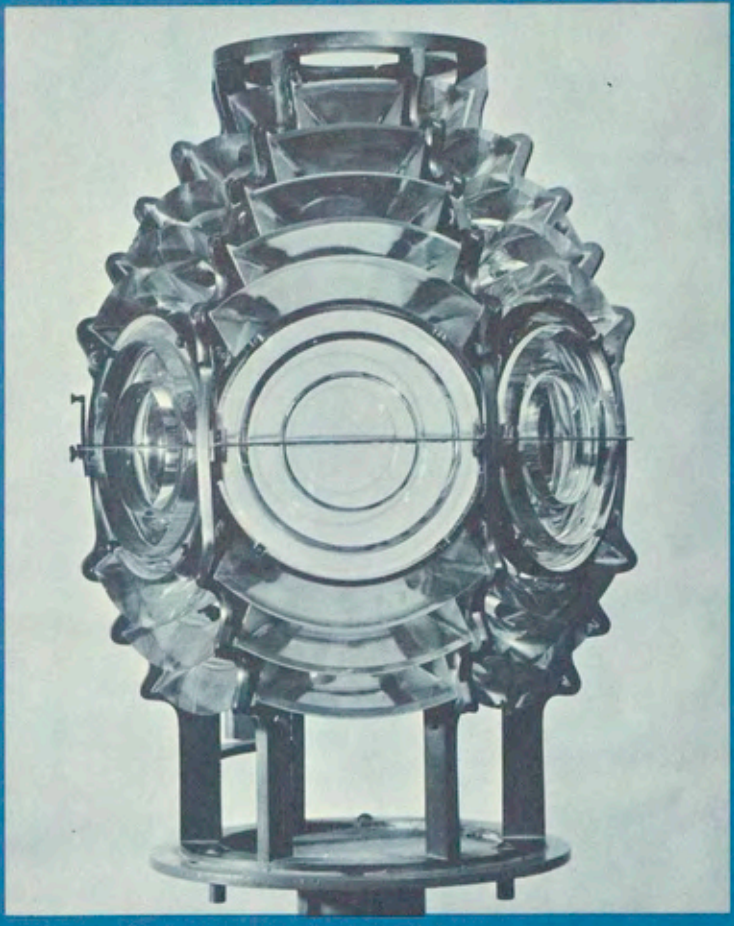
Volume 19
Number 2

THE LOG

Spring–Summer
1967

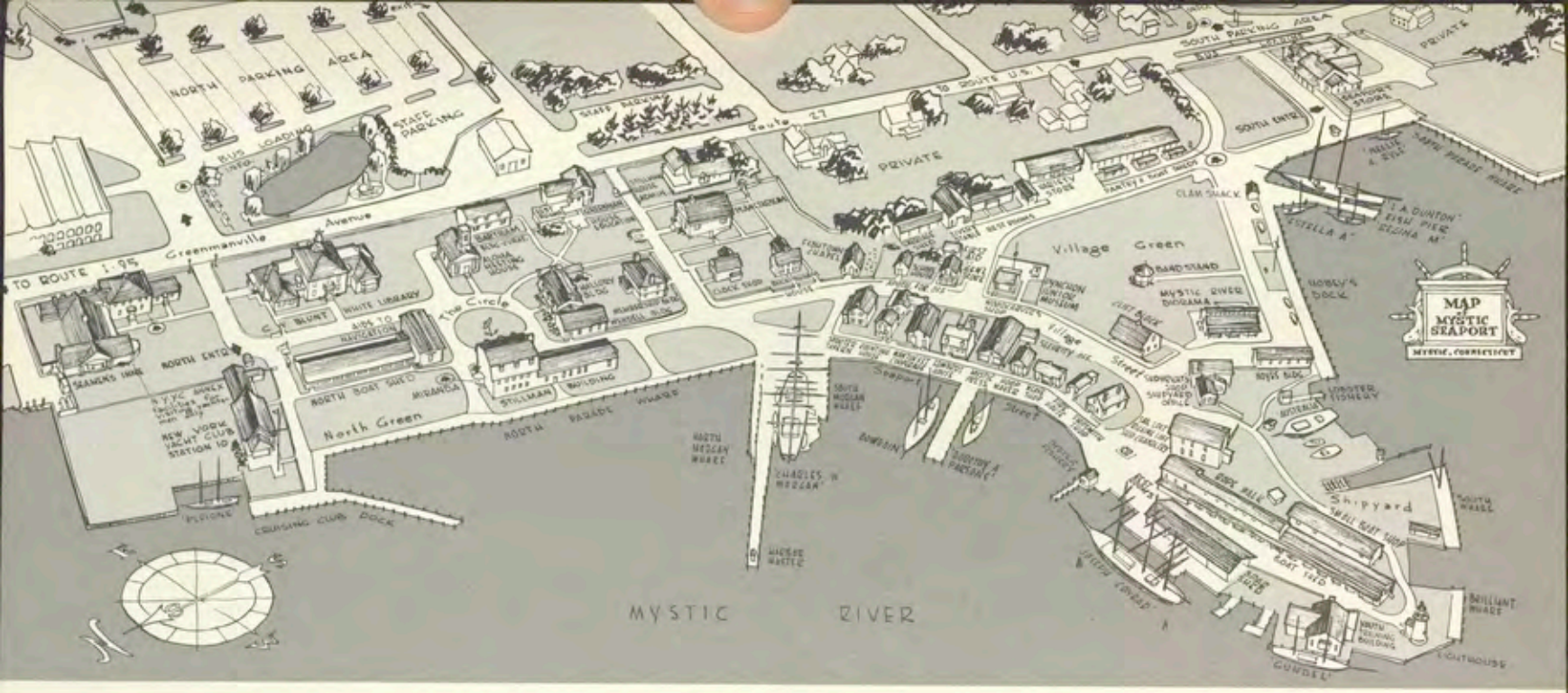
of

MYSTIC SEAPORT



The Marine Historical Association, Incorporated

MYSTIC SEAPORT • MYSTIC, CONNECTICUT



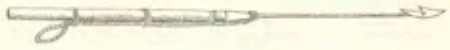
ON THE COVER: *Fifth order Fresnel flashing lens in the Mystic Seaport Aids to Navigation Collection.*

The LOG of Mystic Seaport is published quarterly for members of The Marine Historical Association. Letters, suggestions, photographs, and ideas for stories are gratefully received and carefully considered by the Editorial Board. All articles published in The LOG are the responsibility of signed authors as they may not always express either the views of The LOG Board or the policy of The Marine Historical Association.



THE
LOG
of
MYSTIC SEAPORT

Volume 19, Number 2 Spring–Summer 1967
THE MARINE HISTORICAL ASSOCIATION
Incorporated 1929
Waldo C. M. Johnston, *Director*



Editor Alma Eshenfelder
Editorial Associate Charlotte C. Duryea

Editorial Board
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EDITORIAL

"People who like this sort of thing will find this the sort of thing they like."
ABRAHAM LINCOLN
Judgement on a book

THE history of Mystic Seaport is a long and continuing procession of people . . . many who have passed this way have left everlasting memories and memorials. Many more who "like this sort of thing will find this the sort of thing they like." They, too, will leave lasting impressions, tangible and intangible.

Mystic Seaport has earned international recognition because of The Marine Historical Association's respect for and zealousness in preserving maritime memorabilia that would otherwise have been destroyed and forgotten; furthermore, from the Association's encouragement of greater understanding of the present results intelligent anticipation of the future.

The creation of Mystic Seaport and its subsequent growth provoke serious consideration toward honoring those we follow. The significance and relationship of the collections, whether buildings or their contents, ships or their fittings, are memorials of singular interests that require vigilant care and preservation.

For most people, a first view of Mystic Seaport is enchanting to the eye and inspiring to the mind . . . a mind that may be the octogenarian's or that of the preteen, or one of any age.

As visitors discover these mutual interests, they very often become members of this Association and as members carry the word of their affiliation abroad. They are not members of a "club" in the usual sense, for eligibility to join is minimal and attendance at meetings is not mandatory. However, intense interest among members strengthens and supports already existing motives toward improved knowledge of maritime history and affairs, through collecting, preserving, exhibiting, serious research, and publication.

Of Mystic Seaport it may well be said that people will continue to "like this sort of thing," if it is "the sort of thing they like." There is every reason to believe they will.

ALMA ESHENFELDER

Augustin Fresnel and his Lighthouse Lenses

BY RICHARD W. UPDIKE

Richard W. Updike, Munson Institute '64 and '65, received his M.A. (American history) from the University of Pennsylvania in 1964. He is currently English consultant for Hamilton Township Schools (Trenton, N.J.). Research on the subject of lighthouses is one of his interests.



