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December
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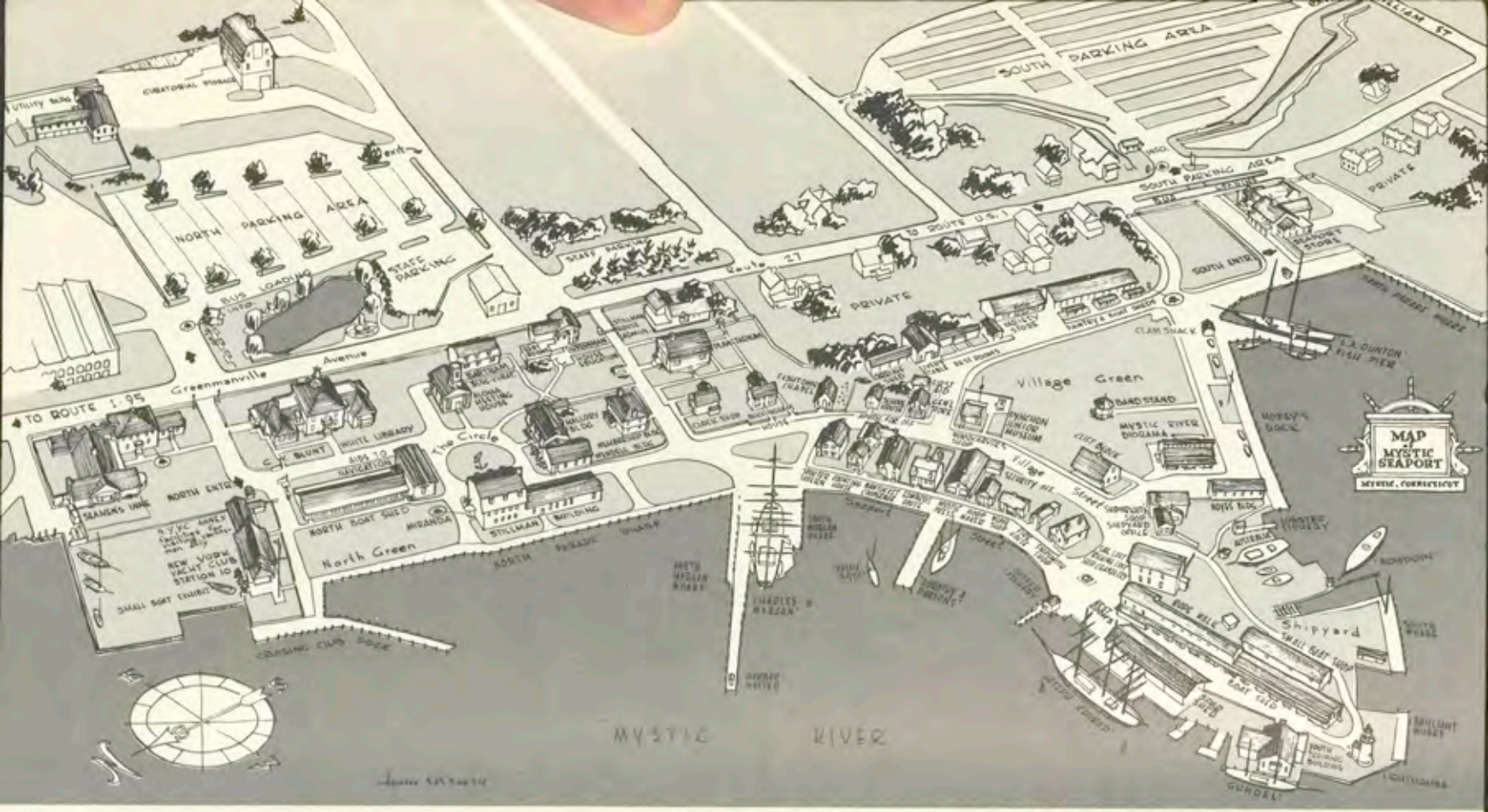
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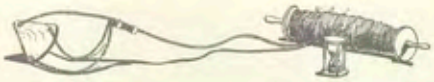
The Marine Historical Association, Incorporated

MYSTIC, CONNECTICUT



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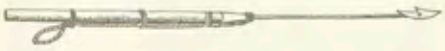
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THE LOG of MYSTIC SEAPORT

Volume 19, Number 4 December 1967

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



Editor Alma Eshenfelder

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

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EDITORIAL

Putting the cart before the horse, (truly a 19th century phrase), is analogous to development without an overall plan. The scene, whether surveyed as acreage, municipality, or metropolitan area, can grow, and more frequently than not does grow rapidly before time and study can be given the "broad view." "A la carte" development without benefit of sound overall planning is expensive and wasteful no matter what the size of the area may be.

Mystic Seaport's development, however, cannot be included in the above category. The Association's first printed piece dated 1929 compiled by the founders was a "Statement of Plan and Purposes." This was their "overall plan." The ideas they set down have been implemented through succeeding administrations.

This is a time of year for revelation, reflection, and resolution. What better time for us to corroborate our thinking toward strengthening Mystic Seaport for the future?

To assure reasonable progress, hopefully without waste from either premature or hasty decisions, evaluations in light of the past, the present, and the future are underway. Department heads have refined pertinent long-range plans and submitted them to the Director who after careful review, editing, and consideration has correlated a composite presentation for study by the Planning Committee (of which Association Vice President Henry B. duPont is Chairman). That Committee after review presents recommendations to the Board.

Thus the "plan and purposes" for which this institution was founded continues and is strengthened. This, in essence, is a resolution offered to our members as 1967 ends and a new year begins, carrying the further resolve that this orderly progression be maintained as "the plan" is implemented through the years to come.

ALMA ESHENFELDER



Gloucester fishing schooner L. A. Dunton *at Mystic Seaport.*

"Captains Courageous" and the Gloucester Fishing Schooners

BY HARDIN CRAIG, JR.

IF it is true that no one reads Kipling any longer, it is hard for an older generation, many of whose members are still alive, to understand where people get their information about exotic subjects and places. This older generation learned all that it knew about India from Kipling's "Kim" and from "Soldiers Three;" it learned all it knew and needed to know about cobras and mongooses from "Rikki-Tikki-Tavi;" about elephants from "Toomai;" Esquimaux from "Quiquern;" polo from "The Maltese Cat;" and the seal rookeries of the Bering Sea from "The White Seal."[1]

It is ironic that Kipling should have been the one to write the great account of the Gloucester fishermen, for he seems to have had little love for Americans. Kipling had married an American lady, and he tried to settle down to life in Vermont; but he quarreled bitterly with his brother-in-law, and this unhappy personal experience probably colored what might be called his official views.

Kipling's interest in the Grand Banks fisheries was aroused by his family physician in Vermont, Dr. James Conland, who had been in the fishing fleet in his youth. Kipling visited Gloucester and attended a memorial service for those lost at sea. Together the two men went all around Massachusetts Bay, visiting T-Wharf in Boston and sailors' eating-houses, riding on tugs towing coal schooners, boarding many craft and talking to many people, and also consulting charts and looking at old navigating instruments. Dr. Conland recalled old sea tales, and, with the combined skill of the surgeon and the fisherman, cut up fish for demonstration purposes.[2] "Yet the book was not all reporterage," Kipling recalled, "I wanted to see if I could catch and hold something of a rather beautiful localised American atmosphere that was already beginning to fade. Thanks to Conland I came near this."[3]

---

[1] On the subject of seals, see an interesting confirmation in "Wild America" (Boston, 1955) by Roger Tory Peterson and James Fisher. They further indicate that Kipling got his facts from a classic Smithsonian report of the 1870's, "The Seal Islands of Alaska," by Henry W. Elliott.

