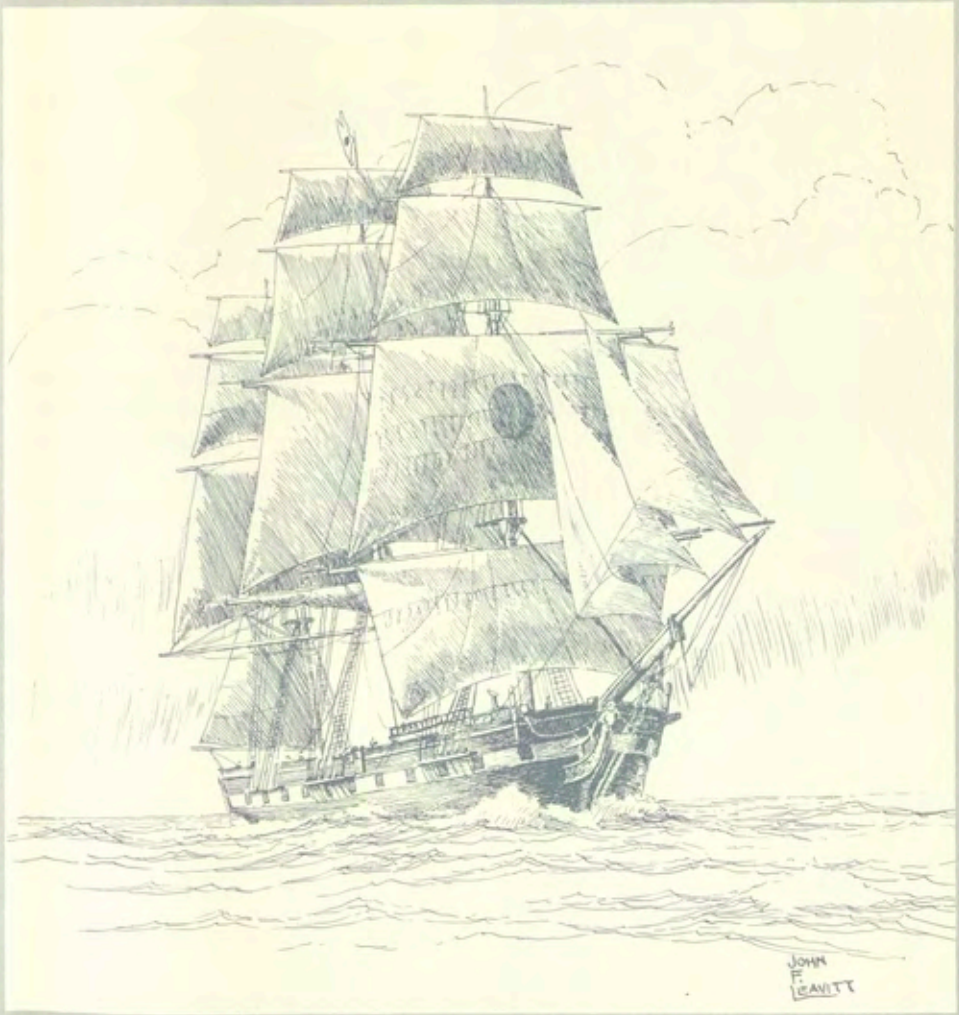
Volume 18
Number 4

THE LOG of MYSTIC SEAPORT

Autumn
1966



THE MARINE HISTORICAL ASSOCIATION, INCORPORATED
MYSTIC SEAPORT • MYSTIC, CONNECTICUT

ON THE COVER: *Typical Black Ball Western Ocean packet ship, circa 1840; drawing by John F. Leavitt.*

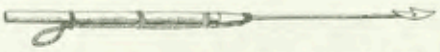
The LOG of Mystic Seaport is published quarterly for members of The Marine Historical Association. Their letters, suggestions, and ideas for stories are gratefully received and carefully considered by the Editorial Board. Publication of all material is dependent upon the limitations of policy and space.



THE LOG of MYSTIC SEAPORT

Volume 18, Number 4 Autumn 1966

THE MARINE HISTORICAL ASSOCIATION
Incorporated 1929
Waldo C. M. Johnston, *Director*



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EDITORIAL

Behold congenial autumn comes
The sabbath of the year!
JOHN LOGAN

THE autumnal equinox in New England introduces nature's pageant of brilliance and glory! The sun lights foliage now glowing in vivid crimson, magenta, gold, and bronze tones—colors long associated with religious rites, and similarly, the reflections from these visual effects encourage inspiration through solemn meditation. Even the "harvest" moon at its fullest casts wider and longer golden shafts to create shadows which, instead of the usual black silhouettes, give the breath-taking impression of a batik in deepest shades, shimmering with metallic overtones.

Summer in Mystic ended abruptly when the travelers returned to their homes and duties far afield. Pleasures of the boating season are memories now; with the gear stowed, crews are forced to direct their energies toward terrestrial channels.

To those remaining in this tiny corner of Southeastern Connecticut there comes a stimulation from all of the elements of Autumn—not an inclination toward rest or relaxation, nor any hint of hibernation. Now is a time for contemplation.

The past is the prologue as one season blends into the next. The earth turns; the rhythms of nature pulsate; so too do the cyclical routines to which we are accustomed.

Now is a time for analysis—a time for planning for the future. Concern is directed to the trials, the errors, the emendations, with emphasis further directed, leading to resolutions on the perennial challenges toward improvement.

As the leaves so briefly displayed in their magnificent splendor fade and blow away, we realize full well that a resurgence is due in another few months, and so many needs must be met in anticipation.

Kindred spirits are congenial in the Autumn. The sabbath of the year is a period of reverence, anxiety, and anticipation. The cycle goes on, never reversing, and as it proceeds, so too will be manifest those improvements inspired by the meditations with which we are so preoccupied.

ALMA ESHENFELDER

Director's Page

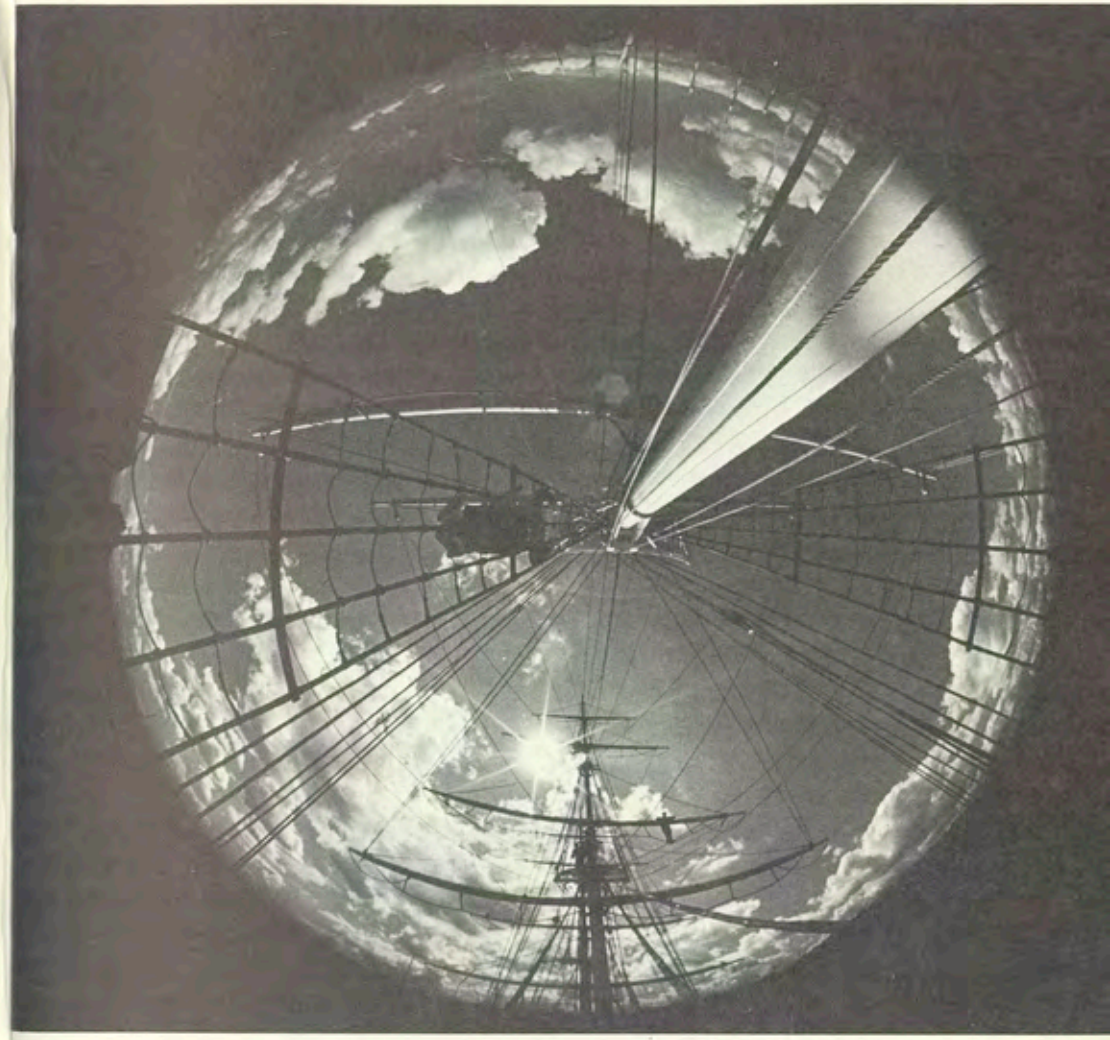
THE 37th Annual Meeting of The Marine Historical Association was held on July 22nd under sunny skies and pleasant auspices. The beauty of the Seaport grounds was enhanced by the majesty of our ships, dressed in honor of the 125th birthday of the *Charles W. Morgan* and the notable gathering of over four hundred members.

Some of the highlights of the Annual Meeting are reported elsewhere in this issue; however I should like to report other important matters to you.