Official U.S. Coast Guard Photograph

The first Fresnel lens imported from France to this country was installed in 1841 in the south tower of Navesink Light Station, Highlands, New Jersey, south of the entrance to New York harbor.
In 1862 the two original towers were replaced by two constructed of brownstone, and in 1898, ". . . an electric arc lamp replaced oil lamps in the south tower, this being the first primary lighthouse to use electric light." The south tower, shown above, is the only one of the Navesink twin lights now in use. The U.S. Coast Guard publication "Historically Famous Lighthouses" also reports this as "a flashing white light every 5 seconds, 246 feet above water, and visible 19 miles."

MANY visitors to Mystic Seaport have been delighted and intrigued by the exhibit of Fresnel lenses in the Aids to Navigation Building. These lighthouse lenses represent an achievement of consummate genius. They are not only marvels of beauty; they are marvels of science as well. It is fitting that their name honors the French savant who invented them, Augustin Jean Fresnel.

Born in Broglie, Normandy, on May 10, 1788, Fresnel at first experienced difficulty in learning. When he was eight years old, he was still unable to read. Soon afterward, however, Fresnel's superior mind began to reveal itself. Upon graduating from the Central School at Caen, in 1804 he entered the Polytechnic School, where he gained distinction for his mathematical ability.

Fresnel completed his formal training at the honored School of Bridges and Roads. After graduating as an engineer, he was sent to Vendée and to Drôme to superintend the government's engineering operations there. Napoleon's return from Elba in 1815 caused Fresnel to join the Bourbon army of the south until the engineer's always delicate health convinced him of the unwisdom of further military adventure. The rash enlistment cost Fresnel his job, but upon the second restoration, he received an appointment as engineer in Paris, where he remained until his death.

Very soon after Fresnel moved to Paris, he began his experimental researches in optics. His discoveries and scientific memoirs succeeded each other with remarkable rapidity. By 1816, he was foremost among the scientific investigators of light polarization. Together with fellow physicists Thomas Young, of England, and Dominique F. L. Arago and Etienne Louis Malus, of France, he pioneered in and shaped the doctrine of the undulatory theory of light as opposed to the emission theory, which was championed by the Franch physicists Pierre Simon de Laplace, Simeon Denis Poisson, and Jean Baptiste Biot.

Fresnel turned his attention to lighthouse illumination in 1819, when at the request of the French lighthouse commission, he agreed to serve on a committee with his scientific colleagues, Arago and Claude Louis Mathieu. The purpose of the committee was to improve the lighting apparatus; the result was the dioptric or Fresnel system of lighting, which revolutionized lighthouse illumination throughout the world.

Previous to Fresnel's achievement, the most advanced lighting system was the catoptric system, in which a parabola-shaped metallic mirror was placed behind each of the lamps in a lighthouse. The parabolic surface reflected the lamp's rays in lines parallel to the reflector's axis. A number of such lamps arranged on a chandelier produced a rather powerful fixed light, and a flashing effect was produced where desired by rotating the chandelier on which the lamps were arranged in concentrated groups. The principal objection to the catoptric system is that less than one-sixth of the light of each lamp is usefully reflected.

Augustin Fresnel concluded that he could create a more efficient illumination by using the refractive properties of glass. It had long been known that a convex lens causes all rays to proceed from its focus in parallel lines after deviation. There were several obvious obstacles to the application of such lenses to lighthouses, however. In order to be effective, the lenses would necessarily be large and very thick at the center.

Three difficulties were inherent in such a lens: (1) its very thickness would absorb a considerable portion of the luminous rays; (2) the inevitability of air bubbles, striae, and differences of glass density would cause unwanted deviations of the rays; and (3) the great weight of the lens would render its installation and rotation virtually impossible.

The fertile mind of Fresnel conceived a solution to the problem of the lens dimension. He would construct his lens in steps (echelons), thereby eliminating the unnecessary portions and reducing the thickness substantially. Moreover, he would construct the lens in pieces and glue the pieces together, thus greatly reducing the problem of uniform density and the difficulty in grinding and polishing the glass.

It is true that the echelon lens was imagined by George Louis Leclerc, Comte de Buffon as early as 1748, and the piecemeal construction was suggested by Marie J. A. N. de Caritat, Marquis de Condorcet in 1773, but Fresnel was not previously acquainted with either of these ideas, nor did their originators consider the application of these lenses to lighthouses. The noted Scottish scientist, Sir David Brewster, attempted over a period of years to gain credit for inventing the dioptric system as a result of his 1811 drawing of an elaborate burning glass, which concentrated the sun's rays to produce heat. However, the scientific world did not sustain Brewster's claim that he had anticipated Fresnel in the apparatus bearing the latter's name. And even if Brewster's claim had been accepted, no one before Fresnel produced a dioptric apparatus for lighthouses.

In addition to those problems in lens construction already mentioned, other difficulties remained, but Fresnel's intelligence was equal to their solution. He adopted the plano-convex form of lens because of its limited aberration and because it was comparatively easy to assemble on a table top. To supplement the central lens, or "bull's eye," a lens panel was constructed with concentric prismatic rings assembled in echelons around it, forming annular lenses.

Unlike Buffon and Condorcet, Fresnel realized that to be effective, the echelons had to be calculated with precision. Consequently, he applied the formulae of interference, double refraction, and polarization, all of which he had discovered; and he computed the correct profiles of the successive prisms, so that each would render usable a maximum amount of light.

The French government, impressed with Fresnel's success, directed him in 1821 to construct a lens apparatus for the celebrated Cordouan Lighthouse, which had been standing for more than two centuries where the Gironde River flows into the Bay of Biscay and was considered the world's finest lighthouse. Together with his very able assistant, the optician Jean Baptiste François Soleil, Sr., he created a rotating apparatus of eight panels of annular lenses set in a bronze frame, to be placed around a large oil lamp having four concentric wicks, which Fresnel also designed. (See Figure 1.)

To minimize the escape of light above the lenses, Fresnel introduced a combination of eight flat silvered mirrors to reflect to the horizon the light thrown upon them. At a later date, in accordance with a postscript to Fresnel's Memoir of 1822, mirrors were also placed below the lens panels. Ultimately, a series of prisms re-

placed the mirrors above and below the lens panels.

The glass for the Cordouan Lighthouse apparatus and for all subsequent lenses came from the famous former royal glassworks at St. Gobain, located approximately thirty-five miles northeast of Paris. Fresnel chose that slightly green crown glass in preference to the clearer flint glass, which contains lead, because the crown glass is much lighter in weight and has a constant index of refraction

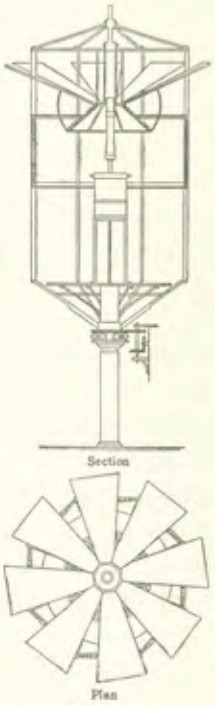


Figure 1

Reproduced with permission from Encyclopaedia Britannica.

of 1.51. Also, the crown glass is harder and is less likely to be affected by the air.

The lens parts were cast at St. Gobain in dimensions one-eighth larger than their final size. Then they were ground and polished to their exact specifications by skilled craftsmen in the Paris workshops. At first there were two and later three lens manufactories in Paris: Letorneau & Co. (successor to M. Soleil, Sr. and François Jr.) and Henry-Lepaute; then Henry-Lepaute; Sautter, Lemonnier & Co.; and Barbier & Fenestre. All were regulated by the French government, and their prices were established by it.

Except for an abortive venture into lens manufacture by the English firm of Cookson of Newcastle in 1836 and the successful manufacture in St. Petersburg of lenses for Russian lighthouses by François Soleil, Jr., the Paris firms were the exclusive manufacturers of dioptric apparatus and supplied all countries until Chance Brothers & Co., of Birmingham, England, established their works in 1855. France supplied all of the Fresnel lenses used in United States lighthouses.

Fresnel decided that the dioptric apparatus ought to be constructed in six different sizes. (Actually, he designated four orders based on the number of wicks in each lamp, with the last two orders each having large and small models.) The first-order lens has a focal distance of 36.2 inches; the smallest size has a focal distance of 5.9 inches. In 1885, a hyper-radial lens was developed having a focal distance of 52.3 inches. Since the focal distance is one-half the diameter, the hyper-radial lens has a diameter of nearly nine feet. The Fresnel apparatus in its final form renders five-sixths

of the light practically useful. The range of a first-order lens is limited only by the curvature of the earth. (See Figure 2.)