[2] For the on-shore climax of the book, when one of the palatial railroad cars of the period is whisked across the United States in near-record time, Kipling obtained a carefully worked out time-table from a railroad magnate.

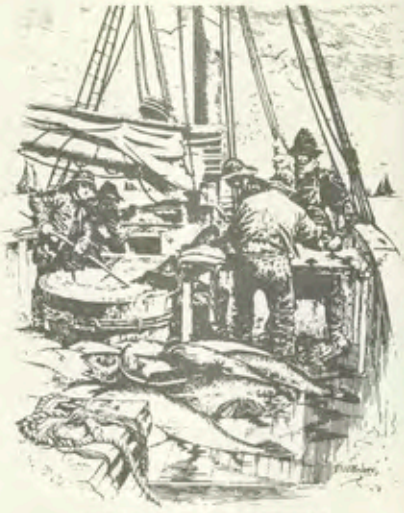
[3] Rudyard Kipling, *Something of Myself, for my Friends Known and Unknown* (New York, 1937), p. 140.

The story is of a spoiled teenager, Harvey Cheyne, Jr., who falls overboard from a transatlantic liner but is rescued by the crew of the *We're Here,* a fishing schooner out of Gloucester. The men cannot believe Harvey's stories of his father's fabulous wealth, and he is forced to settle down and share their life on the Banks. This makes a man, or at least a well-disciplined youth, out of him.

The crew, eight in number not counting Harvey, are the varied types whom Kipling loved to portray. It would probably have been unusual to find such a variety on board one small vessel, but something should be conceded in the interests of making a good story. There are the master and chief owner of the vessel, Disko Troop; and his son Dan; Uncle Salters, a farmer turned fisherman; Pennsylvania Pratt, whose real name is Jacob Boller, whose mind had partly given way as a result of seeing his family drowned in the Johnstown Flood, and who was adopted as a protege by Uncle Salters; Manuel, a Portuguese originally from Madeira; Long Jack, an Irishman originally from Galway; Tom Platt, an old man-of-war's man; and the Doctor, or cook, a Gaelic-speaking negro from Cape Breton Island, where others of his race had taken refuge before and during the Civil War.



"'EXCUSE!' CRIED HARVEY. 'D' YOU SUPPOSE I 'D FALL OVERBOARD INTO YOUR DIRTY LITTLE BOAT FOR FUN?'"



DRESSING DOWN ON THE "WE 'RE HERE."

"Captains Courageous" was published in 1897, and the time to which it refers can be placed with some accuracy in 1894, since there is a reference to the Johnstown Flood of 1889 having occurred just five years before. The action takes place on the Great Bank of Newfoundland, approximately between 48 and 58 west longitude and 43 and 48 north latitude. The shoal places or special banks within this great area are named: Le Have, Western, Banquereau ("Old 'Queereau"), St. Pierre,



"'I 'LL LAY MY WAGE AN' SHARE HE 'S OVER A HUNDRED.'"



"DORIES CAME ALONGSIDE WITH LETTERS FOR HOME."

Green, and Grand; this last is the largest of all, with the famous Virgin Rocks in its center, where the whole fleet assembled for the last fishing of the summer.

All the fleet watched Disko Troop, for they knew that he could find the fish better than anyone; as Long Jack admiringly remarked, "Disko, ye kape your spare eyes under the keel." For navigation, he used an old quadrant called the "hog-yoke," and he would take the sun and find the latitude with the help of "The Old Farmer's Almanac." These, together with "an Eldridge chart . . . Blunt's 'Coast Pilot,' and Bowditch's 'Navigator' were all the weapons Disko needed to guide him, except the deep-sea lead that was his spare eye." Tom Platt taught Harvey to heave the lead, or "fly the blue pigeon," but it was not soundings only that Disko wanted; more often he wanted samples of the bottom, which were brought up by greasing the cup at the end of the lead.

As with many books which one reads, especially when young, at least half the value is in the illustrations. The original "Captains Courageous," published by Macmillan, was illustrated with imagination but with careful attention to detail by I. W. Taber, who seems to have received little credit for it. There are twenty-one of the Taber drawings, showing the *We're Here* in many situations, as well as the dories, the "dressing down" (cleaning fish), and the members of the crew. For a visual impression of life on the Banks, these drawings can hardly have an equal. In an 1898 edition of Kipling's works, published by Scribner's, Captains Courageous" is illustrated by three pictures of clay bas-reliefs showing Disko Troop, Uncle Salters, and the "Doctor," these are signed "J.L.K.," which

means that the originals were executed by John Lockwood Kipling, Rudyard's father. This gifted artist illustrated "Kim" in the same manner.

In the story, twenty-four fishing schooners are named, of which ten can be found in the "A.S.A. Record."[4] The *We're Here* itself is there, or a *We're Here,* a schooner of 53 tons, built in Essex, Massachusetts, in 1859. Her dimensions were 65.0, 18.4, 7.6, that is, feet of length, breadth, and depth of hold. The average size for the schooners that can be identified is 79 tons, with an average length of 75 feet, making them considerably smaller than the *L. A. Dunton,* which is preserved at Mystic Seaport.

One authority, Joseph William Collins, in his "Evolution of the American Fishing Schooner," traces the invention of the schooner rig to Gloucester in 1713 and says that, by 1741, some 70 of these vessels were owned in Gloucester alone, nearly all of them engaged in fishing on the Grand Banks. He notes the introduction north of Cape Cod of a faster type, more like the clipper schooner, in 1847, when the *Romp* was built in Essex. The *We're Here* and most of her sisters must have been of the *Romp* type.[5]

Besides the codfishing schooners, several other fishing vessels are mentioned in "Captains Courageous." Dan speaks admiringly of a "toothpick," the *Elector* of Gloucester, with dimensions of 95–24–10, and tonnage of 113, built for the haddock and herring fishery. Disko Troop recalls his father's *Rupert,* "a kind o' pinkey, abaout fifty ton," which went north to Greenland and was caught in the ice; he was born that winter at Disko, which accounted for his unusual name. Another odd type is that Flying Dutchman, Captain Abishai's boat, which worked the caulking out of her seams and vanished all in a moment, taking her drunken crew with her: she is described as "the last of the old Marblehead heel-tappers," the schooners with the square sterns and short quarterdecks, which looked like a shoe upside down.

In the *We're Here,* Tom Platt never tired of telling of his adventures on board the old *Ohio,* which was an 86-gun ship of the line, built in the 1820's. He also served in the *Miss Jim Buck,* which a Kipling footnote suggests must have been the U.S.S. *Gemsbok,* a 622-ton bark taken into the Navy in 1861.[6] Tom Platt was so devoted to the square-rigged old Navy that he was distressed when Long Jack began to teach Harvey the schooner's ropes. "He'll be ruined for life, beginnin' on a fore-an'-after this way," he pleaded. "Give him a chance to know a few leadin' principles."

"Captains Courageous" abounds not only in fishing and schooner lore, but also in yarns of the sea and chanteys. All the *We're Here*'s loved a home-

[4] *1894 Record of American and Foreign Shipping, New York,* published by the American Shipmasters' Association (New York, January 1, 1894).

[5] *The New England Magazine* (May, 1898), pp. 336–349.

