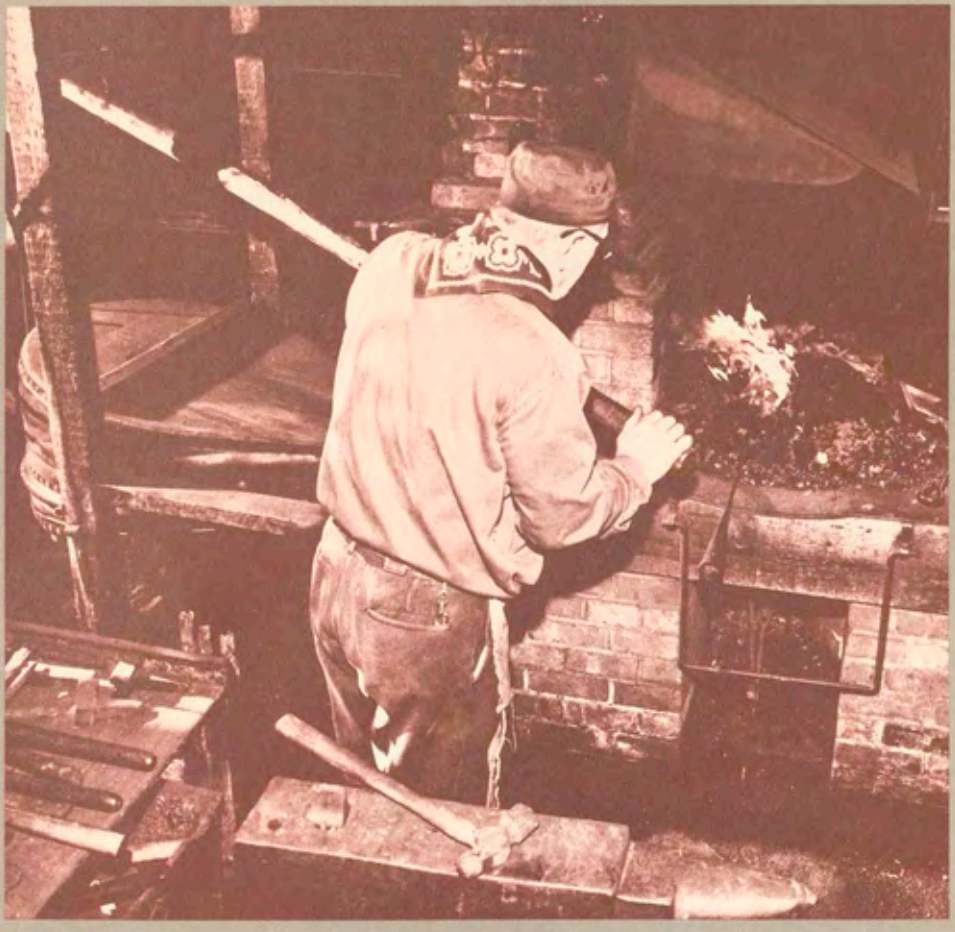
Volume 19
Number 1

THE LOG

Winter
1967

of

MYSTIC SEAPORT



The Marine Historical Association, Incorporated

MYSTIC SEAPORT • MYSTIC, CONNECTICUT

ON THE COVER: *Interior of the Shipsmith Shop at Mystic Seaport.*

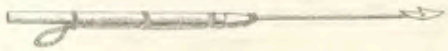
The LOG of Mystic Seaport is published quarterly for members of The Marine Historical Association. Their letters, suggestions, and ideas for stories are gratefully received and carefully considered by the Editorial Board. Publication of all material is dependent upon the limitations of policy and space.



THE
LOG
of
MYSTIC SEAPORT

Volume 19, Number 1 Winter 1967

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



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

Editorial Board
The Director, Editor, Editorial Associates, with John F. Leavitt, Edmund E. Lynch, and Llewellyn Powell

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Official Mystic Seaport photographs are used throughout unless otherwise noted.

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EDITORIAL

JUST as a growing responsibility to the public is accepted as a continuing challenge by museums, so too is the collateral requirement of adapting to new situations.

Wholly new appraisals in the museum field survey the venerable past to verify what has been judged "right." Are the century-old standards "right" because they are old? What are, by comparison, the ameliorating conditions that are recognized today? Is there an inclination toward complacency that could result in stubborn perpetuation of the status quo?

A vast breadth of vision is required at Mystic Seaport as in any institution. Emphasis must be on basics combined with the discipline of hard work. The vision must penetrate language barriers, prejudices, pre-conceived notions which otherwise cloud intelligible presentations.

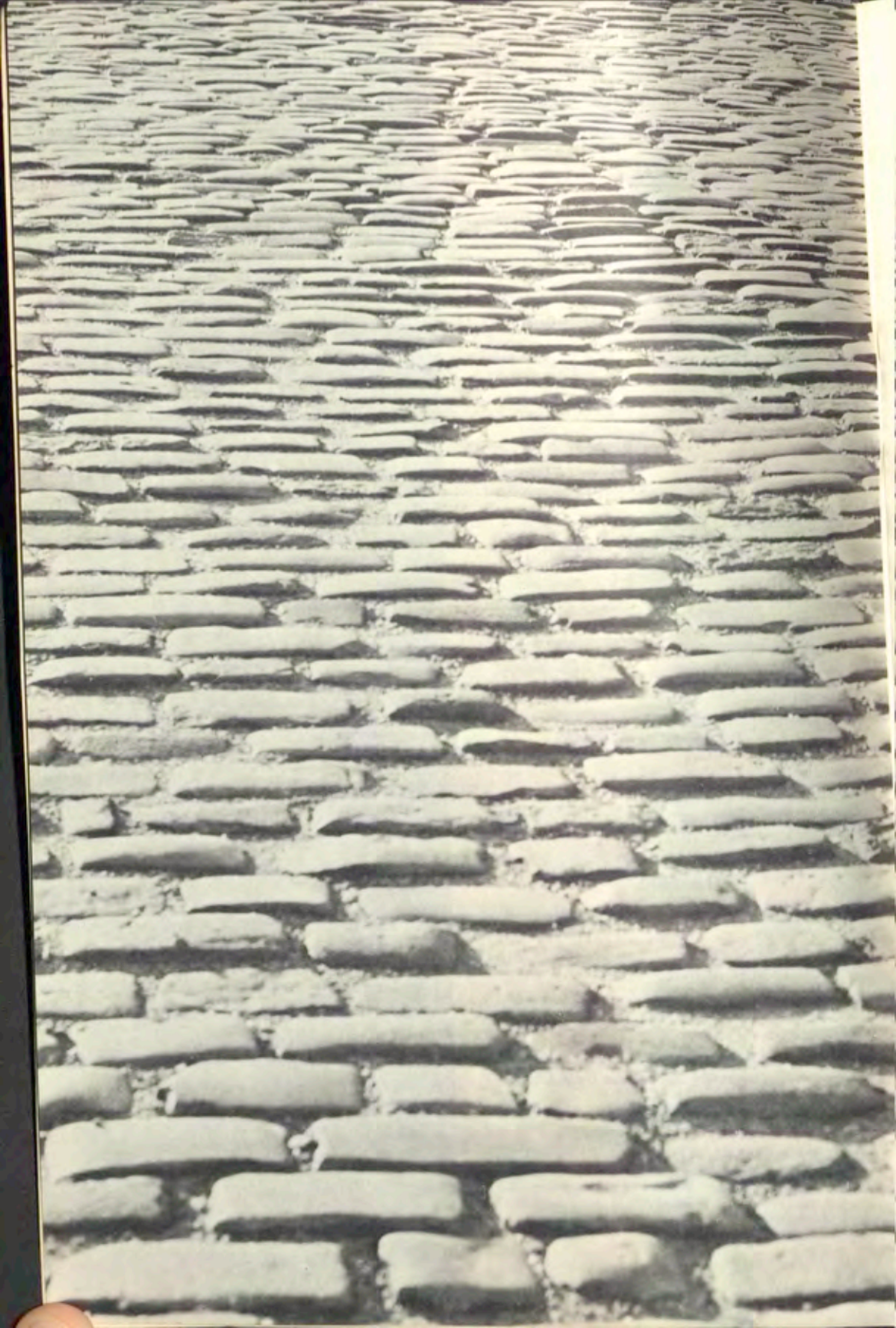
Application without adequate preparation, hasty or large-scale changes—in other words, superficial modifications—might well prove disadvantageous, upsetting the inner working equilibrium as well as that of the inquiring public. Changes improperly implemented often fail in their primary function.

To preserve order amid change, to sustain the traditional role and function without misinterpretation, to be ever aware of existing blind spots without treating them as nonexistent—these goals demand that the historian be not merely concerned; he must be *committed* to his subject, his standards, his ideals. Deliberately he induces tolerance and humility to prove that one cannot afford to be ignorant of the past.

Total understanding is rare, but in any study it is approached most closely in environs in which the source "lives." The museum thus fosters understanding or appreciation or working knowledge by making available the actual and authentic pieces of history to supplement less dramatic descriptions in books. Without pretense or attempt toward extensive formal education in competition with the sacred world of the ivory tower, there is nevertheless an established mission here to inspire self-education among people of all ages and strata.

Vision forces change. Character of a high order directs change. And striving to understand makes even the least change tolerable.

ALMA ESHENFELDER



Director's Page

THE orderly tracery of shadow and form of the lowly paving stone is a vanishing pattern on the American scene. A victim of the automobile, the high heeled shoe, and cheaper substitutes of tar and macadam, our lovely 19th Century cobblestoned streets are destined for the memory book.

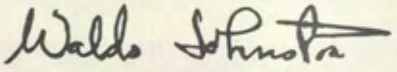
Mystic Seaport's cobblestones may not endear themselves to our visitors as much as they do to us because they are hard on slender ankles and modern shoes; yet I venture to think that most of our visitors are aware that our cobblestones "belong" to the Seaport as much as our craft shops, our ships, our collections. Few may stop to ponder their true beauty, but most must sense that stumbling on their uneven surface promotes an added feeling of stepping into the past.