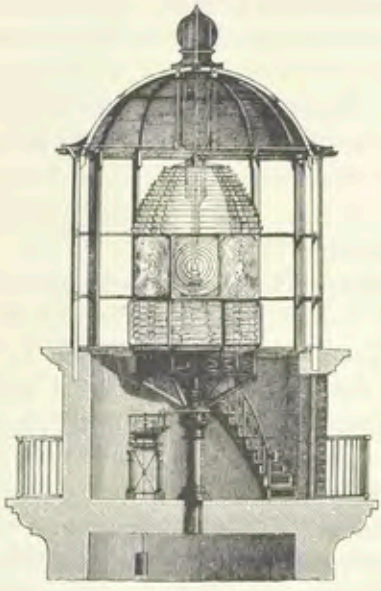


Figure 2

From Lighthouses and Lightships *by W. H. D. Adams. Charles Scribner's Sons (1870).*

Besides developing the revolving lens, which produces a flashing effect whenever the center of the "bull's eye" crosses the imaginary line between the viewer's eye and the lamp, Fresnel provided for the development of a great number of lens characteristics to make it possible for the benighted mariner to determine his position. As many as seventeen came to be used, but the possible combinations of flashing light patterns produced by various dioptric designs are almost infinite.

The fixed dioptric light is achieved by replacing the "bull's eye" with a convex band and the annular panels with all prisms parallel to the horizon.

So complete was Augustin Fresnel's solution of the lighthouse illumination problem that the renowned Scottish lighthouse engineer, Alan Stevenson, said of the French scientist many years after his death that he "seems to have devoted such minute attention to every detail of the Dioptric apparatus, that he has foreseen and provided for every case that occurs in the practice of Lighthouse illumination." By 1860, all of the civilized world was using the Fresnel system.

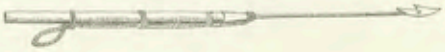
Ironically, though Fresnel received the highest praise from many of his colleagues, during his lifetime he received little public recognition. Among the honors from the scientific community were the prize of the Academy of Science in 1819, unanimous election as a member of that Academy in 1823, membership in the Royal Society (England) in 1825 and the Rumford Medal from the latter group in 1827.

It is strange to relate that some of Augustin Fresnel's papers were not published by the Academy of Science until 1870, more than four decades after his death. However, undistressed by his lack of public acclaim, Fresnel wrote to [his friend, the eminent scientist] Thomas Young, in 1824 that in himself " 'that sensibility or that vanity which people call love of glory' " had been blunted. Further, he wrote, " 'All the compliments that I have received from Arago, Laplace and Biot never gave me so much pleasure as the discovery

of a theoretic truth, or the confirmation of a calculation by experiment.' "[1]

Fresnel's career was meteoric, and, like a meteor, his substance was consumed in the brilliance of its display. Because he had purchased his success at the cost of his precarious health, he was unable to work during the last two and one-half years of his short life. He died of tuberculosis at Ville d'Avray, near Paris, on July 14, 1827.

Modern technology in the past several decades has developed various kinds of illuminating apparatus more suitable to particular locations and needs than the Fresnel lens. Nevertheless, many Fresnel lenses continue to serve as they have done for more than a century. Thus even today, numerous ocean travelers are in the debt of Augustin Fresnel, the benefactor whose accomplishments literally brightened the world.



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[1] *Encyclopaedia Britannica,* 11th edition. Vol. 11, Page 209.



Photograph courtesy The F. & M. Schaefer Brewing Co.

The America *is launched. After six months of work the* America *goes down the ways before a crowd estimated at 7,000 at the Goudy & Stevens shipyard in East Boothbay, Maine.*

But There IS a Second America

BY FRANK A. MAINERO



"THERE is no second, your Majesty," . . . this reply given to Queen Victoria in 1851, was to foretell a victory unparalleled in international yacht racing. It was a story that would echo through the centuries and spawn the most famous tradition in yachting history.

The occasion was a 58-mile race around the Isle of Wight. The contenders were 14 of England's finest cutters and schooners and one entry from a fledgling nation called the United States of America. The prize was an ornate silver cup valued at 100 guineas. Much more was involved than the winning of that cup. At stake was a young nation's pride and the determination of a small group of dedicated men to prove the superiority of American-designed and -built yachts.

The story began in the autumn of 1850. Great Britain was preparing for its first great international exposition. A London correspondent wrote to a counterpart in New York suggesting that in view of the fame of American pilot boats one should be sent over as a representative of American nautical skill.

The letter was brought to the attention of John C. Stevens, then Commodore of the newly-formed New York Yacht Club.[1] Intrigued by the opportunity to prove the sea-worthiness of American-designed yachts, Commodore Stevens formed a syndicate to build a schooner yacht.

They approached George Steers, a successful modeler of yachts and pilot schooners to design their boat. They contracted William H. Brown to build the vessel in the latter's shipyard at the foot of 12th Street in New York.

The product of their venture was christened *America.* The full characteristics of Steers' pilot boats were carried further in *America*—clipper bow, hollow forward waterlines, pared-away forefoot, and the point of greatest beam well aft, in contrast to the "cod's head and mackerel tail" of most contemporary craft.

She was appropriately launched on May 3, 1851, and set sail for LeHavre, France, approximately two

[1] The original New York Yacht Club building in which Commodore Stevens accepted this invitation was moved to Mystic Seaport in 1949 and is a haven for yachting visitors.

months later.[2] Stevens joined her at LeHavre, where she spent three weeks refitting and getting in racing trim.

Refitted but still loaded with her sea stores, *America* sailed for Cowes, England, on the Isle of Wight. Half a dozen miles short of Cowes she was met by the crack British cutter *Laverock. Laverock* hovered around her persistently to lure her, if possible, into a trial speed. Captain Brown gave the order to "let her go" and tackled *Laverock* for all there was in his boat. The ease with which *America* worked to windward and ahead of *Laverock* stunned the English yachtsmen. Consequently when Commodore Stevens' challenge to British schooners was posted on the bulletin board of the Royal Yacht Squadron, it was left unanswered.

Days passed. The London press commented bitterly on the situation, the *Times* questioning "the pitch and courage of our men." At last, giving up all hope for a match race, Stevens accepted an invitation to the Royal Yacht Squadron Races.

On August 22, the fleet was lined up in a double row, the cutters in the first line and the schooners some 300 yards astern of them. The starting gun went off at 10:00 a.m. and *America* was the last of the fleet to get away. However, within a few hours, the nearest British boat was miles behind her. At a key point in the race, Queen Victoria, aboard the royal yacht, inquired which ship was second. The now classic reply of "There is no second, your Majesty," was pronounced. *America* took about 10½ hours to cover the 58-mile course and finished eight minutes ahead of her nearest competitor, the cutter *Aurora.*

With the return of the owner to the United States came the 100-guinea cup. It was later renamed the America's Cup and presented to the New York Yacht Club as a permanently competed-for international trophy.

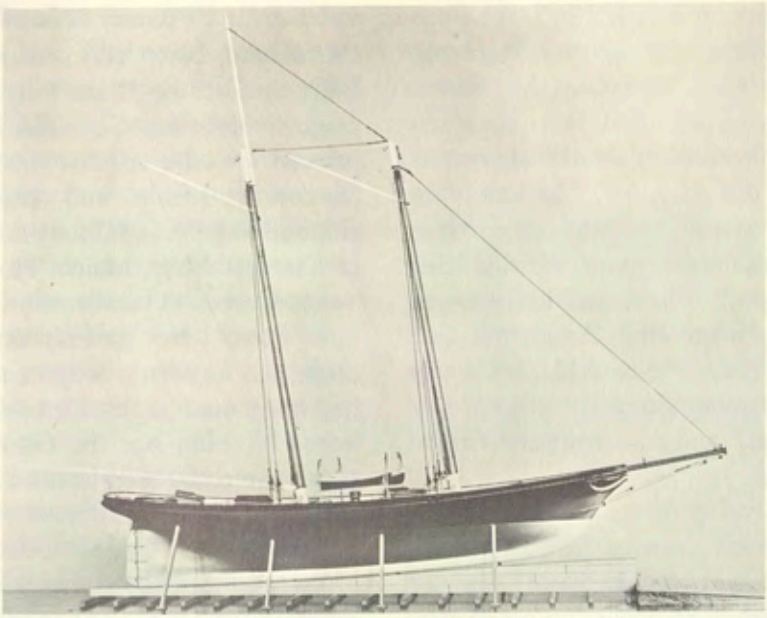
America was to continue a long and colorful career. Yet, none of it ever was to match her brilliant performance on August 22, 1851.

Through the years the America's Cup became the symbol of international yacht racing. However, the story of *America* slowly faded among the general public and was primarily re-told only by the yachting fraternity.