[6] Fletcher Pratt, *The Navy, a History* (Garden City, New York, 1941), pp. 421, 426.

made concert in the fo'c'sle, with Dan's accordion, Manuel's guitar, and Tom Platt's fiddle. Disko sang the great song about the *Dreadnought,* not one of the many warships of that name, but a clipper of 1413 tons. She was built at Newburyport in 1853 to be commanded by Captain Samuel Samuels, who superintended her construction.[7] The song begins: "There is a flash packet, flash packet of frame;" Kipling's version is "a crack packet," which is how words are changed in ballads. She sailed for an outfit nicknamed the Red Cross line, and according to the ballad showed her heels to the Black Ball and Swallowtail packets. Professor R. G. Albion, however, casts doubt upon her right to the title of packet, since the company which owned her was too irregular in its schedules to be called a regular packet line.[8]

A favorite song of Dan's was "The Boston Come-all-ye" or "The Fishes," which he begins:

> Up jumped the mackerel with his striped back.
> Reef in the mainsail, and haul on the tack;
> FOR it's windy weather, AND it's blowy weather;
> WHEN the winds begin to blow, pipe hands together!

Kipling's version has more swing to it than those commonly found in the books of sea chanteys, and it is hard to resist the conclusion that Kipling, so accomplished a writer of ballads himself, improved it a little. Other songs, which are not to be found in the standard collections, but which have the ring of authenticity, are "Wheat in the Ear," a song of the whalemen; "Oh Captain," or "Bring forth the Chart;" "O Double Thatcher, how are you?" and the catchy verse sung when the hold is full:

> Hih! Yih! Yoho! Send your letters raound!
> All our salt is wetted, an' the anchor's off the graound!
> Bend, oh, bend your mains'l, we're back to Yankeeland—
> With fifteen hunder' quintal,
> And fifteen hunder' quintal,
> 'Teen hunder' toppin' quintal,
> 'Twix' old 'Queereau an' Grand.

If taken literally, this means that the *We're Here* had filled up with 150,000 pounds of salted fish, a large catch for a small vessel but by no means unusual for a Bank schooner.[9]

At one of the fo'c'sle concerts, Harvey was moved to recite "Skipper Ireson's Ride" ("tarred and feathered and carried in a cart, by the women of Marblehead"), but he was halted and promptly set straight by Disko, who stated that "Whittier he come along and picked up the slack eend of a lyin' tale." And indeed it appears that Ireson was not the one responsible for leaving behind the men on a sinking ship, as the ballad says, and they were not drowned, but taken off by another vessel. The true facts were published in the "History of Marblehead" by Samuel Roads, Jr., and Whittier himself acknowledged as much in a letter to the historian, saying "I have no doubt that thy version

[7] Frank Shay, *American Sea Songs and Chanteys . . .* (New York, 1948), p. 102; Joanna C. Colcord, *Songs of American Sailormen* (New York, 1938), p. 160.

[8] Robert G. Albion, *Square Riggers on Schedule* (Princeton, 1938), p. 341.

[9] George H. Procter, *The Fishermen's Memorial and Record Book* (Gloucester, 1873), pp. 82–87.

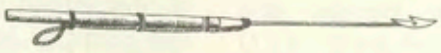
of Skipper Ireson's ride is the correct one."[10]

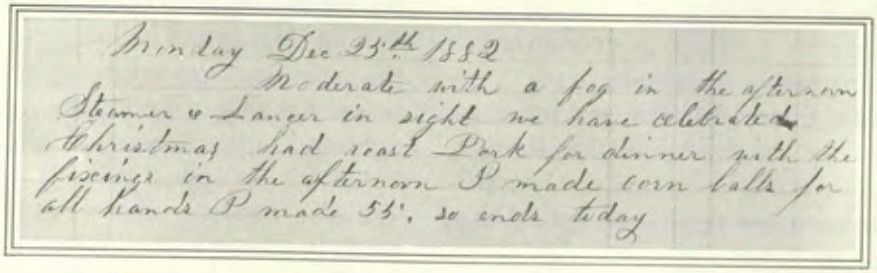
All the tests which can be applied show that Kipling did his research faithfully and accurately, but no recital of events and statistics can do justice to the magic of the Kipling story. In whatever ways Kipling may have irritated a variety of people, he had a very true ear and a wonderful eye for vivid detail. The great scenes in the book such as the *Jennie Cushman* run down by an ocean liner, the "town" of schooners and dories around the Virgin Rocks, the memorial service at Gloucester for those lost at sea—these are unforgettable, but best of all is the honest natural picture of real life at sea in a fishing schooner. Kipling might well say that he had come near to catching and holding a likeness.

[10] *The Poetical Works of John Greenleaf Whittier* (Boston and New York: Houghton Mifflin, 1892), I, p. 174.

Illustrations used with this article are reproductions of drawings made by I.W. Taber for the first edition of "Captains Courageous," *published by Macmillan & Co., London, 1897.*

Hardin Craig, Jr., Professor of History and Librarian at Rice University, author of the above article, graduated from Princeton University. He earned his masters and doctoral degrees at Harvard University. He attended Munson Institute in 1967.





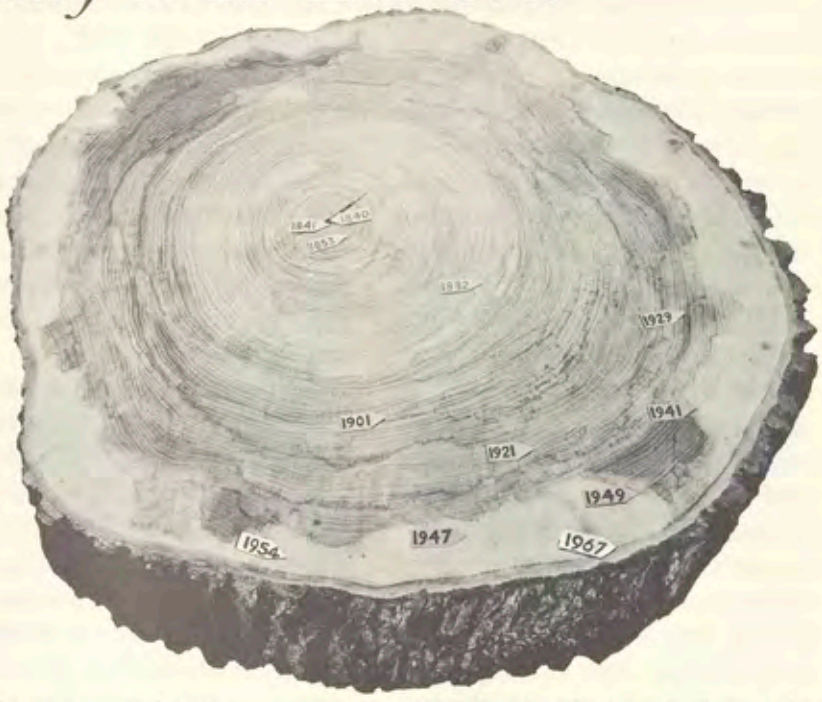
Monday Dec 25th 1882
Moderate with a fog in the afternoon
Steamer & Lancer in sight we have celebrated
Christmas had roast Pork for dinner with the
fixings in the afternoon I made corn balls for
all hands I made 55, so ends today

From the Journal of Sally Smith, written on the bark John P. West. *This journal is in the manuscript collection in the G. W. Blunt White Library.*

SUMMER VISITORS to Mystic Seaport have long found the Stillman Circle a welcome oasis at which to pause. The huge elm trees flanking the Aloha Meeting House have provided shade and a sensation of coolness on the most scorching days to those resting on the benches that ring the circle. However a serious attack of Dutch Elm disease necessitated the removal of these trees in late September.