Solid footing is taken for granted today, and few Americans need ever to face the uncertain perplexities of sinking their cars to the hubcap in quagmire or trudging up to their knees in mud. But in the Eighteenth and Nineteenth Centuries, mud and ooze were daily hazards that limited travel and frequently brought commerce and transportation to a complete standstill.

No one, to my knowledge, has ever attempted to evaluate the importance of the cobblestone in the development of America; yet certainly our great seaport communities such as Boston, Nantucket, New Bedford, New London, Baltimore and New York could not have flourished without the . . .

cobblestone to keep man and beast and wagon moving, to load and unload ships, to refit for voyages, to engage in commercial ventures and provide supplies for westward expansion. The terrible accounts of death in the mudholes in San Francisco streets during the first two years of the Gold Rush before paving stones could be imported lend additional testimony to the vital necessity of cobblestoned streets in our history. So the Seaport's cobblestones are important to us as students of history, as conservators of an authentic living museum, and as developers of beauty. But our cobblestones serve another useful purpose. The orderliness of their lights and patterns leading into the distance serve as constant reminders that all future planning for the Seaport must follow a similar meticulous pattern of orderly thinking so that we move ahead on firm ground toward carefully defined goals. Trustees, staff, MHA members—all who love the Seaport, and who wish to do so—are urged to send suggestions to the Director so that he and the Future Planning Committee may carry out the ultimate responsibility for establishing long range plans and priorities in keeping with past accomplishments and known resources.

1967 is a year in which a number of these important decisions must be made.



SIXTH PRESIDENT

THE MARINE HISTORICAL ASSOCIATION



Photograph by Gil Amiaga

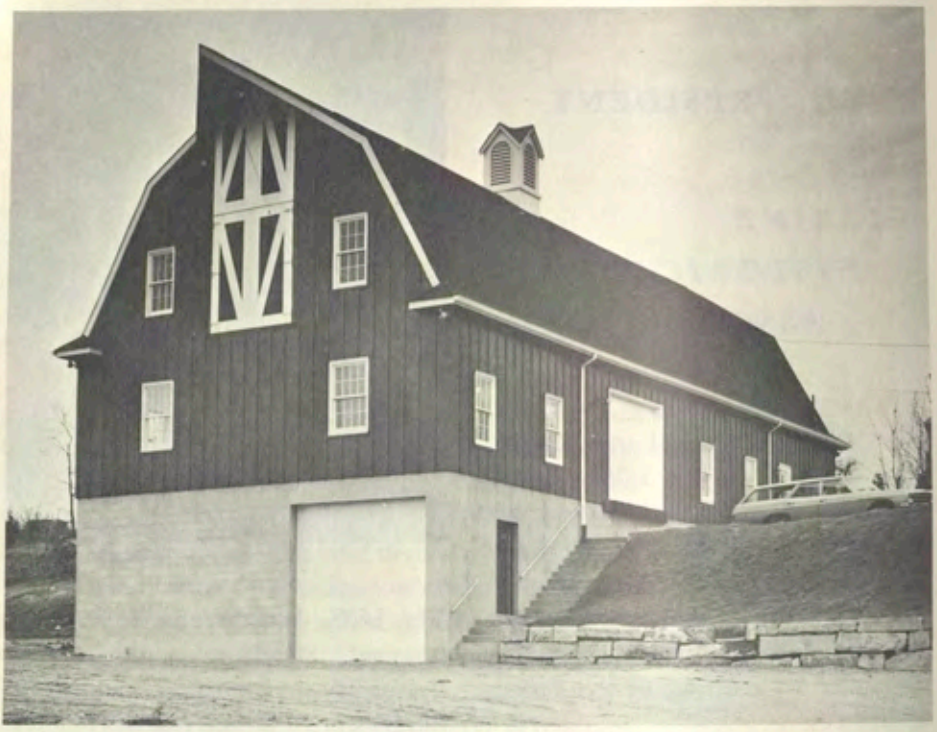
FRANCIS DAY ROGERS, Trustee of The Marine Historical Association since April, 1939 and a Vice President since January, 1961, became sixth President of the Association on January first of this year. He succeeds Franklin Cole, whose resignation was accepted with regret at the December 14 meeting of the Board of Trustees.

A graduate of St. Paul's School Mr. Rogers received his BA degree from Yale in 1935 and his degree in architecture from New York University in 1941. One of the senior partners in the architectural firm of Rogers, Butler & Burgun, New York City, he has been largely responsible for restoration of old buildings at Mystic Seaport, as well as for the design and construction of new buildings. Among the many and varied structures in the Seaport complex, there are few not designed by the new President of the Association.

Besides contributing to the Seaport in a professional capacity, Mr. Rogers has enthusiastically participated in other Marine Historical Association activities. His account of the bringing of the *Regina M* to Mystic appeared in the Autumn, 1966 issue of The LOG. His museum experience, however, extends beyond the boundaries of Mystic Seaport; a member of the Executive Committee of the Metropolitan Museum of Art in New York, Mr. Rogers was Chairman of that museum's committee which selected Thomas Hoving Director, succeeding the late James Rorimer.

Mr. Rogers is also a member of the Board of Spelman College, Atlanta, Georgia and an Elder of the Madison Avenue Presbyterian Church. He is the son of the late James Gamble Rogers, architect during the 1920's and 30's for many of the buildings at Yale University, and Anne Tift Day Rogers, who had many Mystic forebears.

Mr. and Mrs. Rogers, the former Pauline Washburn, have two daughters and two sons. They are residents of New York City; but for many years, the family summer home has been located at Old Black Point, Niantic, a short distance from Mystic.



Curatorial Storage and Restoration Facility





Restorers at work in the above building

The Challenge We Face

BY EDMUND E. LYNCH

Curator

> We intend to be an active, not a passive, literary body; not to lie waiting, like a bed of oysters, for the tide (of communication) to flow in upon us, but to seek and find, to preserve and communicate literary intelligence, especially in the historical way.
>
> "The Belknap Papers,"
> *Collections of the Massachusetts Historical Society,*
> Fifth Series, Volume III (Boston: 1877), p. 245.

THE rapid development of museums in the United States since World War II is a manifestation of our changing social structure. Leisure hours have increased; travel is no longer a luxury of the few; exploitation of our educational opportunities and resources is rampant. There is an increasing awareness on the part of Americans that history can be depicted, attractively, meaningfully, and truthfully by an historical agency.

This realization effects a grave obligation upon any institution serving as a repository for history. The Marine Historical Association has not evaded its responsibility heretofore and it will not in the ensuing years.

Mystic Seaport is one of the major outdoor museums in this country. The spiraling post-war growth of the Association has been phenomenal. A full time staff has expanded from four in 1946 to the permanent employment of about 200 personnel. A membership of 600 has increased to 11,500. Today 37 acres surround some 60 buildings. In 1946 our collections numbered about 10,000 items and now contain over 50,000 separate objects.

In 1962 the Trustees, members, and staff of The Marine Historical Association realized the future needs of the Seaport and embarked upon a program which has since proved absolutely beneficial to its continued existence. Real estate acquisition and development, the construction of a library, utility building, Seaport Stores, Seamen's Inne and other improvements are examples of the courage and foresight which have guided this organization since World War II. It is this same leadership that continues to view the future.

It is the dedicated and sensitive perceptiveness of the Trustees, members, and staff that has conceived the need for a renewal of the basic objectives of The Marine Historical Association and a re-evaluation of its existing course. The overall vision of 1962 is nearing completion and it is

now time to concentrate our attention on the internal structure of Mystic Seaport.

The nucleus of any historical agency is its Curatorial Department. Because of the enormous growth over the years of our institution and its collections, there has been a tremendous increase in curatorial responsibility. We are prepared to meet this challenge and have formulated a program to re-establish the directives of this department under the guidance of the Director of The Marine Historical Association.

We are dedicated to the collection of pertinent historical material, the presentation of our collections, a unified and knowledgeable exhibit program, factual and active restoration, and thorough scholarly research. These are the primary principles of any serious museum which justly deserves the loyalty of its staff and members. Too frequently enterprises like ours cannot compete with high wages and expansive benefits. What we can offer is dedication to an ideal, a spirit of unity, love for one's individual effort and the pride of accomplishment. All of these tenets are prevalent at Mystic Seaport, and if they did not exist, I could truthfully predict that there would be no future for The Marine Historical Association.

In the collecting of pertinent historical material it is far too easy for an institution to lose perspective regarding its defined areas of responsibility, especially if it deals in vast numbers of artifacts. Anything of the past generates interest and it is quite difficult to refuse unrelated material. This is the "original sin" of museum personnel.

There are strands of unity and similarity that exist with all outdoor museums. More attention should be given to the opportunities of regional appeal. Our re-created village is a seaport town and we should stress this singular aspect and concentrate on what makes it different from an inland community. This fact alone will affect our collection policy of the future. The Curatorial Department has embarked upon the vast undertaking of reviewing and evaluating all the objects in its possession. This is a monumental task and will take years to accomplish.

We are deeply obligated to our donors and lenders, as well as to the members of The Marine Historical Association and because of this awareness of our obligations it has been necessary to revise our loan policy. Mystic Seaport has been responsible for some objects on loan for over thirty years and recently we have had to request that these loans become gifts or be returned to their lenders whenever possible. This program has been in effect since September and generally the recipients of our current policy have been most cooperative in understanding why this action simply must be taken. However there have been a few instances in which an item has been in our care for years but the lender ultimately wants it returned. This situation can be tantamount to free storage, places a grave responsibility on The Marine Historical Association,

and severely restricts our activity as an historical agency.

In our position as an educational institution we offer many services to scholars, members, and visitors, especially in the field of research. If we do not have legal ownership of an item, involved problems develop regarding permission to photograph the object, consent to use written material and adherence to basic ownership rights in general. Through the tireless energy, generous cooperation, and skill of our Registrar's Office, we are attempting to rectify the difficulties which have resulted from previous loan policies. Our donors and lenders will benefit greatly from the studious efforts which will result in a revised and corrected procedure for loans.