This year, which marks an important anniversary of one of the Seaport's treasured possessions, provides a fitting occasion for us to pause, to take stock of what has been accomplished, to reassess our efforts to preserve what we *now have,* to look upwards—up to the tall masts, the yards and rigging of our ships which are so symbolic of Mystic Seaport and everything we attempt to do. The spars of our ships are the first sight one sees on approaching the Seaport—they command our attention again and again as we wander the grounds, and many a parting visitor bids a silent farewell to these lines in the sky as the Seaport disappears from view.

Around these spars the Seaport has grown, her collections have emerged, her library has come into being, her research and educational programs have developed. At the Annual Meeting our Treasurer announced that for the first time in our history, our annual operating budget would exceed a million dollars. It was also announced that our membership stands at 11,500 representing our fifty states and twenty-six foreign countries. These reports evidence the progress that has been made.

The Annual Meeting showed clearly what has been accomplished; it also underlined the need to preserve what we have. The bending and setting of the memorial sails on the *Morgan* brought a sense of pride and accomplishment to all who witnessed the ceremony; it also brought a sober realization that our task is far from accomplished.



Photograph courtesy of Weston Kemp

These slender spars carried brave men and frail ships to new continents, new horizons, to death and to history. Etched in the sky, they bear silent witness to past achievement and man's indomitable spirit to persevere. Yesterday men depended on these spars for survival; today these spars depend on men—a concerted effort by all those who love the sea and ships—if their inspiration and beauty is to remain a part of the living heritage we seek to intrust to future generations.

Walds Johnston

The Shipping Office, a new exhibit located above the Counting House was opened to the public in June. Furnishings and fittings came from the New York office of Samuel Thompson's Nephew & Co., agents for the Black Star line of Liverpool packets. This excellent collection was given to Mystic Seaport by Wendell P. Colton, Jr., of New York, in memory of his mother, Anne Mason Colton; her father, William P. Mason, was a member of Samuel Thompson's Nephew & Co. Among the materials included in the collection was a letterbook that had belonged to Jeremiah Thompson, founder of the famous Black Ball packet line and relative of Samuel Thompson. In the book was a letter giving details about the founding of the Black Ball line, with which Samuel Thompson had dealings. This letter forms the basis of the article which follows.

Planning the Black Ball

BY ROBERT G. ALBION
Director, Munson Institute

A MANUSCRIPT letter of prime significance in maritime history has recently come into the possession of The Marine Historical Association. Included in the volumes of letter copy books of Samuel Thompson, active as a shipping operator and agent for passage to America, is one letter book of another celebrated Thompson, Jeremiah, who took the prime initiative in developing the Black Ball Line of sailing packets, and of bringing southern cotton up the coast to New York to provide eastbound cargoes for them.

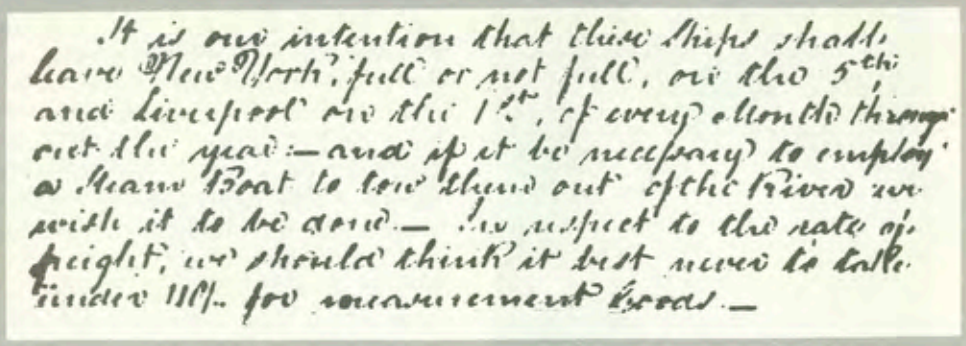
In this particular letter, reproduced below, Thompson and his three Quaker associates outline in detail to the two firms who, they hoped, would handle the Liverpool end of the shuttle, their plans for their project which would have the all-important effect of introducing the principle of "line" or "berth" service, with ships sailing on regular schedule between two ports.

Because of an error in an old magazine, numerous writers, including Basil Lubbock, gave the date of the Black Ball start as 1816. Actually, it was projected in the

autumn of 1817 and went into service in the first week of 1818. This particular letter, to the Liverpool firms of Cropper, Benson & Co., and Rathbone, Hodgson & Co., was written on October 18, 1817, nine days before the first public announcement, surmounted by conventional cuts of four little ships, appeared in the New York papers. That the proposal was successful is demonstrated by an advertisement of the two Liverpool concerns on December 5, 1817.

Perhaps the most significant phrase, both in this letter and in the New York announcement, was the statement that the Black Ball "square riggers on schedule" would sail "full or not full." It had been all too common for the "regular traders" plying between New York and Liverpool to announce that a particular ship would sail on or about a particular date. But, if the hold was only half full, the owner was apt to delay the departure for days and even weeks in hope of more freight earnings. That was a serious annoyance not only to those who had put cargo or mail aboard, but also to those who had booked passage and had to wait, at annoying expense, at a hotel, never sure when the ship might sail.

Thompson, who had come to New York to handle the sales of the woolens manufactured by the family concern in Yorkshire, had felt the annoyance of that easy-going system. He believed that if shippers and passengers could be assured of sailings on a particular day, they would reward the new

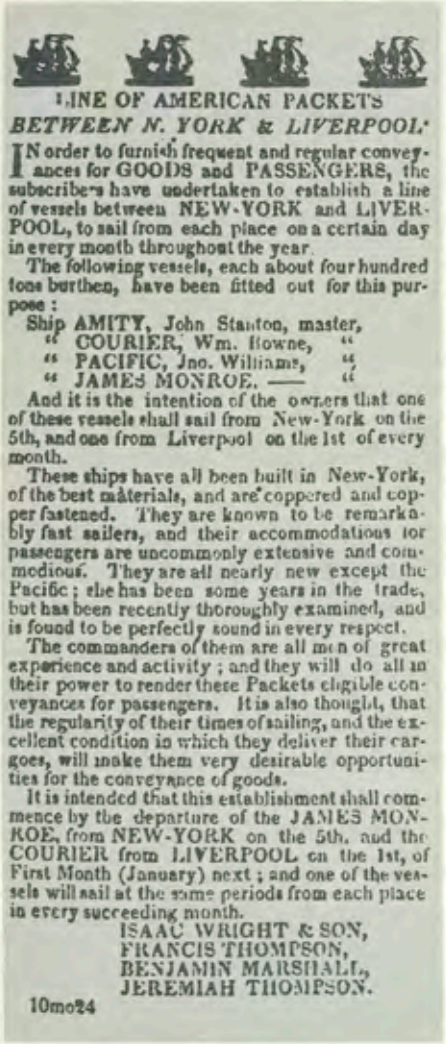


From Jeremiah Thompson's letter:

It is our intention that these Ships shall leave New York, full or not full, on the 5th and Liverpool on the 1st, of every Month throughout the year:—and if it be necessary to employ a Steam Boat to tow them out of the River we wish it to be done.—In respect to the rate of freight, we should think it best never to take under 40s. for measurement goods.

service with their patronage. There would be the risk of sailing half-full with the loss of extra freight earnings, but Thompson, with his two English associates and the Long Island Quaker, Isaac Wright, had pockets deep enough to be able to take the risk. The line would be a success from the start; rivals would develop, and before long New York had weekly service to Liverpool, in addition to sailings to London and Le Havre.

Like the owners of the former "regular traders," their ships carried their own goods in addition to serving as common carriers. This letter spells out clearly that the Liverpool correspondents would not only ship all their own cargo by Black Ball but would try to persuade their friends to do likewise. Incidentally, a later Black Ball liner was named the *James Cropper* for the Liverpool correspondent.



LINE OF AMERICAN PACKETS
BETWEEN N. YORK & LIVERPOOL.

IN order to furnish frequent and regular conveyances for GOODS and PASSENGERS, the subscribers have undertaken to establish a line of vessels between NEW-YORK and LIVERPOOL, to sail from each place on a certain day in every month throughout the year.

The following vessels, each about four hundred tons burthen, have been fitted out for this purpose:

Ship AMITY, John Stanton, master,
" COURIER, Wm. Howne, "
" PACIFIC, Jno. Williams, "
" JAMES MONROE. —— "

And it is the intention of the owners that one of these vessels shall sail from New-York on the 5th, and one from Liverpool on the 1st of every month.

These ships have all been built in New-York, of the best materials, and are coppered and copper fastened. They are known to be remarkably fast sailers, and their accommodations for passengers are uncommonly extensive and commodious. They are all nearly new except the Pacific; she has been some years in the trade, but has been recently thoroughly examined, and is found to be perfectly sound in every respect.

The commanders of them are all men of great experience and activity; and they will do all in their power to render these Packets eligible conveyances for passengers. It is also thought, that the regularity of their times of sailing, and the excellent condition in which they deliver their cargoes, will make them very desirable opportunities for the conveyance of goods.

It is intended that this establishment shall commence by the departure of the JAMES MONROE, from NEW-YORK on the 5th, and the COURIER from LIVERPOOL on the 1st, of First Month (January) next; and one of the vessels will sail at the same periods from each place in every succeeding month.

ISAAC WRIGHT & SON,
FRANCIS THOMPSON,
BENJAMIN MARSHALL,
JEREMIAH THOMPSON.