A cross section of the larger of the two indicates that the tree was probably planted in 1840. It is not impossible that the tree might have been planted by one of the three Greenman brothers whose shipyard was in active production at that time, a few hundred yards distant. A few dates and events which occurred in the life span of this tree have been recorded as

History in an Elm Tree



1840—Elm tree growth began.
1841—*Charles W. Morgan* built at New Bedford, Massachusetts, the same year the present Stillman House (new Administration Building) was built by Clark Greenman.
1853—*David Crockett,* distinguished clipper ship, built at Geo. Greenman & Co. yard, the site on which Mystic Seaport has been created.
1882—*Joseph Conrad* built at Copenhagen, Denmark, originally named *Georg Stage.*
1901—*Dorothy A. Parsons* built at Oriole, Maryland.
1921—*L. A. Dunton* built at Essex, Massachusetts.
1929—The Marine Historical Association was founded.
1941—*Charles W. Morgan* arrived at Mystic Seaport.
1947—*Joseph Conrad* arrived at Mystic Seaport.
1949—Development of Seaport Street began.
1954—Aloha Meeting House moved to present site.
1967—Elm trees taken down.

Development of a Library

BY CHARLES R. SCHULTZ
Librarian

As a relative newcomer to the Seaport organization, I never cease to be amazed at how closely this museum and the library follow the plans laid out in the early days of The Marine Historical Association. For example, one of our early Bulletins, published in late 1932, points out the need for a library collection to support the publications and research programs. Realizing the potential danger of gathering a mass of valuable rare books in buildings which could be destroyed by fire, the author of this Bulletin indicated it was unwise to assemble such a collection. He went on to outline what ought to be collected in the following terms:

> "Especially important for collection are old logbooks . . ., ship registry books, both American and foreign . . ., custom house records . . ., books of shipping houses and shipyards, biographical and genealogical data of seafaring men, shipbuilders and ship owners, and a wide miscellany of books and pamphlets bearing on ships, trade, exploration by sea, adventure, fiction, naval affairs in peace and war, marine history, naval science in the many branches, including marine architecture and engineering for all sorts of vessels and books and magazines on yachting and power boating."

A comparison of this program with the list of areas of specialization in the "Guide to the G. W. Blunt White Library" reveals that the major difference is that the new list is a bit more specific than the old one. This is a tremendous tribute to the foresight of our three founders, Dr. Charles K. Stillman, Edward E. Bradley, and Carl C. Cutler. In his capacity as Curator through 1952, Mr. Cutler was responsible for the early development of the library as well as that of the museum. His successor as Curator, Edouard A. Stackpole, also had the library constantly in mind during his tenure of office. Both of these men were responsible for the acquisition of many valuable books and manuscripts.

The library collection, along with the museum collection, was originally housed in the present Wendell Building, then called the Assembly Hall. This building was occupied in 1931. Four years later the collection was moved to the Aids to Navigation Building, formerly called the Model Room. About 1940, the collection was moved to the Stillman Building where it remained until 1951, when it was moved to the present Administration Building. At that time it was given the name Harriet G. Stillman Library in honor of Mrs. Harriet G. Stillman, the donor of the house and mother of one of the museum's founders. The collections remained in that location until June, 1965, when they were moved into the present building. Beginning about 1963, however, while



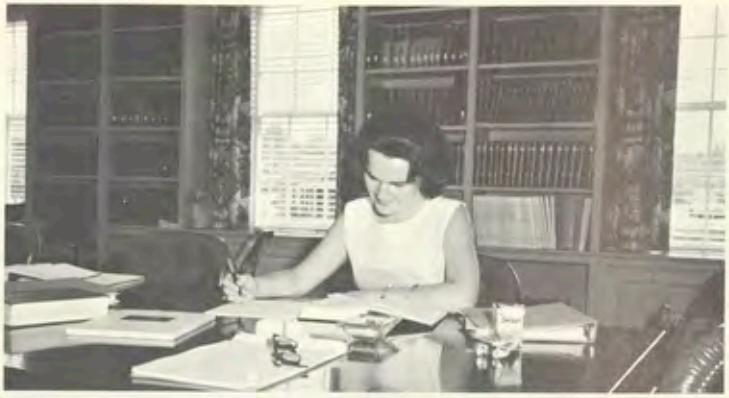
The vault in the Stillman House when the library was located there.

still in the Stillman house, we began to use the name Mystic Seaport Library. Effective January, 1966, we became known as the G. W. Blunt White Library. The late Mr. White was for many years a Trustee and officer of The Marine Historical Association. He was also a noted yachtsman. His friends made this building possible through their generous contributions.

In addition to the general supervision of the Curator through 1962, the library has been served by a number of individuals. For seven years prior to 1947, Mrs. Andrew Fiske served as a volunteer librarian. In 1942 and 1943, Miss Phebe Packer, retired head cataloguer for Brown University Library, was hired temporarily to catalog the books. At this time, Mr. Cutler reported as follows:

> "Progress had been made during 1942–43 toward listing and cataloging the library resources of the Association by the volunteer committee organized by Mrs. [Philip R.] Mallory and chaired by Mrs. Dodge; but this work was suspended on account of the war transportation obstacles. Yet the normal growth of the collection, speeded by the extensive addition from the estate of Mr. Clifford Mallory, made it altogether desirable that the library should be as well cataloged as the exhibits. Two happy factors have made this possible: Mrs. Philip Mallory provided the funds, and Miss Phebe Packer, retired head cataloger for the Brown University Library, was secured to undertake the work which is now nearing completion and can easily be kept up to date. I should add a third and indispensable factor. In response to an exorbitant carpenter's estimate for shelf-building, and without consulting the War Labor Board, Messrs. Cutler and Steers did the work themselves."

The last sentence is very typical of Mr. Cutler. He had a passionate distaste for federal bureaucracy and red tape of all sorts.



In the Munson Room of the G. W. Blunt White Library.

When Mrs. Fiske resigned her volunteer position in 1947, Mr. Cutler reported with some dismay:

> "Mrs. Andrew Fiske, who has contributed her services for several years as our Librarian, has resigned. Her resignation was due primarily to the fact that she wished to engage more fully in Girl Scout Mariner activities, but it was also due in part to the fact that our lack of library facilities has made her recent efforts largely ineffective—at least in her opinion. At present, we lack more than half the space urgently needed for books, manuscripts, prints, and photographs. During the coming year, lack of space will necessitate our placing almost all new acquisitions in storage, involving a corresponding drop in the efficiency of our educational program. As it is, nearly every new acquisition of a sizable collection imposes dreary days of shifting and rearranging material, all of which labor and resultant confusion would [not] be necessary if we had adequate shelf and floor space. Much as I regret Mrs. Fiske's resignation, therefore, I believe its effect would be mitigated if it served to call attention to our need for an adequate library building. Without such a building, we will be increasingly and discouragingly handicapped in our educational effort."

The problem of inadequate space plagued the library more or less constantly until the new building was occupied two years ago—nearly twenty years after it had become acute. Lack of funds were largely responsible for the failure to solve this problem earlier.