There was one yachtsman who was keenly interested in the story of *America.* He was Commodore R. J. Schaefer, president of The F. & M. Schaefer Brewing Co., a member of the New York Yacht Club, and former Commodore of the Larchmont Yacht Club.[3] Commodore Schaefer's life long interest and favorite pastime is yachting. After he purchased a model of *America* from Arthur Henning, he became so intrigued with her story and her importance in American history that he was determined to "re-kindle the spirit of *America*" and tell her story to the American people.

[2] Skipper of the *America* was Dick Brown, reputed to be from Mystic, Connecticut.

[3] Mr. Schaefer has been a member of the Board of Trustees of this Association since 1951.



Model of the schooner yacht America. *A re-creation of the* America, *built for The F. & M. Schaefer Brewing Co., will be seen in east-coast harbors this summer and on an hour-long color TV documentary.*



The America *is christened. Mr. Rudolph J. Schaefer, president of The F. & M. Schaefer Brewing Co., joins his two daughters, Mrs. William H. Combs (left) and Mrs. Peer T. Pedersen, as they smash the traditional bottle of champagne over the bow.*

Photographs courtesy The F. & M. Schaefer Brewing Co.

On September 14, 1966, at a press conference called at the Princeton Club, in New York City, Mr. Schaefer announced that his company would commission a full-scale recreation of the schooner. She would be built to star in an hour-long, color, television documentary, entitled "Sail To Glory," which would be aired shortly before the America's Cup Races. Then she would visit every major seaport along the eastern seaboard and make an eventual trip to England.

To develop the construction specifications for *America,* he engaged the noted naval architectural firm of Sparkman & Stephens. Her sails were to be made by Ratsey & Lapthorn of City Island, New York, whose forebears made some of the sails for the original *America.* To build her, he insisted on the highest quality of handcraftsmanship and chose the shipbuilding firm of Goudy & Stevens in East Boothbay, Maine. No details were spared in authenticating the new vessel. He commissioned the craftsmen at Mystic Seaport to carve her sternboard eagle to exact dimensions. Nothing but the finest materials were to be used in the construction of the vessel. Material from all parts of the United States was brought in to make *America* a fitting memorial to her famed ancestor.



Norman Swanson, Mystic Seaport staff member, carving the stern eagle for the re-created yacht America.

On October 31, 1966, *America's* keel was laid. The vessel's backbone, laminated from several thicknesses of West Virginia Appalachian white oak, was centered in the yard's quonset building. In order to fully enclose the 104-foot 10-inch overall length of the yacht it was necessary to lengthen the shed five feet. Setting the keel on its blocks and then fitting to it the gracefully curved stem and horn timber gave the first hint of the vessel's size.

Construction proceeded on schedule. *America* had to be completed and ready for launch by May 3, 1967, the 116th anniversary of her ancestor's original launching. She began to take shape when the framing was completed on November 22. Fifty-four white-oak, double-sawn frames were attached to the keel.

Planking was the next significant step. The operation took two months to complete. *America* was double-planked of Oregon fir. From this moment on, construction assumed a more feverish pace. Work hours and days were lengthened to meet the deadline.

In March, Lester Graham Hollett, a veteran of 50 years on the sea, was chosen to captain the schooner. Having shipped out to sea on his fourteenth birthday, Captain Hollett brings with him a wealth of nautical experience. He holds both English and American Masters' papers and has sailed a variety of craft, including two- and three-masted schooners and barques. Following his appointment he supervised final construction and rigging in East Boothbay, Maine.

On May 3, exactly 116 years after the original *America* was launched, the public had its first opportunity to view the 104-foot replica. High winds and Atlantic storms had kept the craftsmen from stepping the masts until the last minute, but, when the thousands of people converged on East Boothbay early that May evening, the schooner stood regally on her launching platform with her 100-foot-high mainmast strung with flags.

Two hundred guests were flown to Maine and entertained by Mr. Schaefer before the launch. Among the guests were military, government, and yachting officials, as well as many of the descendants of the original builders and owners. An additional 5,000 people arrived at the shipyard from all over New England to view the ceremonies.

At 7:30 p.m., the christening ceremonies began with the posting of the colors, the playing of the National Anthem, and a speech by Mr. Schaefer. The invocation was pronounced and, at 7:40, the traditional bottle of champagne was cracked over the bow by Mr. Schaefer's two daughters, Mrs. William H. Combs and Mrs. Peer Pedersen. To the strains of "America the Beautiful" and the cheers of the crowd, the schooner shot down the ways in a free launch.

In the words of Commodore Schaefer: "The old *America* is not dead. She has merely been given a new body and become reincarnated and has risen in youthful freshness, like the phoenix, from its own ashes, to sail on to further glory."

Eddystone Outshined

BY CHARLOTTE C. DURYEA

HER father was keeper of the Lime Rock Light—and she became as well known as any legendary mermaid. At the age of sixteen, Ida Lewis, daughter of Captain Hosea Lewis, successfully took over the lightkeeper's duties after a stroke incapacitated him and, until her death more than fifty years later, personally watched over the harbor at Newport, Rhode Island, rescuing the ill-fated and the foolhardy from the vicissitudes of the sea. Her courage, skill, and selflessness earned for Ida Lewis the respect and devotion of the entire nation.

Having been appointed keeper of the Lime Rock Light four years earlier, Captain Lewis finished building a home for his family on the rock in the spring of 1858. Within a few months, however, the captain was unable to do much of anything except sit at his window watching traffic in and out of the harbor. But young Ida, whose attachment to the sea had already prompted her to master its whims, unhesitatingly assumed responsibility for the safety of all who passed her isolated home. Though her mother was officially designated to fill the position for a time following Captain Lewis' death, the burdens of rescue fell upon Ida, who had had "training" for the task, having rowed to and from the mainland regularly, transporting the younger children of her family to school and carrying supplies. Miss Lewis was herself appointed keeper of the light in 1879.

In recognition of her steadfastness and accomplishment, the Life Saving Benevolent Society of New York presented Ida Lewis with a silver medal and a small purse in 1869. By that time, with her rowboat, Miss Lewis had rescued eleven persons. Before she died, the lives she had saved totaled twenty-three. Even a sheep that wandered off a Newport wharf owed its life to this woman of spirit.

Rapidly the story of Ida Lewis spread far afield. National magazines publicized her feats; and innumerable dignitaries, including President Grant, paid homage by visiting her at Lime Rock. Then as the years advanced, the strength of her arms diminished somewhat—but neither her fortitude nor public esteem for Ida Lewis ever wore out. In 1911, the bells of all the craft in Newport harbor tolled sorrowfully at the announcement of her passing. Today, on the rock, a small building marked "Ida Lewis Yacht Club" perpetuates her memory for all who devote their lives to the rolling sea.

EDITOR'S NOTE: Additional details of the life of Ida Lewis may be found in Edward Rowe Snow's *Famous New England Lighthouses* (Boston: Yankee Publishing Company, c. 1945), from which the facts in the above account were obtained.

HISTORIC MYSTIC

A GLANCE AT BUSINESS IN MYSTIC

Reprinted from **The Mystic Pioneer,** *February 21, 1863.*

It is the simple duty of a local newspaper to chronicle the business of the place. It is our very pleasant duty at this time, to record some evidences of prosperity in Mystic, which are enjoyed not, we believe, in consequence of the war, but in spite of it. And first of all we regard the shipyards as contributing largely to this prosperity. The enterprising proprietors of these yards—there are three extensive shipyards—foresaw that vessels would be wanted, and put their capital into the business, without at first expecting to make much money, but to keep up business. If no orders came, they put vessels on to the stocks on their own account; and if no purchaser came while their craft was building, or when she was launched, they just extemporized a stock company and fitted her for business, and sent her to sea, manned by some Mystic skipper that knew his business. Their adaptation to the trade and uniform success has generally found them a ready sale after a few months thrifty management by our own men, and they were sold for a handsome profit, and their avails put into new vessels. Our yards have not, like others, always *waited* for heavy contracts from abroad, in order to go to work. Had they done so, they would have accomplished little at some times, and nothing at others. At present, however, each of our yards is fully employed, and has orders waiting that will test their capacity for rapid and heavy workmanship . . . .

Next perhaps come the machine shops and boiler works where the machine engines and boilers are made that are put into the steamers. Cottrell & Mallory, on the Mystic Bridge [east] side, have lately added extensive boiler works, which have already begun several boilers, one of which is done and has been put on board the steamer *Thorn*. They are also building an iron steamer to run on the rivers in Cuba. The Reliance Machine Co. of Mystic River [west side] is well known for its enterprise. It has an iron and brass foundry, as well as large boiler works included in the corporation. They have more orders for engines and boilers than they want to fill, and employ a large number of hands.

