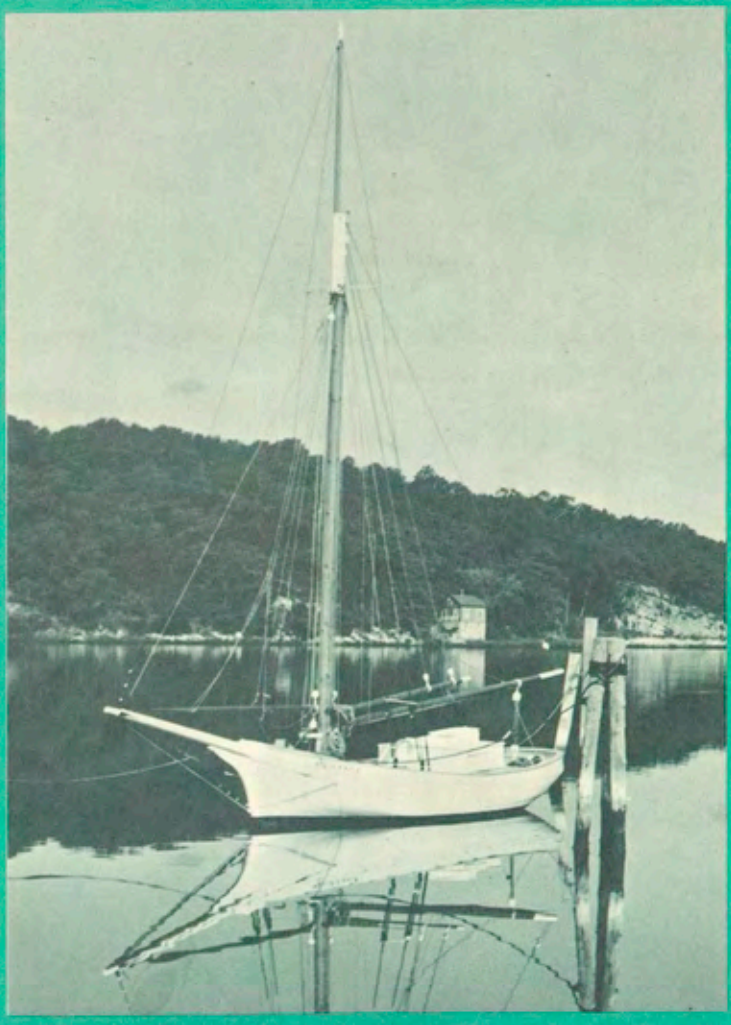
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THE LOG

Autumn
1967

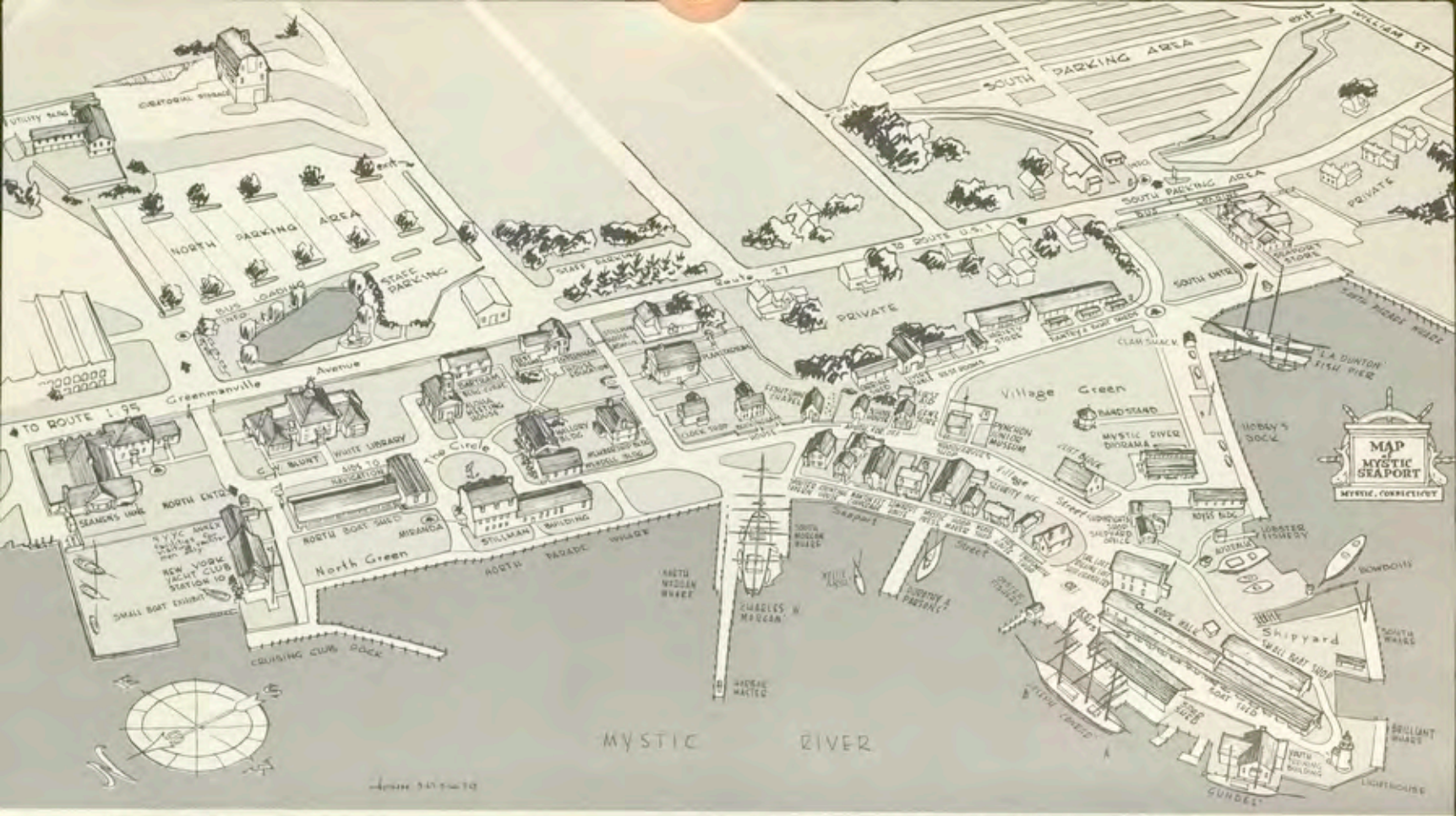
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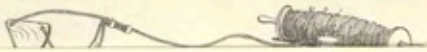
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ON THE COVER:
Nellie A. Ryle *built in Smithtown, Long Island in the 1890s engaged in oyster dredging along the Connecticut shore and in the relatively shallow Great South Bay of Long Island. This late 19th-century sloop was donated and restored for exhibition through the generosity of the "Society for the Preservation of the* Nellie A. Ryle." *Photograph by Richard W. Woolworth*

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.



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ALMA ESHENFELDER



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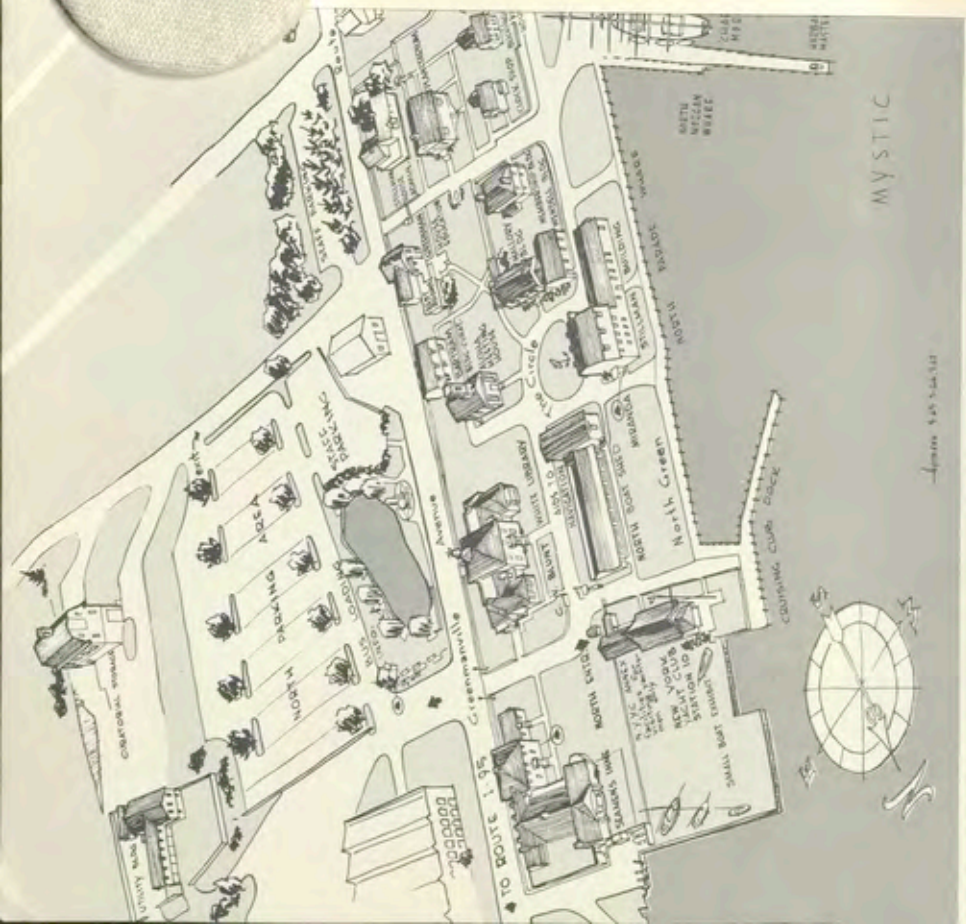
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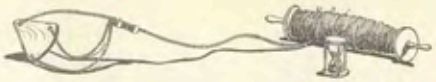
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THE LOG
of
MYSTIC SEAPORT

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



Editor Alma Eshenfelder

Editorial Board
The Director and Editor, with John F. Leavitt, Llewellyn Powell, Donald P. Robinson, Charles R. Schultz, and Donald Treworgy.

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EDITORIAL

VISITORS to Mystic Seaport this summer had an added advantage that some may not have realized.

Throughout the waterfront areas, restoration on ships and small craft was being carried on by shipwrights and craftsmen of unusual talent and ability. They were working before an audience of thousands to whom their performance must have seemed unique, as indeed it was, but what this audience witnessed was not necessarily a performance that would be repeated the following day. Hopefully it was not a rehearsal! It was serious work in progress.

The restoration was made possible by the very generous answer to last year's Year End Appeal. The Director's article in this issue describes the work being done and still to be done. From it the reader can see the magnitude of the task, which in a very real way is a continuing one. The museum is the caretaker of these vessels and small craft and has dedicated itself to their preservation.

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ALMA ESHENFELDER



Preliminary restoration on cutter Fox.

Mystic Seaport's Ship Restoration Program

BY WALDO C. M. JOHNSTON
Director

"The uniqueness of Mystic Seaport is in its ships. No other center anywhere in the world can show such ships as these. . . . These are the stuff of history. The real stuff . . . the ships themselves and not monuments to them. These ships are irreplaceable in the fields of history and great human endeavor."

Captain Alan Villiers in a letter to Waldo Johnston, October 11, 1966.

THE simple but moving ceremonies on Annual Meeting Day that marked the dedication of the *Charles W. Morgan* as a Registered National Historic Landmark, brought home to all who saw this event renewed conviction and resolve. The splendor and historic importance of our tall ships make Mystic Seaport a museum of unequalled significance in the world. In accepting this fact, we also must embrace a sober recognition of the trust imposed upon us. The proper maintenance and preservation of these ships and our fine collection of historic small craft must remain foremost in our minds. As inheritors of this trust, we cannot delegate our full responsibility nor waver, even for one moment, in our resolve to carry on a program of restoration and preservation to the limit of our capacity. This is a responsibility of any museum. In the case of Mystic Seaport, wherein the splendor of our tall ships dominates every view, the challenge is everywhere apparent.

When first I arrived at the Seaport two years ago, I shared with fellow members of MHA a deep affection for our ships and small craft. In the performance of my duties as Director, I spent the ensuing months examining the Seaport, and quite naturally spent time aloft and below examining our ships and craft. Results of these examinations indicated clearly to me that we needed to put more emphasis on maintenance, restoration, and preservation of these vessels if they were to survive the trials of time. The care of old ships, especially wooden ships, requires highly specialized knowledge and skill, continuous surveillance and examination, and large expenditures of time and money.

1966 was devoted to a careful study of our problem. At the conclusion of my own examination, I initiated the formation of a Ships Committee under the able chairmanship of Trustee Henry Scheel to bring together a group of men knowledgeable in wooden ships to advise me and the

Trustees on first, the condition of our ships, and second, to design a program to meet our problems and develop facilities and staff within the museum to carry on a self-contained program of continuous care and protection of our ships and craft. This committee has performed with enthusiasm and energy. Results of its study in 1966 have provided us with facts and advice to initiate at once an "Action Program" geared to carrying on essential and priority work within the scope of our present facilities. Likewise, the members of the Association responded with great devotion to this cause and provided through our Year End Appeal capital to allow us to proceed.

The year 1967 has been devoted to the implementation and development of the restoration program at this museum to meet our current needs and provide for the future, as suggested by the Ships Committee. Working closely with the Curator and me, the Ships Committee is conducting a continuing analysis of projects to be undertaken and the establishment of priorities. This study is being conducted along the practical lines of our own limitations in manpower, time, effort, and money. It includes the preparation of a list of each ship and small craft in order of importance to the museum, and a survey of present conditions and rate of deterioration, etc., in each of these vessels. Results of these studies must be measured against manpower, materials, and facilities at hand, together with available funds for each project. Based on all these factors, priorities are being established.