The single most important obligation of a museum is the preservation of its collections. This fact cannot be too emphatically stressed, as our main objective as custodians of history is preservation. We assume the role of a public trust, and ideally, the material we accept is no longer the property of one man. It is for all men.

Our responsibility has been simplified by the addition to our complex of the new Curatorial Storage and Restoration Facility. We are grateful for the foresight and generosity of Mr. and Mrs. Rensselaer W. Bartram, Jr. The core of our collections is being transferred into this structure. Although this is only a beginning, we now have an area which is properly suited to the long-range conservation and the controlled security



Horst Wessel Eagle

of our collections.

The necessity for constant surveillance of objects is evidenced by the deterioration of the *Horst Wessel* Eagle shown here. This is not so much an example of neglect as it is an illustration of the problem of preservation. Two of the most difficult materials to conserve are wood and iron, and unfortunately, our collections are filled with these materials since life on the sea depended on the amalgamation of the two. There is no replacement for wood and iron in a vessel, just as there is no medium more suitable for figureheads than wood. The material of an historical object is just as valuable to the future as its form and often we cannot resort to modern materials of restoration, such as fiberglas or plastic. Continual observation of our items is the only infallible approach. This is evidenced by the fact that we are able to exhibit objects hundreds of years old.

The extreme importance of the role of conservation and preservation of artifacts at Mystic Seaport is further emphasized by the action taken by our Director in his "Year End Appeal for 1966." This fact is supported by the unparalleled interest of the Trustees and members who substantiate his position. I do not believe there is a museum existing today that has the crucial problem of restoration which we have experienced with our ships. The urgency for expediency in this one area of responsibility could not possibly be exaggerated. The Associate Curator has been unceasing in his endeavors to illustrate and correct this problem. Credit is certainly due to the Marine Maintenance crew for preventing total losses of the ships and small craft. A new addition to the Curatorial Department is the Ship Restoration section which has grasped the critical importance of this situation, and has initiated a limited program to prevent disastrous deterioration. It must never be forgotten that without the ships Mystic Seaport would have no meaningful story. Around this nucleus evolves the very reason for our existence as a museum.

There are other areas of our collections which are also deserving of immediate concern. Thought must be given to the establishment of a gallery which would be designed not only for the attractive display of our paintings, but for their proper storage. Presently, we are planning to use the new Curatorial Storage and Restoration Facility for our reserve of paintings but this is only a temporary measure. Paintings are a singular problem which must be handled separately from the other objects. There is simply no alternative solution to their care. We are making every feasible attempt to stave off the inevitable situation of natural deterioration and will continue to do so. However, inadequacies of the present system of exhibition and storage cannot be sufficiently stressed.

A unified and knowledgeable exhibit program is extremely important to a museum. Each year historical agencies are discovering that the public demands quality in their presentation of displays. Increased prices in the economy force museums to charge proportionate admission fees thus placing a greater emphasis on exhibits. Competition with other visitor attractions and with sister institutions demands a museum to be vigilant and attentive to its displays.

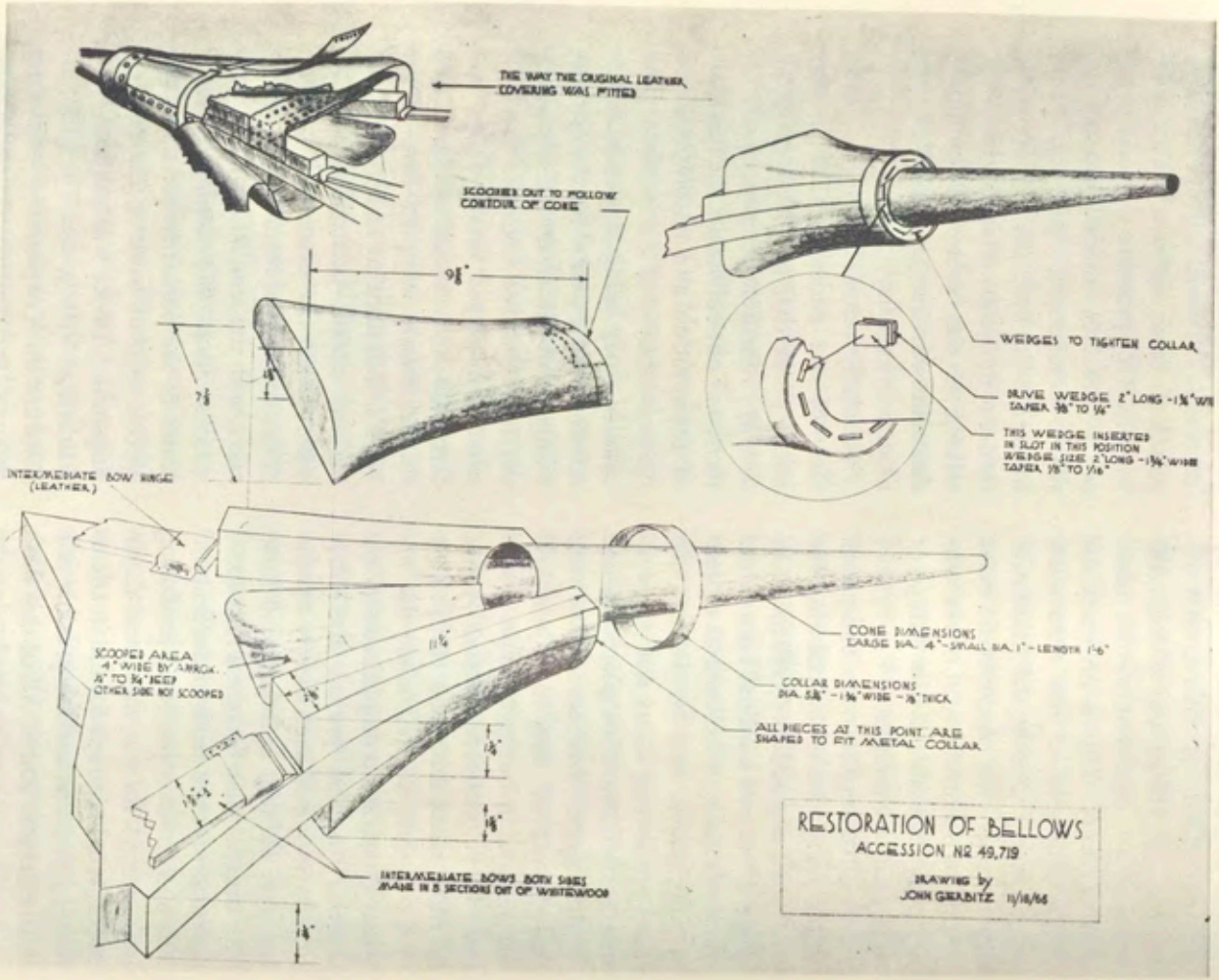
Mystic Seaport has a twofold responsibility as the exhibit program is divided into two distinct areas of presentation: a re-created nineteenth century Seaport village and formal exhibit buildings which are not restricted regarding specific periods for their historical material. In the future there must be an attempt made to unify the collections in the formal museum in order that the myriad of stories will be more accessible to the visitor. Presently, paintings, ship models, figureheads, scrimshaw, and other memorabilia are scattered throughout the various buildings. It is difficult for the public to relate and assimilate all that we are committed to teach them.

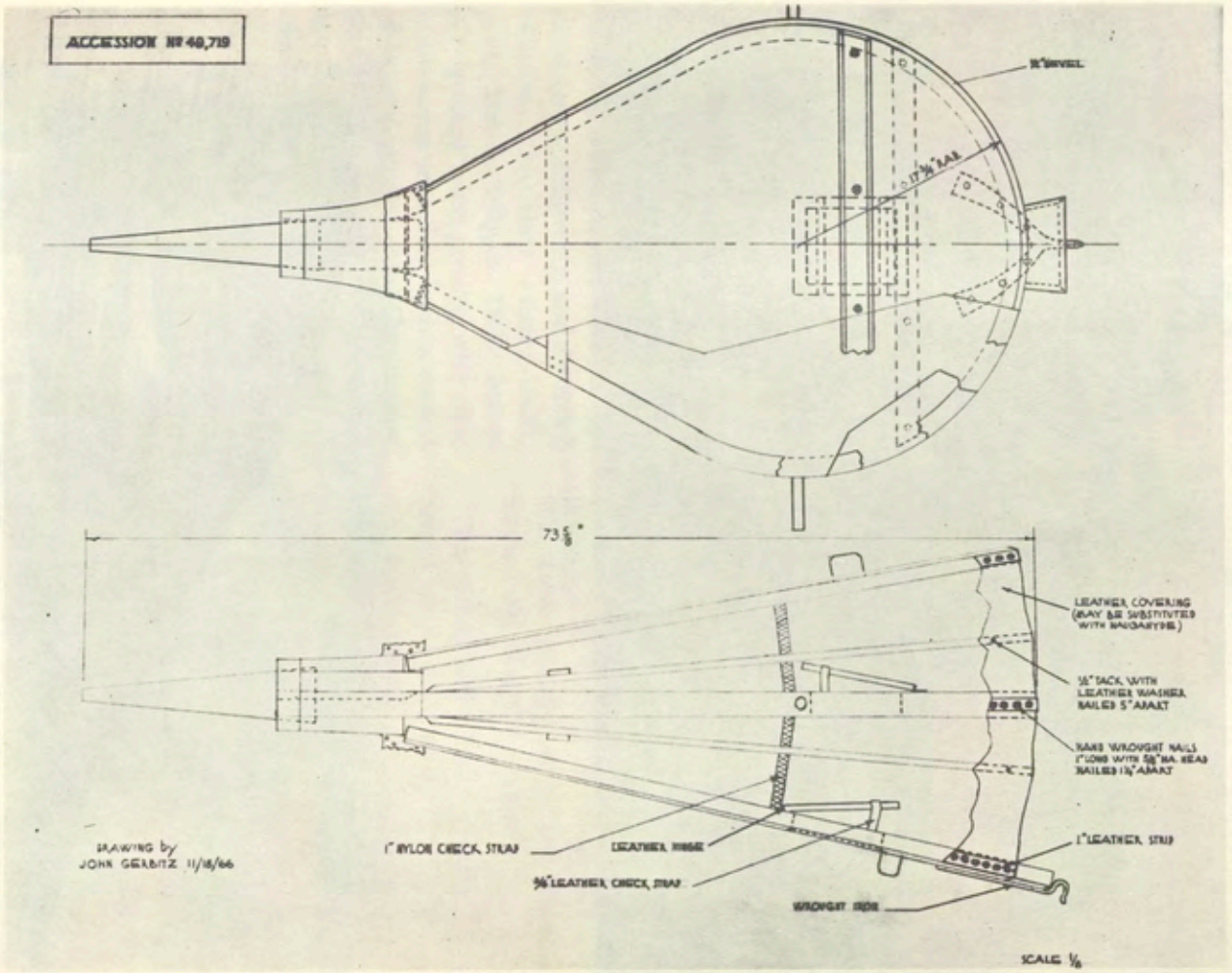
Our attention has been focused on the Seaport village. We have recently refurbished the Shipsmith's Shop by rearranging it to provide greater access for the visitor and eliminating material not pertinent to the nineteenth century. This is an excellent specific example of the renovation being accomplished by the Curatorial Department. We discovered items dating later than the turn of the century and not usable in the village or other exhibit buildings.

