schools require native instructors in their teaching, so too are experienced seafarers required as interpreters here. Mystic Seaport is fortunate in having on its staff men to whom the language of the sea might be considered "native." Whatever is said, written or published, or placed on a descriptive label (the ultimate for conspicuous public attention), must be considered in the light of easy, accurate interpretation, without being puerile or ridiculously elementary. The words must be totally clear and adult, yet not entirely technical.

To communicate properly, always recognizing the pitfalls of semantic divergencies and the rarity of absolute meaning, is part of our tradition and the cultural heritage we are pledged to preserve. To communicate the language of the sea . . . specifically that language contemporary with the mid-19th century Age of Sail . . . is the challenge of Mystic Seaport. To this we are especially dedicated.

ALMA ESHENFELDER





Director's Page

NINE hundred and ninety-nine members of The Marine Historical Association contributed $44,000 to Mystic Seaport in response to our Year End Appeal. Among our contributors last autumn was a little girl from the West Coast who wrote, "I am very interested in the history of whaling and am doing a term paper on it. On the TV show Discovery '65 they talked about Mystic and your museum there.

"I would be very grateful for any information you could send me.

"I am enclosing $1.00 to cover the cost of mailing any items you may have that would help me. However, if none are available, please use this as a contribution to your museum."

Needless to say, this child received special attention, and her sentiments, united with the 10 percent of the members who strove to help, instilled in us new zeal and renewed determination to build an ever greater Seaport during 1966. In this way shall we strive to express our appreciation for your faith and support.

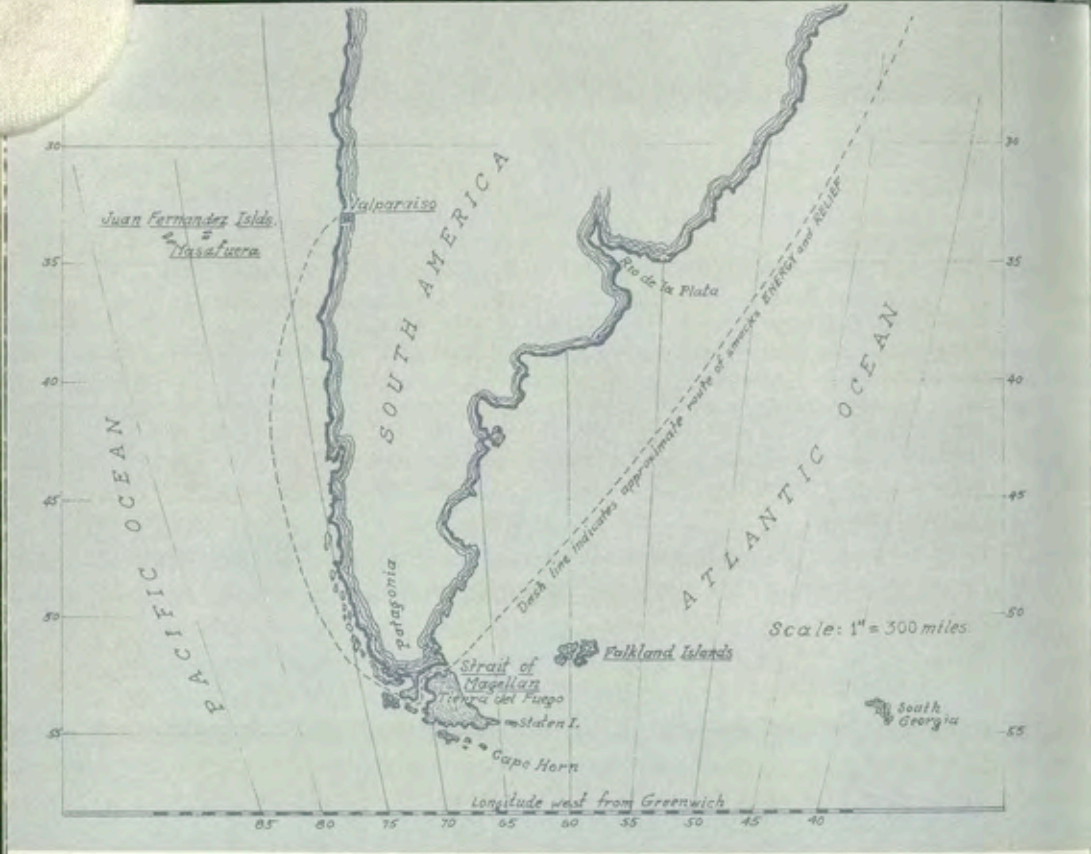
This year marks a number of important anniversaries at Mystic Seaport, most notable of which is the 125th birthday of the *Charles W. Morgan.* This lone survivor of the wooden whaleships has fought and won many battles against storm and sea. It is now our duty to preserve her in all her stately grace for future generations. I would be negligent in the responsibilities vested in me if I did not point out to all who love the sea and this gallant old ship that she is now facing the toughest battle of her career—survival against the inexorable ravages of slow time. Together with our other tall ships, the *Bowdoin,* the *Dunton,* the *Conrad,* the *Australia*—now undergoing extensive restoration—the *Morgan* is daily subjected to the silent attack of weathering and decay. All our skill, all our determination and all our present resources are not enough to assure the future of these ships—and if they die, only photographs and memories remain. They will never again reappear on the seven seas.

We must redouble our resolve while the choice is yet ours.

Waldo Johnston

Tulip time at the Buckingham House

Photograph by Oliver Denison, III



Approximate route of smacks Energy *and* Relief *through the Strait of Magellan—1831*

In Magellan's Wake

BY JOHN F. LEAVITT

Acting Curator

MORE than four centuries ago, Ferdinand Magellan piloted his lumbering caravel through the narrow strait which cuts across the tip of South America and which now bears his name. Previously, Schouten and LeMaire had fought their way around the precipitous island, which they called "the Hoorn" after their home town in Holland. Although its proper name is Cape Horn, no seaman calls it anything but "*The* Horn," as though to emphasize the fact that there is no place like it in the world. Schouten and LeMaire found it to be the home of great gales; so many seamen after them had the same experience that the bleak outpost of the continent became a monument to hardship in the days of sail. As long as there were sailing ships, it was axiomatic that no man could call himself a sailor until he had rounded the Horn at least three times. (See the illustration at the top of this page.)

Magellan's discovery enabled small vessels of the time to avoid battling the terrible westerly gales and the giant seas that sweep unceasingly across the southern ocean in the Cape Horn vicinity. The Strait of Magellan was not, however, a popular route in later years, when sailing ships reached a size too great to attempt passage of the comparatively narrow waterway. Sailing ships need sea room in which to maneuver, and few skippers dared take the risk of being embayed or caught by a sudden shift of wind with insufficient room to tack or wear ship. But the early caravels and galleons were small enough to take the chance, despite their clumsy design; consequently, in Magellan's wake followed such explorers as Camargo and Loaysa, who went through the Strait to the westward, and Gamboa to the eastward. Sir Francis Drake and Cavendish both made the westward passage before 1580.

Over three hundred years after Magellan, seafarers from Mystic, Connecticut, sailed west through the Strait in two sloopsmacks—probably the smallest vessels to make the passage up to that time. Owned and sailed by Mystic men, the *Energy* and the *Relief* left together on November 7, 1831, planning to "round" the Horn by taking advantage of Magellan's route. One hundred eleven days later, they anchored in the harbor of Valparaiso, Chile.

The story of this rather remarkable voyage came to light quite recently when an old notebook was found by Mr. Frank Bradley of Mystic. Though the notebook turned up in a house once occupied by Captain P. E. Rowland, a well-known local shipmaster of his time, the origin of it is unknown. The writing in the notebook is all in the same hand: apparently the material was copied from documents and possibly a log book. Most of the account of the voyage consists of excerpts from letters written by John H. Meigs, a passenger on one of the smacks, to his brother in New York. As some details are repetitious, only parts of the story are quoted below.

"Cruise of the Smacks, *Energy* and *Relief,* around Cape Horn, to Valparaiso. Object, to carry on the Fishing trade, between that Port and the Islands of Massafinero [Masafuera] and Juan Fernando. We intend to go through the Straits of Magellan . . . These are the smallest vessels that ever came to this part of the World, from United States. The *Energy* is thirty-eight tons burthen, the *Relief* thirty-four tons burthen. Commanded by two very enterprising young men . . . The persons belonging to these vessels are not over thirty five years of age, and all belong to the same place, Mystic Connecticut. Names of the young men belonging to these vessels, Smack *Energy,* Thos. Eldridge, master—1st mate David Kellogg—2nd mate, Austin Packer—Shubeal Brown, Carpenter—John Anthony Wolfe—William Williams Cook. . . . Smack *Relief's* men—Charles Chapman, Capt. John Parks, 1st mate, James Bennett, 2nd mate, Giles Williams, Robert Brown, Richard Rogers, Cook.

"The letters from which the following extracts were taken, were written by the late John H. Meigs, U.S.A. to his Brother, Henry Meigs, Jr. Mr. John Meigs, went out as a passenger, to join his ship in the South Pacific—

" 'On board of the Smack *Energy* at the Oven. Lat. 45° 6′ South. Long. _____ Coast of Patigonia, Jan 15 1832 Dear Brother—

" 'We arrived here on the 8th inst. from Mystic, Conn. from whence we sailed on the seventh of November 1831. It is true, that these vessels are remarkably small, but I feel very much prepossess [ed] in their favor —They are both Smacks—such as you have in New York and are remarkable for sailing. After sixty days passage out here—and have laid to but once, since we left, and that was, when we first made the Coast, the wind being from S.E. to S.W.

" 'We have had several very severe gales, since we left—in which I think any other vessels would have been obliged to lie to, but we settle our mainsail, and take the Bonnet off the Jib, hoist the Jib, and set the trysail, pull the tiller out of the rudderhead, and let her go. She is like a Duck. . . .

" 'The one that I am aboard of, is a remarkable little Craft for sailing, and ever since we left have not had dry decks for more than ten days, all in all. . . .

" 'We intend to go through the Straits of Magellan after we get a supply of wood and Water at Port Desire about 350 miles to the south of this.

" 'We are so equal in the sailing of these two vessels—that we have not been out of sight of each Other more than five minuets since we left Mystic. . . .