The second project undertaken this year has been a reorganization of the marine maintenance staff. The old maintenance crew has been split into two main divisions so that more definitive responsibilities could be outlined. The Marine Maintenance Division is now responsible for the care and restoration of our small craft; the newly formed Restoration Division has been given responsibility for our large vessels.

The third project in 1967 involves the procurement of additional skilled shipwrights. We have been fortunate to secure Robert Tatro as Supervisor of Marine Restoration. Aware that we could not concentrate on our large vessels to the detriment of our important small craft collection, we decided to leave most of our present skilled crew in the Marine Maintenance Division of small craft and augment the new Marine Restoration Division with new men. Irving Holdridge was moved over to the new division and Henry Jarvis and Sylvester Costello were added to our staff and assigned to Marine Restoration. We thus have a nucleus of a crew for the new division, while at the same time allowing the Maintenance Division to carry on its important work in small craft. Such skilled craftsmen as Howard Davis, Paul Stubing, Arnold Crossman, Elwood Bogue, Bill Holliday, Malcolm Stewart, Richard Dyer, Jack Henry and Gus Effman, Lans Christensen, and Peter Dijk give assurance that the Maintenance Division will perform effectively.

The fourth project now underway is the development of a master plan for the museum shipyard. This is an

enormous project, yet one which we must have. Its complexity will require careful planning.

We have been again fortunate to obtain Henry R. Palmer, Jr. as a consultant and planner for this undertaking. Mr. Palmer brings years of experience to this task and for the past several months has been engaged in a thorough study of our shipyard and needs. He has made several trips up and down the East Coast studying the operation of small shipyards and searching for surplus machinery to augment equipment here.

In developing our shipyard we must keep in mind that we are, first and foremost, a museum. Our shipyard must reflect this fact. The shipyard is, therefore, both a museum educational facility and a practical working operation. It must serve as an exhibition wherein old trades and old methods can be seen in operation for the benefit of our visitors. It must also serve as a practical working area for the conservation, preservation, and protection of our priceless vessels. Thus, it must be functional and practical, and, of course, economical. To meet these needs we must engage in long-term planning to develop an operation, first utilizing what we already have to carry out our immediate needs, together with the development of a facility to meet future needs. In all this planning and operation we must keep in mind the aims and purposes of the Seaport, and also we must face some hard facts, each of which re-emphasize the need for the development of this shipyard. First among the hard facts is the fast-dwindling supply of skilled ships craftsmen in this country; second, the continuing annual reduction of facilities in the local area for maintenance and repairs; and third, the growing difficulties we face in obtaining the proper wood and related material properly cured to carry on 19th century shipbuilding practices on wooden vessels.

In order to put these facts together, we must develop this master plan, fabricated on what we believe to be the ideal facility capable of handling Seaport needs for the next 25 years. Essential questions to be asked include the proper location of this yard within the museum complex, the possibility of providing a marine railway or lift dock capable of handling all our craft of any size, and, of course, the size and scope of staff machinery and facilities. As much as possible, the yard must be complete and self-sufficient; it must include an adequate skilled staff wise in the art of old wooden ship construction and maintenance, and a training program for young men possessing basic skills and talents, and a *willingness to learn.* We must develop a policy of planned acquisition to obtain essential tools, machinery, and related equipment; to handle the development of our own resources for timber and storage of wood for careful seasoning; and to consider the location of proper storage facilities for supplies and equipment off the Seaport grounds. It is obvious that this program will take time to develop along the most practical and essential lines.

Our fifth project is one that is being formed on paper and is still in the planning stage. This is the acquisition



of a small craft exhibition building capable of housing our entire small craft collection. Until our small craft can be adequately protected from the weather, our maintenance and conservation program will haunt us. We can never convince ourselves that we are taking proper care of our small craft until such a facility is available. Exposure to weather—including heat, cold, rapid temperature, and humidity change, extreme sunlight, high winds —wreaks havoc on our small craft. Strictly in the planning stage, this project does not constitute action already taken; however, its importance in our future planning justifies its mention here.

A detailed account of the work completed or under way would prolong this article far beyond the space limitations in The LOG; therefore I shall dwell on the more significant aspects in order to present a general picture. Every restoration project in this museum is accompanied by complete documentation, including careful examination and study at time of survey, planning of work to be done, progress reports, and a final report. Each step is noted, including materials and methods used, so that anyone engaged in future repair or restoration will have at hand a complete record of previous work performed. These detailed accounts will form an essential record of every vessel, every artifact, print, painting, and model in the Seaport collections. They are prepared with the same meticulous care as medical records on human beings; our "patients" are equally important to us, and their future health and well-being are our primary concern.

These detailed records are principally for use by our own staff; however, they are also available for study and training to conservators and restorers from other museums and to members of The Marine Historical Association.

The words "Restoration" and "Maintenance" as used in this article are confusing. "Restoration," by dictionary definition, means "the act of restoring a person or thing to a former place or condition, the bringing back of a work of art as nearly as may be to its original state." "Maintenance" is defined as "the act of maintaining, of holding in a particular state."[1] An example of the subtle difference in these words as used in museum work can be seen in the new main fife rail on the *Morgan*. Proper maintenance made it mandatory to replace the old rail which was badly deteriorating and spreading infection; careful research disclosed that the old rail was improperly constructed by 19th century standards and its design totally irrelevant to the original it had at some time replaced. Sheer maintenance would have simply required the construction of a replacement rail —an easy, economical job. This would have been an inconceivable error, and thus, like most of our projects, "Maintenance" became "Restoration." Before the new rail was constructed, Curatorial and Library staff joined forces in a full-scale research project to discover the original details and materials used. Not until this research was completed did the restora-

[1] Funk and Wagnalls, *New Practical Standard Dictionary, Volume II*, 1954.

tion crew design and construct the new rail. An extract of its report follows:

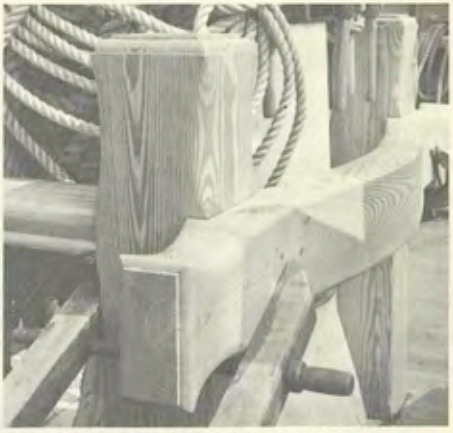
"The main fife rail was badly constructed and designed. A new curved fife rail, built of two natural knees, dove-tailed together, replaced the former, flat, straightgrained rail. Proper camber and 'one third-two third' moulding was applied. New solid stanchions were turned, of more suitable proportion and material than the old. Two stout, yellow pine bitts, with lead capped moulded tops, replaced the clumsy, crude bitts that had been removed."[2] Photographs below show the progress in this reconstruction.

[2] Memorandum from Robert Tatro to Edmund E. Lynch, July 26, 1967.

PHOTOGRAPHS SHOWING PROGRESS IN RECONSTRUCTION OF FIFE RAIL.



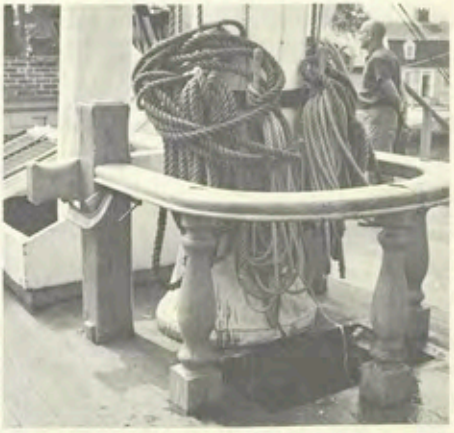
Main fife rail and bitts, before reconstruction.



Bolster from bitt to bitt on forward side of the mast.



Close-up of scarph shows the joining of two hackmatack crooks.



Two natural larch crooks, (larch is commonly known as backmatack), were used for the rail.

THE *CHARLES W. MORGAN*

Maintenance and restoration work on the *Morgan* has continued without interruption since last fall. The nature and extent of this work has led the Curator to the conclusion—in which I fully concur—that forevermore the *Morgan* must include as permanent complement two master shipwrights from the Restoration Division. Their constant attention to the ship, month in and month out, offers the best single assurance for early detection and control of infection and deterioration as well as prevention of major problems, barring unforeseen storm and hurricane damage.

Last fall the *Morgan*'s decks were completely reefed out and recaulked, and a temporary winter house installed. (Similar winter covering for all major vessels and small craft is contemplated.) This house and the installation of a coal stove to keep the *Morgan* warm and dry during the winter months provided added protection for the ship and better working conditions for the Restoration Crew. Despite every precaution, however, a coal stove adds to fire hazard, and we are exploring the possibilities of the new electric furnaces for permanent installation. Such furnaces can be readily hidden from sight, are safe, and can provide controlled heat and humidity throughout the ship.

During the winter, the after cabin stairs were examined, repaired, or replaced. Again research was employed and work performed only after careful study.

The original yellow pine decking in the Officers' Mess and throughout the 'tween decks was examined and, wherever possible, worn and damaged areas were cut out and replaced with graving pieces to retain as much original planking as possible.

Replacement of deck planks and hatch combings required removal of portions of the forward steerage bulkhead, much of which at some time had been replanked with incongruous, inferior modern boards. A successful search for old planks enabled us to restore these bulkheads to their original condition.

The after lower blubber room hatch has been completely rebuilt with new stringers, combings, hatch cover, and grating. During the course of this major project, many fathoms of anchor chain were discovered buried under the stone ballast in the chain locker. Salt-encrusted iron imbedded in, or next to, wood is a harbinger of rapid decay; thus the decision was reached to remove the chain at all costs. The task of removing this chain, rusted and corroded together in weighty masses, was a time consuming and hazardous operation performed without injury to crew or ship, praise be!

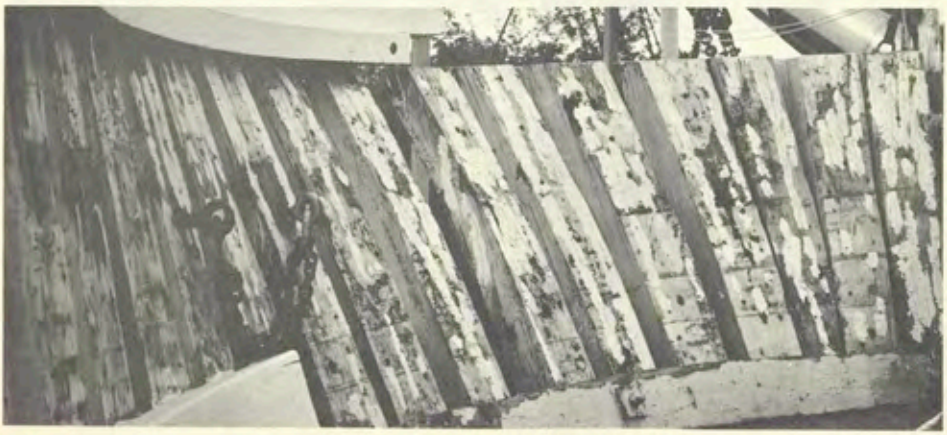
During the spring the port side of the forecastle head deck was removed together with the inside port bulwark planking, rail caps, and cathead. During the summer, scaffolding has been constructed on the port bow, the remaining bulwark planking and fastenings removed, and extensive checking in the top timbers and forward cants have been filled and scaled with epoxy. This area of the ship, at the time of this writing, is ready for final restoration this fall.



Port bow of the Morgan *showing a portion of the area requiring restoration. Outside planking and bulwarks removed.*



Interior of port bow showing rotted bulwark planking.



Port bow showing greenheart top timbers.

Also during the summer, work on the 'tween decks near the mainmast developed into a major job. Removal of the deck planking up to the lower main hatch exposed the mast partners which were in an advanced stage of decay. Mast wedges and the spar itself required immediate and painstaking attention.

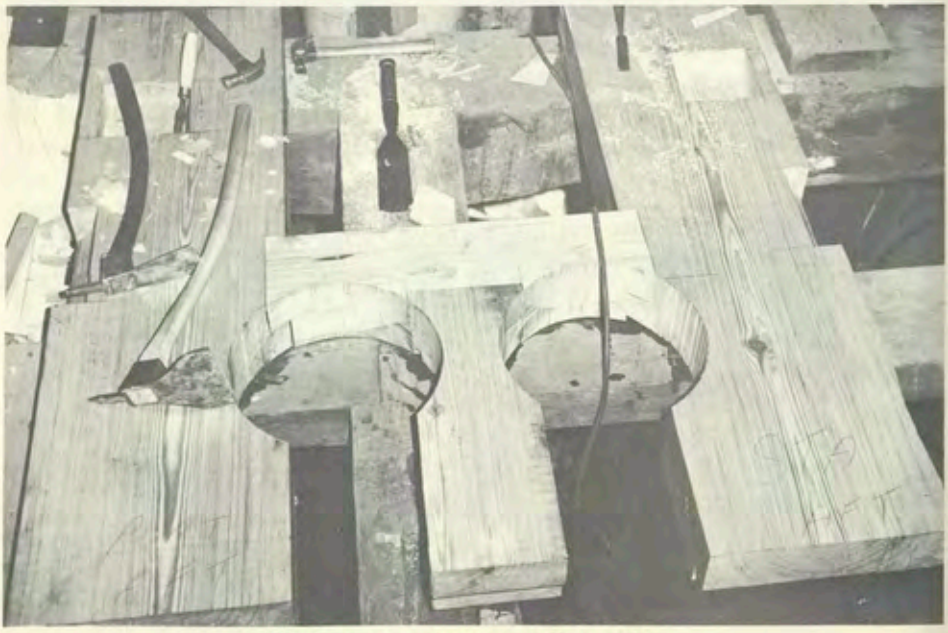
Summer work on deck has continued. New midship cavil cleats and chain pipes were built and installed, the decks have been liberally oiled and tarred, a new ship's workbench has been installed, the harness cask and gamming chair rebuilt, painting of bulwarks and waterways accomplished; inspection and replacement of rigging are part of daily routine. It should be noted that last fall washdown pumps were installed on the docks beside our major ships and these vessels are washed down twice daily at dawn and dusk.