10mo24

Notice of establishment of Black Ball Line, published in New York Evening Post, *October 27, 1817. Reprinted, with permission of the publisher, from Robert G. Albion,* Square Riggers on Schedule (*Princeton, New Jersey: Princeton University Press,* © *1938), page 23.*

Jeremiah Thompson's Letter

Cropper Benson & Co.
& Rathbone Hodgson & Co.
New York 10 Mo. 18th, 1817

Previously to the receipt of this you may probably have been individually informed that it has been in the contemplation of the owners of the *Amity, Pacific* and *Courier* to establish a line of Packets between this place and Liverpool, to sail from each port on a certain day in every Month.—This information is correct:—and they are desirous of carrying the measure into effect without much further delay.—They are induced to enter into it from a belief, that it may not only be rendered profitable to the Owners of the Vessels, but that they may also be furnished with eligible and regular conveyance; for the transportation of their own goods.—

They have therefore purchased the new Ship *James Monroe,* just arrived from your Port, in the expectation that this addition to the three vessels already under their control, will be sufficient to accomplish the proposed

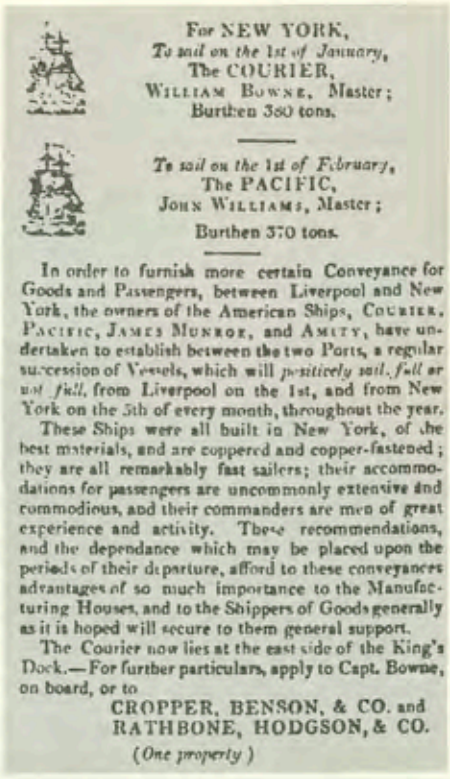
object:—Each vessel will be required to complete a voyage in four Months.—

It is almost unnecessary to inform you that each of the Owners will direct all their own goods to be shipped in these Vessels; they will not have a single package in any other Conveyance; and they will probably also be able to prevail upon their friends to give the same directions to their Correspondents in England.—Arrangements will also be made to be regularly provided with Cargoes on this side, so as to occasion as little deviation from the fixed period of departure, as can be effected by the most careful preparation.—

With these advantages, and with the general circulation of a knowledge of this establishment, both in England and in this Country, together with the Vessels themselves, being really of a Superior Class, and the Captains experienced and active, we think there can be but little doubt of the success of the undertaking:—and that both for freight and passengers they will take the lead of any Vessels trading to this Country.—

The undertaking is a new one, and is a matter of some importance to us:—and as, by thus engaging to sail at certain times, great exertions will be necessary to procure Cargoes, we are anxious that the attention of both your Houses should be directed to this object, and that you will cooperate in any measure likely to promote the end we have in view.—

In reference to this subject, we have to observe, that we should think the consignment of these Vessels to your separate Houses, as heretofore, would not be calculated to promote our views.—We think that the establishment should be known in both Countries as one concern.—And in order to give it this character, and to unite the views of the several Owners, we will mention to you, that



For NEW YORK,
To sail on the 1st of January,
The COURIER,
WILLIAM BOWNE, Master;
Burthen 380 tons.

To sail on the 1st of February,
The PACIFIC,
JOHN WILLIAMS, Master;
Burthen 370 tons.

In order to furnish more certain Conveyance for Goods and Passengers, between Liverpool and New York, the owners of the American Ships, COURIER, PACIFIC, JAMES MUNROE, and AMITY, have undertaken to establish between the two Ports, a regular succession of Vessels, which will *positively sail, full or not full,* from Liverpool on the 1st, and from New York on the 5th of every month, throughout the year.

These Ships were all built in New York, of the best materials, and are coppered and copper-fastened; they are all remarkably fast sailers; their accommodations for passengers are uncommonly extensive and commodious, and their commanders are men of great experience and activity. These recommendations, and the dependance which may be placed upon the periods of their departure, afford to these conveyances advantages of so much importance to the Manufacturing Houses, and to the Shippers of Goods generally as it is hoped will secure to them general support.

The Courier now lies at the east side of the King's Dock.—For further particulars, apply to Capt. Bowne, on board, or to

CROPPER, BENSON, & CO. and
RATHBONE, HODGSON, & CO.
(*One property*)

Black Ball Line announcement which appeared in the Liverpool Mercury, *December 5, 1817. Reprinted, with permission of the publisher, from Carl C. Cutler,* Queens of the Western Ocean *(Annapolis, Maryland: U.S. Naval Institute, © 1961), f. page 42.*

we should consider it to be the most expedient plan that all the Vessels should be advertised in your joint names, that the business should be understood to be entrusted to your Houses jointly, and that mutual exertions should be used in procuring freight and passengers.—But to avoid unnecessary trouble we think that the Accounts might be kept by our friends Cropper Benson & Co. and the correspondence relating to these Vessels be addressed to, and managed by them.—We suggest the latter from an Idea that this mode will be less inconvenient to you both:—and we have the fullest belief that our friends R. H. & Co. will feel as

much interested in furthering the view of the Concern, as if the Correspondence was addressed directly to themselves.—On the subject of the Commissions which you will receive from these Vessels it is scarcely necessary to speak:—you will arrange them as is most agreeable to yourselves:—but we are sure they will be to either of you an object of small consideration.—

We have thus frankly stated to you our opinion of the best mode of conducting the business in your place.—We shall be glad to hear of its being mutually satisfactory to you.—But if, this is not the Case, and you can suggest to us any change therein, calculated to favour our design, you will please to communicate it to us.—

The Shipments of Produce, which we made from here, being generally on our private accounts, will of course be sent to the care of our usual Correspondents as heretofore, except it be the consignment of such bulky articles as are sometimes purchased to fill up the Vessels, which will be forwarded to the Consignee of the Ships, and included in their Accounts.—

It is our intention that these Ships shall leave New York, full or not full, on the 5th, and Liverpool on the 1st, of every Month throughout the year:—and if it be necessary to employ a Steam Boat to tow them out of the River we wish it to be done.—In respect to the rate of freight, we should think it best never to take under 40s. for measurement goods.—

When the *Courier* left here on the 8th Inst. we had not fully matured this business, but as we wish it to commence in the first month of next year, we think it would be best to bring her immediately into the arrangement, and dispatch her precisely on the 1st day of 1st Mo.—

The *Pacific* will be in good time to take her departure on the 1st of 2 Month, and the others in regular succession.—On this side we shall commence by the departure of *James Monroe,* on the 5th of 1st Mo. the *Amity* on 5th of 2 Mo &c.

You will please to announce in England the establishment of this concern in such way as you may deem most proper:—either by advertisements in the Newspapers, or by Circular Letters, or both.—

We have not yet engaged a Captain for the *James Monroe.*

Having thus fully communicated to you our Ideas on this subject, we shall leave the execution of it in England to your careful and vigilant attention.—We are with much regard,

Your Assured friends,

PNester

Isaac Wright & Son
Francis Thompson
Benj^{n} Marshall
Jere^{h} Thompson



The Ship-Yard

The Building of the Ship

BY JOHN W. WATSON

WHETHER it was the example of the nautilus, or that of the broad-tailed squirrel, that first taught man to go down to the sea in ships, it is impossible to say. Only this much we do know—that the time has been when the race were as innocent of the navigation of the sea as they were of the air . . .

The first ship upon record was the ark—a structure which, though built with high regard to the rules of construction, was not, as far as we have Scriptural history, preluded by other great vessels; and what

is stranger still, did not seem to teach the posterity of its builders anything beyond the original coracles and rafts. Through thousands of years of attempts at navigation of the sea, it was reserved unto our own day to achieve anything approaching to scientific control of the great waters, and the combination of beauty, safety, and speed in the ships that sail upon them.

With this short introduction let us together look through the shipyards, and see the building of a ship.

The first thing that will strike you, as we enter the territory of the ship-builder, will be the army of stalwart men, bronzed by the sun and weather, and armed every one with a broad, gleaming axe, which they fling with an apparent recklessness that bodes little safety to the groups of eager children who cluster about them, intent on filling their baskets with the scattered chips . . . You will observe that I said "apparent recklessness," for the hundreds of little snatching fingers and obtrusive toes need be under no apprehension. The blow of that axe man is as true and certain as that of the Indian master of the sword, who cleft an apple held upon the open palm of his friend by one sweeping stroke without touching the skin . . .

Under a shed, you will see sundry men performing strange movements, which, naturally enough, you will associate in your mind with those of the gymnast. We will approach nearer, when you will find that the half score of bowing men



Axemen

are *top sawyers,* bending in response to another half score who are in the pit below—the whole score spending their days in pulling this great-toothed saw backward and forward, through log and plank, to aid in putting together the wonderful structure that shall arise at our bidding.

Cast your eyes over the left, where you will see an oblong box raised upon a frame a few feet from the ground, and about thirty feet in length. This is the steam-box; the receptacle of such pieces of timber as may be required especially flexible. To make them so they are inclosed within it for about an hour and a half, the steam is introduced, the timber is saturated, and is easily bent the required curve . . .

Beside this steam-box is the blacksmith's shop, the forge whereon all articles of iron work appertaining to the ship are made, excepting such as anchors, heavy chain, and whatever massive work may be beyond its limited calibre.

We will now cross the yard to the spot where our ship is to be built. As you step occasionally over the great squared logs, can you not let your mind run for a moment back to the solemn, quiet woods where for centuries they dwelt and grew in grandeur, until one day the foot of a man rustled the autumn leaves beneath them? How he gazed up to the lofty branches and along the stout trunk! How he calculated the number of knees, cross-pieces, futtocks, and plank! How he laid his broad-axe to the noble tree, and, unresisted, hewed away unceasingly until the great dweller of the forest came thundering down, and was born away piecemeal, that art may show what great works she can achieve! But we have no time to be poetical. We stand upon the spot where our task must commence; and yet before, as naval constructors, we can commence our work, we are dependent on the skill of the architect equally with the mason and the carpenter, who await his plans before the house goes up.