We may say in this connection that Messrs. W. & J. Batty, spar and block makers, are not idle, having to make the spars for all the Mystic built vessels. We do not know how many hands they employ. Ship joiners, caulkers, painters, boat builders, riggers and blacksmiths, are fully employed. While long trains of ship timber are switched off near each ship yard; and our streets are thronged with teams of cattle drawing white oak and chestnut timber from all the adjacent towns. Voluntown teams with less than 20 yoke of steers have taken the place of those everlasting coal carts that used to be. But our street ruts! Boot Jack, in its worst state, in bygone days was never so cut to pieces and muddy. And this leads us to say that the wagon makers of Mystic are also pressed with orders. The sash and blind factories and planing mill, Greenman's steam woolen factory and other establishments, are in full blast, and we trust are doing well. Certain it is they are enterprising, and that is wealth. Our house carpenters have all they can do. On the Stonington side eight houses are going up, and on the Groton side several more including a large three-story store with a hand-front, looking down contemptuously upon the busy blacksmith shop on one side and a meat market on the other. Tenements are in great demand, and if any more strangers contemplate settling among us, we advise them to bring their tents with them, for at present we cannot build fast enough to accommodate the new comers. However, we do welcome industrious citizens from adjoining towns and cities, and we tell them that there are plenty of house lots to be had for a reasonable price. Come and build on them.

Director's Page

The restless world of 1967 has brought to all Americans, as individuals and as a people, new challenges to our courage; on top of constant unrest between small nations and everlasting disagreements with the Communist dialectic, a ferocious war in Vietnam and uncertain leadership in France, we watch with horror the billowing storm clouds over the Middle East. Despite the statesmanship of U Thant and the combined efforts of Men of Good Will in many lands, the United Nations grows more and more ineffectual. Brinksmanship moves closer to the brink. The strings of history seem to be pulled by ubiquitous rabble-rousers bent on making a mockery of the nobleness of Man.

If disaster is to be averted, it can only be accomplished by instilling in our younger generations a true sense of history. A firm knowledge of history is the progenitor of wisdom and judgment and understanding of mankind. A people well versed in history are best prepared to avoid the booby traps set by men of ill will; their certain knowledge of man's past efforts and mistakes gives them additional clairvoyance in resolving current problems.

Mystic Seaport is well equipped to teach the lessons of history and bring a sense of pride in our national heritage. Together with other museums, schools and colleges across the land, *we must rekindle our efforts to teach these lessons if we are to fulfill our obligations to this nation and the world.* Never before in the life of our times have the peoples of the earth a greater need for collective wisdom and forebearance. Never in the Seaport's history has the call to teach come through so urgently. This museum, this memorial to 19th century seamen and their families of all nations and creeds working harmoniously together on American ships, carving out together their destinies and a new nation, has a vivid lesson to present to all generations and all people. We must quadruple our efforts to tell this story of peaceful individual enterprise, of courage and faith, of mutual self-respect, individual selflessness and pride in mutual peaceful accomplishment. If time yet be ours, perhaps the story Mystic Seaport tells can bring hope to a troubled world. With all the vision and persistence we command, we must try!

Waldo Johnston

Memorial Day, 1967

TRUSTEE PROFILE

JOHN PORTWOOD BLAIR

When *Admiral Blake,* a 64-foot Trumpy (completed in December 1966), cruises up the Mystic River this summer, her owner John Portwood Blair and Mrs. Blair will most assuredly be on board. *Admiral Blake* is the Blairs' newest yacht, there having been five preceding her, two of which were "Stoningtons" (designed by MHA Trustee Henry A. Scheel) built in Stonington, Connecticut.

Mr. Blair took up yachting in the early 1940's; but, although he is a native Chicagoan, a University of Wisconsin alumnus, and a long-time resident of San Francisco, it wasn't until moving East in 1950 that he became "extremely interested" in boating. Golf was strong in the "hobby department" during the years before his yachting interest began.

In 1933, Mr. Blair started John Blair & Company, now the largest radio-television time sales representatives in the world, with main offices in Chicago, Los Angeles, and New York. The business has, since its early days, consumed the greater part of Mr. Blair's time. "Practically my entire life up until the last few years has been almost solely involved in business and activities relating to my business, such as heading up various committees, associations, etc.," he says.

Nevertheless, some time has been available for several clubs, which identify Mr. Blair and locales pertinent to his biography. He is a member of the Chicago Club, the club of his native city, which is the original location of John Blair & Company as well as the home city of his wife, Dorothy Rieman Blair. Mr. Blair also belongs to the University Club of Chicago, and the President's Club of the University of Wisconsin (his alma mater); the Fifth Avenue Club of New York (his business address in New York is 717 Fifth Avenue), and the New York Yacht Club; and the Port Royal Beach Club of Naples, Florida, where the Blairs have their winter home.



JOHN PORTWOOD BLAIR

Despite the demands of his business and related activities, Mr. Blair has also given considerable time and attention to The Marine Historical Association. A member of the Board of Trustees since 1963, he is currently Treasurer; a member of the Executive and Endowment and Investment Committees; and Chairman of the Budget Committee.

During the summer, home is in Essex, Connecticut. Commuting to Mystic makes a pleasant cruise, down the Connecticut River eastward through Long Island and Fishers Island Sounds to the Mystic River.

And as *Admiral Blake* rounds Adams Point in Mystic, the point of land on which the 19th-century Mystic Seaport has been created, she will cruise slowly past a recently completed lighthouse, constructed this past year, a gift from Mr. and Mrs. Blair.

EDITOR'S NOTE: A photograph of the lighthouse, designed from a light at Brant Point, Nantucket, is on the back cover of this issue of The LOG.

STAFF NEWS

On June 1, Dr. Charles R. Schultz became Librarian at the G. W. Blunt White Library, replacing Gerald E. Morris, whose resignation took effect as of that date. The new appointment was announced in April by Marine Historical Association Director Waldo C. M. Johnston, who named Dr. Schultz to the editorial board of The LOG at the same time.



Dr. Schultz has been Keeper of Manuscripts at the Library since 1963. Prior to coming to Mystic, he taught American history in Bowling Green (Ohio) High School and later was a Processor of Manuscripts at the Ohio State Historical Society in Columbus. He received the B.A. degree from Texas Lutheran College in 1958, an M.A. in American history from Bowling Green State University in 1960, and a Ph.D. in American history from Ohio State University in June 1966.

Articles by Dr. Schultz have appeared in *The American Neptune* and *Ohio History,* the quarterly publication of the Ohio Historical Society. Dr. Schultz has also written and compiled information bulletins and inventories of important manuscript collections in the Library at Mystic Seaport. This spring, *Business History Review,* a quarterly published by Harvard University Graduate School of Business Administration, accepted for publication his latest information bulletin (number 67–1), relating to costs of constructing and fitting out the *Charles W. Morgan.* Dr. Schultz based research for this bulletin on papers of Charles W. Morgan in the New Bedford Free Public Library and in the Library at Mystic Seaport.

A member of the Manuscript Society and the Society of American Archivists, Dr. Schultz is also a Trustee of the Stonington (Connecticut) Historical Society and Chairman of the Education Committee at Faith Lutheran Church of Groton. He and Mrs. Schultz and their son reside in Mystic.

John LaPresle, exhibits director in the Curatorial Department, designed insignia for 14 of the 17 Polaris submarines built by Electric Boat Division/General Dynamics Corp. where he was art director before joining the Seaport staff.

The most recent for the *Will Rogers* was of some personal interest to the designer for in earlier years he was a "stick and ball boy" for Will Rogers at his Running Dog Ranch. (A stick and ball boy assists polo players by retrieving balls hit by the players and returning them to the playing field.)

Polaris submarines, according to an article in the New London (Conn.) *Day* report are named for individuals known for their dedication to freedom. The only other submarine, in the Navy fleet, named for an individual was its first—the *Holland*—named for its designer John A. Holland.

Frederick Hermes, Jr., an ex-Coast Guard officer and presently a teacher at Fitch High School in Groton, will direct the Mystic Mariner Training Program this summer in place of John H. Ross, who resigned as of the first of May.

Wedding Bells: Miss Marian Barrett, of the G. W. Blunt White Library staff, was married on April 22, 1967 to Mr. Paul Stubing of the Curatorial Department. Mr. and Mrs. Stubing reside in Noank, Connecticut.

After completing requirements for his master's degree in museology in the New York State Historical Association grad-

uate program at Cooperstown, Paul Rivard joins the Education Department staff this June as Assistant in Interpretation. Mr. Rivard is a native of York, Maine and a graduate of the University of Maine. He was introduced to the Interpreters on March 31.

Waldo C. M. Johnston, Marine Historical Association Director, was featured speaker at the 1967 annual meeting of Old Salem, Inc. in Winston-Salem, North Carolina. The meeting took place late in May. Like The Marine Historical Association, Old Salem, founded in 1950, is a nonprofit organization. It preserves the 1766 Moravian Congregation Town of Salem.