Rot in the mainmast of the Charles W. Morgan.



Rot removed and graving pieces installed.



Holes being cut for pump wells amidships.

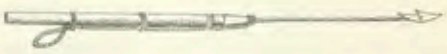
L. A. DUNTON

The detailed survey of the *Dunton* conducted last fall by the Ships Committee disclosed that the ship was in relatively good shape. I hasten to add that this fact leaves no room for complacency; she must undergo continuous surveillance, and, were funds and manpower available, we would be at work on her. This relatively favorable report did lead us to the conclusion to bend our major efforts to the pressing needs of the *Morgan* and other vessels.

In the fall, heat was installed on the *Dunton*. The stove in the after cabin and reactivation of the galley range forward provided adequate heat and dryness throughout the vessel over the winter. Installation of a wash-down pump on the wharf enables us to wash down the ship twice a day. In the early summer the *Dunton*'s channel was dredged to enable us to turn her around, an annual procedure from now on.

Our main concern with the *Dunton* lies in the condition of her foredeck forward of the quarterdeck grub beam. Over the years the deck beams sagged, destroying the camber and allowing water to accumulate rather than run off. At some time, a steel plate was affixed to one of the deck beams; this makeshift repair was inadequate. Until the foredeck can undergo complete restoration, we jacked the deck beam up last fall with Lally columns to restore the original camber and caulked where necessary to prevent fresh water seepage below. This work has arrested damage for the time being, and hopefully we can turn our full attention to major restoration on the foredeck this fall.

Lack of men and means has delayed our work on the *Dunton,* but our decision was strengthened in the knowledge that the *Dunton* has an unusually competent shipkeeper aboard. Mike Stanton loves his vessel and brings skill and initiative to his trust. Working on his own, and with occasional advice from the Restoration Division, Mr. Stanton has performed many miracles of maintenance to safeguard his vessel's health.



THE *BOWDOIN*

Of all our vessels, the *Bowdoin* has received a consummate amount of our time and thought. She was the first vessel I studied two years ago. I would be dishonest not to say that her condition horrified me and led me to examine other vessels up to the limits of my capacity and experience. Since that time the *Bowdoin* has been examined by everyone I could lay my hands on, and the Ships Committee has conducted exhaustive study.

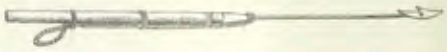
The *Bowdoin* needs almost complete restoration. In determining alternatives open to us, the Ships Committee has debated a number of courses.

I have been writing of our accomplishments to date in our Restoration Program. In candor, I would say that we have made progress on the *Bowdoin.* We have faced the harsh realities of the task before us and reached

decisions based on our responsibilities as a museum toward the vessels in our trust. Whatever is in our power to do for the *Bowdoin* will be done according to museum practices and procedures. Her restoration will not cater to makeshift or improper methods that would strip her of her historic significance or her place in a true museum.

In anticipation of this, the *Bowdoin* is being prepared for a lengthy siege. A channel by the shipyard has been dredged for her and pilings driven to provide a safe mooring. She has been moved to this mooring, her spars and rigging removed, and her engine taken out. Below deck fittings have also been removed. An access dock will be constructed and a housing built to protect her from the weather and enable her to dry out. At the moment she rests in some sort of animated suspension; much has been accomplished to prevent further deterioration.

Any prediction of further progress on the restoration of the *Bowdoin* is beyond my capacity to say, other than to voice confidence that progress will continue. The task before us is quite clear. In determining steps and timing, all of us—trustees, staff, Ships Committee, and members—must guide our actions in line with all the restoration decisions we face in light of priorities, manpower, funds, and material. The *Bowdoin*'s needs and the *Bowdoin*'s future will, of course, play a tangible role in these decisions. Like all our ships, the *Bowdoin* is a gallant and historic vessel. She and her sister ships represent an era that has vanished; we cannot replace that which has disappeared from the face of the earth, and the acute awareness of this leads me to believe we will somehow, somewhere, find the means to retain what we have before it is too late. In the words of Senator Leverett Saltonstall, "How can we help to build for the future on the sea without knowing its past and how our ancestors carried on before us? So the preservation of our old ships is mightily important for our own future."[3]



THE *JOSEPH CONRAD*

Like our other tall ships, the *Joseph Conrad* has been under close study this year. A survey last fall and another this spring indicate the work we must do. Much of this study has been conducted by Henry Palmer, aided by Martin E. Iorns of Fibersteel Company, West Sacramento, California. The services of Mr. Iorns were made possible by Captain Irving Johnson, a trustee of The Marine Historical Association.

The results of Mr. Palmer's exhaustive study fill many pages; I shall therefore limit this discussion to several major recommendations.

First, the *Conrad*'s spars and yards need attention. Metal caps on main and foremast need replacement, and some of the yards should be replaced, particularly as they are used by members of The *Conrad* Mariner Training Program. Costs of these repairs are modest, and we should accomplish

[3] Letter to Waldo Johnston, October 10, 1966.

this over the winter. Of greater concern is replacement of the mizzenmast in wood or steel. The present mast is rotting out. Cost of replacement will amount to about $1,800 and an equal amount will be needed to place the other spars and rigging in perfect condition.

Second, the *Conrad*'s decks must be replaced. Originally constructed of three-inch teak, they have been worn dangerously thin by thousands of visitors. This spring, the Restoration Division made extensive temporary repairs on the decks, sills under the chart house, hatch combings, and waterways to make them watertight; however, within the next year or so they must be replaced. It has been recommended that new teak decks be laid over the old as an economy measure which in no way will affect the ship's authenticity, at a cost of $12,200.

The interior hold of the *Conrad* has been our third area of scrutiny. The Fiberglas flaking—applied seven years ago to the *Conrad*'s outer plates under the supervision of Jan Irvine, a Trustee—has proven remarkably effective; however, the inner sides of the plates continue to rust and weaken.

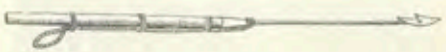
To replace these plates would be impracticable and astronomically expensive. We are indebted to Captain Johnson, Mr. Iorns, and Mr. Palmer for an alternative recommendation which is highly practicable and can be performed ourselves at the relatively modest cost of about $7,500. This involves "the addition of an inner layer of concrete to provide structural integrity to the hull, not by adhering to the iron plates but by moulding itself into the structure in and around and under the frames, stringers, etc., and then topping this layer with a special mix to provide water tightness. In effect, an inner hull is installed within the old using the latter as a form or mould, and because it is completely watertight, the condition of the outer plates is no longer of the slightest concern."[4]

As soon as the *Conrad* Program is concluded this fall, we plan to embark on the concrete project under the direction of Henry Palmer. Not only the well-being of the ship but also the safety of the young people living aboard lend priority to this project—and in light of what it will accomplish, it is mercifully inexpensive.



THE *AUSTRALIA*

I regret to say that work on the *Australia* ceased this spring under the pressure of greater priorities. The two shipwrights assigned to her were needed elsewhere. One hates to see a project stand still; yet our decision was easy in light of more critical needs and the knowledge that the *Australia,* under the protection of her shed, would not suffer from this neglect.



[4] Report of Henry R. Palmer, Jr. to Edmund E. Lynch, June 10, 1967.

During the summer, the decks of the *Parsons* were sanded and oiled. Some reaming and caulking was undertaken and her topsides repainted.

THE *GUNDEL*

Last fall, the *Gundel* was hauled and her bottom checked and painted. This spring her decks and cabins were painted during normal routine maintenance. This fall we must devote major scrutiny to this saucy little ketch and make some tough decisions. She has foundered twice in the past and her present condition is a source of very deep concern. The *Gundel* serves a very important purpose as a barracks ship for Mariner Training; as such she commands our close attention to make certain she is well found and safe.



It is easy for the attention given to our tall ships seemingly to overshadow the equally important study and work being undertaken on behalf of our superb collection of small craft. In comparison, their maintenance and restoration would seem simple; in practice, this is not the case. Our small boats are equally tortured by the weather, perhaps more so because they are more lightly constructed and many lack the protection of being waterborne. They are especially vulnerable to the tender mercies of little boys who have an irresistible penchant toward little boats. On our larger vessels, mothers anxiously shepherd their flock, fearful that their children will become lost in a dark hold or tumble down a companionway; small boat land, however, seems to be small fry heaven. Parents relax while their offspring, with squeals of glee, exert every possible youthful indignity on our small boats. A child's love is not tender when his extreme curiosity and interest are aroused!

Our small craft collection receives the same meticulous care accorded our large vessels in the knowledge that the great majority are also historic, irreplaceable, and therefore priceless. Proper maintenance and restoration follow the same detailed process of examination, research, documentation, and skillful work in our small craft collection as is pursued on our large vessels. Here, however, a notable difference exists. We have over 100 small craft at the museum and our hardworking Mainte-

nance Division is pitifully small. Work can only proceed under rigid priorities established upon study of the condition and historic value of each boat. Generally speaking, those boats most in need of work receive priority; all too often, however, a boat crying for help is temporarily passed over in order to concentrate on a boat of greater significance. We can but console ourselves that we are doing our best with what we have.

We owe the men in the Maintenance Division our gratitude for the devotion they have brought to their work this year. Long hours of their own spare time were put into these projects. One boat was taken home and restored over the winter during evenings and weekends. In every case more was done through interest and devotion than can be catalogued.

The length and detail of the reports on small craft restorations prohibit inclusion here; however I would like to quote several extracts to indicate the thoroughness of examination and the care exercised to provide future restorers with accurate facts relating to the work done and materials used.

"Her bottom planking had fallen from the chine . . . Her late period yacht fittings were in place. Her rudder position had not been moved back to her original position; this had been changed when an engine was installed . . . Beading streak and sides were originally primed with white. The bead was a dull red for a very long period of time. This was covered by at least sixteen coats of white. . . . Galvanized-wrought iron was used in the new fastenings rather than bronze or copper to prevent any chance of electrolysis between these and the original fastenings that remained in the boat. . . . A No. 10 1½" galvanized screw was used to fasten the side planking to the chine at 4" to 6" spacing."[5]

"When this plank was removed, it revealed that the inner and outer sternposts were rotten as well as broken frames and timbers . . . I then proceeded to renew the inner sternpost using oak and bolting it with galvanized bolts to the keel. White lead paste was used between the oak and planking bearing surfaces . . . I spliced new pieces on the lower ends using long lapped joints held with epoxy glue with a screw through the planking and framejoint."[6]

"Removed stem knee and mast step and replaced with a white oak stem knee set in bedding compound (three-parts kerosene to one-part boiled linseed oil; one cup of this to five pounds of white lead), and bolted through and through with ⅜" diameter galvanized carriage bolts."[7]



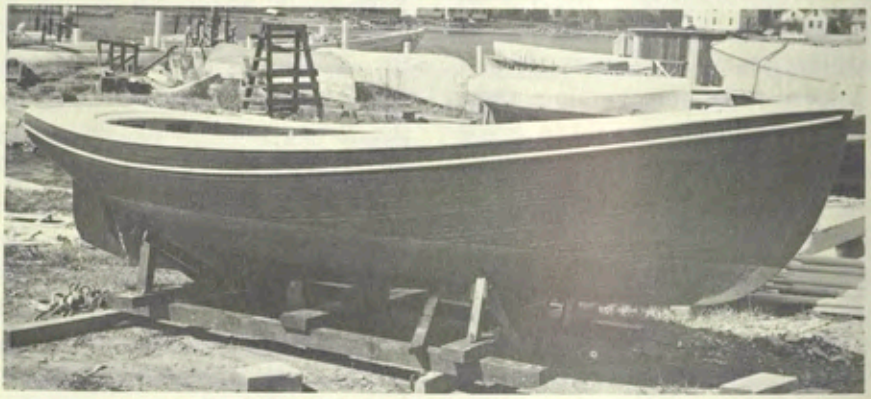
[5] Report on Restoration of Small New Haven Sharpie by Paul T. Stubing, April 10, 1967.

[6] Report on Restoration of Maine Pea-pod by Howard W. Davis, May 5, 1967.

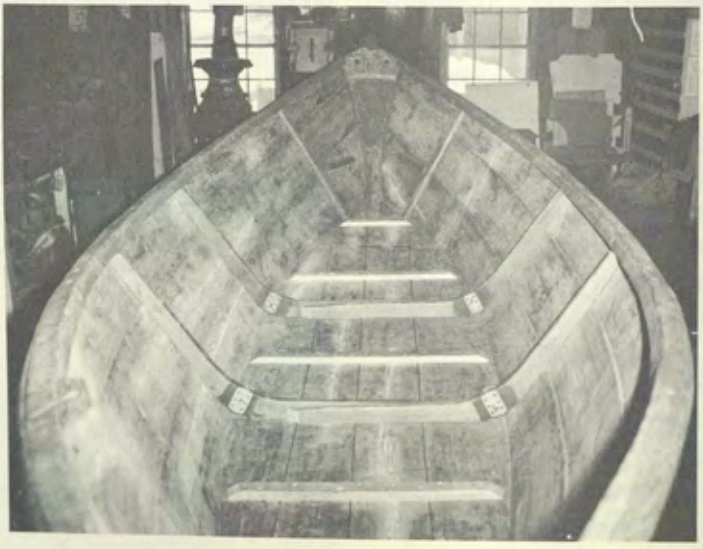
[7] Report on Restoration of Hampton Boat *Cuspidor* by Paul T. Stubing, March 16, 1967.