The Steam-Chest

With a bit of chalk let me show you the duty of the naval architect.

The first duty to be performed is the making of the model. This is done by doweling certain thin pieces of cedar and pine together alternately, and from the mass so joined hewing out the form required. This model is from three to six feet in length, and is finished with the utmost care and precision. Upon this model each line of the future ship is carried out in miniature. The displacement of water is calculated, and the two great points for which the naval architect and constructor work are sought for.

They are, firstly, that the stem and water-line should be so formed, that while they offer the least possible resistance to the water, they shall at the same time have great buoyancy. Secondly, this water-line must run with perfect smoothness the entire length of the ship, thereby insuring free action of the rudder and good steerage. In the attainment of these ends it is that all the science of the naval architect is lavished.

When this model is finished the naval architect commences his drawings. The first or principal drawing is called the *Sheer Drawing*. This is divided into three parts, called the *Sheer Plan,* the *Half-Breadth Plan,* and the *Body Plan*. To understand these drawings and the mode of making them, it is only necessary to imagine yourself called on at dinner to dissever a turkey without being posted in the ways of carving. As you will naturally do the thing wrong, allow me to suggest that, on the first slash of the knife, you will divide Mr. Turkey in two parts, from the neck to the pope's nose. That is the Sheer Plan. Or, as there is more than one way to do the thing wrong, we will suppose that you see fit to divide the bird by cutting him in two parts, equidistant between those extremes of its person mentioned above. This would be the Body Plan; while by laying it upon the side and slicing it through lengthwise, you will get the Half-Breadth Plan.

From this sheer drawing we, as practical builders, go to work and make construction drawings, which shall show the exact position of every plank and timber in the ship . . . The end gained by this proceeding will be, that every plank and timber can be accurately cut according to the shape wanted, and when brought to its place on the growing ship, can be fitted with little or no trouble . . .

We can now begin hewing out our ship . . . and if we conclude to make this ship here, we must prepare blocks whereon to lay the keel. This is a simple matter, being only the placing of short, thick pieces of timber, so arranged as to allow for the declivity of the ship, which is equal to 5/8ths of an inch for every foot of her length—this inclination being made . . . for the purpose of launching.

We now proceed to lay what is termed the *First* or *False Keel* of our ship, being pieces of wood from four to six inches in thickness, and of the same breadth we intend our keel to be. Elm is the best wood for this purpose, seasoned by immersion in water rather than exposure to air. The object of this false keel is to prevent the ship making lee-way when sailing upon a wind, or should she go ashore, to relieve her by forcing it off and thereby lessen her draught of water.

We come now to the laying of the keel, which, supposing we are about to build a first-class ship of 2500 tons, will be composed of pieces of timber about twenty inches square. As one piece of timber will not stretch the length of this great ship, some certain means must be found to join them. This is done by *doweling* . . .

Our keel being laid, it becomes necessary to go on and set up our timbers, the most important of which is the *stem*. The stem of our ship is of the soundest and most solid pieces of oak we have in the yard. Pieces, I say, for the reason that no single piece can be found of sufficient size to make the stem. We therefore, by our doweling, or *scarphing*, as it is termed, join together three pieces to make the size required, allowing the top, or piece farthest away from the water, to be somewhat the largest . . . These three pieces, acting one upon the other by the aid of bolts, dowels, and scarphing, form a solid mass of timber calculated to resist heavy thumps, and, if need be, walk through an iceberg.

Having that important part of our ship erected, we will turn our backs upon it, and proceed to put up our stern-post.

The *stern-post* is—if timber can be found sufficiently large—in one piece. This is a matter of vital importance, from the necessity of great strength, the stern-post being the piece whereon the rudder hangs, and on the safety of which the very existence of the ship depends. This also is of the most solid oak . . . The fastening to the keel is made by teeth in the post, fitting into a mortice in the keel . . .

We will now proceed toward setting up the frame of our ship, or that portion of the structure that gives it form and shape. This frame will be a numerous family of timbers, rejoicing in the names of cross-pieces, futtocks, top-timbers, floors, half-floors, short and long armed floors, and a few others too tedious to mention and not at all necessary to our work . . . The futtocks are straight or bent timbers, as the curves of the ship may demand . . . These, when elevated to their proper positions, will make the frame of the ship, and will much resemble those anatomical preparations of the human frame which you have possibly seen in some doctor's office or museum . . . As all these futtocks are raised to the places they are to occupy they are *shored up*. Shores are sticks of timber acting as props to keep the sections of futtocks in their places, the upper end resting against the ribbon or piece of wood fastened temporarily across the futtocks for the purpose of staying.

Our stem, stern, and side timbers being all up, the next job must be to introduce the keelsons. The principal keelson is a piece, or pieces, of timber joined the same as the keel and laid directly above it, acting as a strengthener of the vessel lengthwise, and as a means of securing the floors in their proper places. The keelson is laid directly over the keel from stem to stern, and secured by copper bolts driven through the floor and keel, and by wooden dowels to the floor . . .

Another important point is the filling or closing of all space between the futtocks and below the water-line with timber. This is done that the ship may still be watertight should she chance to strike upon rocks or ground, and tear off her outer planking . . .

The next point is of the internal trussing or bracing the ship with iron. These braces or trusses are bands of iron from three to six inches wide, running across the timbers at acute angles from the side keelsons to the upper timbers and fastened to them by bolts. These tend to give the frame great strength; in fact, if properly applied, making it impossible for the ship to go to pieces or to become what is technically termed *hogged* —a difficulty produced by the falling of the stem and stern and the rising of the keel, making it curve, and destroying the sailing properties of the vessel . . .

We have the frame all up, trussed, and bolted, and now we must draw the *skin,* as it is termed, over the ribs of the great monster and put in the timbers and inside ceiling. This inside planking, which is generally worked on at the same time as the outside or skin, is called the *limber strakes* or *ceiling* . . . It will be the intention of the shipbuilder with these limber strakes or inside planking to make them as tight upon the seams as he would outside plank, so that in the event of any injury to the skin of the ship leakage would not ensue . . .

Before putting the planking upon the ship it is the duty of the master-builder to see that his frame stands perfectly true and perpendicular. If it should not do so, he must slacken his shores and ribbons on the one side, and tauten them on the other, until that end is attained according to the plumb-line.

These outside planks, or skin, in a ship of the size we are now building, vary in thickness from four inches to ten, the thickest plank being about the *wales*—or that part of the ship above water, and just below the line of the first, or upper-deck. There is no part of the building of the ship requiring so much care and judgment as does this putting on the skin. Any error in selecting the material, or in bending it wrongly, may cause splits or bruises that eventually, by leakage and decay, may endanger the very life of the ship. As this planking approaches the stem or stern it is thinned off, to admit a more easy bending and fitting to the curves and to the rabbet of the stem and stern-post.

The fastening of this skin to the futtocks, or frame, is done by wooden pegs of locust, called *tree-nails,* the holes for receiving which should be bored several days previous to using, that the sap remaining in the wood may thoroughly dry out. The tree-nail is then introduced, by a plan called double and single fastening—being the alternate driving of one and two tree-nails into each futtock . . .

Before I go farther, let me say a word in reference to *breast-hooks* and *crutches.* These are timbers or iron, as the choice may be, intended to unite the ship together at both stem and stern, where the floors do not cross the keel. When used forward they are called breast-hooks; when aft, crutches. They are intended to fit upon the keel, stretching out their arms, which are bolted to the side-timbers. They form a



Interior of the Ship

part of the general system of strengthening the ship.

We come now to the laying of the deck—or, as technically termed, the *framing* of the deck; the marking out the hatchways and openings, the most important of which are the mast-holes. These mast-holes are always made from three to six inches larger than the masts that are to go in them, the overplus of space being arranged by the insertion of wedges, which keep the mast in its proper position . . .

We have nothing now but to lay our deck, which is a simple work—care only being had, in putting on the outer planking, or skin, to bend and fit the plank well and carefully, avoiding all flaws and strains, that the decks may be perfectly tight, without a chance of springing or straining from the fastenings . . . Upon our ship we shall put three decks—the upper deck, the main deck, and the lower deck; but in vessels of war the names of decks are numerous beyond mention . . .

The *rudder* is the instrument used to guide the ship—the brain of the great mass. On the construction and proper hanging of this portion much depends. It is made from the very best of oak and elm, the head being round, while at its foot is worked a piece of plank about six inches thick, so that should the ship touch ground, this *sole-piece,* as it is called, will come away, like the false keel, and perhaps free her. . .

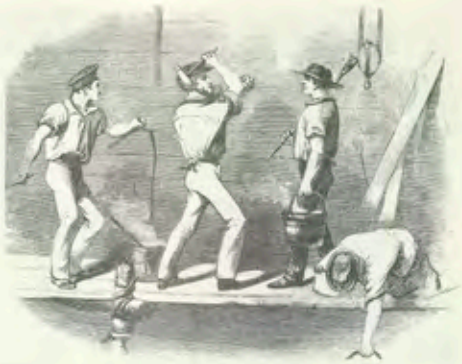
Our rudder being now hung, we will turn our attention to the wheel

—the power that holds the rudder in subjection.

When the rudder is hung, the circular head coming above the deck is morticed to receive the tiller, or piece of wood intended to act as a lever in forcing the rudder to the right or the left, as circumstances may demand. Attached to the end farthest from the rudder-head are the tiller-ropes, running through small blocks, and from these upon one end to the side of the vessel, upon the other to the barrel of the wheel, where it is wound seven times about the barrel, so that the barrel, upon being turned, shall slack upon one rope and haul taut upon the other. By this means a power is gained by one man that with the tiller alone could not be gained by four . . .

We now have our ship, only excepting calking and coppering. The first is generally done upon the outside skin while the ship is upon the stocks; but the inside timbers are often left uncalked until the ship has been several years in use, as it is supposed that as calking tends to stiffen the fabric of a ship, the inner calking comes to her aid in that way after she has been racked and strained.