Miss Lynn Anderson, a graduate of Syracuse University and former teacher of audio-visual education at West Virginia State College, began May 1 as Audio-Visual Specialist in the Education Department. Miss Anderson, a native of New York, now resides in Mystic.

Stanley Buchholtz submitted his resignation late in March, and Robert Tatro was appointed Supervisor of Marine Maintenance and Restoration, effective May 9.

Christmas 1967

The LOG of Mystic Seaport, No. 4 in this year's series, will be a Christmas issue. Nautical traditions of the holiday season are being researched, and members who wish to submit relevant material for consideration by the LOG Board are invited to send original manuscripts to the Editor by August 15. An accompanying letter offering the manuscript for publication, and permissions for reprinting citations or reproducing graphics from other publications or sources will be necessary before any manuscript is considered.

THE EDITOR

EDUCATION NOTES

On March 27–29, Dr. Bruce Buckley of the New York State Historical Association conducted a workshop in oral history for certain members of the Curatorial and Education staffs. The workshop consisted of lectures on the basic techniques of collecting and using oral history, and two field problems. For the field problems, the students identified oystering equipment and gathered information about dory trawling. Local oystermen and fishermen were the informants.

Oral history is a research tool that has not been fully implemented at the Seaport; but it is becoming increasingly useful, particularly in exhibits research. A member of the Curatorial staff has already made several trips to Maine to gather material for the fisheries exhibit. It is hoped that the oral history program at Mystic Seaport can eventually be expanded to a full-scale collection program.

Early in March, Mr. Sturges attended an informal conference of education personnel from Colonial Williamsburg, Mystic Seaport, and Old Sturbridge Village. The purpose of the conference was to discuss mutual problems in museum education and open lines of communication between the respective museums. All felt that this informal get-together was most worth while and planned to meet often.

A four-day training course for the Interpretive staff was held on April 25–28. On the first day Mr. Johnston addressed the class, describing future prospects and goals of Mystic Seaport; and Mr. Lynch, the Curator, spoke on the responsibilities of the Curatorial Department and the relationship of the Interpreter to the Curatorial staff. After lunch, Mrs. Van Deusen and Mr. Briley, assistant librarians, and Mr. Sturges conducted an informal discussion of the reading that the Interpreters have been encouraged to do during the winter months.

The next day and a half were devoted to a workshop in Interpretation conducted by Mr. Sturges and Mrs. Carter. Particular emphasis was placed upon interpreting for children. Thursday afternoon was devoted to a review of operating policies and procedures; Harold Disco, Personnel Director, spoke on the new fringe-benefit standards that have been set up for the Interpretive staff.

On Friday all shops were manned and last-minute problems ironed out. Full Interpretation began for the season on Saturday, April 29.

On May 25 a group of student teachers from Central Connecticut State College participated in a pilot program conducted jointly by the Seaport and the college. The topic of the program was using museums as a teaching resource. The students were exposed to a special interest school tour and given a number of resource problems to solve.

Three of these programs will be conducted next year and eventually will be expanded to include other teacher-training institutions.

The New York State Historical Association Graduate School at Cooperstown visited the Seaport on May 2–3 as part of their annual field trip. Following dinner on Tuesday evening, department heads gave a brief presentation of the functions of their departments. The next morning the students saw a planetarium show and were shown the Curatorial Storage and Restoration Facility.

The planetarium staff will offer three special courses in the coming months: July 5–August 23, Elementary Astronomy and Planetarium Operation for 8th, 9th, and 10th graders; September 11–December 18, Celestial Navigation for adults and September 19–November 21, the History and Elementary Principles of Celestial Navigation for junior and senior high school students. More information will be mailed to area members later in the summer.



"Pleione"



Photograph by M. Rosenfeld

Since September, 1960, members of Mystic Seaport have had the pleasure of contemplating the lovely *Pleione*, a yacht which for over half a century made racing history on our eastern coast from Long Island Sound to Maine. For the last thirty-five years of her life she was the property of Mr. Joseph V. Santry,[1] a Seaport member and great racing skipper, who generously decided she should end her days moored with the other historical vessels at the Seaport docks.

It is fitting that she should currently lie in the honored berth in front of the New York Yacht Club's first station because throughout the balance of her life she was enrolled in that historic Club's fleet and won many of its most hallowed trophies. Her name has never been changed and she is one of nine one-design yachts designed by that immortal naval architect Nathaniel G. Herreshoff and built at the Herreshoff Mfg. Co., Bristol, Rhode Island. They were gaff-rigged sloops, 72 feet overall, 50 feet waterline, 14 foot-7 inch beam, and 9 foot-9 inch draft, with gross tonnage of 33 and a net tonnage of 25 tons. It is noted they were longer than the 12-meters that race for the America's Cup today. Of course they carried the huge club-topsails, now gone forever from the racing scene, and a big single jib on a club over which jib topsails were set. All nine boats were built for members of the New York Yacht Club and when they first appeared in the season of 1913 were called the New York Yacht Club 50-footers or the New York Fifties. They were designed to the Universal Rule which Herreshoff himself had evolved and which was originally known as the Herreshoff Rule. They were the second largest yachts that ever raced as a one-design class and were owned by such prominent sportsmen as Harry Payne Whitney, J. P. Morgan, Jr., Ralph Ellis, and George F. Baker, Jr. The largest yachts that ever raced as a one-design class were the New York Yacht Club 70-footers, 106 feet overall, four of which were also designed and built by Herreshoff in 1900. These boats however were not very successful because they were long ended, quite unseaworthy scows designed to the Seawanhaka Rule, which used only waterline length and sail area as factors. Because of this the Universal Rule, where adequate displacement played a part, took the place of the Seawanhaka Rule and the New York Fifties were lovely, fast, able yachts. The class was a notable success and became very famous. In contrast to the larger yachts of the period which were skippered by professionals, the "Fifties" were usually steered by amateurs although their crews included a paid captain, at least two deck-hands, and a steward who helped on deck.

Pleione was first owned by E. Townsend Irvin and C. C. Rumrill who won the Astor Cup for Sloops with her in 1914. This is one of the great traditional Cups in American yachting history for large yachts. Actually competition for such a cup began in 1882 when Ogden Goelet began to present annually a Goelet Cup for Schooners, value $1000, and a Goelet Cup for Sloops, value $500, to be raced for off Newport by yachts of the New York Yacht Club fleet only. When Mr.

[1] *Mr. Santry's death occurred on May 9, 1967.*

Goelet died in 1897 John Jacob Astor presented perpetually endowed cups to take their place which have been in competition since 1899, except in time of war, although in recent years schooners, sloops, and yawls have been racing in one class for one cup. E. Townsend Irvin was later Commodore of both the New York and Seawanhaka Yacht Clubs and was active in international six-meter racing.

Pleione was laid up during World War I and purchased when it ended by H. P. Davison who sold her to John Bossert in 1922 and he to Kenneth F. Wood in 1924. In those years she does not appear to have raced frequently and Mr. Wood used her as a cruiser. However her career changed when she was purchased by Joseph V. Santry in 1926. Mr. Santry was born in Boston and began sailing at Cotuit on Cape Cod before the turn of the century. Subsequently he moved to New York and became President, then Chairman, of the Combustion Engineering Company but continued to race at Marblehead in New England where he was elected Commodore of the Corinthian Yacht Club and Vice-Commodore of the Eastern Yacht Club. His *Flight* was champion in the Bar Harbor 30-foot class. He also raced P-boats and two Q-boats.

When Commodore Santry purchased *Pleione* the marconi rig had made the gaff rig obsolete in racing yachts and a great era of schooner racing was beginning although previously this type of yacht had been rigged with marconi mainsails and gaff foresails. In 1926, however, John Lawrence of Boston brought out his winning schooner, *Advance,* with the staysail rig between her masts. She was a sensation and soon copied by many racing skippers. Commodore Santry commissioned Francis Herreshoff to design a modern schooner rig for *Pleione* and her real racing career began at the age of thirteen. In 1926 she again won the Astor Cup for Schooners, the Vice-Commodore's Cup for Schooners, and practically all other prizes in her class on the New York Yacht Club Cruise. This was all the more remarkable because she was racing against the former America's Cup class yachts, *Resolute* and *Vanitie,* rerigged as schooners, and such very great yachts of that era as *Vagrant,* owned by Commodore Harold Vanderbilt, *Advance, Wild Fire, Lynx, Flying Cloud,* and *Queen Mab.*

In 1927 and 1928 she was only raced locally at Marblehead, but in 1929 she returned to win, on the N.Y.Y.C. Cruise, another Astor Cup, the Vice-Commodore's Cup, and the Navy Challenge Cup. It is astounding that in 1930 she won the same three cups again.

For the next 15 years she competed less frequently and was used for cruising but it can be recorded that among many New England trophies she won the famous Puritan Cup and Cleopatra's Barge Cup.