" 'The Harbor that we are now in is narrow, but very deep, and so crooked, that no wind can touch you, except the Whillowows [Williwaws] as the sailors call them properly called whirlwinds. It is completely surrounded by [cliffs] running perpendicularly from two hundred to five hundred feet as far as the Eye can reach nothing can be seen, but a dry kind of stuble, and what they call Turks head, which grows to the size of a Barrels head—and covered with thorns from 4 to 5 inches, in length and a kind of Bush which produces a small black berry of the size of a huckleberry and very spicy to the taste. . . .

" 'I took a Boat, the other day and went down to the mouth of the harbor, to look for Shells, but got nothing but a few limpets.

" 'This harbor derives its name from the intense heat, during all seasons. There is a Well of water here which seems to be made of a solution of Alum and saltpetre. It is singularly strange, that this water is cold nearly to the degree of Zero, in the middle of the day, and as soon as the sun sets is so warm, that it is scarcely fit to drink.

" 'We have just finished hauling our vessel ashore to scrub [the bottom] . . . on our passage, we killed an Albatross measureing 13 feet from tip to tip . . . there are various kinds of Birds here none of very beautiful

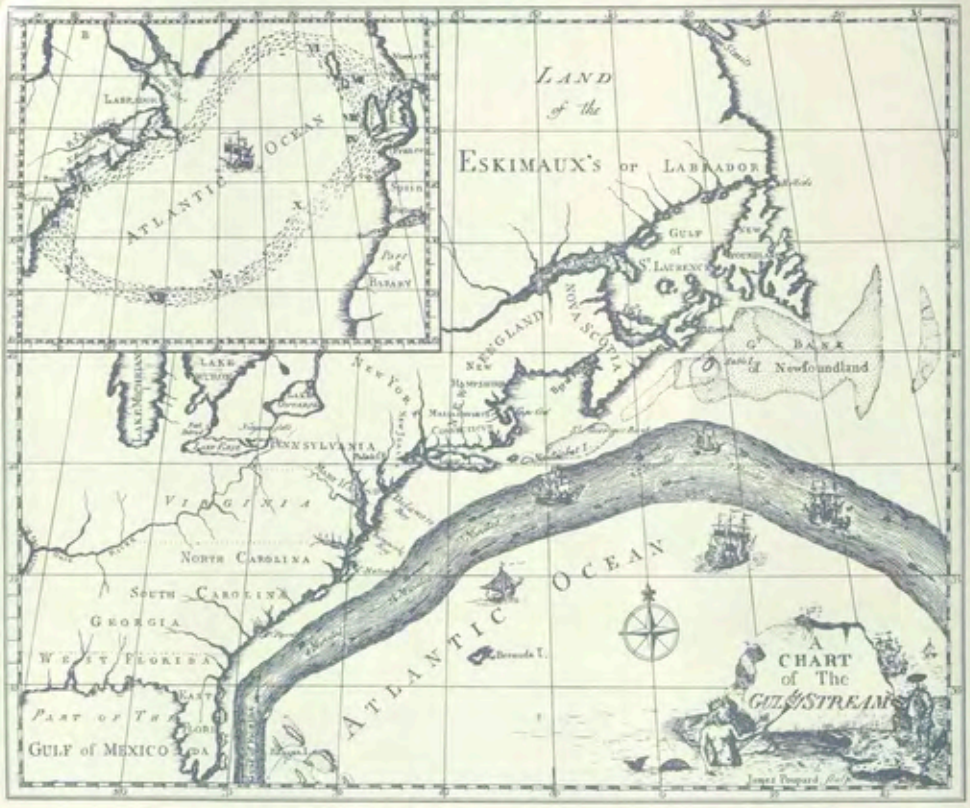


plumage—the Condor—the White Crane—several species of Ducks—millions of Penguins the size of a large _____ [unintelligible word]—they stand perfectly erect.

" 'We have had a very good passage of sixty three days to the mouth of the Straight of Magellan, where we were detained by adverse winds and currents. We spoke on our passage in the Straits the Schooners *Penguin* of Stonington and the *Union* of Boston—also the Schooner *Montgomery* of Mystic, all three on sealing voyages, and all well.

" 'We have had altogether one hundred & eleven days from New London to Valpariso. These are the smallest vessels that ever came, from United States to this part of the world.' "

The last entry in the notebook, obviously originally written by someone other than Meigs, reads: "Note—these smacks arrived at the mouth of the Mystic River early one fine morning in June 1833—all well." So ended a voyage that appears to have been carried out as casually as one might take a sail across Long Island Sound today. Reading between the lines, however, one gains some idea of the achievement in sailing two small vessels several thousand miles to the other side of the South American continent and back—an achievement perhaps impossible without the aid of Magellan.



Benjamin Franklin's map of the Gulf Stream as reproduced in the Transactions of the American Philosophical Society, 1786.

Oceanography – Its Development and Future

BY VINCENT T. MISCOSKI

Deputy Director, Nautical Chart Division
U.S. Naval Oceanographic Office

ALTHOUGH the word "oceanography" is less than a hundred years old, man has explored and studied the oceans scientifically since at least the eighteenth century. Captain James Cook's 1768-71 voyage in the *Endeavor* is considered by many as the first truly oceanographic expedition. Concerned primarily with the exploration of the Pacific, Cook made numerous oceanographic observations, including the first subsurface ocean temperatures. About the same time, Benjamin Franklin's ef-

forts to reduce packet time between Britain and the colonies produced what is perhaps the first American oceanographic work of any note—a depiction of the Gulf Stream on a nautical chart of the times—based on his own observations of surface temperatures and currents.

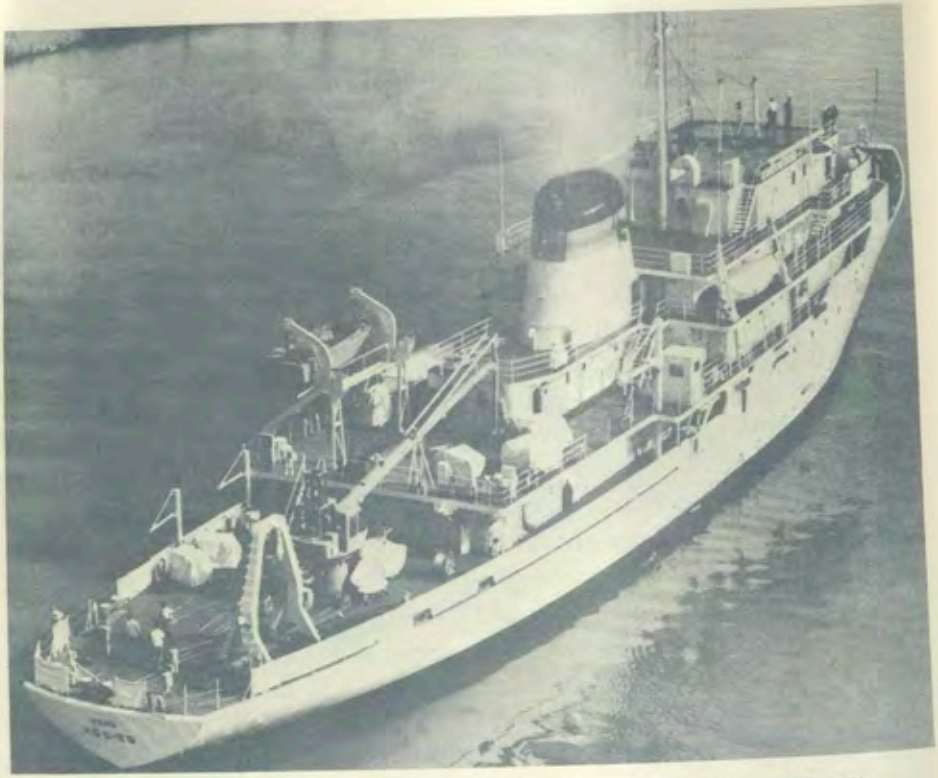
The first half of the nineteenth century brought expansion in ocean exploration and charting. Between 1831 and 1836 came the most significant British oceanographic expedition, that of Captain Robert Fitzroy in the *Beagle*. Aboard as naturalist was Charles Darwin. Largely through the publication of Darwin's *Journal of Researches* in 1839 and 1846, and his *On the Origin of Species by Means of Natural Selection* in 1859, the voyage of the *Beagle* resulted in an earth-shaking interest in biology, including marine biology. A second major British expedition was that of Captain James Clark Ross, who explored the Antarctic in the ships *Erebus* and *Terror* from 1839 to 1843, making numerous ocean observations and charts of hundreds of miles of previously unknown coastline.

The first national scientific expedition sent out by the United States was the United States Exploring Expedition, which sailed in 1838 for the Pacific Ocean and the South Seas. Under the dynamic leadership of Navy Lieutenant Charles Wilkes, an expert hydrographic surveyor and former officer-in-charge of the Navy Depot of Charts and Instruments, the Exploring Expedition was on the high seas for four years. Prompted to a great degree by the demands of the whaling and sealing industries, in which over seven hundred U. S. ships and seventy thousand people were engaged at the time, the expedition gathered so much data that nearly twenty years elapsed before most of it was made available to the world in printed narrative, atlas, and chart form.

Simultaneously with the return of the Exploring Expedition, Lt. Matthew Fontaine Maury was taking over as officer-in-charge of the U. S. Naval Observatory and Hydrographical Office (the former Depot of Charts and Instruments), a position he was to hold for nineteen years. Maury was the first man in history to devote his full time to the systematic collection, analysis, and application of oceanographic data. His wind and current charts revolutionized marine navigation and increased the profits of ship-owners by millions of dollars. His studies and in-



Lt. Matthew Fontaine Maury, USN



The U.S. Navy's newest oceanographic survey ship is the USNS Silas Bent *(AGS-26).*

vestigations of ocean depths, bottom sediments, and submarine topography —in support of the North Atlantic telegraph cable projects—brought him world acclaim. The emergence of oceanography as a science is considered by many to have begun in 1855 with publication of Maury's *Physical Geography of the Sea,* frequently referred to as the first textbook on oceanography.