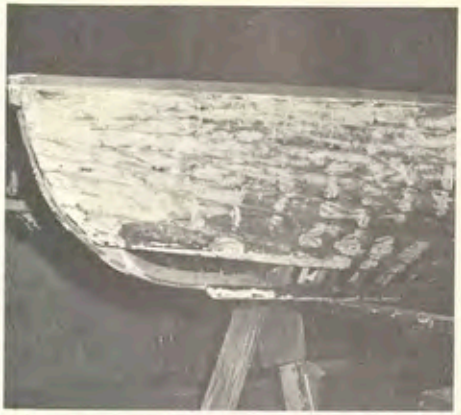
Cuspidor *with paint removed.*



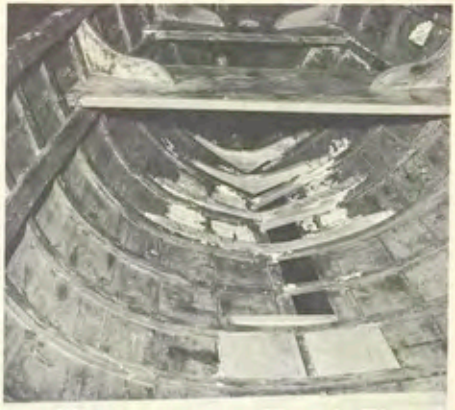
Restoration completed on Cuspidor.



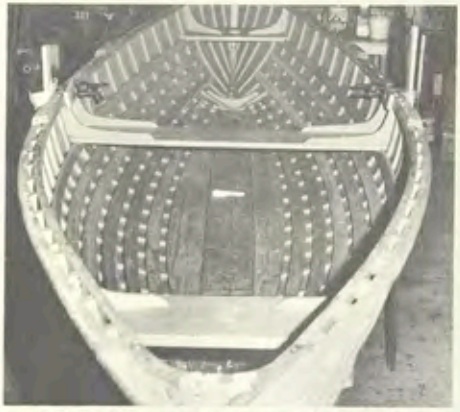
Bank Dory showing new frames.



After end of Maine Peapod showing new apron and garboards removed from the starboard side.



View forward showing new hackmatack floor frames and butt blocks on garboards.



Restoration completed except for painting.



Restoration and painting completed.

My studies undertaken in preparation for this article sometimes discouraged me. Through the eye of the perfectionist—and we are all perfectionists at Mystic Seaport—the enormity of our task and the slowness of our progress seemed depressing. Yet as I conclude this writing and view the entire spectrum of our momentum in many areas, I sense that much headway has indeed been made. The endless search for truth goes on, even though we recognize that the more we probe and examine our ships and craft, the more problems we present ourselves. We are unafraid of this truth from which stems knowledge from which, in turn, we can develop combative action. *Truth is the trademark of this museum.* In its discovery and in its application, we find reassurance in the knowledge that we are dedicated to quality performance to the limits of our skill and capacity. Pride in workmanship and pride in accomplishment, however limited in the face of the whole problem, bring their own intangible rewards and provide their own encouragement to proceed.



U.S. Revenue Cutter Bear.

Arctic Rescue

BY PAUL H. JOHNSON

ALASKA'S centennial year has produced the expected output of books and articles delving into many areas of Alaskan history. Yet the important role of the Revenue Cutter Service (predecessor of the U.S. Coast Guard) during the formative first three or four decades continues to be ignored by most scholars. Revenue Cutters were serving the needs of Alaska literally from the beginning when, in 1867, the Cutter *Lincoln* was despatched with U.S. officials to arrange the transfer of authority with the Russians in Sitka.

At the time of purchase Alaska's population was estimated to be 30,000, mostly Eskimos dependent on the seal and living along a vast and rugged coast. The Revenue Cutter force was ideally suited to operate in this new frontier environment. It had mobility in a land where roads were unknown. It had experience in law enforcement and the needed authority to act in civil affairs. Its men had intimate knowledge of the sea in an area largely dependent on the sea for food and transportation.

Mr. Paul H. Johnson, Librarian/Curator, U. S. Coast Guard Academy, author of the above article, is a graduate of Yale University. He holds an M.A. in English from Columbia and an M.S. in Library Science from the University of Michigan.

Rescue and law enforcement were the two basic concerns of the Revenue Cutter men patrolling the enormous coast of Alaska. These were broad missions calling for action in an astonishing variety of circumstances. On patrol a cutter captain might expect to engage in any of the following: aid to distressed vessels or crews; charting; exploration; protection of fisheries; suppression of mutinies, riots, or crime; arrest and trial of malefactors, both Eskimo and white; suppression of seal poaching; suppression of the whiskey trade (so lethal to the Eskimo); safety inspection of vessels (many unsafe vessels were pressed into duty transporting gold prospectors); transport for Eskimos, stranded white men, prisoners, witnesses, missionaries, scientists, and miscellaneous others; medical aid to whites and natives; transport of the mail so precious to those in isolated areas, transport of supplies to those in need.

Perhaps the most far-reaching and ingenious of Revenue Service rescue efforts was the introduction and transport of rapidly-multiplying Siberian domesticated reindeer when the seal, mainstay of Eskimo life, had been slaughtered by commercial interests almost to the point of extinction. From the outset Cutter captains established a policy of scrupulous honesty and just dealing with the native

population of Alaska. Crimes by whites against these vulnerable people were punished severely. The famous Captain Mike Healy instructed his men, "Never make a promise to a native that you do not keep to the letter." Healy made no secret of his contempt for scoundrelly whites who preyed on the Eskimo and Indian for personal gain. Alaskan Eskimos came to regard the Revenue Cutter men as trustworthy and faithful friends. A relationship that began as governmental benevolence in time became one of confidence, mutual respect, and friendship. Eskimo good will was a crucial factor in the most spectacular rescue ever effected in Alaska, the Overland Expedition of 1897–1898 in relief of whalers icebound at Point Barrow.

News of the whalers' peril was brought out of the Arctic by the whaleship *Karluk*. Whaling interests in San Francisco, through the city Chamber of Commerce, immediately petitioned President McKinley for assistance. Over the years, the whaling industry had suffered a series of heavy blows. In 1865 the Confederate raider *Shenandoah* sank eleven whaling vessels. In 1871, thirty-three New Bedford whaling ships had been trapped in the ice and crushed off Point Barrow. Twelve hundred crewmen barely escaped with their lives. Five years later fifty-three men and thirteen vessels laden with bone and oil were lost in the same area. Other less spectacular disasters had taken a steady toll of lives and property in the Arctic.

President McKinley, a compassionate man, responded to the appeal without delay. Undoubtedly his sympathies were heightened by memories of the political furor and embarrassment surrounding the lost Greely expedition a decade earlier. At the time the press and Greely's friends charged the Administration, unjustifiably, with having abandoned Lieutenant Greely to die in Arctic wastes. Obeying his political as well as his humanitarian instincts, McKinley instructed the Treasury Department to entrust a rescue attempt to the Revenue Cutter Service, a logical selection from the standpoint of experience in the Arctic. An urgent letter, dated November 15, 1897, from Secretary Lyman J. Gage to Captain Francis Tuttle, skipper of the *Bear,* outlined the nature of the emergency and spelled out in great detail the ways and means by which the rescue might be effected. Gage began:

"Sir:

The best information obtainable gives the assurance of truth to the reports that a fleet of eight whaling vessels are icebound in the Arctic Ocean, somewhere in the vicinity of Point Barrow, and that the 265 persons who were, at last accounts, on board these vessels are in all probability in dire distress."

"Dire distress" must have seemed a monument of understatement to the old Alaska hands of the *Bear*. Most Arctic veterans and many Eskimos doubted the chances of success and questioned the wisdom of venturing into that area in the dead of winter. The plain fact was that advancing ice would not permit passage of a relief

vessel until July at the earliest. Supplies at Point Barrow would be exhausted months before help could arrive by ship. Misery, starvation, death, and perhaps cannibalism seemed the fate of the icebound men.

It was inescapable that an overland expedition, admittedly a desperate recourse, was the only hope of reaching the stricken men alive. Furthermore, many Cutter Service men were acquainted with travel by sled. Dog sleds had been used in rescue operations most notably in 1881 when Captain C. L. Hooper of the *Corwin* dispatched four sled teams across the frozen sea to Siberia in search of the ill-fated exploring ship *Jeannette.*

Captain Shoemaker, Commandant of the Revenue Cutter Service, selected the *Bear* with a volunteer crew for the rescue attempt. Originally a Dundee-built sealer, the *Bear* had been purchased in 1884 to lead the successful search for survivors of the Greely expedition lost in Arctic Canada. Built stoutly to work in heavy ice, the *Bear* had, by 1897, won a reputation for reliability with Captain "Roaring Mike" Healy as her first skipper in Alaskan waters. The *Bear* was a barkentine with auxiliary steam power; 200 feet long, she had a beam of 32 feet, a draught of 18 feet, and was 703 tons net register. Her two-blade propeller could drive her at nine knots in a smooth sea under steam alone. Eight knots could be maintained under sail alone with a fair wind blowing strong.

In November, 1897, Captain Tuttle and his crew had just returned to Seattle following an arduous season on the *Bear* in Arctic Alaskan waters. Upon receipt of the unexpected sailing orders from Washington the ship was hurriedly prepared for an emergency voyage back to Alaska. In three short weeks the *Bear* sailed out of Seattle headed north. Speed was of utmost importance. Every day lost meant the impenetrable ice would be found further south of the Bering Strait, adding miles and days to the overland relief expedition.

Secretary Gage's instructions basically called for a landing of men and supplies as far north as the ice would permit. The relief party was to make its way to the village of St. Michael, where additional supplies would be obtained for a journey to Cape Prince of Wales. There the party would "collect" all available reindeer herds for an unprecedented drive to Point Barrow. It was clear that only meat "on the hoof" could be moved in the needed quantities in time to save the stranded whalemen, undoubtedly suffering from malnutrition. Everything depended on movement of the reindeer as Gage emphasized:

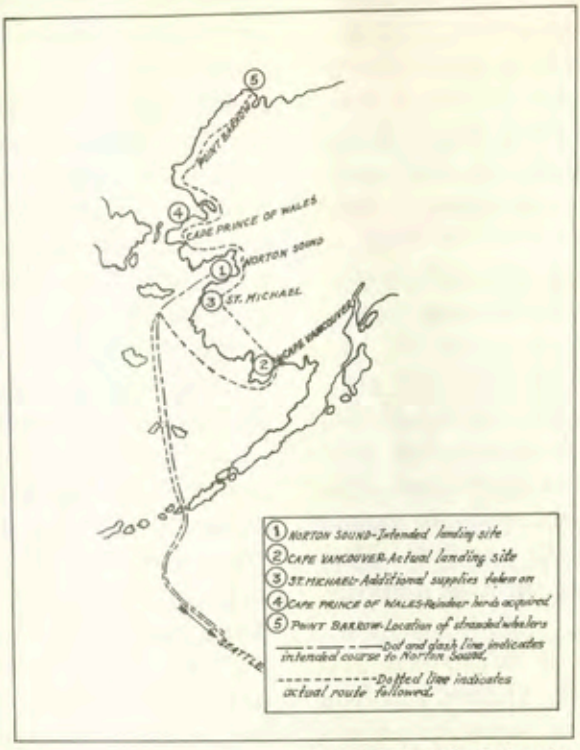
> "From whatever point the overland expedition is landed from the *Bear* its first aim will be to get the reindeer herd in motion for Point Barrow, and you (Tuttle) will instruct the officer given charge that celerity of movement is of first importance; that he must, so far as possible, live on the country and change his teams for fresh ones as often as he can."

The men who landed near Cape Vancouver that cold and stormy December 15th in 1897 were well-chosen for the awesome task that lay ahead. In command was the brilliant,

soft-spoken First Lieutenant David H. Jarvis, top man in the cadet class of 1883. Second Lieutenant E. P. "Bully" Bertholf, later Commandant of the Coast Guard, was named as assistant to Jarvis. They were well matched despite their vastly different personalities. Slight of build, Jarvis was a veteran of eight years in Alaskan duty as well as several years in the small boats of the Life Saving Service on the Atlantic Coast. Jarvis had unusual executive talents which particularly fitted him for an expedition wherein a lapse of judgment could cost the lives of some 300 men. Perhaps the most important of Jarvis' qualifications was his fluent command of the Eskimo tongue without which the expedition could scarcely hope to succeed. Bertholf, himself an able young officer, possessed an abundance of energy and strength vitally important in travel by sled over rough terrain. Third member of the *Bear*'s landing party was Dr. S. J. Call, a familiar figure on Revenue Cutters in Alaska. Call was an able ship's physician whose medical skill would certainly be needed by any survivors at Point Barrow.

Dire omens abounded on the day of the landing, December 15, 1897. Captain Tuttle had followed the instructions, laying a course for Norton Sound. Heavy ice was encountered much sooner than expected, driving the *Bear* south to Cape Vancouver, some 700 miles south of the point Secretary Gage had selected originally. The landing itself almost ended in disaster as wind-lashed water and rapidly running ice threatened to swamp the boats carrying men and equipment ashore. While Jarvis and his men fought for their lives, the *Bear*'s crew struggled to avoid unmarked shoals in little more than four fathoms. By dusk the expedition was safely ashore and the *Bear* steamed out to sea not to be seen again by these men until eight months later. Jarvis, Bertholf, and Call were now committed to a harrowing 1,500-mile journey through the Alaskan wilderness at top speed in temperatures as low as –60°, surrounded by the gloom and dark of the long Arctic winter. Eskimos warned against the attempt as most unwise even without the hundreds of reindeer Jarvis hoped to acquire along the route. Yet this expedition had to go out; the President himself had asked that it be done.