In 1947 *Pleione* joined N.Y.Y.C. fleet and won the King's Cup off Marblehead, defeating, among others, the 12-meters, *Nereus* and *Gleam,* to whom she allowed time. The King's Cup and the Astor Cup are the two great historic cups of the New York Yacht Club, besides the America's Cup, having been presented annually by Kings and Queens of England since 1906. It is customary for the owners of winning yachts to immediately advise the ruling monarch by telegram of the victory.

In 1954 the remarkable old "Fifty" came out with a new rig, measured under the Cruising Club of America Rule, which had been adopted by the New York Yacht Club for most of its racing competition. Under this rule she rated higher than most of the fleet but, nevertheless was quite successful, leading the fleet in a number of races in 1954, 1955, and 1956.

The New York Fifties were a great class and included some great boats, among them, *Carolina,* George Nichols; *Spartan,* Edmund Randolph; *Barbara,* Henry L. Maxwell; *Iroquois II,* Paul L. Hammond; and *Ventura,* George F. Baker, Jr., all winners of Astor or King's cups, but none of them won so many races over so many years as *Pleione* and Joseph V. Santry.

JOHN PARKINSON, JR.



VARIABLE WINDS

• Available this season for the first time in several years is a new edition of the *Mystic Seaport Guide.* Reorganized and redesigned, this 62-page manual provides basic information about the major ships and buildings at the Seaport and includes also a brief history of The Marine Historical Association. It may be purchased at the Mystic Seaport Stores; the cost is $1.20.

• Off Soundings, the yachtsmen's organization that met at Mystic Seaport in April, has generously contributed a new Dyer Dhow to the fleet maintained for the Mystic Mariner Training Program. This is a replacement for a dhow given by Off Soundings in 1950 and, like the first, bears the name of the club.

• *A Reminder:*
Members should always bring membership cards for identification when they visit the Seaport. By doing so, delays at the entrance may be avoided.

• The first issue of The LOG was published twenty years ago, in March of 1947. Featured in that issue was a story by Carl Cutler, on the subject of stepping new spars on the *Morgan.*

• From the *New London Day,* Saturday, April 1, 1967:
"The *Day* 25 Years Ago
The old whaling ship *Morgan,* berthed at the Marine Historical Association, Mystic, was to be reconditioned and fitted out by Sea Scouts from the ships of the local Boy Scout Council."

• One of the most unique orders ever received by the Mystic Seaport Stores came in by telephone recently. It was from a member of the New York Philharmonic Orchestra, and was for six bull-roarers from the Variety Store. They are to be used in a musical presentation by the Philharmonic. The bull-roarers are handmade in the North Carolina hill country. They are unsophisticated child's toys. When whirled around in the air, the sound resembles the roar of a bull.

• The name Mystic continually inspires. In Glen Rock, New Jersey, two guitar-playing members of a Senior Girl Scout troop which had participated in the Mariner Training Program entertained at a dinner. They generated so much enthusiasm that other troop members joined them to form The Mystics, a folk-singing group much in demand in Bergen County.



Photograph provided by Mariner Troop 237

THE MYSTICS

Seated l. to r.: *Karin Erickson, Mary Locke, Nancie Hayford and Gail Jensen.* Standing l. to r.: *Nancy Rousseau and Lois Motzer.*

• *The Captain of the* Phantom, the first in a new series of Marine Historical Association publications, may be obtained at the Mystic Seaport Stores. The book consists of letters written by and about a young clipper ship master who was lost at sea in 1862. Order your copy before the limited supply is exhausted. The price is $6.00, postpaid.

• At the beginning of March, upon the resignation of Maurice Blake, Mr. and Mrs. Everett G. Putnam, of Buffalo, New York, were named manager and assistant manager of the Seamen's Inne. The Putnams have had extensive experience in quality restaurant management.

• New at the Seamen's Inne, besides managers Mr. and Mrs. Everett Putnam, is a buffet luncheon-cocktail lounge facility in the wing formerly occupied by the Mystic Seaport Stores gift shop. Known as the Sailors' Room, this inviting haven has been decorated with pictures of members' yachts, as well as models of famous yachts.

• An experiment which could result in new educational opportunities at Mystic Seaport was conducted the weekend of April 28–30. Twenty eighth-grade boys and two teachers from St. David's School in New York City participated in a program similar to a weekend program on the *Conrad*. Rarely have groups from schools taken part in Mariner Training activities; generally those who have enrolled in the Conrad and Brilliant programs represent scout troops or other extracurricular youth organizations.

Activities arranged for the students from St. David's emphasized the historical. Visits to exhibits, ships, the Library, and craft shops provided "experiences" in history to broaden the scope of extensive academic preparation given prior to the visit through literature courses at the school.

In addition, dhow sailing was included in the program of events for the weekend. Both the small-boat experience and the "living" of history proved valuable additions to the students' education.



New Books of Interest to Members

Days of the Steamboats, by William H. Ewen, Marine Historical Association Trustee. Intended for young people this 112-page, illustrated publication of Parents' Magazine Press is priced at $3.50. *New York Times* reviewer Richard Bissell says the author "has live steam in his bloodstream and operates on a full stroke at all times."

Whale Hunt, by Nelson Cole Haley. This is the second edition of a book which has fascinated countless Mystic Seaport fans and will be of even greater interest because of a new Foreword by Director Waldo C. M. Johnston. Haley, a harpooner, recounts his experience aboard the *Charles W. Morgan*. Published by Ives Washburn, Inc., it sells for $5.50.

SPECIAL EVENTS

The Giant Off Soundings Handicap—GOSH—races, sailed for the first time in history, highlighted a very special Saturday at the Seaport this past April 1. On that sportive day, some 400 yachtsmen belonging to the Off Soundings Club romped through a series of events constituting the Club's 34th annual meeting—the only one that has ever been held away from Springfield, Massachusetts, where Off Soundings was founded.

Scheduled, in addition to the races, were a variety of activities high-lighted by cocktails and dinner at the Seamen's Inne. A planetarium lecture on star identification, given by Bob English, and continuous movies entertained those who did not participate in the races. Following the competition, while the dhows were being stored, wives were entertained at a tea and fashion show in the Youth Training Building. Later, at the dinner, Waldo C. M. Johnston, Director at Mystic Seaport, welcomed the group on behalf of The Marine Historical Association.

At a formal business session, Off Soundings members decided to contribute a new Dyer Dhow to the Mystic Seaport fleet and elected new officers of the Club, as well. Of the 500 members of Off Soundings, approximately 70 per cent are also members of The Marine Historical Association.



Waldo C. M. Johnston, Director of The Marine Historical Association, Mystic Seaport welcomed over 350 members and guests of Off Soundings Club at their Annual Meeting held on Saturday, April 1 in the River Room, Seamen's Inne, Mystic Seaport. This was their 34th annual meeting, but the first held away from Springfield, Mass. where OSC was founded. Headquarters for Off Soundings, effective at this annual meeting, is Mystic Seaport.

L. to r. at head table shown above: Henry A. Scheel, Chairman of the Measurement Rule Committee, Mrs. Leo A. Geyer, Donald P. Robinson, Race Secretary, Mrs. Waldo C. M. Johnston, Mr. Leo A. Geyer, Treasurer, Paul W. Adams, Past Commodore, Benjamin duPont, Commodore-elect, Mrs. William B. White, Mr. Johnston, Mrs. Benjamin duPont, Mrs. Paul W. Adams, William B. White, Secretary, and Mrs. Henry A. Scheel.



Forty Mystic Seaport Volunteer Corps members who completed service requirements during the past year were awarded pins at a special ceremony April 27. The presentations were made by Waldo C. M. Johnston, Director, following a talk by Curator Edmund Lynch. In the picture, Mr. Johnston presents a pin to Mrs. Dana Clark of North Stonington. Looking on are (at left) Marine Historical Association Trustee Jan S. Irvine, who also received a pin this year, and (at right) Mrs. Seth E. Barron, President of the Volunteer Corps Captains.

Early in April, Mystic Seaport Volunteer Corps Captains elected a new President, Mrs. Seth E. Barron, of Groton. Vice President of the Volunteer Captains since 1962 when the Corps was formally organized, Mrs. Barron succeeds Mrs. Brower Hewitt of North Stonington, who has been named Honorary President of the group. Mrs. Hewitt, President since 1962, has been Captain of the North Stonington division of the Corps for many years and a member of The Marine Historical Association since 1940.



Mrs. Seth Barron, President, Mystic Seaport Volunteer Corps.

Also elected this spring by the Volunteer Captains were Mrs. Norris Ryley, Vice President, and Mrs. Charles Shugrue, Secretary. All the officers hold Mystic Seaport Volunteer service pins awarded in 1963.