Apparently no one worked in the library regularly until Miss Eleanor Stephens was hired in 1951 at the time the collection was moved to the Stillman House. Although she was not a professional librarian, she had been responsible for the New York Yacht Club Library for a number of years. She remained in the library until 1959.

The real development of the li-

brary began in 1959 with the hiring of two professionals. Dr. Glenn Thompson, Research Associate, devoted his entire energies to organizing and cataloging the manuscript collection. Mrs. Rachel F. Wood began to catalog the books. Both of these people left in 1960. From then until 1963, the library suffered somewhat through inadequately trained personnel. Dr. Charles W. David was brought to Mystic in 1962 to supervise the building and staffing of the new library which was recommended by the Future Planning Committee in 1961. In April, 1963, Gerald E. Morris assumed the position of Cataloger and the following June, I became Keeper of Manuscripts. Mr. Morris became Librarian in July, 1966, upon Dr. David's retirement. When he resigned this past spring, I was made Librarian, effective June 1. We have a staff of eleven, including the Librarian, his secretary, a Keeper of Manuscripts, an assistant for him, a Cataloger, two assistants, a Reference Librarian, a Custodian of Central Files (archives), an assistant for her, and a part-time custodian.

The growth of the library's collections up to 1963 is difficult to plot because of inadequate records. Beginning with nothing in 1930, there were forty books and numerous pamphlets, manuscripts, photographs, etc., by 1932. The next year there were 180 books and a total of 342 items. In 1934 the totals were 193 and 407. By 1938 the totals were 318 books and 1511 items, not counting several thousand single issues of periodicals. In 1946 or 1947, the size of the collection was estimated to be 2480 books and 6000 manuscripts. By 1959, the number of books was estimated to be 10,000. At the end of 1963, the first accurate count in many years revealed a total of 12,274 books (including bound periodicals) and 68,600 manuscripts. Since 1963 this library has grown to about 20,000 books and 135,000 manuscripts. Hence, we have been adding about 2000 books and 17,000 manuscripts per year.

Growth has been the by-word in the library just as it has in the entire museum. From a small but enthusiastic beginning in 1929, we have steadily increased in numbers of books and manuscripts as well as in size of staff. As we continue to add items to our collections, we grow in stature as a research library. The growth we have achieved in the past has been possible largely through the gifts of books, manuscripts, and funds of members and friends of The Marine Historical Association. If our rate of development is to be continued, we will have to have the support of many members and friends in the years ahead. If past performance can be used as an indication of future action, we are confident we will have this support.

Our collections may be used by anyone seriously interested in maritime history. Only members of the Association are permitted to check out books, and then only when we have more than one copy. Professional writers, historians, high school and college students, genealogists, and others have used our materials. The library is open all year long from 9:00 a.m. through 5:00 p.m., Monday through Saturday.

Director's Christmas Message



CHRISTMAS

Watch the shoreline when the sea is low
The seaweed hangs among the rocks as though
Waiting with the wet and darkened sand
For the swelling water to reclaim the land.
Gulls cry and evening comes, the seabirds there
Skim brighteyed across their borrowed thoroughfare
Knowing that hours pass, and passing bring
The never-ceasing, restless, rising spring
Of water lapping land. The Ages say
That ever, always, night will nod to day,
Slowly the cycle will itself fulfill
Spring follow winter, fall fire summer's hill.
High tide along the shore - like Christmas in the heart -
Is long awaited, sure in coming, richly treasured, set apart.

E.B.J

Waldo Johnston

Members' Yacht Collection

The Summer 1966 issue of The LOG carried an announcement concerning the proposed display of photographs of yachts belonging to members of The Marine Historical Association. Although subsequent issues have carried brief reports on the progress of this plan, we feel that it is timely here to re-explain the purpose of this project.

It is keenly, enthusiastically thought here that the accumulation of photographs and as much pertinent data as possible supplied by yacht owners, will establish a permanent record of very considerable worth. The record should contain information concerning the development of small craft design, construction, performance, and, hopefully, those features that will be ever useful and interesting to yachtsmen present and future.

Although the initial plan suggested that the photographs be mounted in albums, the idea evolved of displaying the pictures more prominently, making them more accessible to viewing by visitors. The walls of the Sailors' Room at the Seamen's Inne were paneled and sectioned to receive vertical (color or black and white) photographs of individual yachts. Because at present the wall space is somewhat limited and for reasons of aesthetic continuity, only sailing yachts (under sail) are being accepted for the current display.

Detailed information and instruction sheets for yacht owners' use when submitting photographs were mailed to a number of members who are known sailing yachtsmen. To date, the response has been eager and enthusiastic, resulting in a fine, representative variety of pictures. These are now on display. However, there are still some spaces available, and sailing members of the Association are urged to submit entries, hull down and close on the mark. (Incidentally, will you believe that we have yet to receive a picture and specification sheets of a Triton, Cal 40 or a Hinckley!)

To those whose craft are already "framed" and recorded for posterity, thanks for getting this wonderful project smartly off at the gun and reaching beautifully down the first leg! To others, please join the cruise, for it will be truly history-making. Then to all, come rendezvous, raft, and gam at the Sailors' Room to enjoy together the establishment of your perpetual memorial to sailing yacht history.

Members interested in participating in the advancement of this new and potentially invaluable collection and who wish full details may obtain them by writing to: Llewellyn Powell, Members' Yacht Collection, Mystic Seaport, Mystic, Connecticut 06355.

L.P.



A Tree for the Topmast

BY FLORA H. FAIRCHILD



Myth, symbolism, and custom abound the world over concerning the origin and use of Christmas trees and trimmings. Although popular belief holds Germany to be the country where the tradition of trimming an evergreen tree at the Yuletide season began, no definite proof has been established as to when and where the custom of mounting trees on the masts of sailing ships originated.

Nonetheless, photographs, paintings, sketches, and numerous logbook entries substantiate the fact that the custom has existed for many years. There are those who would have us believe that St. Nicholas, centuries ago the Archbishop of the Turkish seaport Myra and known as the protector of sailors, was the inspiration for the decoration of ships at Christmas long before the tree became symbolic of the season in Europe. Others claim that lashing greens and holly berries to spars and yardarms of vessels augurs good luck for the ship and their crews, warding off the fell influence of witches and devils. There are as many superstitions and totems relating to Christmas traditions among sea-farers as there are among the landlocked, regardless of nationality.

The annual Community Christmas Carol Sing has become a herald of the season here at Mystic Seaport. It has also become the custom not only to "deck the halls with boughs of holly" but also to raise evergreen trees to the topgallant masts of the *Charles W. Morgan,* the *Joseph Conrad,* and other major ships afloat along our wharves. At the same time larger trees are trimmed and illuminated throughout the grounds.

From the Connecticut shore to the West coast, the practice of crowning ships with greens continues. Although the origin is unknown, it is to be hoped that the custom will continue. For a brief period each year the stresses and strains of an increasingly complicated world can be eased and anxious hearts lifted by the sight of the brave little trees winking high above reflecting waters.

YACHT PROFILE

"Half Moon"



Photograph by Peter Barlow

Among the hundreds of yachts which make Mystic Seaport one of their ports of call during the summer, the schooner *Half Moon* is almost unique. Her owners, Mr. and Mrs. C. Y. Morse of Greenwich, Connecticut, life members of The Marine Historical Association, are most proud of this handsome little cruising yacht which they have owned since 1933. And so is their professional skipper, Captain Irving Newton, who has been with them and the schooner since 1934, except during World War II when he was engaged in defense work.