The latter half of the nineteenth century saw a marked expansion of oceanographic research, especially in the field of marine biology. The subject was introduced into American universities with the founding of the Museum of Comparative Zoology at Harvard in 1859. Subsequently, fishery problems in the Gulf of Maine and on the Grand Banks led to the establishment of the U. S. Commission on Fish and Fisheries in 1871. The British Challenger Expedition, 1872-76, marked the first major deep-sea biological exploration. The latter part of the nineteenth century also saw the establishment of the first marine biological laboratories, both in the United States and abroad, and the development of new and improved oceanographic theories and measuring and sampling devices.

Realization of the importance of a knowledge of the seas led many nations to establish oceanographic institutions and to send out expeditions concerned with basic marine investigations. Outstanding cruises between 1880 and 1940 include those of the

American ships *Albatross, Blake, Carnegie,* and *Atlantis;* the British *Discovery* and *Discovery II;* the Danish *Dana;* the Dutch *Siboga* and *Willebrord Snellius;* the German *Deutschland* and *Meteor;* the Norwegian *Fram* and *Maud;* and the *Hirondelle* and *Princess Alice* of Monaco.

World War II gave impetus to physical and applied oceanography. In the United States, by agreement of the Joint Chiefs of Staff in 1943, the Navy Hydrographic Office (redesignated the Naval Oceanographic Office by Act of Congress in 1962) was established as the focal point for providing oceanographic data to the military services. Much valuable research, some highly classified, was accomplished for the Navy by various universities under contract in support of the war effort.

In the post-war period, the establishment of the Office of Naval Research in 1946 and the National Science Foundation in 1950 provided broad support to scientific institutions engaged in basic oceanographic research. The scientific study of the seas had come of age, with the introduction and development of improved instrumentation, specially designed or modified research ships, and expanded oceanographic programs at home and abroad.

By 1960, the study of the seas had created a common meeting-ground for scientists of all nations. With nearly sixty countries engaged in oceanographic research, international cooperation and collaboration had become essential; and a number of coordinating activities, both national and international, were born. Multinational undertakings, such as the International Indian Ocean Expedition, came into their own.

Today, it is generally agreed that despite the emphasis being placed on outer-space projects, it is the oceans —or "inner space"—on which man must sooner or later concentrate his energy. The need for men of science to "go down to the sea in ships" will become more and more critical as America and the rest of the nations finally grasp the full significance of the late President John F. Kennedy's statement on oceanography. For it was President Kennedy who said, "Knowledge of the oceans is more than a matter of mere curiosity. Our very survival may hinge upon it."

EDITOR'S NOTE: President Kennedy's statement was included in the message to Congress accompanying his National Oceanographic Program, March 29, 1961.

Illustrations furnished by U.S. Naval Oceanographic Office

BIBLIOGRAPHY

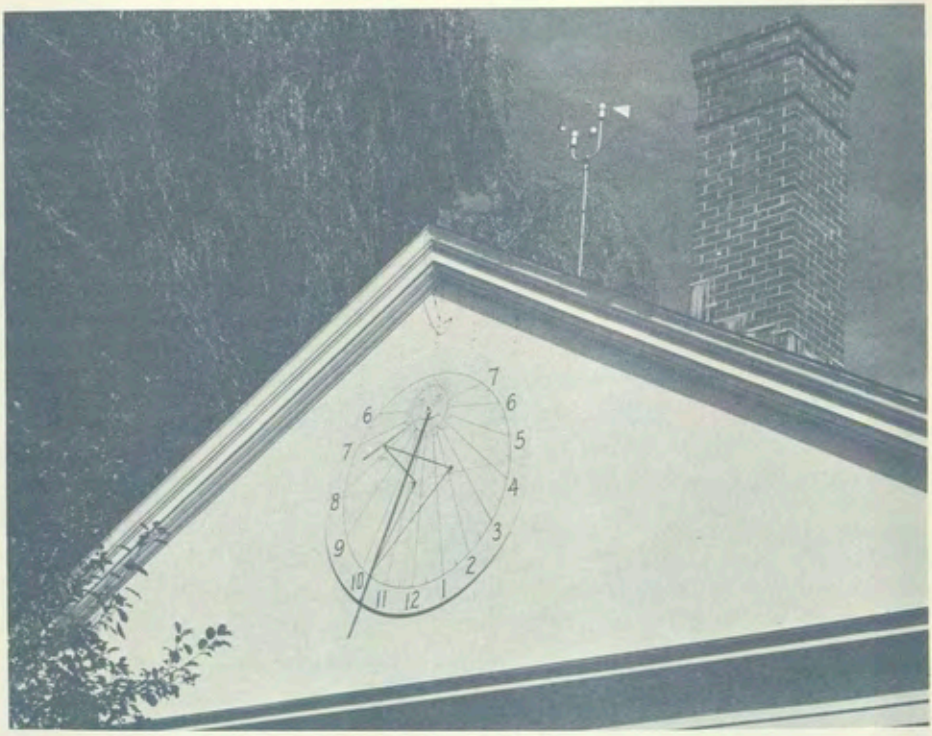
CAIDEN, MARTIN. *Hydrospace.* New York: E. P. Dutton, 1964.

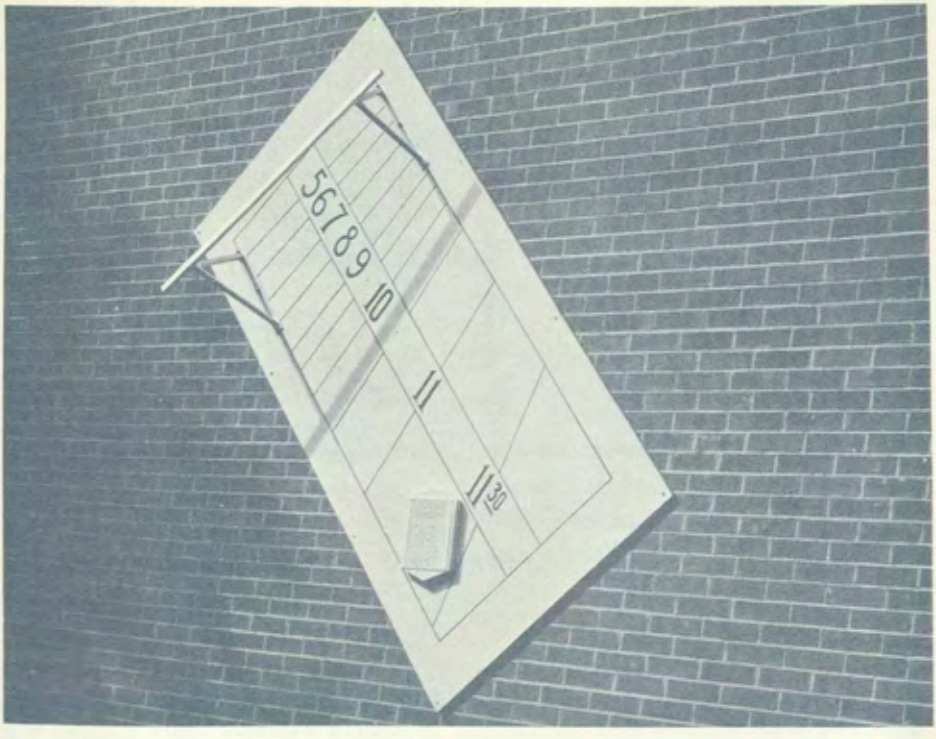
COWEN, ROBERT C. *Frontiers of the Sea.* New York: Doubleday & Co., 1960.

LONG, E. JOHN, Ed. *Ocean Sciences.* Annapolis, Maryland: U.S. Naval Institute, 1964.

SVERDRUP, HAROLD ULRIK, and others. *The Oceans; their physics, chemistry, and general biology.* New York, 1962.

WILLIAMS, FRANCES LEIGH. *Matthew Fontaine Maury, Scientist of the Sea.* New Brunswick, New Jersey: Rutgers University Press, 1963.


7
6
5
4
3
2
1
12
11
10
9
8
7
6


56789
10
11
12
30

Mystic Time until 1883

BY ALBERT E. WAUGH

Retired Provost, University of Connecticut

SUNDIALS are accurate timekeepers only if they are designed for a specific locality. The two sundials which ornament the exterior walls of the Planetarium building at Mystic Seaport were precisely located according to careful computations including not only the latitude, but also the orientation of the building itself. Both dials show local apparent time of the Seaport (sun time), rather than eastern standard time or daylight saving time, even though sundials can be designed to show either of these. Standard time did not come into use until the 1880's, nor daylight saving time until the First World War. Consequently, since Mystic Seaport is to depict things as they were in the mid-19th century, it was decided that the dials should show the kind of time which was actually used in Mystic until 1883. This decision has brought with it, to be sure, the disadvantage that Seaport visitors who compare the time shown on the dials with the time shown on their watches find more "error" in the dials than would otherwise be necessary.

The round dial, seven feet in diameter, high in the gable on the south wall, differs but slightly from conventional vertical south dials; but the unusual dial on the east wall is the subject of a good deal of interested comment. This wall faces 80° 50′ east of south, or so nearly due east that the sun's rays illuminate the dial only during the morning hours. In such a location, the hour lines on the wall become almost parallel lines. The gnomon which casts the shadow is nearly parallel with the wall of the building. Even slight inaccuracies in design or in the location of the gnomon would, under such circumstances, introduce substantial error; consequently, the gnomon was carefully and accurately engineered. While such dials do not present insurmountable problems of design, they do, nevertheless, require a degree of accuracy which makes them uncommon. Our visitors are likely to look far before they find another to match this unique morning dial.

EDITOR'S NOTE: Professor Waugh made the computations for the sundials; Edwin Pugsley, Marine Historical Association Trustee, engineered the gnomons from specifications supplied by Professor Waugh.

SUGGESTIONS FOR FURTHER READING

MAYALL, R. N. and MAYALL, M. L.. *Sundials: How to know, use, and make them.* Boston: Charles T. Branford Co., 1958.

EARLE, A. M.. *Sundials and Roses of Yesterday.* New York: Macmillan, 1922.

GATTY, MRS. ALFRED. *The Book of Sundials,* London: Bell, 1900.