Reservations, Please!

JUST as a visit to the nation's capital should motivate a thorough, intelligent awareness of the surroundings, their contents, and the significance of it all, similarly Mystic Seaport should command the just consideration of its accomplishments, its purposes, and its rightful position in the ranks of those institutions so dedicated to America's historical perpetuation. And so to yachting at Mystic Seaport!

The near catastrophic increase in the boat-owning, sea-going public in recent years has perhaps become one of the miracles of this decade. While being obviously most dear to the devotees and to those who derive a living from the boating industry, occasionally to others, including ourselves, the frantic race to stay abreast of your just demands finds us breathless, somewhat frustrated, as helter-skelter in the sincere endeavor to make you comfortable and happy.

At the season's height, we are short of dock space, electrically underpowered, and over-taxed at the laundry-washroom facilities. We are even running out of water in the Mystic River and the areas adjacent to our wharves, where the steadily worsening menace of shoaling becomes more acute every year. In brief, we know full well that these deficiencies exist and will try our best to combat them.

We firmly believe that our advance reservation policy for wharf space is a perfectly necessary requirement, and commencing this year, more stringency will be introduced. No reservations will be honored *unless* the contact and confirmation (either in writing or by phone) have been negotiated with the Harbor Master or the dock attendants. For your own protection solely, *please* do not presume that any other staff member or night security representative is authorized to allot you wharf space. Very naturally and happily, when we do have open space, we are delighted to put you up overnight.

Because of the ever-increasing costs of maintenance and operation, we have found it necessary to increase our overnight wharfage rates this year. An Association member, of course, is not directly concerned with such a payment until he decides to spend a second night at the Seaport wharves. The new rate schedule is as follows:

$3.00 for boats up to 30 feet
$4.00 for boats up to 40 feet
$5.00 for boats up to 50 feet
$6.00 for boats up to 60 feet
$7.00 for boats up to 75 feet
$10.00 for boats over 75 feet

The highway bridge still maintains the single opening per hour at fifteen minutes past the hour, and this schedule is in effect from eight in the morning to seven at night.

As Association members, you might like to know a little of the history behind some of the Seaport's wharfage. Hobey's Dock was a gift from the late Mr. Hobart Ford in memory of his son, Hobart, Jr., lost in action at sea during World War II. The actual source of funds for the construction of Hobey's Dock was from the sale of a print collection inherited by Mr. Ford from his father, Simeon Ford, a New York hotel owner. "Hobey" Ford, Sr., long a trustee of The Marine Historical Association and a generous benefactor through the years, was a world-renowned sportsman-sailor and a devotedly staunch believer in this country's youth.

The Cruising Club of America Dock was dedicated during the Association's 1948 Annual Meeting by the late Mr. Thorvald S. Ross, then Commodore of the Cruising Club. This fine yachting facility was made possible by substantial gifts from seventy-four C.C.A. members. Few who know even a part of the annals of this great sailing association will refute its status as America's top group of blue water gentlemen-sailors. Such is the tradition that we cherish here.

LLEWELLYN POWELL
Harbor Master

LETTERS

January 10, 1967

Dear Mrs. Eshenfelder:

Just a note to congratulate you on the interesting article in the Log on the building of a ship. As I was somewhat familiar with the building of wooden ships in Nova Scotia from about the turn of the century, it occurred to me that you might like to have in your files some comments on the subject.

The small shipyards in Nova Scotia were generally owned and operated by the man who also served as the designer. As noted in the article, he would make up a block of several pieces of nice straight grain wood, generally around 30″ long and maybe 8″ wide, doweled together, and then start whittling away to form a half model of the ship he had in mind. Practically everybody used half models, first because it was almost impossible to make both sides of a handmade model the same, and when the model was taken apart the ribs could be set up on both sides of the keel very closely alike. There was always an argument as to how closely the two sides of a vessel came to being of the same dimensions, and good builders were able to keep the two sides alike within a matter of inches. However, these slight discrepancies sometimes accounted for why the ship sailed better on one tack than on the other.

Ships of varying sizes could be taken off the same model by simply using a different scale. I know of many instances where the owner of a yard had an order for a vessel of say 125–135′ long and his son would use the same model to lay down a small replica, which might come out 6′ long, by simply taking dimensions of the same plan to a different scale. I have two such models about 6′ long built by the sons of boat-yard designer-owners, and in each case the man who cut the sails for the big vessel cut the sails for the small one, and similarly the blacksmith who did the iron work for the big vessel did the iron work for the small model.

I had one question on the article as it mentioned that the men getting the timber used their broad axes to cut the trees down. This, of course, is incorrect as the broad axe is a very special instrument. It was entirely flat on the left hand side and the bevel to form the edge was completely on the right hand side like a flat chisel. A good broad axe man generally stood on the log and cut a vertical surface. A good man could make it almost as smooth as if it had been planed.

The companion tool to the broad axe was the adz, which was designed to make a horizontal surface generally at right angles to the surface made by the broad axe. The adz was sharpened in exactly the same manner with the bottom completely flat and the bevel forming the edge on the top side. The blade was slightly curved in a radius approximately equal to the length of the adz handle and the ordinary man's arm. It was much more dangerous to use than the axe and a common method used in shipyards in breaking in youngsters to use the adz was to have them stand with each foot in an empty nail keg so if they made a mis-stroke they would not cut a foot or shin.

With reference to the tree nails which were wooden dowels used to hold the planking on the ribs, these were properly called "trunnels."

Very truly yours,

EDWIN PUGSLEY, *Vice President*
The Marine Historical Association

April 3, 1967

Dear Sir:

We are interested in obtaining a copy of your publication, *Log of Mystic Seaport*, as part of our library collection of books and periodicals of special interest to our Museum staff.

Would you be so kind as to send us a sample issue?

Sincerely yours,

RALPH R. MILLER, *Director*
Museum of the City of New York

THINGS WE NEED

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

PAIR OF WINDOW FANS
SECRETARY'S CHAIR
EXPANSION FILE
4-drawer, letter size
HAND PUNCH
3-hole adjustable
TWO HIGH QUALITY TAPE RECORDERS:
Ampex model 2161
Uher 4000 L (portable)
ACETYLENE BURNING AND WELDING OUTFIT
HEAVY DUTY COMMERCIAL (PRECISION)
TABLE SAW, 10″
HEAVY DUTY JOINTER, 10″–12″
TABLE SAW, 14″–20″
HEAVY DUTY EXTENSION CORDS,
100-foot minimum
POWER JOINTING HAND PLANES
HAND DISC SANDER, 5″
ADDING MACHINE
PAN-O-GRAPH INSTRUMENT
METAL CHOPPER,
36″–48″ (very old)
Heavy duty beveled straight edge, steel, 42″–48″
PLANES:
Jointer, Jack, Smooth, Block
WOODWORKING BENCH WITH VISE
CLAMPS:
Bar, Pipe, C, Jorgensen
AND—we always need shells for the Junior Museum

Offers and descriptions should be forwarded
to the attention of the Operating Administrator.

Calendar of Events

MEMBERS MAY WISH TO MARK THEIR CALENDARS

JUNE 11	Opening date, *Joseph Conrad* and *Brilliant* programs	NOV 5-6	"High Arctic" Adventure Series Lecture Lewis Cotlow
JUNE 26	Frank C. Munson Memorial Institute of American Maritime History Opening day, 13th Annual Session	NOV 23	Thanksgiving Day Mystic Seaport is closed.
JULY 21	Annual Meeting The Marine Historical Association	DEC 3-4	"Turkey" Adventure Series Lecture John Goddard
AUG 4	177th Anniversary, U.S. Coast Guard Munson Institute Closing Session	DEC 17	Community Carol Sing opens the Seaport holiday season.
AUG 11	Newcomen Society in North America Luncheon Meeting	DEC 25	Christmas Day Mystic Seaport is closed.
SEPT 2	Closing date, *Joseph Conrad* and *Brilliant* programs	JAN 7-8	"Australia's Challenge to America's Cup" Adventure Series Lecture John Biddle
OCT 15-16	"Polynesian Worlds" Adventure Series Lecture Stanton Waterman	FEB 4-5	"Denmark and the Danes" Adventure Series Lecture John Roberts
OCT 28	Annual Dhow Derby Annual Dinner Society for the Preservation of *Nellie A. Ryle*	MAR 17-18	"Scotland and Wales" Adventure Series Lecture Ed Lark



The lighthouse on the point has been completed and will be dedicated in August. A gift of Association Trustee and Treasurer John P. Blair and Mrs. Blair, the lighthouse was designed according to the lines of Brant Point Lighthouse on Nantucket.

THE LOG of MYSTIC SEAPORT
THE MARINE HISTORICAL ASSOCIATION, INCORPORATED
Mystic, Connecticut 06355

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