Extensive repairs were completed on the forges including pointing the brickwork and adding overhead draft hoods. Over one hundred hours were spent rebuilding a bellows to replace the inoperative one on display. An equal number of hours was spent on another bellows to be placed in one of the forges that never had one. Bellows are not easy to acquire and the several in our possession would have been considered beyond repair by most museums. The competency of the Curatorial staff made this impossible task an accomplished reality.

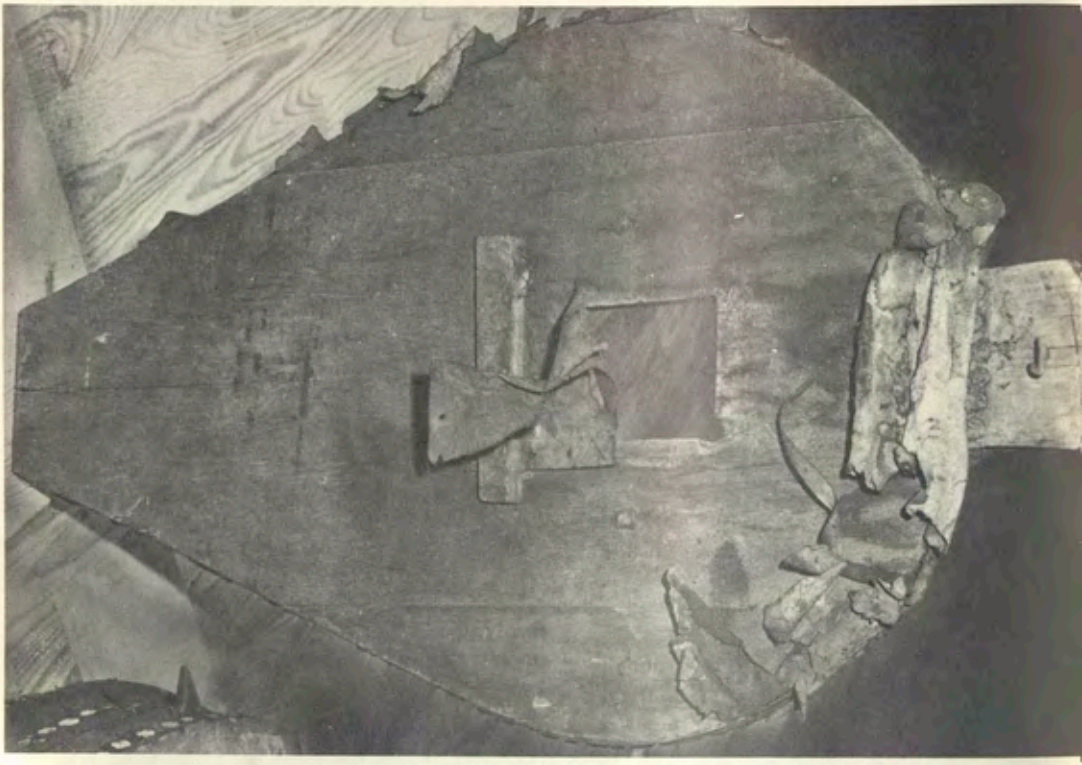
Prior to this project the Shipsmith's Shop had been merely a popular craft exhibit. It is intended however that the shop become a functional operation for the needs of the Seaport. The shipsmith is presently producing iron fittings for our ships and duplicating whaling irons for use in educational programs and for possible sale in the Seaport Stores. All of this work is now being done by hand using the old techniques of this craft. Initial endeavors have been most encouraging. In the restoration of the bellows the Shipsmith's Shop produced over 200 bellows tacks which hold the leather to the frame. The purchase of this special item would have been impossible. We will attempt this approach in other shops wherever it is feasible. This program will take time as it involves trained personnel, skilled craftsmen, patience, and money. It has been the experience of outdoor museums that no label or talking box can replace the communication between people and the impact of an active display.

Scholarly research supports every facet of our endeavor. This is the initial phase that precedes our every activity. Research determines the direction of our collecting, the methods of preservation and restoration, and the presentation of our exhibits. The detailed study being conducted to determine a time period for the Seaport village is an illustration of the necessity for extensive research. Much of what is displayed in the shops and dwellings represent an era later than the previously accepted date of the 1850's. We hope to arrive at a more realistic cut-off period but still remain within the nineteenth century. A vast amount of research was undertaken with the renovation of the Shipsmith's Shop. We studied account books of the period to determine the specific type of work conducted by a shipsmith. Advice was solicited from Sturbridge Village and The Farmers' Museum in Cooperstown regarding the types and construction of bellows. Our own library staff has been invaluable in its assistance to our department. Similarly, intensive studies must be conducted on the various

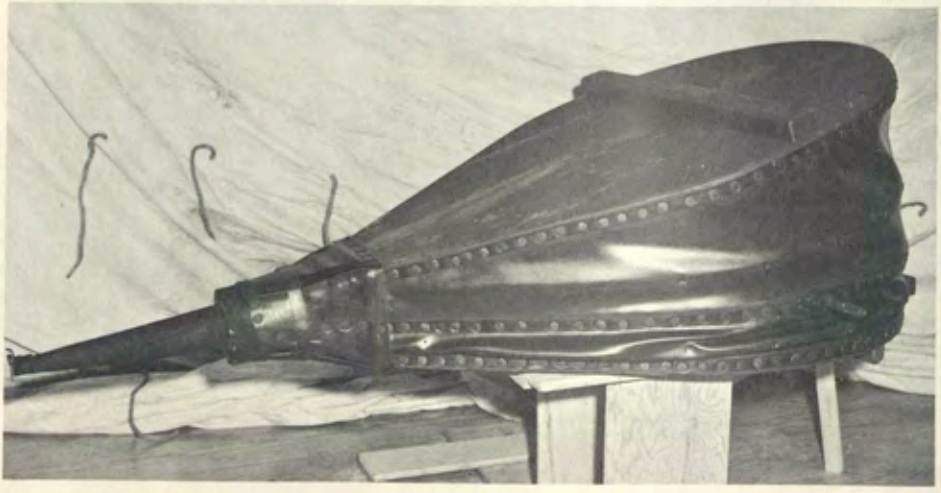

THE WAY THE ORIGINAL LEATHER COVERING WAS FITTED
SCOOPED OUT TO FOLLOW CONTOUR OF CORE
WEDGES TO TIGHTEN COLLAR
DRIVE WEDGE 2" LONG - 1¾" WIDE TAPER ⅜" TO ⅛"
THIS WEDGE INSERTED IN SLOT IN THIS POSITION WEDGE SIZE 2" LONG - 1¾" WIDE TAPER ⅜" TO ⅛"
INTERMEDIATE BOW RINGS (LEATHER)
CONE DIMENSIONS LARGE DIA. 4" - SMALL DIA. 1" - LENGTH 1'-0"
SCOOPED AREA 4" WIDE BY APPROX. ⅛" TO ¾" DEEP OTHER SIDE NOT SCOOPED
COLLAR DIMENSIONS DIA. 5⅛" - 1¾" WIDE - ⅜" THICK
ALL PIECES AT THIS POINT ARE SHAPED TO FIT METAL COLLAR
INTERMEDIATE BOWS BOTH SIDES SHAPE IN 5 SECTIONS OUT OF WHITEWOOD
RESTORATION OF BELLOWS
ACCESSION NR 49,719
DRAWING by JOHN GRANITZ 11/18/66



Technical illustrations of the bellows drawn by a Curatorial Department staff member.



Bellows Before Restoration



Bellows After Restoration

other collections as relatively little is known about some of our paintings, tools, instruments, and craft shops.

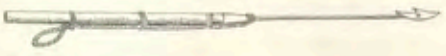
The Curatorial Department is viewing its future role at Mystic Seaport most optimistically. We sincerely hope to embark on programs which are beneficial to The Marine Historical Association and the public. Painstakingly careful policies concerning our collections are being enacted. Display areas are not only being renovated and consolidated but supplemented by completely new exhibits.

Research has begun on a new Fisheries exhibit which is to be depicted in conjunction with the activities of the Seaport village. Staff members have been gathering material from fishermen in New England. We hope to include exhibits relative to the trades of oystering, lobstering, and the shore fisheries with their related craft, gear, and techniques. Daily letters are received from persons who offer information regarding both technical skills and general data. Cooperation such as this is a most rewarding feature when embarking upon a project of this type.