During the next hundred days Jarvis and his companions endured almost every hardship known in the Arctic. Travelling in the winter darkness across sea ice or frozen tundra, over mountain passes and snow sometimes too soft to bear the load, these determined men never allowed their own comfort or safety to interfere with the mission. At times the ice was dangerously soft. Occasionally visibility was so poor that the party came close to plunging over hidden cliffs. Blizzard after blizzard hindered their movement, sometimes forcing them to hole up huddling in some abandoned hut or in a tent. The cold was incredible. On the other hand, just above St. Michael (200 miles northwest of Cape Vancouver) the tem-



Drawing by John F. Leavitt

perature rose capriciously, leaving almost bare the undulating gravel and boulder surface of the tundra. It was in such circumstances that Mate Tilton, one of two men sent from the stranded vessels at Point Barrow, was found struggling toward St. Michael seeking help for the stranded whalers. Tilton pronounced the proposed reindeer drive an impossible scheme.

Pushing, pulling, and straining, the sleds moved on, at times slowly, at other times making up to fifty miles in a day. Once Jarvis became lost in a fierce blizzard. A blinding snow almost ended the expedition as the guide groped for the trail on hands and knees. On another occasion the party was saved only by the instinct of the reindeer when even the Eskimo guide had lost the way. Time after time the hospitality of poor, isolated Eskimos kept alive the men of the expedition and thereby the only chance of the icebound men at Point Barrow.

An excerpt from the journal kept by Jarvis best conveys an adequate notion of the suffering endured by the rescue party:

> "I thought the ice we recently passed over had made a rough road, but this was even worse, for here were all the crushings of the straits shoved up against the mountains that ran abruptly into the sea, and over this kind of ice we had to make our way. Darkness set in long before we had come to the worst of it, and a faint moon gave

too little light for such a road. It was a continuous jumble of dogs, sleds, men, and ice—particularly ice—and it would be hard to tell which suffered most, men or dogs. Once, in helping the sled over a particularly bad place, I was thrown eight or nine feet down a slide, landing on the back of my head with the sled on top of me. Though the mercury was 30° below, I was wet through with perspiration from the violence of the work. Our sleds were racked and broken, our dogs played out, and we ourselves scarcely able to move, when we finally reached Mr. Lopp's house at the cape (Prince of Wales)."

Cape Prince of Wales was 500 miles north of St. Michael and here it was that Jarvis succeeded in persuading both the missionary W. T. Lopp and "the Eskimo known as Charlie (Artisarlook)" to lend their valued herds to the government to help in the reindeer drive. A herd of about 400 reindeer was assembled and moved under dreadful conditions toward Point Barrow still 800 miles distant. Jarvis and his men suffered from extreme and mounting fatigue in this second half of the journey. Blizzards, drifting snow, rough terrain, and biting wind turned the expedition into a nightmarish ordeal. Nevertheless, Jarvis remained determined and grimly stoical:

"A philosophical common sense is a great help in living in the Arctic, as elsewhere. If you are subjected to miserable discomforts, or even if you suffer, it must be regarded as all right and simply a part of the life, and like sailors, you must never dwell too much on the dangers or suffering."

On March 26, 1898, a beautiful clear day, the relief party sighted the most westerly of the icebound whaling vessels. Jarvis describes the vessel, the *Belvedere,* as banked up with snow with little visible except her spars and rigging.

"We drew up alongside at 4 P.M., and going aboard announced ourselves and our mission, but it was some time before the first astonishment and incredulousness could wear off and a welcome be extended to us."

Jarvis soon learned that scurvy had broken out among the starving whaling men. Those living ashore were housed in wretchedly crowded, filthy, cold quarters. These men were from the crushed whalers *Orca* and *Jessie H. Freeman.* All the men, both ashore and aboard ship, were living in misery and hopelessness, waiting for inevitable death.

The arrival of fresh meat reversed the progress of scurvy. However, these men needed more than food and Jarvis was superbly equipped to furnish the organization and discipline needed to see them through the difficult time ahead. Additional shelter was built using wood from a crushed vessel. The men were split up into smaller groups for better sanitation and comfort. Cleanliness was enforced and medical aid applied where needed. Jarvis became the sole arbiter, settling disputes and distributing supplies equitably and prudently. In May baseball on the ice was organized to bring the men out of their

apathy and depression and to provide exercise after the long period of idleness.

When the good ship *Bear* broke through to Point Barrow on July 28, Captain Tuttle must have been greatly relieved to find that the Overland Expedition had been a glorious success and that all but a few of the whaling men had survived. Laden with survivors, the *Bear* arrived at Seattle on September 13, 1898, almost ten months after its feverish departure the previous December.

The *Bear*'s officers and men had departed as popular heroes. They returned to find public interest had turned, during their perilous journey, to the glories and pyrotechnics of the "splendid little war" with Spain. Nevertheless, Jarvis, Bertholf, and Call were recommended by President McKinley for decoration. Gold medals voted by Congress were presented to them belatedly in 1902 with appropriate expressions of thanks.

Jarvis' stirring journal remains an unrecognized classic of exploration and travel literature. It stands as a testament to human courage and as a reminder of a time when a small band of dedicated mariners brought succor and justice to the Alaskan frontier. It is satisfying to note that Coast Guard vessels and men still cruise Alaska's dangerous waters always ready to aid those in distress.

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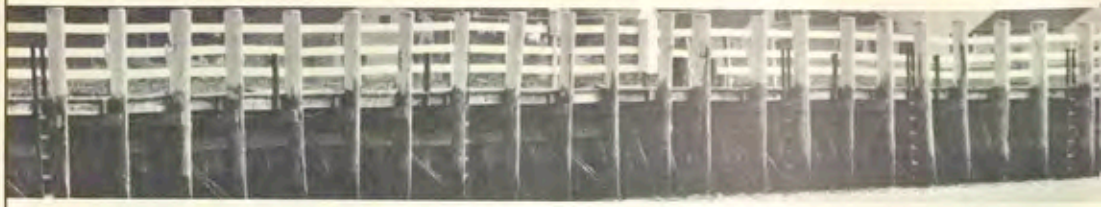
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The Seaport Protects her Pilings

BY JAN S. IRVINE

TREE trunks make for pilings the world over. The Seaport has some 380 pilings on her waterfront.

The open ends of pilings are subject to taking in rain water and melted snow and ice which run down the multiple cracks which develop when the tree dies and dries out. This fresh water, unable to drain out, starts decay and in too short a time consumes the pile. Replacement is costly.

The capping of piles with wooden "plates," zinc, copper, etc., is an old practice. Water from driving rain does not do any particular harm to the side of the piling, as this drains out and the sun and air dries it. The prime area to protect is the cracked, open end.

At the Seaport, Fiberglas and resin are used in a unique way.

Because a flat "plane" of Fiberglas fabric and resin is of fixed dimension and could develop small cracks when the pile tops alternately expand and contract with temperature changes, small-diameter tubular forms are stapled across the largest diameter of the pile top, and three shorter ones on each side and radially from the center are also stapled down to provide slight "bumps" over which the glass fabric and resin is laid. Large-diameter soda straws are used as these "bumps" form. This provides a slight rise and fall which accommodates the slight expansion and contraction which takes place without cracking the surface.

This theory was borrowed from that used in laying the large pipe lines for gas and oil we find in the west and southwest, where large "goose necks" are provided to take up expansion and contraction due to temperature changes. Were this provision not made, pipe lines would develop broken joints, couplings, and worse.

One half of the piles at the Seaport were capped during the summer of 1966 and came through the winter without failure. The work has been resumed this summer and will be completed by summer's end.

In time all will fail, but to extend the life of our piling is money in the bank.

EDITOR'S NOTE: A Trustee Profile on Mr. Irvine appears on p. 104 of this issue.



Trimming the expansion forms.



Stapling the glass fabric to the pile top.



Pouring the resin.



Brushing the resin.



Report of the 38th Annual Meeting of The Marine Historical Association Mystic Seaport, July 21, 1967

THE 38th Annual Meeting of The Marine Historical Association took place on July 21 at the Seaport under uncertain weather conditions. Threatening clouds gave way to fair skies shortly before the opening event: the designation of the *Charles W. Morgan* as a National Historic Landmark. Presentation of the certificate was made on behalf of the Department of the Interior by Lemuel A. Garrison, Regional Director, National Park Service of the Northeast Region, and the commemorative plaque was unveiled by Mrs. Francis Day Rogers, wife of the President of this Association. Mr. Garrison noted that the *Charles W. Morgan* is now one of four American vessels to hold this designation which has, to date, been granted to approximately 700 landmarks of various sorts.

A new mizzen topsail, contributed by Mrs. Stephen N. Bond and other descendants of Rebecca Morgan Rodman, sister of Charles Waln Morgan, was broken out with previously donated memorial sails. At the sail-setting demonstration by the Seaport riggers assisted by the Westerly Sea Scouts, John Leavitt, Associate Curator, narrated the proceedings. Since 1947 the Westerly Sea Scouts have given their assistance to a variety of Mystic Seaport projects. In addition to their weekly drill sessions, which make possible the fluid precision characteristic of the sail-setting operation, the Sea Scouts have also taken part in cruises on the schooner *Brilliant* in connection with the Mystic Mariner Training Program.

Waldo C. M. Johnston, Director of The Marine Historical Association, said of the events:

"No single exhibit at Mystic Seaport has greater significance to our past than that grand old vessel, the *Charles W. Morgan.* With stately grace she presides over our waterfront and stands as a living symbol of the independent spirit of a young land and the intrepid seamen who developed her early trade and commerce. Today, by decree of the Secretary of the Interior and the National Park Service, the *Charles W. Morgan* formally receives our country's recognition as a National Historic Landmark.

"During the past several years, members of The Marine Historical Association have contributed memorial sails to enhance further the majesty and reality of our beloved whaleship. Today we honor those who have donated and those in whose memory these sails were given. In particular, we express our gratitude to Mrs. Stephen N. Bond and the direct descendants of Rebecca Morgan Rodman. . ."

Remarks of LEMUEL A. GARRISON, Regional Director, Northeast Regional Office, National Park Service, at the ceremony designating the *Charles W. Morgan* a National Historic Landmark.

Mr. Mallory, Mr. Johnston,
Distinguished Guests,
Officers and Members of The Marine Historical Association,

Ladies and Gentlemen:

A few years ago, in New York City, workmen digging the foundations for a new skyscraper near the East River came across the bow of an old wooden ship. Not especially large, less than 100 feet long, the old relic still possessed most of its ribs and planking, and appeared to be so well preserved the contractor suspended work to give the city's antiquarians time to plan how to salvage it.

To no avail. The historians, the museum curators, and the city officials came to look, shake their heads, and return to their offices. Within the week, the pile-drivers were at work again, driving steel columns right through the timbers of the old unknown vessel. So another opportunity was lost, another piece of our maritime history was destroyed, forever.

Standing here at Mystic, in the midst of one of the finest, richest maritime collections in the world, observing how popular it is to Americans from all walks of life, and knowing something of how influential its educational program has been and continues to be, it is difficult to realize, really, how precious few maritime relics there are to illustrate this most important part of our nation's history.

That there are so very few of these old ships left makes the loss of any one of them the more poignant. Within the last ten years, there have been many sad losses of historically valuable vessels: the famous World War II carrier, U.S.S. *Enterprise*—broken up; U.S.S. *Oregon*—scrapped, ironically, in Japan; the last of the distinctive Great Lakes whalebacks, the *John Ericson*—junked; the *Reina Mercedes,* captured from Spain in 1898 and for many years a landmark at the Naval Academy—broken up in the interest of economy; *Prairie State,* last of the Great White Fleet—gone the same way from New York City; Farragut's flagship, *Hartford*—sunk at her moorings in the U.S. Navy Yard at Norfolk. The list goes on and on!

The sad thing is that most of these first class historic ships were lost, not because they had to give way to some present-day construction project, but simply because funds to rehabilitate and maintain them were missing.

Happily, others equally famous were saved to enter on a new life, to serve a new educational function—providing unique, visual insights into epoch-making moments in the history of the United States. The U.S.S. *Constellation,* relic of the quasi-naval war with France and the wars with the Barbary States was saved by a patriotic citizens' committee of Baltimore by only a narrow margin. The U.S.S. *Olympia,* flagship of Admiral Dewey, and the only surviving symbol of America's emergence as a world power, was similarly saved from the wreckers.

Visits to Williamsburg, to Valley Forge, and Gettysburg and to similar great testing grounds leave deep and lasting impressions, as well as the secure knowledge gained from first-hand observations. The same is true of the monuments to our past commercial and industrial achievements—relics such as Slater's Mill at Pawtucket, Springfield Armory, and the Lawrence and Robbins Machine Shop, at Windsor, Vermont. These survivals all have a message for us; they all have an appeal—not just to "sentiment"—but to our understanding of our national origins. It is a good thing to understand their lasting significance. It is also a very necessary thing that they be faithfully preserved. Otherwise, we lose a vital part of our national heritage forever.

I should like to emphasize that when we, who are aware of the value of history, strive to preserve our historic landmarks, we express one of the most deep-felt needs of every country, of every civilization. For it is universally true, that every culture, every nation, needs to preserve and perpetuate its most significant traditions, its most elevated ideals, its most revealing historic experiences. Together they make it unique and guide its life. Without them, that nation, that culture, that civilization cannot long survive.