Designed by John G. Alden and built by Harvey Gammage of South Bristol, Maine, in 1926, the *Half Moon* is a splendid example of a wholesome cruising boat which, in her early days, was capable of winning races when seagoing ability and comfort were considered qualities just as desirable as sheer speed. Still gaff-rigged with a sail area of 1048 square feet, the *Half Moon* has a four-cylinder Scripps engine which replaced the original one. She is painted black as she was originally and a close look at her hull, bright work, and paint could almost make one believe that she was launched only yesterday.

Her dimensions are 43′ l.o.a. x 32′6″ l.w.l. x 11′6″ beam x 6′4″ draft. The original owner was Floyd C. Noble of New York and Stamford, Connecticut. He sold her in 1929 to Dr. Walter W. Mott of Scarsdale, New York, and he, in turn, sold her to the Morses in 1933.

The Morses have never been racing addicts but have enjoyed cruising the schooner in Maine and Cape Cod waters extensively. They are members of the New York Yacht Club, the Indian Harbor Yacht Club, and The Belle Haven Club. Their home is on the shores of Indian Harbor and the *Half Moon* has a permanent mooring off their property.

The first year they had her, she parted an anchor and dragged ashore but that is the only accident in which *Half Moon* has ever been involved. She rode out the various hurricanes almost completely without damage.

Both schooner and gear have had the best of care and this past year she had a new suit of sails to replace those in use since 1954. Continuing his policy of trying to keep her fitted out as she has always been in years past, Mr. Morse ordered cotton sails.

When she lies at the Cruising Club Dock, which is her usual berthing space when visiting the Seaport, she is the cynosure of all yachtsmen's eyes—even those who have succumbed to the lure of Fiberglas hulls, dacron sails, horseshoe life preservers, and the countless other features which have come into common use since the *Half Moon* was launched almost forty-two years ago. If a prize were to be given for the best-kept cruising auxiliary coming to the Seaport, the *Half Moon* would certainly be in the forefront of consideration.

JOHN F. LEAVITT

Reprinted from The Mystic Press—*Friday, January 1, 1875*

A WORD ABOUT CHRISTMAS

This holiday, now become a national one, has in the past few years grown greatly in favor with New England people. Not only is it now observed by those denominations of Christians who consider it a duty to observe it religiously, as commemorative of the origin and Author of their faith, but other Christian bodies, and those who profess no allegiance to Christianity or its Head, have learned to welcome this one day of all the year, when self is to be laid aside, and an effort put forth to make our friends, our families, and those about us happy by some gift as a token of our love, our care and thought for their welfare. It is this appeal to the better elements of our nature, which, in a Christian land gives this holiday such an increasing hold upon the hearts of the people. What more worthy commemoration of the birth of the Divine-man than the exercise of the Christ-like work of making others happy. The very wish of "A Merry Christmas!" inspired by an unselfish desire for another's happiness—is the fair blossom, and the act prompted by it the ripe fruit of Christianity.

Reprinted from The Mystic Press—*Friday, January 1, 1875*

THE CHILDREN'S CHRISTMAS

The Christmas trees in our villages were loaded with an unusually rich freight for the little folks this year. Several of them dispensed their treasures on Christmas eve, among them the Methodist church at the Upper Village, and that of Capt. Bucklyn at the M. V. Institute.

On Friday evening the Congregational Sabbath school gathered at Washington Hall around a beautifully decorated and well-filled tree, and after the distribution the assembled youth laid aside their bashfulness and engaged in a jolly game of Copenhagen, and the boys thought that sweet things were nearly as plenty around that rope as upon the tree. Such is life.

At Washington Hall the youngsters—no, young gentlemen and ladies—found provision of good things to meet their most sanguine expectations. Among other surprise gifts, Jamie Brown received a real live rooster from New York.

At the Baptist church there were three trees, and, notwithstanding the gatherings in other places, the largest crowd ever gathered on a like occasion were present, insomuch that it was a matter of wonder where the people all came from. The tree for the juveniles, in the ladies' room, was a beautiful sight, and the little ones were made glad by gifts. The trees in the larger room also contained a fair showing of seasonable fruit, and some handsome and valuable presents were made. The pastor Rev. G. L. Hunt and lady received a gift of greenbacks, amounting to nearly fifty dollars, and the former a beautiful and substantial silver-mounted hickory cane; Superintendent Bucklyn a nice silver cake basket; Organist Mercer a fine piece of statuary; S. S. Choir-leader Alexander an ice pitcher; Mrs. S. Holmes of the choir a beautiful silver cake basket, knife, and card holder; and Mr. Charles Chace, a present of greenbacks; while Captain Tribble good-naturedly accepted and exhibited a jumping-jack to the uproarious delight of the big and little boys.

Thus ended Christmas day, but though the toy horse may by this time have lost his ears and tail, the trumpet its keys, the whistle its squeak, and possibly the careful little girl's doll may have received an incurable wound or scratch, yet the memory of the occasion will live in the hearts of the children, and the warm thrill caused by the receipt of the many gifts, will smooth the pathway and sweeten the life-cup of their elders till Christmas comes again.

Lillian Langseth-Christensen
presents

A Christmas Dinner

CHRISTMAS DINNER

Cocktails

Roquefort Hamburgers*

Hot Sauce*

Broiled Lobster in Clam Shells*

Roast Christmas Goose*
with
Potato and Onion Stuffing

Green vegetable
Red cabbage

Lingonberries or Applesauce

Apricot Mousse*
with
Hot Apricot Brandy Sauce*

Christmas Brown Sugar Cookies*

Coffee
Red Wine

&

The Second Day of Christmas

Cocktails

Cheese Pigs*

Brandied Baked Beans*

Tomato and Lettuce Salad

Fresh Fruit, Figs, Dates and Nuts

Kugelhupf*

Coffee

* Asterisks denote recipes which follow.

ROQUEFORT HAMBURGERS

Serves 8

1½ pounds chuck, ground
1 3-ounce wedge roquefort cheese
6–8 tablespoons paprika

Divide meat into about 24 even parts. Shape each part around a small cube of roquefort cheese. If cheese crumbles, press it into a compact cube before rolling the meat around it. Sprinkle palms with paprika and roll the little hamburgers into even rounds, roll them in additional paprika until heavily coated and arrange on rack over a foil lined broiler pan. Broil in infra-red broiler or in oven broiler, set as hot as it will go, until they are browned, about 3–4 minutes on each side.

HOT SAUCE

1 cup tomato catchup
½ cup Dijon mustard
½ teaspoon Maggi seasoning
1 cup freshly grated horseradish or
well-drained bottled horseradish

Stir catchup, mustard, and seasoning together until smooth, fold in horseradish and store in a covered container in refrigerator until needed. Serve with hot Roquefort Hamburgers.

BROILED LOBSTER IN CLAM SHELLS

Serves 8

1 pound cooked lobster meat, diced
2 teaspoons soft butter for clam shells
11 slices bacon, cut across into
3 pieces each
1 cup mayonnaise
¼ cup chili sauce
2 tablespoons tarragon vinegar
2 teaspoons dry mustard
1 teaspoon celery salt
1 teaspoon paprika
¼ teaspoon sugar
Additional salt to taste

Butter approximately 32 clam shells, lightly, and divide the lobster meat over them. Fry bacon until just crisp, drain, and place one piece over lobster in each clam shell. Stir remaining ingredients into a smooth sauce and pour a heavy layer over each piece of bacon. Push shells under a hot broiler and brown lightly with the oven door open. Broil long enough to heat the meat through.