Calking is the making of the seams impervious to water, and is accomplished by forcing into them, with sharp iron wedges called *calking irons,* oakum, which is old rope, cut into short pieces and picked into threads. After these seams are all filled melted pitch is put over them with a small broom. A mixture is then made of pitch



Calking

and tar, which is spread over the entire bottom of the ship, as far as the copper is intended to come, as smoothly as possible. The decks are calked in a similar manner, but instead of pitch, marine glue is used to close the seams.

We have now our ship ready for the copper. In many cases this coppering is not done until after the ship is launched, perhaps not until she has made several voyages, when she is taken out upon a dry dock, calked and coppered.

It was not until the beginning of the present century that copper was used upon the bottom of ships, previous to that time a coating of pitch and tar being thought sufficient protection. The clogging of the ship's bottom with vegetable matter, and the ravages of the sea-worm, soon taught the mariner better, and copper sheathing was the result.

It is customary in coppering a ship to use sheets measuring four feet in length by fourteen inches in breadth, and weighing from twenty to thirty-two ounces per superficial foot. These different weights are

used upon the same ship, the heaviest about the bows and along the load water-line. A ship of the size we are now building will require about five thousand sheets, weighing a fraction over thirty thousand pounds.

Having reached that point where our ship is ready for launching, let us proceed to launch her. But do not deceive yourself with the idea that our ship is ready for sea; she must first go into the hands of the spar-makers and riggers. We have built the ship; the riggers' duty is foreign to us, however important it may be to the ship . . .

The great structure rests upon the cradle confined only by a single piece of timber called a *dog-shore.* This dog-shore holds her back from slipping away into the waters by being placed on one end against a secure point on the ship, the other against a cleat on the bilge-ways. To it there is affixed a trigger and a string that, on the word being given, the dog-shore may be pulled away and the ship be free. Only one thing is necessary, which is to see that the sliding ways and the under side of the bilge-ways are well covered with grease, oil, or soft soap, that the least possible friction may ensue, and the stately ship go smoothly into her future home.



Coppering

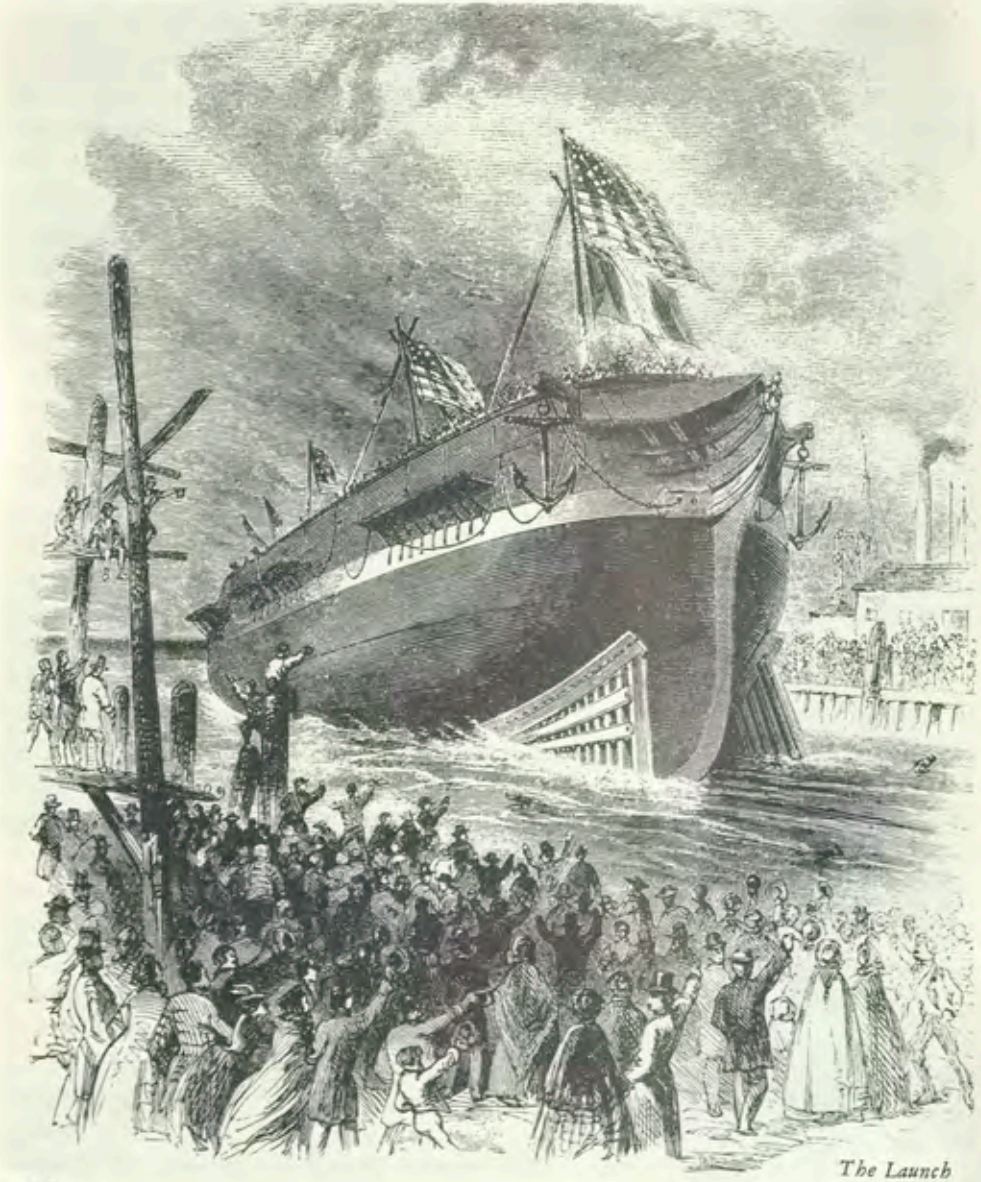
All is now ready! The gorgeous banners and gay streamers are floating and fluttering from every available point. The decks are crowded with happy people. The crowds stand in hushed and breathless expectation. The work is done, and not even the click of a hammer is heard, nothing but the ripple of the full flood-water that breaks up to the shore, struggling as it were to kiss the great ship that is so soon to nestle upon its bosom.

A fair creature, "God's last, best gift to man," comes forth from the group upon the deck, with a flushed cheek and a sparkling eye, and casts the christening wine against her bows, calling the ship aloud by the name she shall henceforth bear. In an instant the stout voice of the builder is heard ringing over the rail, "Down, dog-shore!" and to the music of a thousand shouts the grand ship glides away with a laughing plunge into the elements in which she is to make all her future conquests, whether they be of war or of commerce. Hurrah!

. . . And now, my friend, thanking you for your kind attention, and having some conscientious whisperings that I may bore you should I continue, allow me to lead you gently back into the flowery paths of private life. Do not despise this little lesson, for who knows how useful it may be to you yet! Look

abroad, you will see your countrymen all over the world showing every body how to do every thing, and perhaps it may be your mission to follow in their footsteps. Who knows! If in the future it should be necessary for you to build a steamer for the Emperor of Timbuctoo, or a ship of the line for our ally the King of Madagascar, remember that we laid our first keel together; and so *au revoir,* which in American is equivalent to throwing an old shoe after you. . . .

EDITOR'S NOTE: This article and the accompanying illustrations are reprinted, with permission, from *Harper's New Monthly Magazine,* Volume XXIV, No. 143, April 1, 1862.



The Launch

Regina M *to Mystic*

BY FRANCIS DAY ROGERS
Trustee, Marine Historical Association

IN THE summer of 1941, The Marine Historical Association became the owner of the *Regina M*, which President Clifford Mallory had the previous summer come across in Maine. Bringing the vessel to Mystic presented a problem, for it was not easy in August, 1941 to find healthy sailors who were not already committed to the Services. Being uncommitted, I was glad to volunteer. Signed on as crew were John Penfold, then Editor of *Town and Country* magazine, and Lee Pruyn, an instructor in the Casey Jones School of Aeronautics.

The three bachelors assembled in Bangor right after Labor Day, to brave the hazards of sailing an absolutely unknown, unpowered, and untried historic vessel to its final port, some three hundred miles along the coast. The *Regina M* was some forty-five feet long, double-ended, possessed a forward cuddy and "hold," and was obviously not of recent construction. When purchased, however, she had no sails, no masts, and no "pink," all distinctive elements of the 19th-century type of fishing vessel known as a pinky. But Mr. Mallory had arranged for a "reconversion"*; and the clear crisp September dawn revealed a neat pinky schooner tied to the dock, complete with "pink," bowsprit, and dead eyes.

At eight o'clock the shipwrights and riggers came aboard to complete preparations, while we took inventory of requirements for the voyage. This listing started from rock bottom since sails, pump, anchor, and compass only were in place; and all we had brought were the simplest of navigation aids and tools. Luckily enough, the delay in departure resulted in the discovery of our much-needed fourth, a Harvard student who, quite by chance, had seen the *Regina M* at dockside.

Two days later we were ready to attempt the sail down the river, which would have provided at least a bit of "shakedown" had it not been prevented by the offer of a "tow." Captain Wood, skipper of, I suppose, the last of the pulpwood schooners, was tied up at the dock along side, having discharged his pulp, and was about to go down river to put up for the winter. The offer was too good, so we gave up the "shakedown" and soon learned what a "tow" was. The arrangement of lines quickly revealed that the "tow" was a "strap-on"—and soon Captain Wood's dinghy, powered by a Chrysler engine, placed us along side him. Then, maneuvered by his teenage son, the dinghy placed its bow under his counter, serving as a power plant for both of us and driving the combination towards the bay at five knots.

The trip allowed time for visiting with a family—husband, wife, son, and friend—the last proponents, I

suspect, of a way of life carried on since the 17th Century. Theirs was a clean, happy, and well-fed ship for independent persons, who were not particularly interested in technological advances nor the war which was about to commence. On their part, they exhibited great interest not only in our vessel, but in the purpose for which we were occupying our time and finally, of course, in our appetites. In the bay we parted, with great thanks and great admiration, on our part, for Americans whose mold was, indeed, the same as that which Mystic Seaport exemplifies in its effort to teach "The Origins of Freedom."