There is a need for a complete exhibit which would unify all the aspects of whaling, in one location, so that the visitor could acquire a better understanding of one of the most exciting eras in American history. We hope to refurbish and expand the Aids to Navigation display as it is an integral part of man's relationship to the sea. We are presently engaged in a series of temporary exhibitions which are in the gallery above the Seaport Stores. This is an attempt to provide further education and enjoyment for our visitors.

In cooperation with the Education Department we are considering a more active school exhibit program and the incorporation of an audio-tape project. It is hoped that we can collect historical data on tape that is not available through other sources. We have already employed this method with Maine fishermen.

These Curatorial projects constitute a great undertaking but with the understanding of The Marine Historical Association, its Trustees, members, and staff, we hope to achieve success.



Library Symposium

ON OCTOBER eighth of last year, a milestone was reached in the study of American maritime history. On that occasion, more than fifty specialists from all sections of the United States gathered at the G. W. Blunt White Library to hear and discuss three distinguished papers on the topic, "Untapped Sources and Research Opportunities in the Field of American Maritime History." Never has such a complete assessment of the subject been attempted; nor could it have been more timely. Since the library at Mystic Seaport has embarked on an ambitious acquisitions program, it seemed apparent that such a convocation would help greatly in developing the collections along lines which would best serve scholarly interests. Before the day was out, it became clear indeed that questions being asked about our maritime past in 1966 demanded a far richer range of materials than were required at the time The Marine Historical Association was founded in 1929.

The first paper, covering the colonial period to about 1815, was presented by Professor Ralph Davis, Department of Economic History at the University of Leicester in England. In surveying sources available outside the United States, Mr. Davis stressed the view that early American commerce and shipbuilding could only be made intelligible by placing it in the larger perspective of colonial maritime history. Since this would involve research on both sides of the Atlantic, numerous avenues for studies were opened.

James P. Baughman, Assistant Professor of Business History at Harvard University, began the afternoon session by reading his paper on sources and research opportunities for the period 1815 to 1900. One would assume that the nineteenth century, containing the "golden age of sail," had surely been adequately treated in book and song. Mr. Baughman proved otherwise. By adopting more imaginative and appropriate methodologies using known sources, it is still possible to uncover vast areas of knowledge about which we know appallingly little.

To John G. B. Hutchins, Professor of Business History and Transportation at Cornell University, was left the complex task of analyzing trends and selecting worthwhile sources for the study of maritime history in this century. Again, the necessity for viewing the American experience in the larger context of international shipping and commerce became the dominant theme.

Pertinent comments by panelists and presiding officers helped develop a program for research in American maritime history capable of occupying teams of scholars for years. It is also obvious that the job of acquiring and searching for appropriate books and manuscripts at the G. W. Blunt White Library has just begun.

The proceedings of this unique conference will be made available in printed form.

GERALD E. MORRIS
Librarian

Red to Port and Green to Starboard

BY JOHN B. BRILEY

Assistant Librarian-Reference

STRANGE as it may seem today, prior to 1838, there was no law requiring lights to be shown by a ship at sea during hours of darkness. But in that year, a law was passed making it obligatory for essentially all U.S. steamboats to carry lights at night. Sailing vessels were not included, though, and sidelights were not mentioned.

Sidelights are a valuable aid in rapidly determining a ship's course at night, as the watch thus know immediately which side of the oncoming ship is nearest. If they look off their port bow and see a sidelight designating the other ship's starboard side, they readily see that she is approaching. If they see the color designating her port side, they immediately know she has already crossed their course and is proceeding out of danger. Seeing both sidelights, they know they are looking right down her hawse pipes (sidelights do not show astern).

The advent of the steamship, which brought higher speed and freedom from the wind, made rapid determination of another ship's course at night essential, and the need for sidelights became more and more apparent. Great Britain acted on this need in 1848, and made it mandatory for all government steamships to carry a green light on the starboard bow and a red light on the port bow (exclusive of other lights) and strongly urged that all other steamers follow this example. Just why the colors red and green were chosen to be associated with port and starboard remains a question for further research. Nonetheless, the precedent had been set, though it was far from universally accepted.

The same red and green pattern is seen in U.S. legislation passed in 1849, establishing sidelights for steamboats and "propellers" navigating the "northern and western lakes." These rules provided that they would carry a light shaded green to starboard and red to port. Again, sailing vessels were not required to carry sidelights. However, "vessels, steamboats and propellers" on the port tack were to show a green light, those on the starboard tack, a red light, which apparently would apply to steamboats and "propellers" only when under sail. In any case, this legislation was not applicable to ships on the high seas. There, the only "rule" was common practice or tra-

ditional usage. Transatlantic packets and the vaunted clippers usually carried only a white light at the bowsprit cap, although in the 1854 edition of Brady's *Kedge Anchor,* it is stated that a green light under the fore-top was considered the distinguishing mark of a sailor. Many steamers undoubtedly continued without the red and green sidelights prescribed for British government ships. Magoun tells the story of a ship that arrived off a harbor in the late minutes of dusk and was met by a ship, outward bound, the newly required sidelights brilliant against the darkening sky. The sight was too much for the man on watch who roared, "Tell the Captain there's a blooming drug store coming down the channel!" With this sort of reaction, it is no wonder that new regulations came slowly.

It was not until 1852 that the Lords of the Admiralty issued lights regulations applicable to *all* British vessels. In these rules, however, sidelights were required only of steamships. A white light shown in time to prevent collision was all that was required of sailing vessels. It took another six years, until 1858, before sidelights were required of all British vessels at sea. It was on January first of that year that the United States also required sidelights of all its vessels on the high seas, in a pattern identical to the British plan.

Thus, the use of sidelights was established, spawning a myriad of little ditties to assist the watch in interpreting them properly:

Green to green or red to red,
All is safe, full steam ahead,
If in danger or in doubt,
Steam in circles, scream and shout.

SOURCES

BRADY, WILLIAM. *The Kedge Anchor.* (New York: 1854).

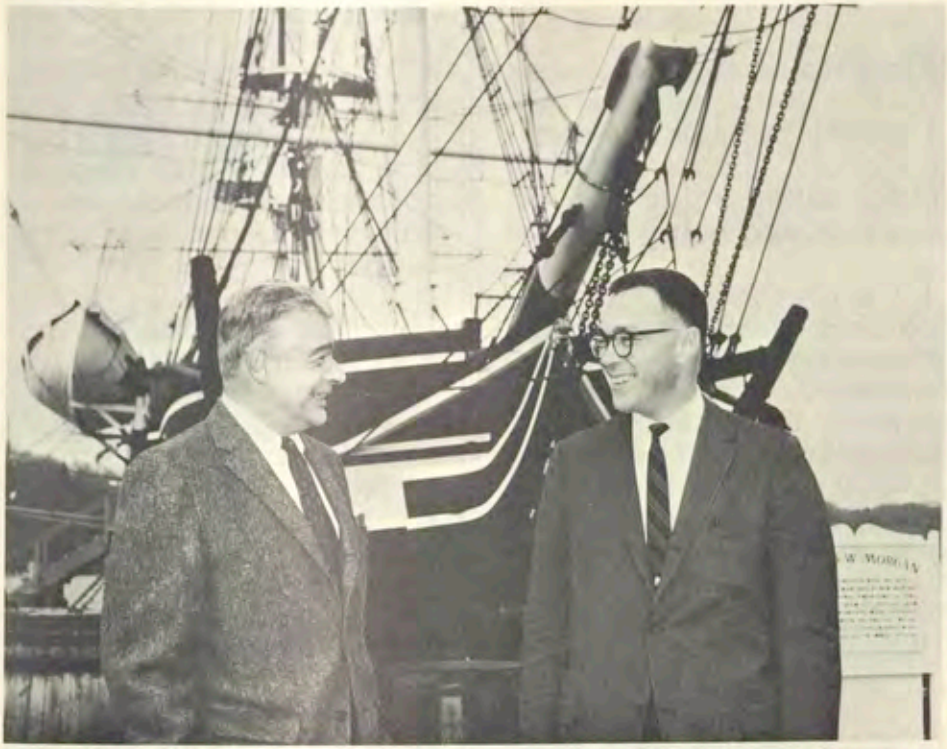
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STAFF NEWS



Donald P. Robinson, resident of Noank, Connecticut, joined the Marine Historical Association staff at Mystic Seaport as Operating Administrator early in January. His appointment followed an intensive search for a man exceptionally well qualified to assume the wide range of responsibilities involved in the position.

A graduate of Princeton and M.I.T., Mr. Robinson holds degrees in Mechanical Engineering and Marine Engineering and Naval Architecture, and has taken graduate work in Marine Engineering and Naval Architecture and Business Management. Beginning in 1955, he was employed at the Electric Boat Division of General Dynamics Corporation, most recently as Overhaul Program Director. Prior to February of 1966, he was Manager of Financial Analysis, head of the Cost Engineering Department, and Staff Engineer to the Manager of Manufacturing Services.

Currently Town Councilor in Groton, Connecticut, Mr. Robinson served four years in the Groton Representative Town Meeting and was a member of the Noank Park Commission. In addition, he belongs to the Society of Naval Architects and Marine Engineers; the Off-Soundings Club; and the Ram Island Yacht Club in Noank, of which he is past Commodore. He and his wife, the former Angenette Pendelton Nibecker, are parents of four sons.

As Operating Administrator, Mr. Robinson supervises the functions and activities relating to buildings and grounds; services and facilities, including the Mystic Seaport Stores and the Seamen's Inne; development and control of the annual operating budget; and long range financial planning. He is also recognized as senior staff officer in the absence of the Director.

Sailing Essay

Sailing is many things.

Ideally, perhaps, it is "poetry in motion," sliding happily under sunny skies across carefree, sparkling waters.

It is also groping through fog on a compass course, straining for a recognized horn signal from a lighthouse tower or the sound from a looked-for buoy. It is shortening sail for a thunder squall, tinkering with a balky engine in a flat calm, getting the towing line from the dinghy carelessly fouled in the propeller.