ROAST CHRISTMAS GOOSE

Serves 8

1 12–14 pound goose
1 onion
8 medium potatoes, peeled, boiled, and
riced
1 pound small white onions, peeled and
parboiled
½ cup heavy cream
4 tablespoons butter
3 tablespoons minced sage or
1 tablespoon dried sage
salt and freshly ground pepper to taste
1 cup Port wine, heated
1 tablespoon Dijon or brown mustard

Put goose liver aside, simmer wing tips, neck giblets, and onion in salted water to cover for 2 hours; add water if necessary. Stir together hot riced potatoes, white onions, cream, 3 tablespoons butter and sage, and season to taste. Stuff goose with the potato mixture and secure the opening. Truss the goose in such a way that the neck skin is folded under and can be opened during the roasting time. Lay the goose on a rack, spread remaining butter over the breast, and roast in a 400° Fahrenheit oven for 10 minutes on each side. Reduce heat to 325° Fahrenheit, add 1 cup boiling water, and roast for 15 minutes per pound, basting frequently. About 20 minutes before the goose is done,

open the neck opening and pour in the Port wine stirred with the mustard, tilt the goose so that the wine runs over the stuffing.

Fry the goose liver until lightly browned in goose fat from the pan. Slice liver and giblets for the gravy. Make a brown gravy of 2 tablespoons goose fat, 2 tablespoons flour, and the strained broth from the giblets. Add the giblets and serve the gravy with the goose. Serve red cabbage and green peas or any green vegetable with the goose. Pass cold apple sauce separately and serve the potato and onion stuffing with each portion. Lingonberry, gooseberry, or cranberry sauce can also be served instead of or beside the apple sauce.

APRICOT MOUSSE
with
HOT APRICOT BRANDY SAUCE

Serves 8

Prepare this mousse and sauce the day before Christmas, heat sauce in a double boiler and add brandy just before serving.

1 #2½ can skinless apricots, 1 pound 14 ounces
2 envelopes plain gelatin
½ cup sugar
1 teaspoon vanilla
2 cups heavy cream
1 teaspoon salad oil for mold

Drain and pit apricots and blend or sieve them into a smooth purée. Retain juice from can. Stir gelatin into ¼ cup of the juice and set aside for at least 15 minutes. Boil ½ cup juice with the sugar for exactly 5 minutes, take from heat and stir in softened gelatin until dissolved. Add apricot purée and vanilla and cool, but do not let it set. Whip cream until stiff and fold into apricot purée, pour mixture into well oiled 1½ quart melon or pudding mold, and chill for at least 2 hours. To serve, run a thin knife blade around edge of mold and invert onto a paper doily on a serving platter. Garnish with holly sprigs and pass Hot Apricot Brandy Sauce separately.

HOT APRICOT BRANDY SAUCE

½ 8-ounce jar apricot jam
½ cup apricot nectar
1 envelope slivered almonds
½ cup apricot brandy, or to taste

Heat apricot jam and nectar in top of double boiler over boiling water until jam is melted. Add almonds, cool, and refrigerate until needed. Reheat in top of double boiler over boiling water, stir well, add almonds and brandy, and serve hot with cold Apricot Mousse.

Toasted slivered almonds may be substituted for plain slivered almonds.

CHRISTMAS BROWN SUGAR COOKIES

1 cup butter
1 cup dark brown sugar
1 cup granulated sugar
2 eggs
1 teaspoon vanilla
2 teaspoons dark, heavy rum
2 cups flour
1 teaspoon baking powder
1 package slivered almonds, chopped

Cream butter and sugar and add eggs, one at a time. Stir in vanilla, rum, and flour sifted with baking powder. Shape into a 1¼ x 2 inch block and refrigerate for at least 3 hours, or until needed. Cut into thin slices with a sharp knife, arrange on a buttered baking sheet, and sprinkle a few almonds on each cookie. Press almonds down into the dough and bake in a 400° Fahrenheit oven for about 10 minutes. Cool cookies on the baking sheet. Store in a closed jar or in refrigerator until needed.

CHEESE PIGS

1 8-ounce wedge sharp cheddar cheese
½ pound butter
2 cups flour
½ teaspoon salt
1 egg beaten with 1 tablespoon water
salt to taste
shaved almonds, poppy, caraway, or sesame seeds

Put cheese through meat grinder, work with butter, flour, and salt into a smooth dough. Chill until needed. Roll out thin on a lightly floured pastry canvas with a stockinet-covered rolling pin. Cut out with a little "pig" cookie cutter and place on unbuttered baking sheets. Brush top with egg, sprinkle with salt and almonds or poppy seeds, caraways, or sesame seeds and salt. Bake in a 325° Fahrenheit oven until just golden, about 10–12 minutes. Depending on accuracy of oven, watch after 8 minutes. Take from baking sheet with a pancake turner, cool, and store in a covered container until needed.

BRANDIED BAKED BEANS

Serves 8

4 #1 cans baked beans
1/3 cup brandy
1/3 cup black coffee
1/3 cup chili sauce
2 tablespoons minced onion
½ teaspoon dry mustard
¼ teaspoon allspice
1 #1 can pineapple chunks, drained

Combine beans, brandy, coffee, and chili sauce with onion, mustard, and allspice in a 1½ quart casserole. Stir well, cover, and set aside for 3 hours. Bake uncovered in a 375° Fahrenheit oven for 1 hour. Arrange pineapple over beans and bake 20 minutes longer.

KUGELHUPF

1 Large Cake

¾ cup milk
¾ cup sugar
½ teaspoon salt
6 tablespoons butter
6 tablespoons warm water
1½ cakes compressed yeast*
3 eggs, beaten
3¾ cups sifted flour
1 package slivered almonds
1 cup white currants or raisins
Grated rind of 1 lemon
Butter and 3 tablespoons crumbs for tube pan

Scald milk and stir in sugar, salt and butter, until butter is dissolved. Cool to lukewarm. In a mixing bowl crumble yeast over 6 tablespoons lukewarm water and stir until dissolved. Add milk mixture, eggs, and flour. Beat until smooth, about 5 minutes, cover, and set aside in a warm, draftless place for 1½ hours or until doubled in bulk. Butter a 2–2½ quart tube pan or large round mold generously and sprinkle with bread crumbs. Shake and tilt pan to coat butter evenly with crumbs, discard superfluous crumbs.

Stir batter down with almonds, currants, and lemon rind and beat thoroughly. Turn into prepared tube pan, cover, and let rise again in warm place for about 1 hour, or until doubled in bulk. Bake in a 350° Fahrenheit oven for about 50 minutes. Cool slightly, invert on a cake rack, and set aside for at least 1 day before serving.

* If dry yeast is used instead of compressed yeast: Sprinkle 1½ packages active dry yeast over 6 tablespoons warm water.

Lillian Langseth-Christensen is well-known for her many food articles with recipes published by Gourmet Magazine. Her book "Gourmet's Old Vienna Cookbook, a Viennese Memoir" was published in 1959. This autumn Walker Publishing Company has issued a new group of six of her cookbooks with six more due for publication in the Spring of 1968. Grosset & Dunlap will also issue one of her books in the Spring of 1968.



VARIABLE WINDS

• The generosity of friends of Mystic Seaport in the communications media can never be adequately acknowledged, as evidences of their interest is manifest by their contributions in so many beneficial ways. A grateful note of appreciation is hereby recorded.