So we were on our own in waters none of us had sailed, in a ship which had not seen a sail for decades, with no heat, no power, no radio, etc., in a month when weather can be most unpredictable.

So it proved. After fluttering around for the day in light variable airs with increasing cloudiness, we continued on course during the evening. At midnight it hit us with a bang, after the usual warning of distant thunder. The rail went under quickly; but there it stayed, and the *Regina M* sailed steadily at a great rate of speed hard on the wind for the short duration of the squall.

With dawn came the clearing northwest and fair breeze and the evidence of stretched shrouds, sails, and upset stowage. The lanyards had not been tarred, so it was an easy task to take the play out of the shrouds. The sails, however, presented a difficult problem, for the foreboom was on the deck if the fore gaff was to clear the stay. Apparently, the second-hand sails had been recut hastily and badly and had remained in a satisfactory condition only until tested by a blow. They could not be fixed.

At eight a.m. we were off the Portland Light on a cloudless day with a light fair wind, obviously on the increase. Every article secured, we prepared ourselves to avoid the submarine testing-grounds newly apparent on the charts and to get ourselves as quickly as possible to the Canal.

As we progressed in sight of shore, it was apparent that *Regina M* had a turn of speed and, too, was a dry vessel. In the afternoon it was also apparent that, at the rate the rapidly increasing wind was pressing us, we would be at the Canal around midnight—that is, on a lee shore without power in a complex not well described in the *Coast Pilot* and with which none of us was familiar. It seemed sensible, therefore, to reduce sail and, for the fun of it, try for a shore breakfast in Provincetown, which we did. Broiled lobster and beer for breakfast after forty-eight hours of cold food is a treat any sailor will enjoy. So we did, to our pleasure and detriment, for it took twenty-four hours of beating to get back to the Canal!

In Buzzards Bay we came upon Howard Chapelle's pinky under charter. Two pinkies sailing together in 1941 was an unusual sight, yet the competition was just as keen as if they had been two of



any more modern type. For the next three days, sailing together along the coast, we found *Regina M* faster on the short tacks and in harbor earlier each day—Sakonnet Point, Point Judith, and finally Stonington. Also, with a notched tiller, we had considerably more freedom about the vessel than did our competitors; for *Regina M,* in spite of her queerly cut sails, would sail herself and hold course, when properly trimmed, for an hour at a time.

Toward the end of the voyage, whether because of age or pounding from the Portland Light passage, it became evident that the vessel was gradually opening up. Each day, time at the pump increased. Finally came the alarming announcement that the pump leather had worn out! And, of course, we had no spare. We then examined the ballast and discovered that this finely installed Maine product was indeed "bankrun," not rock; and the unexpected constant drawing of water had passed sand through the pump. With Stonington only a few miles off, there we were, nearing a sinking condition. But we made it—in time to obtain aid and a tow to the Seaport—six days in all.

Whatever her past, *Regina M* is a stable, comfortable, and seaworthy vessel. That in old age she could compete with 20th-century yachts indicates the masterful qualities of our predecessors in the "Ship Arts" and gives her good reason to rest at Mystic Seaport, to be seen and appreciated by sailors and landlubbers alike.

*EDITOR'S NOTE: Before being converted, the *Regina M* was known as a Lubec carryaway boat or quoddy boat; the type was sometimes referred to as an Eastport pinky.

The Alexander G. Law Collection

BY JOHN F. LEAVITT

WHAT is probably the finest single collection of miniature ship models in the world has been acquired by The Marine Historical Association through the generosity of Rensselaer W. Bartram, Jr., a Trustee. The collection consists of twenty models of famous vessels, each in its own case, the base of which has a drawer, velvet lined, to contain books or written material pertinent to each model. The scale varies with each model; but all are about the same size—under 10" in overall length, including bowsprits and booms. On the average, the cases are about 14" long, 9¼" deep, and 11½" high. The designer and builder of this unique collection was Alexander G. Law of Englewood, New Jersey, a former commercial artist who turned to this type of model-making in 1933.

Mr. Law has always been interested in old maps and charts as well as the history of ships; so when deciding upon the type of base to be used, he hit upon the idea of mounting the vessel at waterline level in the center of a decorated chart of the area where the vessel became famous. Following through on the historical angle, he placed a book or other pertinent material in most of the drawers.



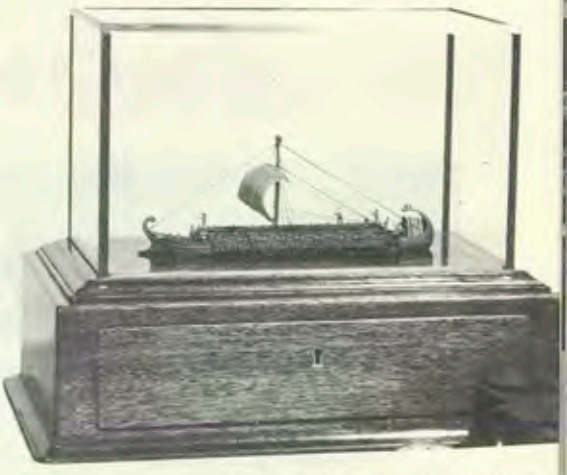
Rensselaer W. Bartram, Jr., with Mrs. A. G. Law in the Munson Room, G. W. Blunt White Library. Several of the Law Collection models are in the background.

Only a model-maker could fully appreciate the many difficulties encountered and conquered in the long process of building these miniature ships. The very thickness of paint or varnish becomes a factor to be reckoned with, and so does the minuteness of surfaces that have to be glued. For the smallest-size rigging, Mr. Law resorted to the use of human hair.

Several of the models are of very old vessels, such as the *Ark Royal,* one of the famous British ships that met and defeated the Spanish Armada in 1588. An even older type is a fifteenth-century carack, while the oldest of the lot is an Egyptian galley of 3600 B.C. On this model is a full crew of rowers and soldiers, figures which are perfect in execution but which have to be viewed through a magnifying glass to be really studied. Another ancient craft is a Viking long ship, which is also "manned" by a "crew." A Roman trireme, with figures, completes the "fleet" of very early vessels.

Among the models of ships noteworthy for some special reason are the miniature of H.M.S. *Bounty* of 1789, which conjures up recollections of the most famous mutiny in the annals of the sea, and that of the early British research vessel *Beagle,* in which Charles Darwin was a passenger; the *Beagle* is shown as she lay in the harbor of Buenos Aires in 1832. The most famous ship of the American navy —the frigate *Constitution*—is positioned on a decorative water-color chart along the margins of which are the names of her commanding officers and her most famous victories. Also included in this "fleet" are the ill-fated Nantucket whaler *Essex,* rammed and sunk by a whale with tragic consequences for most of her crew, and the half-brig *Mary Celeste,* fully as well known. The chart on which the *Mary Celeste* is mounted pinpoints the location near the Azores where she was found abandoned; the model, which reproduces exactly the conditions reported by those who boarded the "Mystery Ship," is outstanding.

Mr. Law modeled steamboats as well as sailing vessels. Oldest in this group is Fulton's *Clermont* of 1807; the *Savannah,* the first trans-Atlantic steamer, is included too. Shown steaming through an ice-field, the famous old revenue cutter *Bear* appears as she did at the time she rescued Lt. A. W. Greely and his men, during the polar expedition of 1881. Of particular interest also is a model of the Mississippi River steamboat in which young Samuel L. Clemens, later to become the renowned Mark Twain, served his time as a cub pilot; the names of many famous river pilots are listed on the beveled edge of the base.



Photograph courtesy of A. G. Law

Roman Trireme, circa 32 B.C.
by A. G. Law, 1961

Other ships modeled by Mr. Law are the *St. Mary's,* originally a man-of-war in 1847 but best known as the New York school ship; a colorful Foochow pole junk, clumsy in appearance but reputed to be one of the fastest of all Asiatic craft; and Joshua Slocum's globe-girdling *Spray.* The model of the *Spray* is especially interesting, for the figure waving from the deck is actually recognizable as Slocum. Clipper models include a Baltimore clipper and two of the most famous Cape Horn ships, *Flying Cloud* and *Sea Witch.*

At present this amazing collection is displayed in the G. W. Blunt White Library. No written description can do justice to the details of the models.

Annual Meeting Events



As they have done in the past, Trustees of The Marine Historical Association gathered at the Seaport on the eve of Annual Meeting for a formal business meeting and dinner, at the Seamen's Inne. Shown above at the head table are (left to right) Clifford D. Mallory, Jr., Treasurer; Waldo C. M. Johnston, Director; Franklin Cole, President; Philip R. Mallory, Chairman of the Board; Charles A. Brooks, Managing Director; and Oliver Denison, Secretary and Assistant Treasurer.

OPENING the program on Annual Meeting Day, Friday, July 22, a special ceremony at eleven in the morning featured the setting of sails on the *Charles W. Morgan*. The acquisition of additional sails for the whaleship has been a 125th-anniversary project of the Association. At this ceremony, donors of sails received public acknowledgment, while Mariner Training Program participants from the *Joseph Conrad* assisted staff riggers in hoisting the canvas.

Following the *Morgan* ceremonies, the traditional Memorial Service was held in the Aloha Meeting House at noon. The Reverend Orin E. Dice officiated.

Association members and guests next attended a reception on the North Green, prior to luncheon. The sun shone brightly and fair breezes blew, making weather conditions ideal for both these waterfront affairs.

After luncheon, entertainment was provided by the Seaport Carollers, under the direction of Byron M. Hatfield. Their joviality sustained the mood of good fellowship; and though their hearty chanties were dedicated to a few, they were appreciated by all.