"The Fastest Schooner Ever Built"

BY FRANCIS E. BOWKER
Master of the Brilliant

AMONG the possessions of most museums are a number of artifacts that are stored away out of sight, sometimes waiting for refurbishment, sometimes all but forgotten. There are faded pictures, broken models, duplicates of items on display, poorly made items, and those with broken or missing parts. Regardless of condition, however, articles set aside this way often furnish inspiration for considerable research.

When I first came to Mystic Seaport, seven years ago, I was very much taken with a beautiful half-model which reposed against the wall of a store-room. Said to have been made in Baltimore, it is of dark stained wood, carefully finished to hang proudly on somebody's wall. A card on the back of the mounting board states that this is the builder's model of the *Theresa,* built at the R. & J. Palmer Yard, Noank, in 1874. The card went on to say that the *Theresa* was a "Coffee Clipper" and was the "fastest schooner ever built." Whoever makes such a statement must expect a challenge. Such is the spark that lights the fires of research.

The first step in verifying a reputation for superiority is to ascertain vital statistics. The *Theresa* was built of oak and fastened with iron and copper. She was rigged as a three-masted schooner and, at the time of her launching, was listed as 267 gross tons, though this figure was at least twice revised. Her length was once recorded as 114 feet, once as 117 feet; but there is no discrepancy in records of her breadth and depth—27 feet and 10 feet respectively. Whatever her exact dimensions, the *Theresa* was built to the highest standards of the American Shipmasters' Association, which for twelve years rated the ship A-1, in red ink. "The fastest schooner ever built" received the highest rating the Association accorded to wooden vessels.

That the *Theresa* was an impressive craft is evident in newspaper reports at the time of her launching. On the second of October, 1874, the Mystic Press referred to her as "a first-class three-masted schooner"; later that month the same paper called her "a noble-looking vessel."

Half-model of the schooner Theresa



The Mystic paper indicated also that her owners, among them Brown & Seavey of Boston, intended the schooner for the Brazil trade. Registered in the name of B. J. Wenberg, managing owner and agent, and commanded by Captain John McQuinn, the *Theresa* set sail for Pará, a state in northern Brazil. That her first few years were spent exclusively in trade between New York and Pará would seem to discredit the idea that the ship was a coffee carrier: Pará is located near the Amazon River, far north of coffee-growing country. However, inasmuch as records do indicate that the *Theresa* was an unusually fast vessel, she may very well have carried cocoa, which *is* a product of Pará and which requires very rapid transportation.

Other products carried by the schooner are noted in one of her manifests located through the kindness of the New York Historical Society. *The Directory of Shipping in New York, Brooklyn and Jersey City,* dated April 17, 1880 lists a cargo as follows: "Para—Schr. *Theresa,* rubber 131 cases, skins 10 bbls, nuts 2034 pecks, Brown Brothers & Co.—Rubber 101 cases, Baring Brothers & co.—Annatto 120 baskets,[1] seeds 54 bdls, L. E. Ransom—Guarana 5 cases,[2] leaves 20 bdls, Dodge & Alcott—4 do, guarana 1 case, G. C. Cowl—Skins 33 bbls, _____ [undecipherable product] 36 plates, order." From this listing it can be assumed that the *Theresa*'s Pará trade was very much in the nature of general cargo.

The schooner was employed on the New York—Brazil circuit until the end of 1881. That the schooner made this run at phenomenal speeds is borne out by research in the *New York Maritime Register,* which records her sailing and arrival dates. From these dates can be calculated the length of each of nine outward and fifteen homeward passages made between 1875 and 1878. Outward, the *Theresa* averaged 25½ days, homeward 21½ days. Her shortest outward passage was 22 days and her longest 36 days. On the homeward run she must have flown, for there are passages of 15, 16, 17, 19, and 20 days to her credit. One passage of 36 days and another of 32 days hurt the average on this leg.

In 1882 and 1883, under new masters and registered now in the names of Brown & Seavey, the *Theresa* began making runs to Baracoa, Las Palmas, and Trinidad. Probably some of her cargoes on these voyages consisted of fruit, as that trade still demanded fast vessels. However, by 1892, after further changes in ownership and strain from years of hard driving, the *Theresa* had lost her high rating and drifted into the coasting trade. Coasting proved disastrous, since the vessel's sharp lines were not suited to the carriage of deckloads of lumber. On

1. *Annatto:* a dye made from pulp enveloping the seeds of the Bixa orellana plant. Used as a dye in silk and cotton and also in coloring butter and cheese. Was imported in prepared cakes or in the pods.
2. *Guarana:* a paste made from a climbing shrub. Used in an astringent drink for treatment of diarrhea and in a popular soft drink of Brazil. Has high caffeine content.

the night of July 3, 1892, carrying a cargo of lumber between Chatham, New Brunswick and New York, the *Theresa* capsized off the entrance to Halifax Harbor. The crew was lost, the ship's masts were broken, her bulwarks smashed, most of her sails lost, the deckload and the top of her cabin washed away.[3] Though she was towed into Halifax, her owners evidently abandoned her, for she was sold at auction by the Admiralty Court.

The "fastest schooner ever built," now a battered wreck, was purchased by a Captain James McDonald, of Pictou, Nova Scotia, in the fall of 1892. Captain McDonald repaired her and renamed her, *Annie*. However, the ship was again destined for trouble—again carrying lumber. In February of 1895, she loaded at Gold River, N. S., and set out for Havana. On February 18 she was struck by a fierce winter gale and began to leak badly. As the water rose in her hold, she lost stability, rolled over on her beam ends, and lay helpless in the sea, her crew clinging to life by lashing themselves to her rigging and rails. After seven days they were sighted by the German tank steamer *Gut Heil*, which lowered a boat under incredibly difficult conditions and, after a two-hour struggle against mountainous seas, managed to rescue all hands, though the life boat was lost.

So the fast little schooner *Theresa* was halted, finally, by the sea, despite the fact that she was a proud representative of the shipbuilding skill of R. & J. Palmer, G. L. Daboll, and the other Noank men who shaped and fastened her hull. Only a small craft compared to the great clippers, her trade was not the thrilling Cape Horn run; yet certainly the *Theresa* must have earned a name that stirred pride in the place of her birth and impressed the man who boldly insisted she was "the fastest schooner ever built."

He who would attempt to reconstruct the life of a ship finds himself involved in nearly as complicated a task as one who pieces together the biography of a person, for the lives of ships reach out to touch those of many people. A sailing vessel, in her wanderings, may leave the stories of her life in far corners of the world. Yet strangely enough, no photo or painting of the *Theresa* is known to the various museums or private collectors I have contacted. Any information leading to such a picture would be very much appreciated.

3. *New York Maritime Register*, July 13, 1892.

BIBLIOGRAPHY

American Shipmasters' Association. *Record of American and Foreign Shipping*. New York: A.S.A., 1876-1893.

Directory of Shipping in New York, Brooklyn and Jersey City &c. dated April 17, 1880. (Courtesy of the New York Historical Society.)

List of Merchant Vessels of the United States. Washington: Government Printing Office, 1877-1893.

The Mystic Press. October 2, 1874 and October 23, 1874.

The New York Maritime Register. 1874-1893.



Carl C. Cutler

1879-1966

CONCERNING the death of Carl C. Cutler on February 20, 1966, Waldo C. M. Johnston, Director, made the following statement:

> All of us at Mystic Seaport are profoundly saddened by the death of Carl C. Cutler.
>
> One of the original founders back in 1929, he watched over the destinies of The Marine Historical Association, set patterns that were to become the very fabric of the Seaport and the principles for which it stands.
>
> It was his energy and inspiration that over the years played a major role in bringing from a small beginning a living and vital institution known far and wide.
>
> Our colors are lowered in remembrance of a noble man.

Much has been written of the founding of The Marine Historical Association and of Mr. Cutler, the last survivor among the three founders whose vision, courage, and faith laid the cornerstone for this world-renowned institution, known as Mystic Seaport.

In the "early days" following the establishment of this Association, Mr. Cutler was the only "staff," but during the second decade two men were employed as assistants to aid him in the variety of work that the growing museum required. The memoirs of these two men, B. MacDonald Steers and Joseph Herman, are published here, not only as a tribute to Mr. Cutler, but also as an expression of the devotion of former employees and friends, and to give an insight into the character of a great man.

BY
B. MACDONALD STEERS:

It seems you have to start at the beginning. I wish it weren't so, but it is after all the best way. The bare biographical facts of his life have been given in the local and New York newspapers; and it is not my task to retell the story of Mystic Seaport, but there was so much of Carl Custer Cutler lost in the necessarily limited obituaries. So I have to sketch him in once again, before I tell of him as I like best to.

He came from a Massachusetts family which settled in Hingham in 1637. His grandmother was a member of the Thomas family of Braintree, an old shipbuilding clan. Her

father was a master carpenter in the building of the *Constitution.* Carl's own father, the Rev. Gilbert B. Cutler, went to sea at fourteen, later became Chaplain of the Boston Seaman's Friend Society. His uncle Roswell, perhaps his greatest inspiration, was "afloat most of the time from the age of thirteen until he was seventy-five," and was seldom ashore except for two years in the Union Army. Uncle Roswell used to write long letters from all the corners of the world, which delighted the seaminded nephew.

When Carl Cutler married Helen Grant Irving of West Mystic in 1913, he married into more seafaring tradition. Her father had been a Mystic shipbuilder.