To The Marine Historical Association is owed the preservation of the *Charles W. Morgan,* last survivor of the great New England whaling ships of the 19th century: the world's only extant wooden whaling vessel. A lucky ship, the *Morgan* sailed more miles and caught more whales than any other American ship of her kind. Still lucky, after eighty years of pursuing "Leviathan," she was saved from rotting by Colonel E. H. R. Green's buying her in 1925. Finally, it was her good fortune to be acquired by your Association, and brought here for restoration and permanent berthing.

Here in this calm inlet, in a typical New England seaport trading center of a century ago, this venerable ship has found her final home. Surrounded by other famous vessels and the buildings that then were the necessary adjuncts of a maritime way of life, she exemplifies the seaborne commerce of that important age, when the nation was nurturing its young economy through its overseas trade.

Seeing her makes one appreciate the special qualities of the hardy men of that era who sailed on her. She sharpens one's imagination more than the best history book. To board her and go between decks is to understand better the hard life endured by the men who sailed in her, and similar ships, and so fostered their country's achievements.

Most people do not realize how heavily the National Park Service is involved in the preservation of historic sites and structures of all kinds. Mention the Park Service, and visions of mountains and forests, lakes and canyons, bears and rangers come to mind! The fact is that of the some 230 units in the National Park system, more than two-thirds are historical and archaeological!

In addition to taking care of the numerous historical properties for which it is directly responsible, the Service has certain responsibilities under law towards those important historical sites that it does *not* administer; mainly, to seek out and identify them, and then to give them a definite, recognized status that will indirectly assist and encourage their owners to preserve them.

Since 1959, our "National Survey of Historic Sites and Buildings" has considered literally thousands of sites representative of the most significant aspects of our history, in order to select the very best survivals which merit national recognition as Registered National Historic Landmarks. To date, the survey staff and the National Park Service Advisory Board which reviews its findings, has recommended something over 700 sites and structures to the Secretary of the Interior for designation as Landmarks.

I should like to emphasize that designation as an historic landmark is entirely a designation of *quality*. The owners retain full control. They simply agree to preserve the designated site or structure and permit a representative of the Service to visit the landmark every two years to be sure that all is well and to offer any advice that may be helpful.

This brings me to my pleasant task here today—to officially designate the *Charles W. Morgan* as a Registered National Historic Landmark.

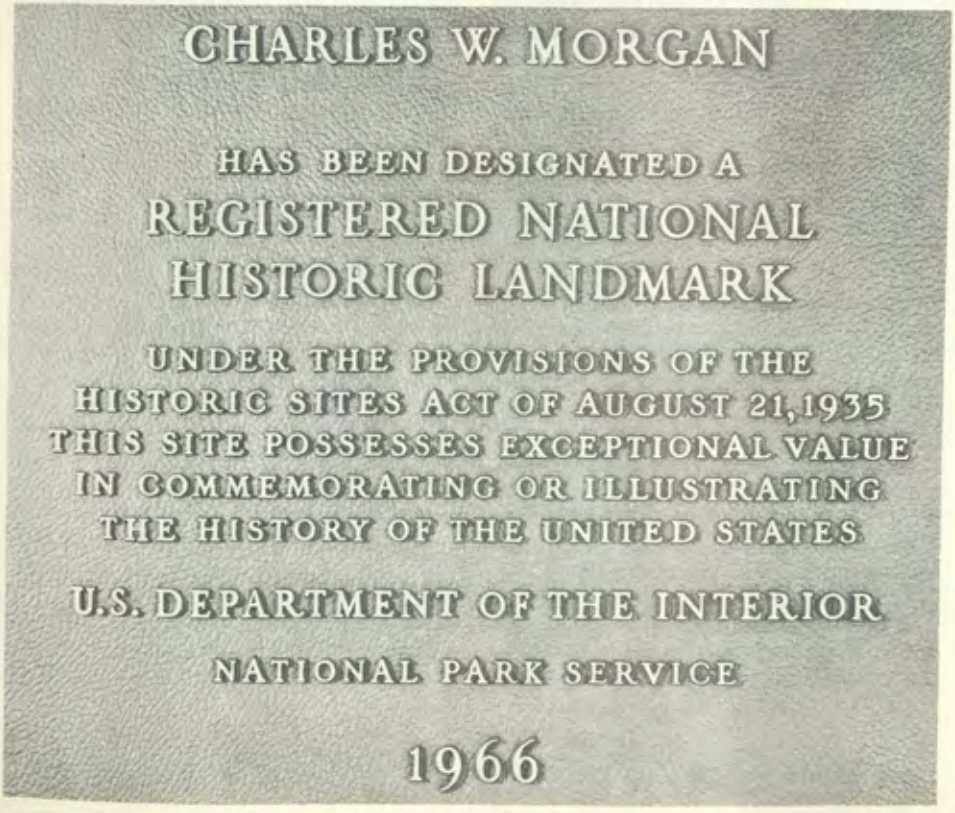
The American spirit finds many means of expression. Mystic Seaport and all the relics of America's maritime greatness, which it cherishes, is one of the finest. It does, indeed, fulfill its basic purpose—to inspire all who come here to a better understanding of the origins of American freedom.

Mr. Mallory, it is my good fortune to be here today to help celebrate the 126th anniversary of the launching of the *Charles W. Morgan.* Secretary of the Interior, Stewart L. Udall, and Director of the National Park Service, George B. Hartzog join me in commending The Marine Historical Association for saving this famous sailing ship and berthing her here in this unique maritime museum. We offer our congratulations, and we wish you every success in your great enterprise in future years.



Photograph courtesy of the Westerly Sun

At a ceremony designating the Charles W. Morgan *a National Historic Landmark, the plaque presented was unveiled by Mrs. Francis Day Rogers, wife of the President of The Marine Historical Association. From left to right: Mr. Rogers, Mrs. Rogers, Lemuel A. Garrison (who made the presentation on behalf of the Department of the Interior's National Park Service), and Philip R. Mallory, Chairman of the Board of Trustees of The Marine Historical Association.*



The traditional Memorial Service followed in the Aloha Meeting House, and was led by the Rev. Orin E. Dice.

The North Green was the scene of the annual reception for Association members, their guests, and Trustees, after which buffet luncheon was served under the tents erected especially for the occasion. The Seaport Carollers offered a group of sea songs with the same gusto and expertise they have shown in the past at this event and at the Community Christmas Carol Sing. They were directed by Theodore W. Garland, who replaced Byron Hatfield, organizer and director of the group until his resignation earlier this year.



Philip R. Mallory, Chairman of the Board, presided at the business meeting, following the invocation by the Rev. Dr. Elbert E. Gates, pastor of the Union Baptist Church, Mystic. John P. Blair, out-going Treasurer, presented his report. An excerpt from it follows:

"In the mid-1800's seaport towns and villages, such as Mystic, had to support themselves and live within a budget. There was no all-powerful government to extract money from a community and perhaps return part of it.

"So today I am glad to report Mystic Seaport has been, and is continuing to run within its budget and is supporting itself. I trust most of you have read the Annual Report for 1966. The pleasing thing to my mind is our actual expenses for the year were below the estimated budget; consequently the department heads deserve a tremendous amount of credit for not only holding to the budget, but for effecting the saving."

He added that although inclement weather has contributed to the decrease in the number of admissions so far this year, this has been more than offset by a 4 per cent rise in fees collected to a comparable date last year, owing to the increase in admission fees for children and groups. In another report, Operating Administrator Donald P. Robinson, reporting for J. Burr Bartram, Chairman of the Finance Committee, stated that the market value of the Seaport endowment funds stands currently at $2,600,000.

Dr. Homer D. Babbidge, Jr. has accepted an invitation from the Board of Trustees of The Marine Historical Association to become an Honorary Chairman of the Board. Dr. Babbidge has been President of the University of Connecticut since 1962. Prior to this appointment he had served his alma mater, Yale University, for a decade. For four succeeding years he had been a Special Assistant to the United States Commissioner of Education, and after three years as Assistant to the Secretary of the Department of Health, Education, and Welfare, he was named to his present post. Dr. Babbidge, a native of West Newton, Massachusetts, and his wife, the former Marcia Joan Adkisson, have three children and reside in Storrs.

Three new Trustees were elected to the Board to serve through 1970: Jakob Isbrandtsen, Chairman of the Executive Committee of the American Export-Isbrandtsen Steamship Lines; Olin J. Stephens, II, world-renowned yacht designer and co-founder of Sparkman & Stephens, naval architects; and Thomas J. Watson, Jr., a director and Chairman of the Board of International Business Machines. Other Trustees elected to serve through 1970 are: R. W. Bartram, Jr., Briggs S. Cunningham, F. George duPont, Henry B. duPont, William P. Gwinn, Irving M. Johnson, George Lauder, Alfred Ogden, Francis Day Rogers, Henry A. Scheel, Henry C. Taylor, John R. Wheeler, and William B. White. This newly-elected group of Trustees represents approximately one-third of the total number of the Board. The new By-Laws[1] state that "The Trustees shall be elected in three-year cycles and shall hold office for three years, or until their successors are elected and take office. One-third, to the nearest whole number, of the total number shall be elected each year at the annual meeting of members . . ."

Awards were made to six Seaport employees, in recognition of their lengthy service to The Marine Historical Association. The full account is given in the Staff News section on page 105.

Mr. Rogers, in his remarks, highlighted the urgent needs of the Seaport. How best to utilize the vast numbers of historical treasures the Seaport possesses requires on-going study, he feels. Increased efforts must be made to attract new members, and the Association must also concentrate with renewed emphasis on developing its publications and education programs with imagination and vitality. (See page 100 for the complete text of Mr. Rogers' speech.)

Carl Carmer, distinguished author-historian, was the principal speaker. An officer of the New York State Historical Association and President of Boscobel Restoration, Incorporated, his interest in regional history has produced such intriguingly-titled books as "Stars Fell on Alabama,"

[1] New By-Laws, (resulting from the efforts of Board members Leonard Moore, Chairman; Robert P. Anderson; J. Burr Bartram; Alfred Ogden; and Jerome Sinsheimer) were ratified by the Board of Trustees at their meeting on May 23, 1967. Members of the Association desiring a copy may forward requests to Oliver Denison, III, Secretary of the Association, whose mailing address is Mystic Seaport.



"Listen for a Lonesome Drum," "Windfall Fiddle," and others. He preceded his serious remarks with humorous anecdotes illustrative of his central theme. His talk centered around his own deep conviction that history ought not be recorded merely as a lacklustre collection of facts, routinely amassed by academicians for academicians, but with the creative writer's approach. Only in this way, he believes, can our national heritage be preserved and promulgated with a sense of immediacy and timeliness for future generations.

In acknowledging Mr. Carmer's address, Mr. Rogers expressed his appreciation for the presentation which he felt carried not only a deep and sensitive purpose, yet was enriched by rare and appropriate humor, so significant in this author's works.

At the close of the meeting, the Rev. C. Pendleton Lewis, rector of Calvary Episcopal Church, Stonington, pronounced the benediction.

At a meeting of the Board of Trustees immediately following the Annual Meeting, Atwood C. Ely, Senior Vice President of the Hartford National Bank & Trust Company, was elected Treasurer to succeed Mr. Blair. Officers re-elected were: Chairman of the Board, Philip R. Mallory; President, Francis Day Rogers; First Vice President, Clifford D. Mallory, Jr.; Vice Presidents, J. Burr Bartram and Henry B. duPont; Secretary and Assistant Treasurer, Oliver Denison, III. The Executive Committee consists of: the Chairman of the Board, President, Vice Presidents, Treasurer, and John P. Blair, Franklin Cole, William P. Gwinn, Harold H. Kynett, Alfred Ogden, John Parkinson, Jr., Critchell Rimington, Henry A. Scheel, Henry C. Taylor, Alexander O. Vietor, and William B. White.

Chairmen of standing committees to serve for the coming year are:

FINANCE COMMITTEE
William C. Ridgway, Jr., *Chairman*

CURATORIAL COMMITTEE
Alexander O. Vietor, *Chairman*

PLANNING COMMITTEE
Henry B. duPont, *Chairman*

LIBRARY COMMITTEE
John Parkinson, Jr., *Chairman*

BUDGET COMMITTEE
Clifford D. Mallory, Jr., *Chairman*

COMMITTEE ON PUBLICATIONS
Critchell Rimington, *Chairman*

COMMITTEE ON SHIPS
Henry A. Scheel, *Chairman*

NOMINATING COMMITTEE
Critchell Rimington, *Chairman*

Remarks of President Francis Day Rogers at the 1967 Annual Meeting of The Marine Historical Association

As your new President, you will have to grant me a moment of analysis. This is, to me, a very important moment to add up our strengths, examine our weaknesses, and chart the course which in changing times will lead the Seaport to fulfill the destiny our founders and successive leaders envisioned.

Let's look at our advantages, for we certainly can make many claims. We have a well-recognized, seriously-purposed institution, well-membered, and well-attended. Compared to some we are rich in dollars and in collections. We have a tradition of service nurtured over the years, which makes dedication to it a perpetual challenge to Trustee and Staff. Our Board of Trustees is not just well-intentioned but, more importantly, hardworking and intelligent. Our staff is strong, young, and hardworking, that is, of course, if you consider young anyone of less years than I, and hard-working, anyone who works more than 45 hours per week. Finally, we do have something to show, almost unique in the world.

These are superlative advantages for the museum to have inherited. Mr. Mallory's foresight and effort in developing these advantages and Mr. Cole's consistent successful efforts to augment them are reasons to us, today, to recognize these men from the heart. For the members and myself I say, "Thank you Phil," as I would also say to Frank Cole, who cannot be with us.

In changing times, we can't rest upon our advantages or our strengths, without simply dying on the vine. We must hold up the mirror and have a good hard look around.