During the business session which followed, with Philip R. Mallory presiding, J. Burr Bartram reported briefly on the endowment fund; Captain Thomas A. King, Atlantic Coast Director for the U.S. Maritime Administration, presented to the Association the builders' nameplate from the Liberty Ship *Richard Henry Dana;* and William L. Saltonstall, son of United States Senator Leverett Saltonstall, gave the main address of the afternoon. (Copies of Mr. Saltonstall's talk are available from the Publicity Office.)

Other business transacted at the meeting included the election of the following Trustees, for terms through 1969:

Robert P. Anderson
J. Burr Bartram
E. Jared Bliss, Jr.
William Brewster
Percy Chubb II
William H. Ewen
Jan S. Irvine
John W. Keeshan
G. Barron Mallory
Sidney C. Moody
William H. Moore
Frederick S. Moseley, Jr.
William C. Ridgway, Jr.
Joseph Santin
Rudolph J. Schaefer
Jerome W. Sinsheimer
E. Newbold Smith
Alexander O. Vietor

After adjournment of the members' meeting, the Trustees met briefly for the purpose of electing officers of the Association. These remain the same as last year, except that John P. Blair becomes Treasurer. Also at this meeting, the following committees and committee chairmen were announced to the Trustees:

EXECUTIVE COMMITTEE

Philip R. Mallory
Chairman of the Board
Franklin Cole
President
J. Burr Bartram
John P. Blair
Henry B. duPont
William H. Ewen
William P. Gwinn
Harold H. Kynett
Clifford D. Mallory, Jr.
Sidney C. Moody
Alfred Ogden
John Parkinson, Jr.
Edwin Pugsley
Critchell Rimington
Francis Day Rogers
Henry A. Scheel
Henry C. Taylor
Alexander O. Vietor

ENDOWMENT AND INVESTMENT COMMITTEE
J. Burr Bartram, *Chairman*

CURATORIAL COMMITTEE
Alexander O. Vietor, *Chairman*

FUTURE PLANNING COMMITTEE
Henry B. duPont, *Chairman*

LIBRARY COMMITTEE
John Parkinson, Jr., *Chairman*

BUDGET COMMITTEE
John P. Blair, *Chairman*

COMMITTEE ON PUBLICATIONS
Critchell Rimington, *Chairman*

COMMITTEE ON SHIPS
Henry Scheel, *Chairman*



Irving Johnson and his "Yankees"



Photograph courtesy of Irving Johnson

The ketch Yankee

IN THESE records of members' yachts published in the Mystic Seaport LOG, mention should be made of three named *Yankee* owned by Irving Johnson, long associated with the Seaport. In my opinion he is worthy to take his place in history with Magellan and Sir Francis Drake as one of the world's great sailors in sail.

In 1929-30 he was aboard the huge German four-masted bark *Peking,* on a ninety-three-day voyage around Cape Horn from Hamburg to Chile. Ocean passages on such famous yachts as *Shamrock V, Wanderbird,* and *Mistress* followed. In 1933, he acquired the ninety-two-foot schooner *Yankee,* built in Holland in 1897, and skippered her in three voyages around the world prior to World War II. In 1934, *Yankee* rescued a group of shipwrecked Pitcairn Islanders; and Johnson returned them to their island home, performing a wedding ceremony en route, as is the prerogative of a captain at sea. Later the same year he discovered, charted, and named five islands north of New Guinea. In 1940 *Yankee* piled up on an uncharted reef in the eastern Solomon Islands, only seven feet below the surface. *Yankee* drew eleven feet; but Johnson finally heeled her over with a press of sail and drove over it, helped by the engine.

Irving Johnson had an outstanding record as a naval officer in World War II and was awarded a Special Service Citation for operations in the Pacific. He was in command of the U.S.S. *Sumner,* a Hydrographic Survey ship, from which he prepared charts and blasted channels—often under Japanese attack.

After the war Irving Johnson bought the brigantine *Yankee,* formerly a German North Sea pilot vessel built in 1912. Between 1947 and 1958 he sailed her four times around the world and in 1957 discovered and raised the ancient anchor of H.M.S. *Bounty* off Pitcairn Island. Between voyages *Yankee* carried some 2200 Girl Scout Mariners on cruises of a week's duration on the New England coasts between New York and Bras D'Or Lakes. Of course *Yankee* flew the Transoceanic Pennant of the Cruising Club of America. The books *Westward Bound in the Schooner Yankee, Sailing to See, Yankee's Wander World,* and *Yankee's People and Places,* written by Irving Johnson, described his great cruises.

In 1959 the brigantine *Yankee* was replaced by the interesting fifty-foot ketch *Yankee,* designed by Sparkman & Stephens for both ocean cruising and inland sailing in shallow waters. Aboard her ever since, Johnson and his attractive sea-going wife have cruised in the Baltic, the Mediterranean, the length and breadth of Europe by way of its canals, and recently far up the Nile. Undoubtedly, many members of The Marine Historical Association have been with the Johnsons on some of these romantic voyages. Surely no other skipper of yachts has ever made such a record.

JOHN PARKINSON, JR.

EDUCATION NOTES

• Early in June the Planetarium staff gave two special shows for navigators participating in the Bermuda Race. These shows were quite successful: thirty navigators or skippers representing seventeen boats attended one or the other presentation.

• The schooner *Vagabond,* given to the Mariner Training Program last June by Frank E. Harden of Camden, N.Y., was used this summer for groups which could not be accommodated on the *Brilliant*. Mariner trainees took six-day cruises under the command of Stephen Wales, from Cohasset, Massachusetts, a teacher. The *Vagabond* was brought to Mystic from Albany, N.Y. by staff members Joseph Herman, Richard Dyer, and Jack Henry.

• Teachers are becoming increasingly aware of the educational resources that the Seaport offers and are taking advantage of them in greater numbers than ever. This has been reflected by a sharp rise in school-group visitation.

Equally significant is the rise in visitation by summer schools, special education groups, and teachers' groups. Various forms of aid to education have made it possible for school systems and institutions of higher learning to greatly expand their summer programs.

MYSTIC SEAPORT 25 YEARS AGO

THE year 1941 stands out in the annals of this Association as crucial. Certainly the acquisition of the *Charles W. Morgan* is commonly regarded as the most significant event in Mystic Seaport history. It is obvious today that the challenge presented by the old whaleship has been met most successfully.

Late in 1941 came a second major challenge. Though it has been lost sight of, perhaps, in the expansion resulting from the presence of the *Morgan,* the bombing of Pearl Harbor threatened the very existence of The Marine Historical Association, as well as the rest of the world. In times when only the most essential interests survived, Philip R. Mallory, keenly sensing the danger though new at the helm, had cause to reflect upon the future of this organization. As a result of his "soul searching," Mr. Mallory expressed the "sincere conviction that the message that this association has for the future welfare of our country is so vital—so important—that it would be a serious loss if it were not told over and over again to our nation and preserved for our children . . . I happen to be an ardent believer in the basic value of tradition and am convinced that a knowledge and respect for a great past is a potent influence in molding character to meet the present and future crises." [1]

In 1966, thanks to the courageousness with which both these challenges were accepted, The Marine Historical Association faces the future with hope.

[1] The Marine Historical Association, *Minutes of the Thirteenth Annual Meeting*—Bulletin #25 (Mystic, Connecticut: The Marine Historical Association, Incorporated, July 31, 1942), p. 2.

MYSTIC 100 YEARS AGO



One of the oldest American vessels still active, the Emma C. Berry *was built at Noank one hundred years ago. She is pictured above arriving at Mystic Seaport July 5, 1966, after participating in Fourth of July celebrations in Noank.*



VARIABLE WINDS

• The Westerly, Rhode Island Sea Scouts have been of service to the Association on a number of occasions this season: they have generously given their time in assisting Seaport riggers with the demonstration of sail-setting on the *Charles W. Morgan.* This demonstration was first presented at the Spring Meeting of the Early American Industries Association and was repeated at Annual Meeting and several subsequent gatherings. Certainly these willing and spirited young men are carrying on the traditions of sea-going men of the past, and The Marine Historical Association is most grateful that present-day youth are contributing to the success of Mystic Seaport as well as absorbing the lessons taught here.

• Three lines about Mystic Seaport in a spring issue of *Better Homes and Gardens* resulted in more than six thousand inquiries. The ships and exhibits here obviously appeal to inlanders as well as yachtsmen and marine historians!

• Recently published by the Pequot Press, Inc. in Stonington was a book by MacDonald Steers, former Secretary of The Marine Historical Association. *Stormalong Goes a-Whaling,* with design and illustrations by Yngve Edward Soderberg, is priced at $3.50.

• Among proposed research projects, which should contribute a unique dimension to Mystic Seaport, is a plan to make tape recordings of interviews with sea captains and other "old salts." Information obtained this way could be invaluable in years to come.

• Group meetings and conventions held at Mystic Seaport continue to be successful. The Early American Industries Association Spring Meeting in June drew approximately 250 people, the largest attendance in the history of the organization. The Newcomen Society luncheon in July attracted over 400. Meeting here in November will be the New England Historical Societies. Each of these gatherings stimulates interest in The Marine Historical Association and inevitably results in new memberships.



Westerly Sea Scouts assist with sail-setting on whaleship Charles W. Morgan.

Photograph courtesy of New London Day

• A travel piece in September *Redbook* had a large section devoted to Mystic Seaport. This too has been bringing in numerous inquiries from potential visitors.

• Mystic Seaport celebrated the Fourth of July the new way—by ringing bells at 2:00 p.m. Ships' bells, the Aloha Meeting House bell, and various others around the grounds chimed the happiness of American independence over the countryside. Also on the Fourth, the story of the Seaport was spread across the nation by means of NBC's TODAY show. Did you see it?



Acting Curator John Leavitt talking with Hugh Downs on the deck of the Charles W. Morgan *during the filming of the TODAY Show.*

• Saturday and Sunday, July 29 and 30, approximately 150 boats, the largest number ever to visit the Seaport at one time, tied up at the docks. Main event of the weekend was the U.S. Power Squadron District 1 rendezvous.