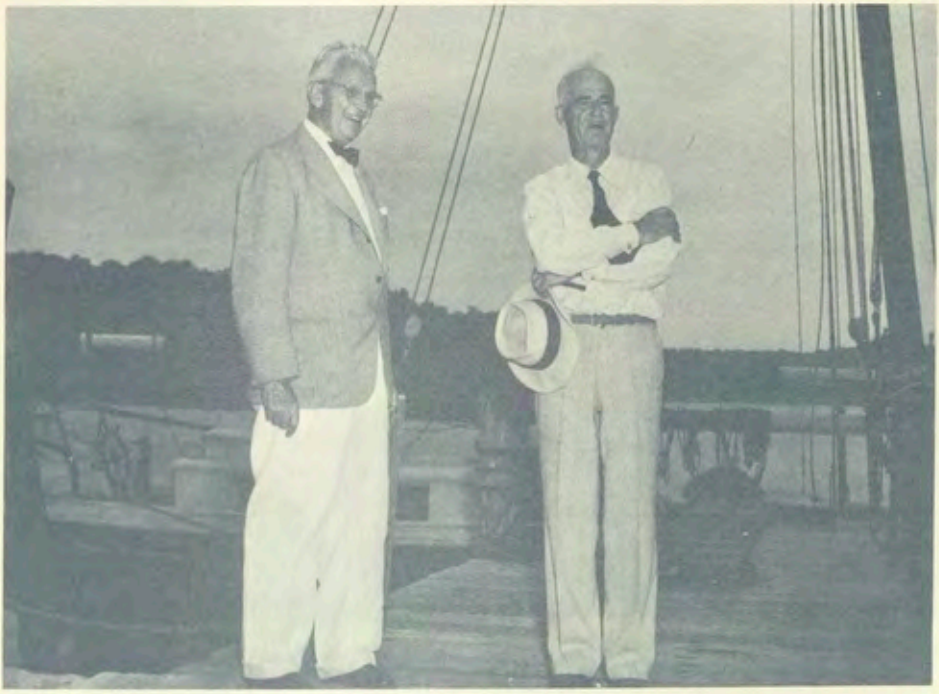
As a youth he sailed to New Zealand in 1898 in the barque *Alice,* Captain Joseph Swain; and spent another year aboard American and British vessels. At Brown University he spent his holidays working on coasting vessels, handling sail, rousting cargo. He graduated in 1903, went on to Columbia Law School. He practised briefly in New York and when his health broke, went off to Seattle and resumed. But soon he was in British Columbia with a big logging firm, where he built a roomish home of logs, deep in the woods.

When "Greyhounds of the Sea" made its bow in 1930, the author received the usual letters from fans, but Carl Cutler always said that the one he treasured most was written in pencil, on cheap block paper, in a faltering hand—obviously that of an old salt. It read "Dear sir, I have read your book 'Greyhounds of the Sea.' Ably wrote, manned and sailed."

That was the quality of Carl Cutler's life; and he respected ability and performance in others. His convictions were deep and strong, but there was the lighter side, too.

When he retired from Mystic Seaport in January, 1953, he had been besieged with requests for a reprinting of "Greyhounds" and in anticipation had purchased the plates from the publisher—63 photographs, 26 sets of ship lines and sail plans. These were his personal property but were stored at the museum in many boxes, labeled simply "plates." With the removal of his personal effects to his home, the heavy boxes of plates were carried to him in one of the museum trucks, manned by some huskies of the "bull gang," as we used to call it. Safely unloaded and stored at last, in the old Packer Homestead, one of the boys wiped his brow and breathed a sigh of relief. "Heaviest damn dishes I ever lifted," he said.

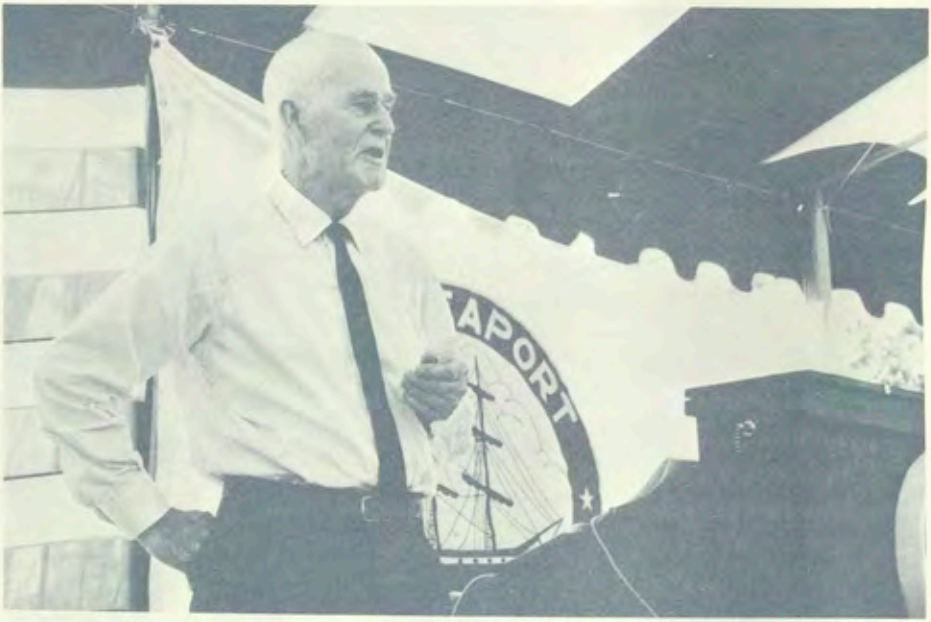
Such a comment delighted the Cutler sense of humor, and he told it to me with great relish. His Lincolnian wit more than once saved a tense situation. He always had a story to illustrate his point. At the age of eighty-seven, the summer before he died, a few of his old-time friends gave him a surprise birthday dinner, and when he rose to a toast he commented that it might not have happened had his tongue not slipped but a few days before when he told Dr. Charles David in the museum library that his eighty-seventh birthday was



With Philip R. Mallory, then President of the Association, August 3, 1951

approaching. He said he felt like the fellow who mounted the gallows and when asked if he had any last words to say, said "This ought to be a lesson to me." Towards the last we wanted him to get a hearing aid. "I hear all I want to hear," he said.

I came to him in 1942 and it was, perhaps, the best of all possible times to get to know such a man. Our work and relationships were intimate. Together we had to do all that was done, except for the planning and administrative sessions of the officers and trustees. Together we cut grass, shoveled our own coal, tended the furnace and even carried out our own ashes. Together we painted and dug and sometimes scrubbed. Once we shoveled eighty tons of salt into the *Morgan*'s blubber deck and hand-fed it into the hold and the area between her outer hull and ceiling—forty tons for him, forty tons for me. He did not shrink from the hardest kind of manual labor and was proud and satisfied to do it. But it was he, alone, in those days who had to do the more technical chores, such as splicing rigging, unfouling lines on the ship, etc. It was envy of him, and shame of myself, which helped me to overcome my fear of heights. He could climb to the very tip of the topmast; and the proudest day of my life was when I, in the division of chores, painted the main yard of the ship. His industry was infectious. Joe Herman's coming to the museum shortly saved me from any advanced schooling in this line. He could also feed and fatten a Georgia pig, sent



Mr. Cutler was the principal speaker at the Association Annual Meeting, July 21, 1961.

to him by his brother, and slaughter and scald and scrape it of hair.

Few men of his day were so deeply imbued with the American ideal. He had an old-fashioned belief in the dignity of honest toil, in integrity of workmanship and a decent wage for both, without all the fancy fringe benefits that are so popular today. He was unalterably opposed to paternalism in government.

He possessed a wide and often startling erudition—a method of making brick and the first historical intimations of the fluorescent light were items which he had come across in his omnivorous reading, and retained.

When he visited me at my farm, along with Joe Herman a few years ago, I was astonished at his ready knowledge and recognition of trees. I first heard of hackmatack from him. He showed me young hickory sprouts which, alas, would never grow to maturity.

I like to think of him in those days of Mrs. Harkness' first gift of an acre and a half of old mill property. He must have looked with satisfaction over that expanse of matted grass, rubble, and tall weeds. Through it threaded the faint paths of wild things and he would have been the most benevolent of landlords, for he loved the things of the woods and field as he loved the things of the sea.

But his real love was of books, first, last and always. This enduring affection for the printed page lasted to his last day. He could not resist giving to some earnest (and flattered) young college boy any amount of his time and what he wanted of our very few and, in those days, precious,

museum publications. So he planted the seed. He read old newspapers for full days at a time, transcribing bits of shipping information, records of captains, ships and runs onto file cards, which were kept in an old high-boy. At home he read Scott and Dickens for relaxation.

He had his gentle humor, but he could be heated about those things that really mattered to him. As if it were an affair of the moment, he would spring to the defense of the *Andrew Jackson* (Mystic built) as against the *Flying Cloud* in the much disputed record for the best eighty-nine days' run from New York to San Francisco.

He planted the seed in the younger generation, without effort, merely by example; and I can recall the names of many of them who, because of him, wanted more than anything else, to work for his museum, and did. Some of them are there now and give to it a depth and quality that it might have lost, except for him.

One of his secretaries once said of him: "One of the sweetest men I ever knew; a privilege to work for him."

I subscribe to that.

BY
JOSEPH HERMAN:

I first met Mr. Carl Cutler in 1941, when he approached me concerning part-time work at the Mystic Seaport. I accepted and worked part time until October 1, 1945, at which time he came to my house and asked if I would work full time for the Museum.

I accepted and my family and I moved into what is now the Clock Shop. I was hired as a utility man assuming the responsibility of maintenance of the grounds, buildings, and the *Charles W. Morgan*. This gave Mr. Cutler and Mr. MacDonald Steers more time for their other work.

My first big task was working with Mr. Cutler on removing the mast from the *Morgan*. Mr. Cutler said to me, "Joe, you watch me," and he, then at age 66, proceeded to climb the rigging of the mizzen mast and showed me what to do. With Mr. Cutler aloft, and Mr. Steers and myself on deck, we removed the top gallant and mizzen royal masts. Afterwards, Mr. Cutler said, "Joe, it's all yours."

It wasn't unusual for me to be working in the rigging with the mast swaying in the wind to look below and see Mr. Cutler's head show above the tops as he came climbing up.

I can remember one time when Mr. Cutler disapproved of something I had done and asked me into his office. He reprimanded me quite thoroughly, and when finished he said, "That's all, now go back to work," in a quiet voice as if nothing had ever happened.

There are so many good things I could say about Mr. Cutler that they would fill a large book. I can sum it all up by saying that he was a very just and fair man.

EDITOR'S NOTE: B. MacDonald Steers was the first Editor of The LOG and continued this responsibility until his retirement on April 1, 1960.

Joseph Herman has continued on the staff since 1945; he is now Chief Supervisor—Operations.