It is bumping over a rock or shoal now and then, being cold and wet and tired and sometimes seasick. It is cussing at thoughtless water skiers and powerboat people who zoom by so close aboard that their wash dumps the wind, and thus your power out of your sails and topples the pots and kettles from your galley stove.

Sometimes, but usually only once, it is lowering your anchor and forgetting to belay the other end of the line to your boat. And it is also paying lots and lots of bills because this hobby is rarely inexpensive.

But mostly sailing is happy togetherness for young and old, and especially for entire families and close friends, embarking on a fun day, a weekend or longer.

It has a special fascination, too, because sailing provides a myriad of other hobbies: photography, swimming, skin diving, picnicking afloat or on some sandy strand, fishing, beachcombing and shell collecting, bird watching, digging for clams or prying oysters off rocks with a beer-can opener.

It is visiting delightful new ports, as well as old ones, meeting wonderful and compatible new people and admiring the other fellow's boat. It is just basking in the sun but it is also sailing up a moonbeam dancing ahead on the dark waters while trailing a softly gurgling and fascinating phosphorous wake.

The season can last five months or more and when it is ended and the boat is snugged down against winter's snow and sleet, it can still be relived in front of the fireplace as plans are made for next year's high adventure.

John C. Devlin

EDUCATION NOTES

THE Frank C. Munson Memorial Institute of American Maritime History will meet from June 26 through August 4, 1967. The faculty will be headed by Dr. Robert G. Albion, with Dr. John H. Kemble and Dean Benjamin Labaree assisting. Applications and detailed information may be obtained from Mr. Stuart Manning, Summer Sessions Office, University of Connecticut, Storrs, Connecticut.

An up-to-date revised list of audio-visual materials that may be rented from the Seaport may be obtained from the Supervisor of Audio-Visual Services, c/o the Education Department, Mystic Seaport, Mystic, Connecticut.

An experimental coeducational training program was carried out on the *Joseph Conrad* over the weekend of September 24-25 with groups and leaders from Cranston, Rhode Island and Cheshire, Connecticut. This mariner program was so successful that it will be opened to co-educational groups on a limited basis starting this season.

Twenty-four Mariners and two leaders attended the second annual reunion on October 22-23. Harpooning "Moby Dick," a styrofoam whale; a regatta; a banquet on Saturday evening; and a dance, for which thirty members of the Coast Guard Academy fourth class and the crew of the *Tabor Boy* furnished a necessary ingredient, rounded out the first day. Visiting Seaport friends, a chapel service, and informal boating led to cheerful farewells on Sunday afternoon.

An astronomy workshop, titled "What's Up There?", was sponsored by the Mystic Seaport Planetarium in cooperation with the Thames Science Center during October and November. Thirty-four boys and girls, aged 9 to 12 years, enrolled for the five Saturday morning classes, held at the Seaport Planetarium, and the two Friday evening observation sessions held at the Connecticut College Arboretum.

In an informal atmosphere, these students were encouraged to learn about the moon, planets, stars, and constellations, primarily through their own observations. Donald L. Treworgy, Planetarium Director, was the instructor.

On Monday evening, January 30, at the Planetarium, a special course in celestial navigation began. The class is being taught by Professor Frederic W. Keator, Director Emeritus of the Planetarium, and emphasizes the study of the subject from the yachtsman's point of view. The fifteen-week course meets at 7:30 every Monday night. It was heavily over-subscribed.

In February, March, and April, three courses in astronomy for children are scheduled. The first, "Discovering the Moon, Stars, and Planets," is designed for third and fourth grade students; the second, "The Solar System," is designed for fifth and sixth grade students; and the third, "Observational Astronomy," for seventh and eighth grade students. Each of these classes will meet in the Planetarium on Saturday mornings or Saturday afternoons for six weeks. There will be at least one outdoor observation session for each class on a Friday evening. Donald L. Treworgy, Planetarium Director, is in charge of instruction.

A Saturday-morning course in elementary weaving for children between the ages of 8 and 16 began February 11. This course explains the elements of weaving, with emphasis on the practical use of the loom. Each participant has been provided with a 20-inch loom and enough material to make several different items. The children will also be shown how to set up a loom and make simple pattern designs. This course is to last for ten weeks and is being taught by Mrs. Carroll L. Cochran and Mrs. D. V. Keener of the Interpretation staff.

Effective in 1967, Mariner Training fees are as follows: for the Joseph Conrad program: weekends, $25 per person; six-day periods, $55 per person; for the Brilliant Program: weekends, $45 per person; six-day periods, $75 per person. Some scholarship aid will be made available to groups that find it difficult to meet these increases.

"Mustang"



Photograph by Morris Rosenfeld & Sons

I once wrote that "a cloud no bigger than a man's hand" appeared on the yacht-designing horizon in 1929 when a little sloop named *Kalmia* won her class in a distance race that used to run between New London and Gibson Island in Chesapeake Bay. This boat was that great designer, Olin Stephens' first attempt at an ocean racer which he skippered in that long ago Gibson Island race with Roderick Stephens, Jr. as his first mate. All the world knows what a combination they have made since in the world of yachts.

Rod Stephens first raced to Bermuda in 1928 aboard the schooner, *Teal,* and has been racing to the island regularly ever since except in those years when he was involved in a Transatlantic Race or aboard an America's Cup defender candidate. In 1931 the Stephens brothers with father, Roderick Stephens, Sr., who taught them to sail in Cape Cod waters, won the Transatlantic Race to England and the Fastnet Race with their immortal yawl, *Dorade,* which, of course Olin designed. Rod, Jr. skippered her to victory in Class B of the Bermuda Race the following year. In 1935 Rod skippered Philip Le Boutillier's great Stephens-designed yawl, *Stormy Weather,* to victory in the Transatlantic Race to Norway, won the Fastnet Race again, and cruised her home, a summer afloat for which he was awarded the Blue Water Medal by the Cruising Club of America. Subsequently he was Commodore of the Cruising Club from 1949 to 1950.

In 1936 the New York Yacht Club replaced their immortal Herreshoff designed 30-footer Class which came out in 1905 with the Stephens-designed New York Thirty-Two Class, fast auxiliary sloops capable of going offshore. They are 45 feet overall, 32 waterline, 10.5 beam, and draw 6.5 feet, several of them racing to Bermuda the same year in what has been considered the stormiest race on record. For various reasons, principally World War II, the yachts did not continue long as a one-design class but have made a great name for themselves otherwise, some re-rigged as yawls. Twenty of them were built and one of these was *Revonoc,* owned by Harvey Conover, also a Cruising Club of America Commodore, who took third in Class B with her in the 1938 Bermuda Race, a race in which Rod skippered the sloop *Blitzen* to victory in the same class for R. J. Reynolds. Rod Stephens bought *Revonoc* from Conover after the War and renamed her *Mustang* while Conover acquired a new *Revonoc* (Conover spelled backwards), a fast centerboard yawl rigged ocean racer. It was a great tragedy of the sea when a subsequent yacht also named *Revonoc* disappeared forever with her skipper, his wife, and son aboard during a storm in the Straits of Florida on New Year's Day, 1958.

Since 1945, over twenty years, *Mustang* has made a great name for herself both as a racing boat and a cruiser under the command of Rod Stephens. I quote as follows from his answer to a letter I wrote him concerning *Mustang*'s record since World War II: "Apart from a lot of medium and short distance races, I sailed the Bermuda Race in '46, '48, '50, '52, '54, '56, and '62. Also sailed the Halifax Race in '47 followed by a cruise to the Bras D'Or Lakes and in 1959 a cruise from Larchmont to the Bras D'Or Lakes and

returned. In between four or five cruises to Maine and many again down to Nantucket and so forth." A modest answer when we consider that *Mustang* was second Class B in 1950, won in the same Class in 1952, was fourth Class C in 1954, and second Class B in 1962. *Mustang* also won the Storm Trysail Club's great Block Island Race in 1948 and 1960 and there is not space here to record her victories in lesser events. Of course there have been years when *Mustang* was relatively inactive because her skipper was a member of the afterguard of the America's Cup defenders *Columbia* in 1958, and *Constellation* in 1964. Previous to World War II he had similarly served aboard the great J-Class sloop, *Ranger,* when she so easily defeated *Endeavor II* in the 1937 defense of the America's Cup and two years later was second in command and navigator for *Ranger*'s skipper, Commodore Harold S. Vanderbilt, aboard his 12-meter, *Vim,* when she cleaned up in England.

I have been privileged to know Rod Stephens and his *Mustang* for a long time and there is much more I could write about them but this profile cannot be too long. There was that December gale of 1942 off Cape Cod when Rod Stephens was at Provincetown testing the first Dukw for the amphibious Forces. The Off-shore Patrol yacht, *Rose,* drove ashore on a bar off Cape Cod Light and the Coast Guard were unable to get their surf-boats off the beach because of the huge sea breaking on it. Rod Stephens drove the Dukw across the dunes, through the surf, out to the *Rose,* and rescued her crew. The old skippers of the privateers, clippers, and whalers, whose records are preserved in the Blunt White Library at Mystic Seaport would have welcomed Roderick Stephens, Jr. aboard their ships but they would not have had him for a mate long because he would have been commanding one of those ships himself.

I can conclude by stating that I have never made a visit to the *Mustang* without finding or hearing something that gave me an idea for an improvement to my own boat, be it galley gadget or rigging wrinkle.

JOHN PARKINSON, JR.

An Old Whaling Village in the Twentieth Century

FRIENDS of Mystic Seaport have been communicating with LOG staff recently concerning whale-hunting at Point Hope, Alaska. From this coastal village, situated on the Arctic Ocean 125 miles north of the Arctic Circle and 150 miles north-north-west of Kotzebue, Eskimos have for centuries set out in pursuit of whales. Their success has built a reputation for Point Hope; today whales as large as 70 or 80 tons continue to be brought in. Also hunted are seal, walrus, fish, wild fowl, reindeer, caribou, even polar bear.