Such a look would reveal also some of our weaknesses—and let us all share in the look.

I believe it is a weakness that our policy on the use of our materials has been fuzzy. To illustrate, should we be a repository for objects on display, or should we attempt to use these objects to further a purpose in interpretation or education, or both?

A weakness, also, and one of which our staff is now trying to correct, is in our loose policy on loans, both in and out.

Again our collections, particularly of "tall ships," and small boats, are not kept up as they should be. If we are to accept or acquire priceless items, we must be prepared to exert proper care and pay for it.

Being an architect by profession, I am strong for planning, as difficult as this may be to effect. I am fearful that we do not have a "plan" in the larger sense of knowing our goals and the means of arriving at them, both physical, and financial.

While our membership is larger than half that of the great Metropolitan Museum of Art, I believe that a membership campaign waged by Trustees and members could add at least 5,000 members in five years.

While our Library, conceived by the imagination of Hank duPont and his Planning Committee, has given emphasis to, and use of, our facilities for education, I do not think we have touched the surface in this field, one, you will remember being mentioned in our Articles of Association, dated December 1929.

Our publishing over the years has produced many documents of considerable value, witness our most recent "Captain of the *Phantom*." They have been for the most part of high quality, but rather modest. The potential of the content of our Library now almost obligates us to devote greater effort to publications that can contribute to man's knowledge of both maritime history and our purposes.

To overcome our weaknesses, which I trust you agree do exist, we need to carry out these courses of action:

(a) By increased internal leadership and direction of Staff and Trustees, and I would include members, develop sound plans for the fulfillment of our purpose in these changing times. Such plans must establish our goals, and point out practical ways of accomplishment. For instance, can we keep on expanding, or should we program "refinement?" Should we build more gallery space, or should we display less material in a more informative fashion? Do we need more or less activation, or are there other ways of better accomplishing our purpose? Do we need more staff, and if so, for what purpose? These are just a few of the questions to be studied.

(b) We must include in our Boards more younger men, or indeed women. Those now young will one day be responsible for the direction of the Association. We can't wait on this one without great loss.

(c) We must further our efforts to make greater contributions to the educational process of state and nation.

(d) We must have a wider base of membership support, whence comes not only the financial assistance of membership, but also the year-end giving, and, in most cases, capital giving.

(e) We must campaign for the funds needed to carry out our goals.

So, as a new President, I lay before you the challenge as I see it. You may want me quickly fired because a challenge always involves the extra effort. On the other hand, I do not think serving as President of the Seaport is worth the effort if it does not require the extra effort —and in making this effort, all of us must be concerned, and indeed involved.

Now before closing, one or two remarks about particular individuals.

To Edwin Pugsley, a Trustee for more than twenty-five years, and a Vice President since 1952, now resigning, "A rising vote of thanks to you, Ed, for your interest and contributions to the Seaport." Mr. Pugsley continues on the Board.

To Bill Campbell, Al Stanford, Constantine Christatos and Tom Miller, "Great gratitude for many years of devoted service on our Board."

To Mary Greenman Davis, our neighbor and friend who is the last resident representative of that very distinguished Greenman Family on whose lands we reside, and whose traditions we cherish, "Greetings."

To John Blair, our resigning Treasurer, I say, "Thank you, John, for all your work and continuing contributions to our progress."

To Dr. Homer Babbidge, President of the University of Connecticut, a Yale man recently elected as an Honorary Chairman of our Board, I say, "Homer, I am delighted you lend support to our efforts by your interest and presence."

Great thanks are due Jerome Sinsheimer of our Board for his successful efforts in establishing to the satisfaction of the Internal Revenue Service that The Marine Historical Association qualifies as a publicly supported organization. This means that the special provision in the Code allowing individual donors to contribute up to 30 per cent of their income instead of the former limit of 20 per cent will now apply.

To our Staff—well, all one could say is that "We couldn't get along without you."

FRANCIS DAY ROGERS
President

YACHT PROFILE

"Seacrest"

Every now and then, human beings and the boats which share their lives combine character and energies so as to become very nearly mutual parts of each other. Such are the Sheldon family and the ketch *Seacrest*.

Built by Cole at South Portland, Maine, in 1936, *Seacrest* is a shoal draft ketch designed by Sam S. Crocker. She is 37 feet overall, 29 feet on the water, is beamy, and draws 4 feet with her board up. She is all cruising boat and has well served the Sheldons for a long, long time.

Paul Sheldon is a medical doctor whose general practice is in New York City. He is also a member of The Marine Historical Association. His wife Carol shares his love of cruising in the North. First in 1947, and nearly every year since, the Sheldons, with *Seacrest* have departed Baddeck, Nova Scotia, near Sydney, in early summer and have cruised thence around Newfoundland and along the Labrador coast, generally to return *Seacrest* to Baddeck for the winter months. This sort of cruising is rigorous. Few navigational aids exist and there is little in the way of communications as we know them. Much fog and poor charts lend excitement to passage-making. Floating ice—both floe and berg—competes with rock pinnacles for the pilot's attention. Few shipyards or chandleries exist in the area, so well planned supplies must be combined with a very well found ship. In the course of the years *Seacrest* has worn out two engines and one galley stove. It may be presumed that much other gear, too, has seen replacement many times over.

Since deck temperatures—at least off the Labrador coast—are as low as 38° (and 50° below deck, in the cabin), sometimes deck watches are as short as 15 minutes! No wonder *Seacrest* is on her second stove—particularly since Carol Sheldon makes many a batch of fresh bread during a summer!

The Sheldons have had numerous guests, some of whom have been with



Photograph courtesy Yachting Magazine

Seacrest a number of times, generally two-by-two. This eases the strain of being constantly alert, especially since anchor watches are sometimes set when moored!

In 1963 Paul Sheldon was awarded the Blue Water Medal of the Cruising Club of America, without date, whose statement, in part, says, "He has honored the CCA burgee under which he sails." Paul has added much new pilotage information to publications on this out of the way area. His "black bag" of tools and medicines frequently has been a blessing to local inhabitants.

Be all this as it may, it is obvious that *Seacrest* has played (and may she continue to do so for years!) a major part in these years of satisfying cruising experience which are sketched above. An example of *Seacrest*'s willingness to assume responsibility occurred in a tiny harbor, well North, one evening when a native "pilot," confused by using a wheel instead of a tiller, put *Seacrest* on a rock shelf which ran across Dark Tickle. As the tide ebbed, *Seacrest* sat upright upon her keel's bottom, without benefit of any cross bracing whatever, for all of 24 hours!

For this splendid behavior, which has been well described elsewhere, but most especially for the innumerable occasions when *Seacrest* must have passed along warnings of a squall's coming (by heeling a bit quickly), of currents' change (by yawing from a steady course sailed), and of weather outside (by becoming restless at anchor), this issue of The LOG salutes *Seacrest*.

HENRY A. SCHEEL

Reprinted from The Mystic Press—*Friday, March 5, 1875*

Mystic River Twenty-Five Years Ago

We have before us a census and map of Mystic River, then called "Portersville," but including only the 5th school district, and notwithstanding the slow apparent growth in any one year, we are surprised, as doubtless our readers will be, at the changes that a quarter of a century has effected.

In the winter of 1849–50 there were 130 dwelling houses, 180 families, 40 barns, 20 mechanics' shops, 8 merchants, 6 store houses, 2 school houses, 2 meeting houses, 2 lecture rooms or conference houses, 1 fish market and the meat market; also, clergymen, 3 physicians and dentists. Population (probably estimated) 1,200; children enumerated between 4 and 16 years, 264. The number of births was 18, of deaths 8, of marriages 6, buildings of all kinds 225.

Perhaps the most striking changes for the better will be seen at a glance upon Main street, between the iron bridge, then a wooden drawbridge, and the *Press* office. Twenty-five years ago there were but three small buildings on the north side and two on the south side. On the north were Manning's drug store, (Masonic hall over-head), the shirt store, now Worcester's, and Batty's block shop, now Buckley's meat market. On the south side were Williams & Dudley's store, (D. N. Prentice occupant,) now Hewitt's and Capt. Thos. Williams' paint shop.

Water street has undergone many changes. On the east side were only Capt. E. D. Wolfe's house, the three inevitable little barns, near the foundry, and a charcoal house, as a tender to the old blacksmith shop, the latter enlarged since that time. On the west side there was then I. D. Miner's small two story store, where is now the bake shop; the Third Baptist parsonage, a one story gambrel-roofed house, since enlarged and raised by S. W. Burrows; the small house south of Heydecker's, and the foundry buildings, less in number and size than now. That part of Water street between the blacksmith shop and Burrows & Fish's store, was then covered at high tide by water, and called Dudley's cove, around the west side of which was a winding, breakneck path, called Saint Jago. It required skill to jump from one slippery rock (covered with rockweed) to another, and then to mount the ledge and descend again in safety at the northern terminus. Poor pedestrians can relate many a mishap there, and some marks of a mis-step which they carried to their graves. Water street stopped at Joseph Avery's wharf.

High street, from the Mariner's church, south, was then different. On the east side was Mrs. Clark's, the one story Baptist conference house, and the meeting house at the head of Dudley's hill, north side. On the south side of that hill, at the top, stood Holloway's little house, with one apple tree in front, and no other houses till you got to Aunt Abby Packer's, on the site of Mr. S. R. Packer's, if we accept two or three little out houses of Mr. Randall's.

Main street stopped in front of the Mariner's church, and we had none of the fine residences west of it. Cherry (or Skipper) was then scarce projected.

Pearl street at that time ran around by Capt. Ambrose Burrows' house, and went no further than Lanman Lamb's corner, turning off as now up Clift street, which latter was sometimes called Stone street. But we are sorry to say that Pearl street was called Mud street, or by circum-location, "by Capt. Ambrose's cove." After a very high tide it was muddy. That part of Water street that went by the foundry was called Boot Jack street, and afterwards Orchard street, a better name.

TRUSTEE PROFILE

JAN S. IRVINE



Well known in the corrosion engineering industry is Jan Irvine—his name is synonymous with Fiberglas. Here at Mystic Seaport, Jan Irvine's synonyms are legion: member, Trustee, Volunteer, to mention only a few. His loyal and enthusiastic support of Marine Historical Association activities and objectives has won him the admiration and devotion of all staff members.

Born in Chicago in 1899, Mr. Irvine spent much of his early life on an Illinois farm. He was the youngest of three children. His father, a landscape painter, was a member of the National Academy of Design and for many years maintained his home and studio in Lyme, Connecticut. Upon his death, the property went to his son Jan, who continues to live in the old family home.

With a technological education as background, Mr. Irvine and a colleague invented, in 1931, one of the most miraculous commodities of this century, Fiberglas. Since then he has seen his product pass through many phases and its mutations spread throughout countless areas of modern life. In 1967, after thirty-six years of phenomenal growth and success in this enterprise, he has found yet another use for Fiberglas, and has personally undertaken the task of capping the Seaport pilings with it. (See page 90 for Mr. Irvine's article.)

This venture is the most recent of a variety of Seaport projects involving the application of Fiberglas. Seven years ago, "flaked glass" coatings developed by Mr. Irvine were sprayed on the hull of the *Joseph Conrad;* periodic examinations of the vessel have shown no evidence of corrosion since then. The spars of the *Conrad* have also been fiberglassed. Besides being used for retarding corrosion, the material has proved invaluable at Mystic Seaport for strengthening and reinforcing furniture, for patching figureheads, and for such miscellaneous purposes as a well liner for the Shipsmith's Shop. Obviously, The Marine Historical Association, as well as the entire boating world, owes "Mr. Fiberglas" a debt of gratitude.

Jan Irvine's involvement in Seaport affairs has not, however, been limited to professional endeavors; he has also contributed most generously of his time. The Volunteer pin he was awarded this past spring represents several hundred hours of devoted service, and his activities as a Volunteer show no sign of ceasing. Frequent conferences with associates on the staff, in his capacity as member of the Executive Committee on Ships, inspire confidence in his judgment and respect for his advice.

Though he has retired as President of the Glass Plastics Corporation in Linden, New Jersey, Jan Irvine continues active in the business world as a general consultant in corrosion engineering. He is a member of the Corrosion Engineering Society and the American Society of Mechanical Engineers and, in addition, belongs to the Lyme Art Association and Rotary International. He joined The Marine Historical Association in 1960 and was elected to the Board of Trustees the same year.

Mr. Irvine and his wife, the former Josephine Pigall, have a son, Joseph Pigall Irvine, and a daughter Lydia Anne Irvine, now Mrs. Stewart Robert MacDonald.

However happily he may acknowledge his ownership of a Fiberglas boat, he still would rather tell his favorite story about a robin that once built her nest of Fiberglas strands. Such modesty is as characteristic of Jan Irvine as his warm manner and spirit-lifting smile. Mystic Seaport is richer for its associations with Jan Irvine.

STAFF NEWS

• James Kleinschmidt was appointed Assistant in Maritime History at the Bernice P. Bishop Museum in Honolulu effective July 1. He will direct the restoration of the four-masted, square-rigged ship *Falls of Clyde.*

From 1955, when he joined the Curatorial Department, until 1965 he worked principally with Marine Maintenance and Restoration Division. He was then called upon by the National Maritime Historical Association in Washington, D.C., to plan and oversee a project to direct restoration of the historic sailing vessel *Kaiulani,* then in the Philippines.

When the project proved impracticable, he returned to Mystic Seaport and, until his present assignment, was engaged in organizing and cataloguing the museum's collection of historic ships' lines drawings.

• Mrs. Millicent Van Deusen resigned her position as Cataloguer in the Library in July. On the 22nd of that month she was married to Mr. Arthur C. Hallan of Brooklyn, New York, and Eastern Point, Groton, Connecticut.