The Ship Register Room and its needs

ONE of the most valuable assets of The Marine Historical Association is its collection of ship registers. Prominently located on the main floor of the new Library, the Ship Register Room has quickly become the most heavily frequented area in the building. With the aid of nearly a thousand volumes ranged about them, visitors stand an excellent chance of tracking down most American vessels and many of foreign registry. With patience and perseverance, ownership can be established, masters identified, exact tonnage and measurements found, home ports located—myriads of details accumulated to give form and substance to what was once merely the name of a ship. In this issue of The LOG, Captain Francis E. Bowker effectively demonstrates the value of the ship register collection: his search for information about the *Theresa* began with only a name and claim on a half-model.

Since the days when the late Carl C. Cutler was first Curator, this remarkable collection has been slowly but carefully assembled. Here stands Lloyd's great universal *Register of Shipping,* almost complete from 1764 to the present. *Merchant Vessels of the United States* lacks but few volumes between 1871 and the present. Rich in shipping news, newspapers such as the *New York Maritime Register,* 1869-1948, and the *Whalemen's Shipping List* are available, as are manuscript copies of registers and enrollments and licenses of ships from the Customs Districts of Connecticut.

Through the generous support of Marine Historical Association members and Trustees, this valuable collection continues to grow steadily. However, still missing are some volumes which, because of prohibitive microfilm costs, must be obtained in the original. In filling out the ship register collection, we are calling for the help of members of the Association. Should anyone have information as to the whereabouts of volumes from the following three series, we should indeed be grateful for details:

American Shipmasters' Association, *Record of American and Foreign Shipping,* 1871-1890.

Bureau Veritas, *International Register of Shipping,* 1828 to the present.

Lloyd's Register of English Yachts, 1939 to the present.

EDUCATION NOTES

THE twelfth annual session of Munson Institute is approached with keen anticipation. After years in the basement of the Aloha Meeting House, last year's first session in the Munson Room of the new Library was a joy, while the steadily increasing numbers of books and manuscripts promise richer opportunities for study.

Dr. John H. Kemble from Pomona College, Claremont, California, who is usually on the Munson teaching staff for the entire session, will be away on a trip to Australia and New Zealand this summer. His responsibilities have been taken over by Dr. Benjamin W. Labaree, Dean of Williams College, for the first three weeks, and Dr. John C. Perry of Connecticut College, for the last half of the session.

As in the past, the Institute will be host to prominent guest lecturers in the field of maritime history. Members of The Marine Historical Association and the public will have opportunity to hear these guest lecturers at occasional evening lectures during the Munson Institute session beginning June 27 and closing the first week in August. The schedule for the evening lectures will be available at the reception desk in the Library.

Of particular interest, too, is the effort now under way to establish a fund for the publication of papers originating in the Munson courses. These works, even in their manuscript state, have proven valuable as reference sources in the Library, and although editions will be limited, they will be made available to a wider public.

Members or friends interested in the Institute would be well-advised to apply early for the 1966 Session, June 27 through August 5, as the enrollment is rigidly restricted to 18 students. A brochure containing detailed information concerning requirements for admission is available by writing to the Office of the Director, Munson Institute, Mystic Seaport.

ROBERT G. ALBION

Education Notes continued on p. 58

MYSTIC 100 YEARS AGO

EXTRAORDINARY PASSAGE TO SAN FRANCISCO.

THE new clipper ship *Seminole,* noticed in our columns at the time of her loading as being one of the finest ships ever built in the United States, and expected to be very fast, arrived on the 10th inst. at San Francisco in ninety-six days from New York—the shortest passage between the two ports in over five years. Mystic, Conn., where the *Seminole* was built, has produced a great many fine ships, among which are the *Andrew Jackson, Twilight, Prima Donna, Favorita, Cremorne, Haze,* and *David Crockett.*

The above compliment to Mystic built vessels we copy from the New York Herald of March 15th. The *Seminole* was built by Messrs. Maxson, Fish & Co., and this was her first voyage. She is commanded by Capt. J. Warren Holmes, of this place.

—*The Mystic Pioneer,* March 17, 1866

LARGE FLEET OF VESSELS.

A GENTLEMAN of this place counted *one hundred and fifty vessels* all in sight at the same time last Tuesday afternoon, between Watch Hill and Fishers Island, bound westward. This we believe is the largest number ever counted that have been in sight of this place at one time. A large portion of them were schooners.

—*The Mystic Pioneer,* March 24, 1866

MYSTIC SEAPORT 25 YEARS AGO

TOTAL membership on June 28, 1941, was 228. (Twenty-five years later membership exceeds 10,500.)

The following, Directors in 1941, are still active Trustees: J. Burr Bartram, Harold H. Kynett, Clifford D. Mallory, Jr., Margaret Mallory, Philip R. Mallory, Francis Day Rogers, Alfred Stanford, Henry C. Taylor.

STAFF NOTES

• Edouard A. Stackpole, Curator at Mystic Seaport since January, 1953, has resigned, and announcement of his leaving the Seaport is recorded here with regret. He has returned to Nantucket, where he is now making his home, continuing his research and writing, and has accepted responsibilities as Executive Director of the Nantucket Chamber of Commerce. All of Mr. Stackpole's many friends are wishing him well in these endeavors.

In Mr. Stackpole's absence, John F. Leavitt, who has been Assistant to the Curator for Research, will assume the responsibilities as Acting Curator. He will also replace Mr. Stackpole on The LOG Editorial Board.

Mr. Leavitt's drawings and writings have been published in The LOG, and during March, 1966, many of his paintings and drawings were presented in a special exhibition here at the G. W. Blunt White Library. He joined the staff in 1960, coming to Mystic from Marblehead, Massachusetts. He is well known in maritime circles, and is an honorary curator of the Peabody Museum, Salem, Massachusetts.



• On May 2 Mrs. Millicent D. Van Deusen joined the Library staff as Assistant Librarian—Cataloguing. During the summer of 1965 she was a volunteer in the Library, and in September she left the area for a world cruise. From 1963-1965, Mrs. Van Deusen was Library Coordinator for the Groton Public Schools. Her home is in Norwich, Connecticut, and she is the sister of Harold Disco, Assistant to the Managing Director at Mystic Seaport.



• John B. Briley, who attended Munson Institute during 1965, will also join the Library staff this spring, following completion of work for an advanced degree in American History at the University of Connecticut. He will be an Assistant Librarian—Reference and Circulation. He is a graduate of Harvard and served in the U. S. Navy for five years with rank of Lieutenant.



• Clifford Phelps, a member of the Seaport staff for more than a decade, and a man of many talents and interests has for several years been collecting "gem stones" and minerals. Although he has been collecting only "about five years" the collection represents scattered areas around the world. He holds six blue ribbons from as many country fairs where he has displayed his collection.



• Bringing with him half a century of printing experience, Mr. G. Rea Potter, formerly of Massachusetts, has joined the staff as Activist at the Mystic Press. Not too long ago, Mr. Potter donated to the Marine Historical Association collection a number of etching tools and other antique printing items he had accumulated through the years. Surely he should feel right at home in his new position, and we rejoice at the quirk of fate which brings him to us.



• Waldo C. M. Johnston has recently appointed Dr. Robert G. Albion Director of the Munson Institute. Dr. Albion has headed the faculty of the Institute since its beginning in 1955. Robert L. Damm, Director of Education, has been designated Assistant Director of the Institute.

YACHT PROFILE

"*Delight*"

"The Cruising Club's Blue Water Medal for 1965 is awarded to Wright Britton, a member of the Club. As is well known it may be awarded annually in the discretion of the Board of Governors for the year's most meritorious example of seamanship among the amateurs of all nations. We live in an age when many men make worthy voyages in small sailing vessels each year but in 1965, Wright Britton's cruise to Greenland aboard his yawl *Delight*, with his wife Patricia as sole crew, is outstanding among them.

"*Delight* is a 39-foot yawl built in 1957 from designs of Sparkman & Stephens. Since then, Britton has raced her to Bermuda three times and across the Atlantic to Sweden in 1960. For the past three summers he and his wife have cruised aboard her to Newfoundland and Labrador. In 1964 they considered crossing the Labrador Sea and Davis Strait to Greenland, but ice conditions were so bad on the western coastlines that it was unfeasible.

"In 1965 the Brittons departed from City Island in June and proceeded to Woods Hole Oceanographic Institute on Cape Cod. Here they loaded gear for obtaining plankton specimens, a service they performed for the great Institution during their voyage. Thence they sailed to Battle Harbor, Labrador, by way of Halifax, Baddeck, and harbors on the west coast of Newfoundland. In 1965 ice conditions were good on the Labrador coast but the worst in years off West Greenland, of which the Brittons were not aware. On July 28, they departed for Godthab about 800 miles to the northward. They were 13 days enroute and experienced weather that ranged from fairly good to very poor. When only 75 miles from Godthab, a southwest gale, Force 9, with fog and rain forced them to heave to among icebergs and growlers.



Photograph by Morris Rosenfeld

They lay thus for four days during which they were swept north 250 miles, well above the arctic circle. When it cleared enough to get underway amidst the encircling ice they worked south along the mountainous but magnificent snow covered Greenland coast which is devoid of navigational aids. It was a case of identifying mountain peaks, often obscured by low clouds, with their problems further complicated by heavy ice and uncharted ledges.

"The *Delight* lay in Godthab for a week when an 80-mile gale blew outside. . . . On August 17, they departed for Newfoundland on a 16-day return voyage, even tougher than the preceding one. The first two days were nightmarish with dense fog and numerous bergs and growlers. Four gales, Force 8 and 9, followed three of which were southerly and forced the Brittons to heave to. On account of the ice however, one of them always had to be on deck. . . .

"They finally reached St. Anthony, Newfoundland, on September 1, where the engine conked out. This failure forced

continued on p. 58



VARIABLE WINDS

• The weathervane, introduced in this issue as an illustration for the head of this column, is on the tower of our Library. Space may one day permit greater description of this instrument and others to be seen on several of the buildings here. This one was a gift of one of our members and was originally, and for many years, on a mill building in nearby Rhode Island.

• Since the opening of the Membership Building, March 1, 1965, until December 31, 3,130 members have signed the Guest Register in that building.