For storage of the catch, ice cellars are dug in the ground, which is always frozen. In general such primitive practices remain in this Eskimo community of about 300, once called Tigara, Ageless City of the Arctic. Whalebone, driftwood, and sod blocks are still used for building houses; streets and sidewalks are non-existent. And the graveyard is archaic: both the markers for the graves and the enclosing fence are made of whale jawbones, some 18 feet in height. Obviously Point Hope offers a glimpse of Eskimo life of the past as well as a chance to hunt whale in the present.

It may well be that included in a subsequent issue of The LOG there will be a story and photographs of an actual "hunt" in these waters.





VARIABLE WINDS

• Forthcoming on NBC's Project 20 is the dramatic and historic story of man on deep waters, a story of "the beauty and mystery of the ships, and the magic of the sea." The one-hour color film program is titled "Down to the Sea in Ships." Project 20 Producer-Director Donald B. Hyatt and a television crew visited Mystic Seaport for several days in October. They made thousands of feet of film during a session particularly satisfying to both NBC and Seaport staff.

• A possible U.S. entry for this year's America's Cup defense against Australia is a new 12-meter yacht being built for the Intrepid Syndicate, headed by William Strawbridge of Philadelphia and Marine Historical Association Trustee J. Burr Bartram, of Greenwich, Connecticut. Designed by Sparkman and Stephens, the yacht is taking shape at Minneford Yacht Yard, City Island, New York. She will probably be named after the syndicate.

Contending for the role of challenger are *Gretel,* which lost to *Weatherly* in 1962, and *Dame Pattie,* a new 12-meter that was launched in August.

The building of a reproduction of the yacht *America* is the subject of an illustrated article planned for the next issue of The LOG.

• According to Webster
DID YOU KNOW? *a whalebone whale* is "any of various usually large whales (suborder *Mysticeti*) having whalebone instead of teeth."

• The Marine Historical Association is proud to acknowledge a very special birthday gift presented to the *Charles W. Morgan* toward the end of the past year. Upon recommendation of the Advisory Board on national parks, historic sites, buildings, and monuments, the ship was designated a registered national historic landmark. The Interior Department National Park Service recognizes such landmarks with a certificate and bronze plaque; however, administration is left to local interests. Special ceremonies, at which the plaque will be formally accepted, are being planned for the coming summer.

• The 1966 anniversaries of the *Charles W. Morgan* were noted in New Bedford as well as Mystic. The September 4 issue of the New Bedford *Standard-Times* featured a story written by Lucy M. Wallbank. In it, commemorative articles from The LOG were cited frequently.

• Featured in the 1966 maritime exhibit at the American Museum in Britain, Claverton Manor, Bath, was a re-creation of the captain's cabin on the *Charles W. Morgan.* Also graphically illustrated, by displays of implements and models, was the entire process of whaling. Though several United States museums loaned materials for the exhibit, all the detailed information for the captain's cabin reproduction was sent from Mystic Seaport.

• The response to the proposal of a Members' Yacht Collection (published in the Summer, 1966 LOG), has been most enthusiastic. General requirements and policies are being determined; watch future issues of The LOG for further details.

• The first yacht to visit Mystic Seaport in 1967 was the *Night Hawk,* which, though the day was brilliant, braved icy waters to arrive January 2. Aboard were her owners Capt. and Mrs. Chester "Pat"

Patterson, of Stonington, and their guests Mr. and Mrs. Cyrus Loutrel, Jr. and Mr. and Mrs. William Hartman. All are long-time and faithful members of The Marine Historical Association.

• As 1966 ended, Marine Historical Association membership rolls listed 11,461. Forty-eight of the fifty states and about twenty-five foreign nations were represented.

• The article by John F. Leavitt in the Spring, 1966 issue of The LOG prompted Mr. and Mrs. Fisher A. Buell, Jr., of Mason's Island, Mystic, to present the original notebook upon which the story, "In Magellan's Wake," was based. Thanks to the Buells' kindness, this notebook has been added to the growing manuscript collection in the G. W. Blunt White Library.

Although Christmas has past, the gift giving season is always with us.

A gift
to be enjoyed throughout the year
membership in
The Marine Historical Association
Just the thing for family and friends!

Just drop a card or call the Membership Department at Mystic Seaport.

Let us solve your gift problems with a membership.

Giving this way brings joy all year long and helps as well to support the perpetuation of one of America's proudest historical treasures.

• A memorial contribution to The Marine Historical Association is an appropriate remembrance. The bereaved family is notified of your gesture, and you have the assurance of paying tribute in a particularly meaningful way.

• The Sailing Essay reproduced on page 20 was written by John C. Devlin, member of this Association, long-time sailor, journalist, book critic, and author of many articles on yachting, natural science, and oceanography for *The New York Times* and various national magazines. He owned till recently the Herreshoff "S" Class sloop, *Dolphin.* The Sailing Essay was written by him as an introduction to a planned book on sailing. It was first published January 13, 1966 in the special annual boating supplement of *The New York Times,* which had asked to use it.

• A new publication, *The Captain of the Phantom,* will be off the press about May 15. This handsome, hardbound volume, the first offering in an entirely new series, is to be made available to Marine Historical Association members for $5.00 per copy, post paid, on a pre-publication order basis. After May 15, the price will be $6.00. Orders placed now will not only save a dollar but will guarantee a copy of this book. The first printing will be limited.

Also made available recently are reprints of *Scrimshaw at Mystic Seaport.* The price is $2.00 per copy.

Both these publications may be obtained through the Mystic Seaport Stores, Inc.

RESOLUTION

From the minutes of the November 29, 1966 Executive Committee meeting:

Upon motion duly made and seconded, it was VOTED, that the Executive Committee of The Marine Historical Association express their appreciation to Charles A. Brooks for his service to the Association over the past seventeen years.

SPECIAL EVENTS

October 22 was a busy Saturday at the Seaport. The traditional Dhow Derby sailing competition, hosted this year by the Norwalk Yacht Club, provided an afternoon of hilarity for spectators and participants alike. *Jane Dore V,* a dhow presented to the Seaport by friends of the late Hobart Ford, Marine Historical Association Trustee, was winner of the event, accumulating a 10-point margin over the runner-up in a fleet of 23. Second place was taken by the Hoyt O. Perry-Pequot Yacht Club boat. Mishaps—none serious—and mystery made for merriment at Mystic—as usual on Dhow Derby day.

That evening, conviviality continued at the annual meeting of the Society for the Preservation of the *Nellie A. Ryle.* Some serious business was transacted at this meeting, however, when Waldo Howland, president of the Concordia Company of South Dartmouth, Massachusetts, was presented the first "Nellie" Award, a bronze plaque recognizing devotion to America's maritime tradition as well as a unique and continuing contribution to the enjoyment of the Society. Mr. Howland has been a member of The Marine Historical Association since 1963 and currently serves on the Ships Committee. SPONAR is dedicated to the preservation and maintenance of the historic oyster boat that is one of the most popular floating exhibits at Mystic Seaport.

The Annual Tea for the Mystic Seaport Volunteer Corps, given Wednesday afternoon, October 26 in the Munson Room of the Blunt White Library, was enjoyed by approximately 175 guests. Members of the Seaport staff joined the volunteers for the occasion.

Those attending were greeted by Mrs. Waldo C. M. Johnston, Mrs. Brower Hewitt, Mrs. Seth E. Barron, and Mrs. Norris Ryley. Mrs. Emil Silberman, Mrs. Roger Ryley, Mrs. Douglas Simon, Mrs. Kenneth Depperman, Mrs. Ralph Little, Mrs. Thomas Kirby, Miss Ethel Johnson, and Miss Viola Mowry poured.

In the recent past, volunteers have contributed over 8,000 hours of service to the Seaport annually. Mrs. Carl H. Hobbs of North Stonington, Connecticut, is Volunteer Coordinator.

Francis W. Hatch, noted Boston journalist and executive and a Fellow of the American Academy of Arts and Sciences, was featured on the Saturday evening program of the New England Historical Societies conference at Mystic Seaport the weekend of November 5 and 6. Mr. Hatch's delightfully humorous presentation, "One Man's Message—Words and Music," consisted of stories and songs about New England. A resident of Castine, Maine, as well as Boston, Mr. Hatch is also a trustee of the Penobscot Marine Museum at Searsport and a past President General of the Society of the Cincinnati.

About 150 persons attended the conference, of which Dwight C. Lyman, president of the Connecticut League of Historical Societies, was Chairman. Panel sessions treated such subjects as "The Employment of Museum Techniques in Historical Society Displays," "Education for Youth," and "The Need for and Use of Publications."



American Bluejackets of New York City on review at Mystic Seaport Saturday, November 5, 1966. In the Reviewing Stand are judges and officials of the American Bluejackets and The Marine Historical Association. Approximately 350 Bluejackets participated. The group, which included parents and officers' wives, toured the Seaport, enjoyed a box lunch, and engaged in a drill competition prior to

the review. Trophies were presented to first-and second-place winners in junior and senior categories.

Captain Richard J. Corkran, Jr., USN, Commanding Officer of the Underwater Sound Laboratory at New London, headed review officials. Music was provided by the Norwich Civic Band.



The first of this season's special art exhibitions opened December 17 and continued through January 25 in the new gallery above the Mystic Seaport Store. Titled "Famous American Maritime Firsts," the show consisted of paintings by noted marine artist Charles J. Lundgren. Some of the paintings were included in the show through the cooperation of American Export Isbrandtsen Lines, Inc., of which Mr. Lundgren is Art Director. Other works exhibited were loaned from the private collection of Jakob Isbrandtsen.

Shown in the picture are Mr. Lundgren, left, and Marine Historical Association Director Waldo C. M. Johnston; they flank the artist's painting of the yacht *America.* The photograph was taken at an invitation preview held on Friday evening, December 16.