• Thanks to the kindness of officials at the New Bedford Free Public Library, The Marine Historical Association has been permitted to microfilm six volumes of letterpress and letter copybooks of Charles W. Morgan in the possession of that library. The volumes cover the years 1823-1846, and the microfilm will add greatly to the store of information available at Mystic Seaport.

• The Clift Block, which has been closed since the completion of the new Seaport Stores complex, was reopened on Annual Meeting day, as an exhibit building. On display are a fishing collection and a shell collection. Mrs. Dana Clark, a member of the Volunteer Corps, who is thoroughly knowledgeable on the subject of conchology, spent several days labeling the shells.

IN MEMORIAM

It is with deep sorrow that the death of William Brewster is reported. Mr. Brewster was a member of the Board of Trustees of The Marine Historical Association from July 21, 1961 until his death, and a member of the Operating Committee. He died suddenly in Stonington, Connecticut on August 1, 1966 at the age of fifty-one.

STAFF NOTES

• Edmund Elliott Lynch, a native of Springfield, Vermont, became Curator at Mystic Seaport September 1. An American historian and former Curator at the Adirondack Museum at Blue Mt. Lake, New York, Mr. Lynch attended Le Moyne College in Syracuse, New York, for one year and graduated from the University of San Francisco. He received his master's degree in museum administration at the Oneonta College of New York State University, Cooperstown, New York, in 1965.



Edmund Elliot Lynch, Curator at Mystic Seaport, effective September 1, 1966

Mr. Lynch also completed a four-year course in one year at the Yale University Institute of Far Eastern Languages in 1955; he spent three years in Korea and Japan serving with the U. S. Air Force. He and his wife and children plan to make their home in Stonington, Connecticut.

John F. Leavitt, who served as Acting Curator beginning April 1, continues on the curatorial staff as Associate Curator.

☆

• Ann Wylie, who has been secretary to Charles A. Brooks since May, 1952, is taking a leave of absence effective September 1. She will join her husband in Barrow-in-Furness, England, where he will be on a business assignment. Mrs. Frederick Hobbs will substitute for Mrs. Wylie in the latter's absence.



• Michael D. Sturges' appointment as Director of Education at Mystic Seaport was announced by Waldo C. M. Johnston at a dinner for Marine Historical Association Trustees the night before Annual Meeting. A 1958 graduate of Yale University and a member of the Education Department staff for the past six years, Mr. Sturges was named Acting Director of the department following the resignation of Robert L. Damm in June. Mr. Johnston further announced that Mr. Sturges has also been appointed Assistant Director of the Frank C. Munson Memorial Institute of American Maritime History.

☆

• Visiting lecturers who participated in the Munson Institute programs this summer included Dr. Archibald R. Lewis of the University of Texas; Dr. Albert E. Van Dusen, University of Connecticut; William A. Baker, Curator of the Marine Museum at the Massachusetts Institute of Technology; Howard I. Chapelle, Curator of Transportation at the Smithsonian Institution; Edouard A. Stackpole, author of *Sea Hunters* and numerous publications in the field of maritime history and former Curator at Mystic Seaport; Edward W. Sloan, III, Trinity College; James Baughman, Harvard Graduate School of Business Administration; Loyall F. Sewall, Portland, Maine, attorney; John F. Murphy, U. S. Coast Guard Academy; Commander Lane C. Kendall, U. S. Navy Department; and Harold L. Burstyn, Brandeis University. Dr. Robert G. Albion, Gardiner Professor (Emeritus) of Oceanic History at Harvard University, headed the faculty and was assisted by Dr. Benjamin W. Labaree, Dean of Williams College, and Dr. John C. Perry, Assistant Professor of History at Connecticut College.

LETTERS

To the Readers of The LOG:

I want to apologize to the readers of The LOG for incorrectly stating that the great schooner *Niña* was designed by Francis Herreshoff. She was of course designed by Starling Burgess.

I wrote the profile in the cabin of my *Winnie of Bourne* the day before an offshore race; my mind was elsewhere and I had a brainstorm.

JOHN PARKINSON, JR.

Dear Mrs. Eshenfelder:

There was much that was good in the *Niña* profile in your Summer 1966 issue. But there was one bad error, and one point that might better be clarified.

Since August 1953 I have been a regular "string puller" on *Niña* and have sailed aboard her in almost every major ocean race she participated in between then and now. Because of this I feel qualified to take exception to a couple of John Parkinson's statements.

In the first place, *Niña* was designed by Starling Burgess, not by L. Francis Herreshoff. A twenty-second trip into Lloyd's Register of American Yachts would have brought out this vital bit of information.

Secondly, there is more about the *Niña* Trophy than Parkinson tells about. After winning the Vineyard Trophy for the third time, Commodore Fales—as stipulated in the deed of gift—became the possessor of that trophy. Immediately, however, he turned it back to the Stamford Yacht Club as a perpetual trophy.

The following year he won it again. However elated he was by this victory he was somewhat embarrassed for his friend and arch-rival, Walter Wheeler, whose yawl *Cotton Blossom* had finished first of all the fleet although with not sufficient time margin to hold this position when the handicap times were applied. So for the following year, Commodore Fales presented to the club the Fales Trophy for the first boat in the fleet to finish. This was in 1955, and in 1955 *Niña* won the Fales Trophy, although *Cotton Blossom* had beaten *Niña* to the lightship. So in 1957, the Commodore presented yet another trophy, the *Niña* Trophy, to be awarded to the first boat to round the lightship (or the tower as the case may have been by then).

And what happened in 1957? Yes, you have guessed it: that year *Niña* won not only the *Niña* Trophy, she also won the Fales Trophy, and—to button things down real snugly—she won the Vineyard Trophy as well. This race was one of *Niña's* specialties.

I could expound at much greater length on the subject of *Niña* and Commodore Fales, but I shall spare you. I do feel, however, that in justice to Burgess who designed *Niña,* the credit for the boat and its potential speed and weatherliness (that Commodore Fales developed) should be given to him. The Herreshoffs don't need the fame, nor actually, does Burgess; but the record should be kept clear.

HAL V. WILDER
Essex, Connecticut

To the Editorial Board:

The Seaport LOG is one of the most welcome items to arrive in my mail. It affords a delightful evening's scrutiny and more.

I blinked a moment while reading Mr. Parkinson's pleasant and personable article upon the famous *Niña*—contained in the current issue. His yacht profile incorrectly attributes the design of this great schooner to L. Francis Herreshoff. As you are no doubt so soon aware, *Niña* was designed by the noted W. Starling Burgess.

L. F. Herreshoff is himself a staunch admirer of the Burgess talent, and he might well be the first of a number to indicate the discrepancy. On the other hand, Mr. Herreshoff is—to the minds of many—unsurpassed in creating an ultimate grace and charm within the scope of sailing yacht design. I do not believe a craft from his board has yet been tapped for a yacht profile in the quarterly. The magnificent *Ticonderoga* should prove an eminent subject for this purpose.

To return to the gallant *Niña,* that she exists today is no small tribute to her builder, Reuben Bigelow of Monument Beach, Mass. As of last report, Bigelows continue to build much smaller boats in that location.

MARK S. HOUGH
Woonsocket, Rhode Island

Dear Mrs. Eshenfelder:

I have just received the Summer 1966, Volume 18, Number 3 issue of The LOG. I was most interested in the material on the *Charles W. Morgan* vessel, particularly the full page picture on page 64. I note that the credit line reads, "origin of photograph unknown."

Actually, this photograph appears in a book we published in 1938 by Albert Cook Church, *Whale Ships and Whaling.* If you have a copy of it in your library, you may refer to Photo #81, which was taken by Mr. Church just after the towboat on which he was a passenger dropped the towline from the *Morgan* outward bound from New Bedford, off Cuttyhunk.

ROBERT E. FARLOW
Vice President
W. W. Norton & Company, Inc.
New York, New York

EDITOR'S NOTE: This is a magnificent book, and anyone who has not seen it should obtain one either for his own library or as a gift.

Gift Memberships

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

Classifications of Memberships are:

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

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

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

Calendar of Events

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

SEPT 14 – NOV 21	Mystic Seaport Whaling Exhibition—Hallmark Gallery, Fifth Avenue and 56th Street New York City	DEC 15 – JAN 31	"American Firsts" an exhibit of marine paintings by Charles Lundgren
OCT 8	"Untapped Sources & Research Opportunities in American Maritime History" Symposium, G. W. Blunt White Library	DEC 18	Sailing Activity Awards Presentation Community Carol Sing opens the Seaport holiday season.
OCT 22	Annual Dhow Derby Annual Dinner, Society for the Preservation of *Nellie A. Ryle*	DEC 25	Christmas Day Mystic Seaport is closed.
		JAN 28	Fifth Annual Meeting Catboat Association
OCT 30,31	Robert Davis "Incredible Iceland" Adventure Series lecture	JAN 15,16	Colin Wyatt "Afghanistan" Adventure Series lecture
OCT 31	Interpretation program winter schedule begins.	FEB	Exhibit of Paintings by Rudy Zallenger
NOV 5,6	Fourth Annual Conference New England Historical Societies	FEB 12,13	Willis Butler "Profiles of Canada" Adventure Series lecture
NOV 5	American Blue Jackets Review at Mystic Seaport		
NOV 24	Thanksgiving Day Mystic Seaport is closed.	MAR	Exhibit of Paintings by Earle Barlow
DEC 11,12	Irving Johnson "*Yankee* Sails the Mediterranean" Adventure Series lecture	MAR 12,13	Ed Lark "Ceylon" Adventure Series lecture
		APR 16,17	Lisa Chickering and Jean Porterfield "Caribbean Dutch Treat" Adventure Series lecture
Adventure Series lectures by subscription only			



THE MEMBERSHIP BUILDING, *a memorial to Mildred Courtney Mallory, was opened in March 1965. Members of the Association are always welcome to meet or rest in this gracious, homelike atmosphere.*

THE LOG
of
MYSTIC SEAPORT

THE MARINE HISTORICAL ASSOCIATION, INCORPORATED
Mystic, Connecticut 06355

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