• An order has been placed with John W. Durant, New Bedford sailmaker, for another sail for the *Charles W. Morgan.* In the January issue of The LOG, in the story of the *Morgan,* it was reported that she then possessed four sails and seven more were "hoped for." Trustee Constantine Christatos is providing the jib. It will be a memorial to his father, a Greek sailor who came ashore several decades ago in New York City, where he launched a successful career.

The other six sails are still on the "hoped for" list.

• One of our staff attending a conference in Montreal this winter was wearing an identifying badge with her name and Mystic, Connecticut. Greeted happily by a hostess in a restaurant, she had to explain in answer to the hostess' question: "Are you a 'mystic' from Connecticut?" that she was not a spiritualist but represented a museum in Mystic, a village in Connecticut. (And needless to say, there followed considerably more "word-of-mouth" publicity and a cordial invitation to visit Mystic!)

• Work has begun on a Mystic Seaport Official Guide Book, and by the time the roses bloom in Mystic, copies should be in stock in the Seaport Store. The cover will be a color reproduction of a John F. Leavitt watercolor of the Gloucester fishing schooner *L. A. Dunton,* and his sketches of buildings and ships will illustrate the body of the 64-page book. A new map of the grounds will be bound in it. Every visitor will want one of these souvenirs of his day at Mystic Seaport and surely members too distant to come here this year will want one sent. Please be patient—for we're just *starting* on this publishing venture—but we hope in the next issue to be able to tell you they may then be ordered by mail, if you wish. (We couldn't wait to tell you what we're doing!)

• Lehigh University, founded in 1865 at Bethlehem, Pennsylvania, began through the philanthropy of Asa Packer who was born in Mystic in 1805. He gave the university many acres of land and a half million dollars as his initial gift (the largest single sum given to an educational institution in the United States up to that time). Later bequests of about $3,000,000 were directed to Lehigh from his estate.

• Activation will begin in all ships and buildings on April 30 and will continue through October 31. A training program for all returning hosts, hostesses, and craftsmen is planned for early in April. Other staff personnel who greet visitors will also participate in the training sessions. The Rigging Loft and Plymouth Cordage Co. Ropewalk will have atten-

dants on duty for the first time this season. Although actual demonstrations through routine rigging assignments will be described in the Rigging Loft, the Ropewalk attendant, because the exhibit is static, will present the story of rope-making and answer those questions inspired by the visitor as he views the bales of hemp, the vast array of machinery, and the coils of finished line.

• A recent gift has enabled the G. W. Blunt White Library to acquire microfilm copies of several important series of documents from the National Archives. Among the 329 rolls of film so acquired are 27 Hydrographic Office rolls of records relating to the Charles Wilkes exploring expedition 1836-42, discussed in Vincent Miscoski's article on Oceanography which begins on page 36 of this issue of The LOG.



• A friendly greeter will be sadly missed at the Seaport—unless he reappears! A tame crow, known throughout the grounds as "Charlie," had been for months escorting school groups through the Seaport, and was more than willing to pose for "candid" photographs. But one day Charlie was missing, and the word passed that he had gone to his ancestors—others suspect that he might just have taken a respite to do some "crowing" and would return to his duties at the Seaport. He would be more than welcome if he would return.

• Special Notice to Yachtsmen planning to visit the Seaport this season: Reservations in advance of your visit are important! For your comfort, safety, and peace of mind, telephone the Harbormaster, Area Code 203, 536-2631, to make your advance reservation.

Members of the Association are not charged for one overnight. A minimum overnight charge of $3.00 for non-members has been instituted for this season, and is applicable to boats up to 40 feet overall.

• For skippers and crews in the Bermuda Race, a preview of evening and morning stars will be shown at the Seaport Planetarium on Saturday, June 4 at 1800 hours, EDT. A repeat of this special program will be on Sunday, June 12 at 1800 hours, EDT. Further information will be mailed to all Bermuda Race entrants.

• SYMPHONY AT THE SEAPORT will *not* be scheduled in 1966.

• Admiral Donald B. MacMillan was the subject of the lead article in the February *Reader's Digest.* Rutherford Platt, who once sailed with the MacMillans on *Bowdoin,* recounted experiences with the "Most Unforgettable Character." *Bowdoin* at Mystic Seaport is also noted in the story.

• Accessions by gift to the G. W. Blunt White Library vary in age as well as content. Four gifts recently added to the collections are over 200 years old:

Hoste, P. Paul. *L'Art des Armees Navales . . .* Paris, 1727.

Harris, Joseph. *A treatise of Navigation . . .* London, 1730.

Bond, Henry. *The Boat-Swain's Art . . .* Dublin, 1726.

A Report of His Majesty's Committee . . . Timber. London, 1730.

• Lines of the half-model of the *Theresa* (see Captain Bowker's story beginning on page 42) are available from the Curatorial Department for a minimal fee. These lines were taken off by Edson I. Schock of Kingston, Rhode Island. Inquiries should be addressed to Mystic Seaport.

LETTERS

Dear Mr. Leavitt:

I enjoyed your Rigors of Sea Travel in The LOG as it has always been a wonderment to me as to how the old clippers were fitted up for passengers. My wife's great grandfather, Prof. Benjamin Silliman made a trip I think before 1820 to England, to buy scientific apparatus for the new Yale science school, later Sheffield Scientific School, and in his account of the trip, he mentions that it was very rough for a time and the passengers had to eat on the floor with all the food also on the floor. The ship would fall in a wave and the passengers and food would all slide to leeward, then have to unscramble themselves from the food, and start over. Prof. Silliman made another trip, I think in the late '60s or early '70s and was astonished at the palatial fittings of the ship—a steamer by that time—and remarked on the lavish use of mirrors in the passageways. He unfortunately omits any of the interesting details of travel.

My own great grandfather as soon as he was married put Horace Greeley's advice—Go West, young man—to the test and he and his bride and their goods and chattels went to Buffalo shortly after the Erie canal was opened. They went on a "fast packet" and it took 10 days, Albany to Buffalo, which I figure means about 1½ miles per hour. . . .

EDWIN PUGSLEY

Editor—The LOG

As always, we find your publication full of interesting stories. Of particular interest to us in your January 1966 issue was the article entitled "Rigors of Sea Travel" by John F. Leavitt.

We would very much like to reprint this article in our publication *Seaports and the Transport World*. If you would be so kind as to grant us this permission, . . .

BRIAN GALLERY
President
Gallery Publications Limited
Montreal, Canada

To the Editor:

I understand that this year is the 125th birthday of the *Charles W. Morgan*. Perhaps there are quite a few members of the Historical Association who do not realize that our famous whaler is in dire need of extensive repairs to her hull and superstructure.

We all know that you at Mystic have been doing your best to preserve the *Morgan*. More help is needed, however, and needed soon if you are to arrest the rot spreading through our famous ship.

I would like to suggest that any members and friends who can spare a dollar, five, ten or more send it *today* to the Association with a note that the monies are for the preservation of the *Morgan*. What could be a more fitting birthday present!

My major concern is that no one will delay—the time is getting very late.

DOUGLASS C. FONDA, JR.

EDITOR'S NOTE: We felt Mr. Fonda's letter (received, incidentally, after the Director's Spring message had been written) should be brought to the attention of every member. We consider the thoughts expressed in it of utmost importance. We would add some local thinking on this subject: members who care to do so might conduct a campaign in their own communities or initiate a *Morgan* fund among their friends. Such work on behalf of the Seaport would be of tremendous value. Members who raise $100.00 or more in this fashion will be presented one of the original spikes from the whaleship.

Dear Mr. Johnston:

According to No. 1 Vol. 18 of The LOG this year marks the observance of a series of anniversaries in the history of the

Charles W. Morgan. Accordingly I feel that I should celebrate the 50th anniversary of my discovery of the historic old ship by sending you an account of my interesting adventure.

It came about during my first visit to Cape Cod in 1916. Determined to locate a "square-rigger" if possible I drove to New Bedford and after being assured at the local drugstore that there were none left I spied some lofty spars and yards peering over some house-tops and I took off in that direction. I was amply rewarded by being welcomed aboard the whaleship *Morgan* by Capt. Cleveland.

I quote from my diary: "New Bedford, August 14, 1916. Went aboard the *Charles W. Morgan.* Found owner Capt. Cleveland and had a great time. He is fitting out for a year's cruise to the Indian Ocean for Sea Elephants." Capt. Cleveland was most courteous showing me all over the ship, explaining the try-works, his berth mounted on gimbals and especially the steering gear completely exposed, a model of simplicity making for easy repair or renewal. Had I realized the historical importance of my visit at the time the notes in my diary would have filled pages.

I enclose one print each of three pictures which I took at the time. I undoubtedly could find the negatives in case you would be interested in enlargements. I also enclose charred newspaper clippings with accounts of the Captain's departure and return.

Hoping that these items may be of interest to the Association, I am with best wishes,

E. Austin Barnes
Syracuse, New York

EDITOR'S NOTE: The "charred clippings," one from the New Bedford Sunday Standard, September 3, 1916, and the other clipped without source or date, but issued on the *Morgan's* return 14 months later, proved to be of earlier dates than any news clippings concerning the *Morgan* in the Association archives. Sincere appreciation to Mr. Barnes, for these and the pictures are valuable additions to our records.

Dear Mr. Johnston:

I read with much interest the article in the January issue of The LOG on the *Charles W. Morgan.* I noted on page 20 that the Association is hoping to have seven more sails for the ship. I would be interested in making a contribution for a certain sail. Would you be willing to give me some idea of the cost of the various sails so I could make a selection? However, I do prefer to be an anonymous donor.

Name withheld

Dear Mr. Johnston:

The latest issue of The LOG brings an interesting article, *With Perry in Japan* by Edouard A. Stackpole, with the information that you have a complete set of the lithographs of the Perry Expedition's negotiations with the Japanese, and that they have been restored in the Fogg. I should like to obtain a set of glossy photos of these lithographs . . .

The article on Silas Talbot also is good. Perry's father Christopher Raymond Perry, C.O. of the U.S.S. *General Greene,* was under him on the Haitian station in the War with France. You may wish to note that the decoration on Talbot's uniform is the eagle of the Society of the Cincinnati.