The largest crowd ever to attend the Christmas Carol Sing visited the Seaport on the 18th, an unusually mild December Sunday; the number was estimated at 5,000. Among the visitors were about twenty representatives of metropolitan New York radio and television stations, whom the Southeastern Connecticut Chamber of Commerce had entertained for the weekend. As is traditional, community singing was led by the Seaport Carollers, directed this year by Robert Brouillard, music teacher for the Norwich, Connecticut, public schools. Given the

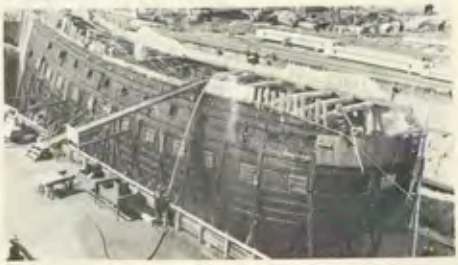


same day, a concert by the Norwich Civic Band and "The Star of Bethlehem," the Christmas presentation at the Seaport Planetarium, were also well attended.

The story of the *Wasa,* a Swedish warship which sank in 1628 and was raised and salvaged in 1961, has been presented recently at Mystic Seaport for the second time in a year. Last February, an illustrated lecture was devoted to this remarkable ship. This year, through the cooperation of the Swedish Information Service in New York, a special exhibit of *Wasa* relics, films, and memorabilia has fascinated winter visitors to the Seaport during nearly all of the past month.

From the sludge which accumulated on the ship over the 300-year period, approximately 16,000 objects were recovered. Most are of wood; but leather, textiles, gold, silver, copper, bronze, brass, and cast iron were also recovered in reasonably good condition. Even butter containers, the contents of which were identifiable, were among objects found.

The Marine Historical Association has been particularly pleased to display materials pertaining to this maritime wonder.



LETTER



Floreana Island
Galapagos
Aug. 12, 1966

To the Mystic Seaport Log:

This note is being mailed in the Post Office Barrel on the beach at Floreana Island in the Galapagos. It will be picked up by some wandering seafarers like ourselves and mailed at an unknown port. The mail we ourselves pick up, we will mail in Panama. This letter may well be six months in transit, but it will reach you, with or without additional formal postage. All nations honor this simple rubber stamp, provided free of charge by a German family who live here in isolation, and pioneered the island in 1933, living in a cave.

This strange custom of the sea has been handed down to us from the whalers who established the barrel on the beach for mail well over 100 years ago. Ships a year or more at sea in these rich whaling grounds picked up mail and news of the outside world from others just months out of port, and left messages for loved ones to be taken by homewardbound whalers.

During the Revolutionary War, an American war ship learned the whereabouts of the British whaling fleet from the Barrel and wiped them out almost to a ship.

Today the barrel serves a happier function, keeping alive an interesting tradition. The barrel itself has been many times renewed, and is maintained by passing yachts.

On our voyage out from California, and down the Mexican coast, and here in the Galapagos we have sighted a total of 10 or 12 large whales, an encouraging number. This included a pod of six whales sighted two days ago. Many have come within 50 to 100 yards of the ship. The first one we chased, blew several times, then sounded as soon as we got close to him, his great tail black against the sky. He appeared to be a sperm whale, about 60 feet long, and looked to have the remains of a harpoon just ahead of his tail.

The *Romance,* with her 1800 brigantine rig, presents a striking picture anchored here in the Galapagos in the very spots where the *Beagle*[1] lay.

Best wishes to all at Mystic Seaport. We wish you were all along on this very pleasant voyage!

CAPT. AND MRS. ARTHUR KIMBERLY
Brigantine *Romance*

[1] The *Beagle* was the ship in which the great naturalist Charles Darwin voyaged (1831–1836) to gather data from southern islands, South America coasts, and Australasia. A model of the *Beagle* was among those in the Alexander G. Law Collection, acquired by The Marine Historical Association last year.

HISTORIC MYSTIC

MISSITUCK TO MISSTICK TO MISTICK TO MYSTIC

Questions about the meaning and origins of the name "Mystic" are frequently asked by visitors to the Seaport. The following articles from The Mystic Journal of 1870 provide some information on the subject. However, the relationship between the victory over the Pequot Indians and the name "Mistick" is not explained by the proceedings of the General Court of Connecticut, on file in the State Library in Hartford. Nor are the date and reason(s) for various changes in spelling definitely established. Nevertheless details that are given are of considerable interest.

July 16, 1870

It is well know [*sic*] that the settlement of this town took place in 1649. It was then a part of the town of Pequot, as claimed by the colony of Connecticut, who gave it the name of Mystic and Pawcatuck, and claimed over it exclusive jurisdiction. The colony of Massachusetts also claimed jurisdiction, and the settlers here in 1658, organized themselves into a sort of squatter sovereignty township, and were invested by the General Court of Massachusetts with town privileges by the name of Southertown. Previous to this the questions in dispute between said colonies, had been referred to the "commissioners of the united colonies," who decided that the Mystic River should be the boundary between the colonies "so far as the pond by Lanthorn hill, and thence from the middle of the said pond to run away upon a north line." By virtue of this decision Massachusetts claimed and exercised jurisdiction over the new township, until Gov. Winthrop obtained the charter from Charles the II, in 1663, which confirmed to Connecticut the eastern boundary claimed under this "I do patent" the Earl of Warwick's grant,—"Narragansett river, commonly called Narragansett Bay." While this town was under the jurisdiction of the Connecticut colony, and considered as a part of the town of Pequot, William Chesebrough, though living at Wequetequoc, was in 1653, elected Deputy to the General Court of Conn— for the town of "Pequot," and was re-elected in 1654, 1655 and 1656. After the new charter was granted in 1662, and while this town was known as Southertown, it was not represented at Court until 1664, when William Chesebrough was elected, and appeared at the October session. In 1665 Thomas Miner and Samuel Chesebrough were elected in the May session, and Thomas Miner and John Gallup to the October term. It was at this session that this town was named Mystic, as follows: "Southertown is by this court named Mistick, in memory of that victory God was pleased to give this people of Connecticut over the Pequot Indians." In 1666, Mr. Stanton and Samuel Chesebrough were elected to the May session. The name of Mistick was changed to Stonington at this term, as follows: "The town of Mystic is by this court named *Stonington.*"

September 3, 1870

Mystic. —We are glad that our Indian savants have at last decided and demonstrated what our red men always asserted that Mystic is wholly an Indian name from Missi-tuk, great (tidal) river, and is distinguished from Missituckset, a diminutive of Missituck, and applied to the tributaries of the rivers. Thus the brook emptying into Quiamboug Cove was called, if we mistake not, by the Indians, Missituckset, and a tributary of the Pawcatuck, near the Babcock burying ground, is called by the same name. "Tuck" is the termination applied only to broad rivers or estuaries where the tide ebbs and flows. The mouth of the Charles River near Boston, had the same appellation as ours by the Indians, though it is certain that neither was named from the other. Our early records perpetually spell it Missituck or Misstick, (tick being the short English pronunciation of a disagreeable gutteral).

An Acknowledgment

1207 friends and members of The Marine Historical Association have thus far given $81,360.63 in response to our appeal to establish a fund to help us preserve our tall ships. Hardly a day passes without additional contributions being received, and this heartwarming support of a basic need at Mystic Seaport has given the Trustees and Staff renewed encouragement and fresh resolve.

To all who have answered our call, and to all who yet plan to contribute, we send our thanks. No cause we seek to undertake can carry a higher priority in our hearts and minds.

This fund has enabled us to swing into action. We have established the nucleus of a special Restoration and Maintenance Crew made up of hand-picked shipwrights wise in the science of wood and skilled in the craftsmanship of wooden shipbuilding. From Ireland has come one promising young apprentice of shipbuilding background, and we hope to add several more young men to work with the veterans and assure the continuance of this program.

The decks of the *Morgan* have been recaulked, her port bow and cathead are being renewed and her 'tween decks and timbers are undergoing rigid examination. The *Dunton's* foredeck beams have been raised into proper position preparatory to redecking. Heat has been installed in



Photograph © Weston Kemp

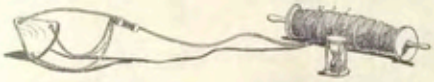
major vessels and plans have been completed to start work on the *Bowdoin* as soon as weather permits. Several woodlots near the Seaport have been made available for selective cutting and reforestation for future needs. A special supply of selected lumber from various parts of the country has been laid in. Pumps are being installed by each vessel for daily wash downs and fire protection, and each vessel is being provided with fire detection systems.

Immediate and long-range plans are being studied and approved. The establishment of a small endowment fund is under consideration. Such a fund could provide the keelson on which to build a secure future for our vessels.

All this has been made possible by your response to this urgent need. To all of you who have so generously contributed—and to all who plan to help—we are deeply beholden.

FRANCIS DAY ROGERS, *President*
WALDO C. M. JOHNSTON, *Director*

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THE
LOG
of
MYSTIC SEAPORT

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FEB 7- MAR 1	Special Exhibit Swedish warship *Wasa* materials	JUNE 26	Frank C. Munson Memorial Institute of American Maritime History Opening day, 13th Annual Session
MAR 8- APR 16	Exhibition of Paintings by Earle G. Barlow	JULY 21	Annual Meeting The Marine Historical Association
MAR 12, 13	"Ceylon—The Magic Island" Adventure Series Lecture Ed Lark	AUG 4	177th Anniversary, U.S. Coast Guard Munson Institute Closing Session
MAR 18	Corinthian Frostbite Regatta	AUG 11	Newcomen Society in North America Luncheon Meeting
APR 1	Off Soundings Annual Meeting at Mystic Seaport	OCT 28	Annual Dhow Derby
APR 16, 17	"Caribbean Dutch Treat" Adventure Series Lecture Lisa Chickering and Jeanne Porterfield	NOV 6	Interpretation program winter schedule begins.
APR 29	Interpretation program spring schedule begins.	NOV 23	Thanksgiving Day Mystic Seaport is closed.
MAY 2-31	Exhibition of Paintings by Rudolph Zallinger	DEC 17	Community Carol Sing opens the Seaport holiday season.
Adventure Series lectures by subscription only		DEC 25	Christmas Day Mystic Seaport is closed.



The Ship Chandlery is located on the ground floor of the Mallory Sail Loft. This display was first set up as an exhibit in 1959.

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