• The resignation of Miss Charlotte C. Duryea, Assistant to the Publicity Director since November 1965, was received with regret. Miss Duryea is now teaching English at the high school in Ledyard, Connecticut. Mrs. Flora H. Fairchild joined the Publicity staff as her replacement July 1. A graduate of Vassar College, Mrs. Fairchild is a former resident of Darien, Connecticut, and is now living in Stonington.

• John Briley, Reference Librarian at the G. W. Blunt White Library since June 1966, has transferred to the School Services Division of the Education Department. Mr. Briley graduated from Harvard and holds an M.A. in history from the University of Connecticut. Originally from Moline, Illinois, Mr. Briley resides in Stonington.

• Myron J. Smith, Jr., joined the Seaport Staff on October 2 as Reference Librarian, replacing John Briley who is now with the Education Department. Mr. Smith holds a B.A. degree from Ashland (Ohio) College and an M.A. in Library Science from Western Michigan University. Most recently he has been employed in a branch of the Detroit Public Library.

In Memoriam

The Marine Historical Association was greatly saddened at the sudden death of Personnel Director, Harold D. Disco on July 14. Waldo C. M. Johnston, Director, made the announcement to the staff as follows:

"The sudden death of Harold Disco has cast a deep shadow over Mystic Seaport. Over the years, this kind and friendly colleague won the hearts of us all. An able administrator and compassionate councillor, Harold Disco's love for this museum and all who labor here brought him into close harmony with every department and friendly contact with virtually every member of the Seaport family. As Personnel Director he had ever in the forefront of his endeavors the welfare of his associates. With wisdom and common sense he sought the cooperation of all hands toward promoting the unified purposes of this institution and, with rare perception, he brought encouragement and reassurance to all. With his family we share the loss of a warm friend and dedicated colleague."

• In mid-September, Donald R. Judge was appointed Assistant Librarian-Manuscripts. A native of Ohio, he earned B.A. and M.A. degrees from the University of Omaha. He joined the staff September 11.

• Mrs. Alma Eshenfelder, Publicity Director, attended the Society of American Travel Writers' annual convention, held this year in Turkey, from September 22 through October 6.

• Mrs. Helen Cross of the Mystic Seaport Stores, was married on July 14 to Mr. Robert Chapman Allanach of Groton Long Point, Connecticut.

• At Annual Meeting on July 21, six employees were presented with brass spikes from the *Charles W. Morgan* in recognition and appreciation of lengthy service to The Marine Historical Association. Its President, Francis Day Rogers, made the presentations to: Mrs. Lois B. Chesebrough, head of the Printing Office for 20 years; Oliver Denison, III, Secretary and Assistant Treasurer, and Louis Martel, head photographer, 16 years each. Those similarly honored for 15 years of service were: Mrs. Ann Wylie, secretary to Operating Administrator Donald P. Robinson; Mrs. Eileen Ames, secretary to the Director, Waldo C. M. Johnston; and Mrs. Alma Eshenfelder, Publicity Director.

• Approximately seventy-five young people were employed at Mystic Seaport during the summer. Several were recent college graduates planning to teach, but the majority were high school and college students.

The Seamen's Inne and Seaport Stores added twenty-four and sixteen, respectively, to their staffs. The Education Department was augmented by fifteen; Operations by twenty, six of whom were dock boys; and Curatorial by two.

The educational institutions they are attending represent nineteen states and Canada.



President Rogers making the presentation to Mrs. Chesebrough

• A revised version of the Association publication "The *Joseph Conrad*" by Miss Marion Dickerman was issued last July and is available through Mystic Seaport Stores. In addition to a brief history of the training ship and her career prior to her arrival at Mystic Seaport, lines drawings, her sail and deck plans, and numerous photographs are included. Miss Dickerman deals extensively with the *Conrad*'s chief role as a training ship and discusses the Mariner Training Program in detail. The work also emphasizes the continuing mutuality of seafaring interests shared by the United States and Denmark, the *Conrad*'s country of origin.



VARIABLE WINDS

• August 5, 1967, marked the 20th anniversary of the arrival of the *Joseph Conrad* at Mystic Seaport. Prior to joining the rank of tall ships here, she had served for many years as a training ship under Alan Villiers. Since becoming one of the proudest possessions of The Marine Historical Association, she has continued in that capacity. Although the *Conrad* no longer leaves her berth at the Youth Training Building, she has been home to approximately 12,000 young people who have taken part in the *Conrad* Program during the nineteen years she has been on active duty here. There is every reason to believe that she will long continue to render invaluable service in this role. All of us here salute her past and wish her smooth sailing for years to come.

• Eight hundred members of the junior class at the U.S. Naval Academy, who participated in a basic indoctrination program at the U.S. Submarine Base in Groton last summer, visited Mystic Seaport at various times between the middle of June and the end of August. Nine groups of approximately 90 midshipmen took part in a one-week introductory course in tactics, ship control, sonar, weapons, and escape training.

• "Ship-Shore News," published by Upper Lake Shipping, Ltd., Toronto, has requested permission to reprint "But There IS a Second *America*" by Frank A. Mainero which was included in the Spring /Summer 1967 issue of The LOG.

• In August the Seaport noted with regret the death of Charles E. Percy, of Montville, Connecticut, who is believed to have been the last survivor of the crew which sailed with Admiral Robert Peary on his 1905 Arctic expedition. A year ago, The Marine Historical Association had the privilege of recording Mr. Percy's recollections of that voyage, made when he was twenty years old. Although he was considered rather young for such an arduous voyage, Admiral Peary's predilection for Newfoundlanders led him to assign considerable responsibility to the young man who was a native of that rugged terrain.

As one of five base commanders, he was first charged with the transfer of stores from the ship to a base fifty miles away. Partially blinded for three months when a dog sled whip became accidentally wrapped around his head, Mr. Percy continued with the team, reaching a point only 210 miles from the North Pole.

Tales of further aspects of this expedition are contained on the tape recording now in the Seaport collection and it is considered all the more significant now that the final chapter of Peary's 1905 expedition has come to a close.

• Marsh & McLennan, Incorporated, New York, has for several years reproduced for their company calendar a major painting in the Seaport collection. The painting (believed to have been created by a Chinese artist) that will be used for next year's calendar is the *Great Admiral,* shown flying the Black Horse flag of W. F. Weld & Co. The figurehead from this ship is in the Seaport collection also, and hangs in the Stillman Building's South Wing, with the painting nearby.

• Among inquiries received here, one on which LOG readers might wish to assist with research, requested an authoritative answer to the question of "the origin of the Captain's Table." A definitive statement on this subject may be addressed to Editor, The LOG of Mystic Seaport, Mystic, Connecticut 06355.

• Pre-publication orders for the Marine Historical Association's "The Captain of the *Phantom*" exceeded 1,000. The printing was limited to 2,500 copies and those remaining are available at the Mystic Seaport Stores at $6.00 per copy postpaid. Orders will be filled as long as the supply lasts and the inserted form will expedite the handling of requests. The list of other Association publications available on order from the Seaport Stores was published in the last issue of The LOG.

The original papers, from which the Marine Historical Association publication "The Captain of the *Phantom*" was prepared, have been given to the G. W. Blunt White Library at Mystic Seaport. Daniel Sargent, donor of this manuscript collection, wrote the Foreword for the book, and supplied the genealogical appendices.

• Permission was requested by and granted to Science Research Associates to reprint approximately 500 words adapted from "Rigors of Sea Travel" by John F. Leavitt (The LOG, Vol. 19, No. 1, 1966, Winter). The adaptation was to be included in the proposed publication "Dimensions In Reading," An American Album. Permission was also granted to make Braille and large-type editions of the work for use by handicapped students.

SPECIAL EVENTS



• This colorfully-attired group of Congolese ladies visited Mystic Seaport at the end of June. Under the auspices of the Women's Africa Committee of The African-American Institute at the United Nations, they were enrolled in a program of summer study at Connecticut College for Women. The French-speaking group was assisted by the able interpretation of Joseph Rogers (shown in the last row, right), son of Mrs. Vera Rogers of the Curatorial Department.

Mrs. Otto Liebig and Mrs. Brower Hewitt, members of the Volunteer Corps, were interpreters too, and before their tour of the Seaport Mrs. Hobbs, Volunteer Coordinator, explained the procedures volunteers follow at Mystic Seaport.

• The Newcomen Society in North America, a national organization of prominent businessmen concerned with the history of industry, held its annual luncheon at Mystic Seaport on August 11. Each year the Society holds one of its meetings at the Seaport and selects a company, bank, industrial concern, or other business institution to be honored. This year the Hartford National Bank & Trust Company received their recognition in celebration of 175 years of significant achievement. Since Atwood C. Ely, Senior Vice President of the bank is the newly-elected Treasurer of The Marine Historical Association, the selection of Mystic Seaport as the site of this meeting of the Newcomen Society had a dual significance this year.

• The dedication of the newly-completed lighthouse at the southernmost point on the Seaport grounds was held on August 31. Constructed along the lines of the Brant Point Lighthouse on Nantucket Island, the newest addition to our complex of buildings is a gift to The Marine Historical Association of Mr. and Mrs. John P. Blair.

Mr. Blair has been a member of the Board of Trustees of the Association since 1963.

• In recognition of the 177th anniversary of the establishment of the U.S. Coast Guard, Mystic Seaport prepared for its annual welcome to the cadets from the Coast Guard Academy by "dressing ship." The 95-foot Patrol Boat *Cape Fairweather* was on hand for inspection by visitors between 9:00 a.m. and noon. At the traditional ceremony held each year at the Bandstand, Donald P. Robinson presented, on behalf of The Marine Historical Association, a class banner to Lt. Cmdr. Robert L. DeMichiell, class adviser. Following the ceremony, the cadets attended the indoctrination film in the Aloha Meeting House and toured the grounds. Box lunches were served the cadets prior to their departure.

Our country's oldest continuous seagoing service, the U.S. Coast Guard traces its history back to 1790, when the First Congress authorized the construction of ten vessels for the collection of revenue. Known first as the Revenue Marine, and later as the Revenue Cutter Service, the Coast Guard received its present name in 1915 under an act of Congress combining the Revenue Cutter Service with the Life-Saving Service. The Coast Guard is now part of the Department of Transportation.



Donald P. Robinson, Operating Administrator, left, presented the class banner, held by Denise Ripple, Pittsburgh, a participant in the Mariner Training Program, to Lieutenant Commander Robert L. DeMichiell, adviser to the class of 1971 at the U.S. Coast Guard Academy at the ceremony held annually on the Village Green at Mystic Seaport.

LETTERS

August 24

Dear Sir:

Let me introduce myself! I am Marsha McKay. There are 5 people in my family. I'm the oldest of 3 children. I'm 13. When my grandparents came from California we took them to Mystic Seaport. They said they had never been to anyplace like that before. My grandparents raved and raved over Mystic. I agreed with everything they said I hope it stays as Magnificent as it is forever. Just wanted to say it was a great place to go to.

Thank you,

MARSHA MCKAY

August 5, 1967

Dear Mrs. Eshenfelder:

We are very much interested in your issue of the LOG for Spring-Summer 1967 and the article "But there is a Second America" by Frank A. Mainero, particularly since this Society owns the Stevens Family Papers, presented to us by descendants of Colonel John Stevens. A copy of the magazine was shown to us by a member of the Marine Historical Association.

May we secure from you a copy of this Spring-Summer issue? We would like very much to include it in the files of the New Jersey Historical Society.

Sincerely yours,

MIRIAM V. STUDLEY
Keeper of Manuscripts
The New Jersey Historical Society

of *America* has been placed on the wall just inside the entrance to the Sailors' Room at Seamen's Inne. This photograph shows the new *America* on the port tack under full sail. The photography was by Mickles, Brunswick, Maine.

Another wall decoration in the same room is a half model of the *America* under sail. This model was built by Gregory W. Evans to commemorate the 100th anniversary of the original race in 1951.



Schooner America *passing Latimer Light en route to Newport.*

Date

Mystic Seaport Stores, Incorporated
Mystic, Connecticut 06355

Please send me _____ copies of "The Captain of the *Phantom*" to the address below.

☐ I enclose my check for $_____ ($6.00 per copy) mailed prepaid if check accompanies order.

☐ Please enclose invoice with book and add 40 cents handling and postage charges for each copy.

Name (*Please Print*)

Address Zip Code

Connecticut residents will please add 21 cents per copy for Connecticut State Sales Tax.

NOV 5, 6	"High Arctic" Lewis Cotlow Adventure Series lecture	FEB 4, 5	"Denmark and the Danes" John Roberts Adventure Series lecture
NOV 23	Thanksgiving Day Mystic Seaport is closed.	MAR 17, 18	"Scotland and Wales" Ed Lark Adventure Series lecture
DEC 3, 4	"Turkey Delights" John Goddard Adventure Series lecture		*Adventure Series lectures by subscription only*

Members may be interested to see the statistics below:

	1966	*1967*
Attendance through Labor Day	371,320	355,085
Membership through August 31	11,609	12,307

MEMBERSHIPS MAKE LASTING CHRISTMAS GIFTS

of *America* has been placed on the

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Calendar of Events

MEMBERS MAY WISH TO MARK THEIR CALENDARS

OCT 15, 16	"The Two Worlds of Polynesia" Stanton Waterman Adventure Series lecture	DEC 17	Sailing Activity Awards Presentation Community Carol Sing
OCT 28	Annual Dhow Derby Annual Dinner Society for the Preservation of *Nellie A. Ryle*	JAN 7, 8	"Australia's Challenge to the America's Cup" John Biddle Adventure Series lecture
NOV 5	Interpretation program closes	JAN 27	Sixth Annual Meeting Catboat Association
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Visitors waiting to go on board the Charles W. Morgan

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