S. E. Morison
Rear Admiral, USNR (Ret.)
Cambridge, Massachusetts

Dear Mr. Johnston:

I was interested to note the reference to the two *Talbots* in The LOG for January on page 7, and thought you would like to know that there was another *Talbot* in the U.S. Navy, which was a small Torpedo Boat—100′ x 12′6 x 3′3, 46 Tons —built by Herreshoff at Bristol. She was commissioned April 4, 1898, just in time for the Spanish American War. Going down the Inland Waterway as far as Ocracoke Inlet, she arrived at Key West about the middle of July and was sent on

continued on p. 58

LETTERS

continued from p. 57

patrol duty off the north coast of Cuba. Later named *Berceau* she was used for ferry service at Indian Head for many years and was not finally stricken from the Navy Register until July, 1944. 46 years of Naval Service must be close to a record, particularly for a little ship with a first cost of only $39,000.

However, according to Navy Department records, this *Talbot* was named for Lt. John Gunnell Talbot, an officer of the U.S.S. *Saginaw* when she was wrecked on Ocean Island in 1870. With four men, he volunteered to go for help to Honolulu, 1500 miles, in an open boat, and was lost with three of the men when they arrived at Kaui Island after a month's voyage; the survivor got ashore and help was then sent to the *Saginaw*. Presumably the later *Talbots* were named for Lt. Talbot as well as Captain Silas Talbot, as occasionally happened.

WALTER C. HADLEY
West Redding, Connecticut

The following excerpts are from letters received by Mr. Johnston and concern the new format of The LOG.

Hamden, Connecticut

"As a member of Mystic Seaport I desire to express to you the pleasure I have derived from reading The LOG of January 1966, of which every page and all illustrations are exceedingly interesting. Many thanks and hearty congratulations."

New York, New York

"As a member of about ten years I want to congratulate you on this last LOG. It is the best I've ever seen. This new format had more interesting historical articles than I remember in any previous issues . . ."

This is a paragraph in a letter from Carl C. Cutler, secretary of The Marine Historical Association to Dr. Walter Muir Whitehill of Peabody Museum, August 6, 1941:

"Since no story is the worse for an element of coincidence, it is interesting to note that Mystic's first and, at that time, only whaleship, the *Hydaspe,* was sold to New Bedford in 1826. One of her Mystic owners who joined in the sale was Charles Mallory whose share in the *Hydaspe* represented his first investment. That New Bedford's last whaleship [*Charles W. Morgan*] is coming to Mystic is due primarily to the interest of Philip R. Mallory, president of the Marine Historical Association, Inc., and a great-grandson of that same Charles Mallory who sold his first ship to New Bedford one hundred and fifteen years ago."

EDUCATION NOTES

continued from p. 51

An adult astronomy course offered by the Seaport Planetarium began in January, with thirty-six enrollees participating in two different classes each week. The course, which lasts for twenty weeks, is being conducted by Planetarium Director Emeritus, Frederic W. Keator, and Director of the Planetarium, Donald L. Treworgy.

YACHT PROFILE

continued from p. 53

them to beat to windward through the Straits of Belle Isle and proceed under sail alone to Baddeck for repairs. Subsequently the first snowfalls of the cruise were encountered while crossing the Gulf of Maine. In early October *Delight* completed her great voyage at City Island.

"Brief as this recording has to be it is obvious to any experienced sailor what magnificent seamanship Wright and Pat Britton displayed alone together in arctic waters in the summer of 1965 . . . *Delight* takes a proud place among the other yachts whose skippers have been awarded the Blue Water Medal."

JOHN PARKINSON, JR.

Wright Britton, a member of this Association, is on the faculty at Wagner College, Staten Island, and attended the Munson Institute in the summer of 1955. He was awarded the Blue Water Medal by the Cruising Club of America recently, with the citation quoted above.

THINGS WE NEED

that you may no longer have use for,
and would donate for continued service
at Mystic Seaport

WOODCARVER'S TOOLS AND GAUGES

DOWELLING JIG

BINOCULARS
7 x 50, with case, for schooner *Brilliant*

MOVIE PROJECTOR
Recent model, Bell and Howell or Kodak 16mm.
portable sound movie projector to replace one
no longer serviceable.

SEWING MACHINE
with regular and zig-zag stitch
to finish handwoven materials in the Weave Shop.

ELECTRIC CHIPPING HAMMER

SPINET PIANO

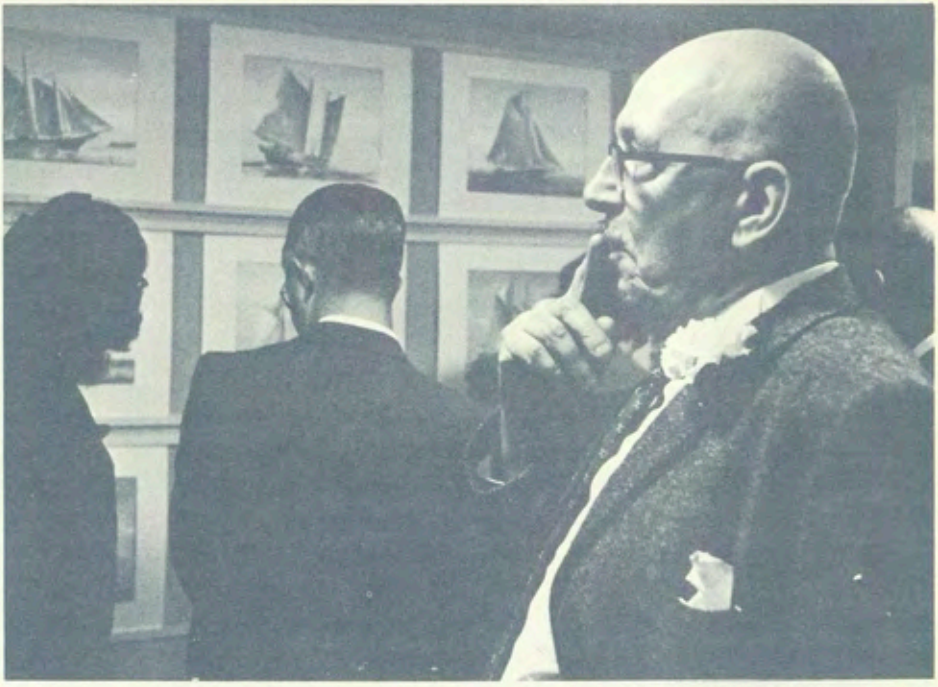
ELECTRIC ADDING MACHINE
AND ELECTRIC OR MANUAL TYPEWRITERS
recent and useable.

OFFICE FURNITURE
wood or metal desks, tables, stands for typewriters,
metal filing cabinets—letter and legal sizes,
and chairs.

DRAFTING TABLE
for use in the map and chart room,
approximately 42″ long and 30-36″ wide.

Offers and descriptions should be forwarded
to the attention of the Managing Director.

RECENT EVENT AT MYSTIC SEAPORT



Photograph by New London DAY

JOHN F. LEAVITT greeted well over 150 guests who were invited to the opening of an exhibit of his watercolors and drawings of ships. The opening was on February 28, and the special exhibit ran throughout the month of March.

Several of the paintings shown are in the Association's collection and are on permanent exhibit at Mystic Seaport. Others were on loan for the month-long exhibit in G. W. Blunt White Library. (More than thirty of the watercolors were borrowed from Peabody Museum in Salem, Massachusetts, and represent a chronology in the development of coasting schooners.)

The Leavitt exhibit is the first of several shows that will be planned for short periods primarily during off-season months. The popularity of this exhibit, viewed by several hundred visitors, indicates such profound interest, that features of this nature will become special projects in the plan for the future.

As indicated in the description of the cover drawing for this issue of The LOG, the *Grand Turk* was the keynote symbol for the Leavitt show.

Calendar of Events

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

APRIL 30	Re-activation date for all buildings and ships.
MAY 6	Beginning of weekend training periods on *Joseph Conrad*.
MAY 13	Alexander O. Vietor "The Vinland Map" an illustrated lecture. Beginning of weekend training cruises on *Brilliant*.
MAY 19	Rededication of Schaefer's Spouter Tavern— 10th anniversary.
JUNE 4, 12	Preview of the Stars *for Bermuda Race participants* Seaport Planetarium
JUNE 5	Regular *Joseph Conrad* programs begin.
JUNE 10-12	Early American Industries Spring Conference at Mystic Seaport.
JUNE 12	Regular *Brilliant* programs begin.
JUNE 27	Frank C. Munson Memorial Institute—Opening day of the 12th annual session. *A schedule of evening lectures open to the public may be obtained at the reception desk in the Library.*
JULY 21	Annual Meeting of The Marine Historical Association. (The 125th anniversary of the launching of the *Charles W. Morgan*.)
JULY 29	Newcomen Society in North America luncheon.
AUG 4	176th Anniversary of the U.S. Coast Guard
AUG 5	Closing session of Munson Institute.
SEPT 3	Closing dates for regular *Joseph Conrad* and *Brilliant* programs.
OCT 2	Closing dates for weekend *Joseph Conrad* programs.
OCT 3	Closing dates for weekend *Brilliant* programs.
OCT 8	Library Symposium "Untapped Sources & Research Opportunities in American Maritime History"
OCT 22	Annual Dhow Derby. Annual Dinner Society for the Preservation of *Nellie A. Ryle*
OCT 31	Activation program on winter schedule.
NOV 5,6	Fourth Annual Conference of New England Historical Societies.
NOV 24	Thanksgiving Day and Mystic Seaport is closed.
DEC 18	Sailing Activity Awards Presentation Community Carol Sing, and the beginning of the Seaport holiday season.
DEC 25	Christmas and Mystic Seaport is closed.



SCHAEFER'S SPOUTER TAVERN, *facing the green at the head of the cobblestoned Seaport Street. Dedicated, May 19, 1956, and since that opening day, "the Tavern" has proven to be one of the most popular exhibit buildings at Mystic Seaport. The tenth anniversary of the dedication will take place on Thursday afternoon, May 19, with appropriate ceremonies beginning at one o'clock.*

THE LOG
OF MYSTIC SEAPORT
THE MARINE HISTORICAL ASSOCIATION, INC.
Mystic, Connecticut
06355

Non-Profit Organization
U. S. POSTAGE
PAID
Mystic, Connecticut
Permit No. 18

Return Requested