Subscribers to Venture Magazine have recently seen the 3-dimensional cover photograph of Mystic Seaport figureheads.

A broadcast report from WOR-TV showed seventy-four 40-second exposures of Mystic Seaport scenes with commentaries presented during July, August, and September from once to four times a day.

An outstanding example during the summer and autumn were clippings of the illustrated story "The Last Yankee Whaler," published in newspapers throughout this country. Investigation concerning this divulged the origin of this publicity in behalf of the *Charles W. Morgan:* The Atlantic Mutual Insurance Company in New York.

• The Autumn 1967 issue of The LOG, devoted in large part to a consideration of problems of restoration and maintenance of Mystic Seaport vessels, carried as its lead article a detailed report by Association Director Waldo C. M. Johnston and the recommendations of the Ships Committee based on the results of their findings in this area. The Curatorial Department has extensive plans, and work on exhibit vessels is going forward.

Currently underway is a three-part program to provide the *Conrad* with a new inner hull through the use of a ferrocement process. Restoration of the *Conrad's* topsides will include installation of new decking, skylights, rails, mizzen mast, and running rigging. All work is scheduled for completion by early next summer, when the Mariner Training Program reopens.

• Rear Admiral Donald B. MacMillan, U.S.N.R. (Ret.), an Honorary Trustee of The Marine Historical Association was presented the 1967 Bradford Washburn Award at a ceremony at the Museum of Science and Industry in Boston on August 24. The award, a gold medal carrying with it an honorarium of $5,000 was established by a member of the Board of Trustees of that museum on the twenty-fifth anniversary of its Director in 1964. Award recipients in recent years have been: 1964, Melville Bell Grosvenor, President of The National Geographic Society; 1965, Captain Jacques-Yves Cousteau, Director, Institut Oceanographique et Musée, Monaco; 1966, Gerard Piel, Publisher, Scientific American.

• Latest scheduling information from The National Geographic Society is that the long-awaited Mystic Seaport story written by Alan Villiers will appear in the September 1968 issue of their magazine.

• The Off Soundings Club plans to hold monthly luncheons at the Seamen's Inne during the winter months. Off Soundings members are cordially invited to attend these informal gatherings which will take place the first Wednesday each month.

• Group visits are ever on the rise. It is interesting to note that from October 7 through October 13, twenty-five sched-

uled groups (some adult, some children) representing twelve states visited Mystic Seaport. Of this number, seven groups came from New York State, three each from California and Connecticut, two each from Pennsylvania, New Jersey, Illinois, and Rhode Island. One group each came from Massachusetts, Iowa, Virginia, and North Carolina.

• A photography contest for the Westerly (Rhode Island) and Sprague (Connecticut) Camera Clubs closed on August 15 and the winners were announced on September 5. The contest was sponsored by the Seaport Publicity Department, and entries became the property of Mystic Seaport for reproduction purposes.

Winners in the color transparency class were: first, "Negative Print of the *Joseph Conrad*" by Mrs. M. Ellen Russell of the Westerly Camera Club; second, *"Pleione"* by Mrs. Margaret Scheibeler, Westerly Camera Club.

Winners in the color transparency class were: first, "Ship Design" by M. B. Drew, Westerly Camera Club; second, "Riggers on Jibboom" by Allen H. Fitzgerald, Sprague Camera Club; and honorable mention, "The *Morgan* through Chapel Doors" by Mrs. Beatrice G. Mitchell, Westerly Camera Club.

Judges for the contest were: Seaport photographer Louis S. Martel, Weston Kemp and Stanley Popiel, professional photographers.

• Mystic Seaport was honored by a visit by His Royal Highness Prince Tu'ipelehake of Tonga on October 31. The Prince, brother of King George Tupou IV, is visiting the United States at the invitation of the State Department. His Highness is also Prime Minister of his country, an island archipelago in the southwest central Pacific.

The Prince lunched with Director Waldo Johnston and Trustees of The Marine Historical Association in the Morgan Suite at the Seamen's Inne and was escorted on a tour of the Seaport by Edward Watson of the Education Department.

• In October, Mrs. George Nicholl, of the American Museum at Claverton Manor, near Bath, Somerset, England, paid a visit to Mystic Seaport as part of a three-week tour to various museums in the United States. Of particular interest to her was the way in which interpretation and Volunteer duties are handled at the Seaport.

• Dr. Per Lundstrom, Director, and Captain Bengt Ohrelius, Information Officer, of the National Maritime Museum in Stockholm spent a cold November 15 touring Mystic Seaport and conferring with department heads. (The Winter 1967 issue of The LOG carried a story on the raising of the ship *Wasa* on p. 27.)

• The Kennedy Galleries, in New York City, was the scene during November of a showing of marine paintings by British artist John Stobart. His first one-man exhibit in the United States, among his "Paintings of the Clipper Ship Era" was a painting of the *Charles W. Morgan* on a whaling voyage in Arctic waters.

• On November 18, one hundred trainees in the Philippine Navy visited the Seaport. The United States Information Agency of the State Department filmed portions of the visit for inclusion in a documentary film being prepared for viewing in the Republic of the Philippines under governmental auspices. The following week, a similar number of Australian Navy personnel came to the Seaport to visit.

EDUCATION NOTES

Frederick W. Keator, Director Emeritus, of the Seaport Planetarium and Donald Treworgy, the current Director, spent three weeks in Eurpoe during the month of October. Brief visits were made in Limerick and Dublin, Ireland, and Don Treworgy spent two days in Germany, but the major part of the trip was spent in and around London.

Highlights of the trip included private tours of the National Maritime Museum at Greenwich, the restoration section of the Public Record Office in London, and a visit to Stonehenge.

Sailing classes for area children were held again this fall from September 11 through October 27 on weekday afternoons after school. This program has gained considerable popularity over the past several years and has been of great benefit to children who might not otherwise have the opportunity to learn the rudiments of seamanship, sailing, and related skills. Next year's program will begin Saturday, February 24, with enrollment for beginners somewhat curtailed owing to the necessity to limit class sizes.

Thirty-eight persons representing Old Salem, a restored Moravian Congregation town in Winston-Salem, North Carolina, visited Mystic Seaport October 13 and 14 as part of a week-long tour of historic restorations and sites in New England. Among those who attended were R. Arthur Spaugh, Chairman of the Board of Trustees of Old Salem, Inc., and James A. Gray, President. The group consisted of trustees, staff members, and a number of interested residents of Winston-Salem, including Charles B. Wade, Vice President of the R. J. Reynolds Tobacco Co., a former President of Old Salem.

The purpose of the visit was to stimulate an exchange of ideas, aims, experiences, and operational procedures. This was achieved by encouraging the group to confer at length with department heads, to observe at firsthand the work being done, and to relate their own museum techniques to those at Mystic Seaport.

Arrangements for the visit here were made by Michael Sturges, head of the Education Department at Mystic Seaport, and Nicholas Bragg, Education Department head at Old Salem.

The 14th annual session of the Frank C. Munson Memorial Institute of American Maritime History will open on June 24, 1968, with several changes in the faculty. Dr. Benjamin Labaree, Associate Professor of History, Williams College, will join Dr. Albion in conducting the course. Dr. Hardin Craig, Jr., (whose article begins on p. 115 of this issue) will teach for three of the six weeks' course. Dr. Craig, a 1967 Munson Institute graduate, is Professor of History at Rice University, and also has been Librarian there since 1953. Dr. John Kemble of Pomona College will not be on the faculty this year, as he will be doing research on the West coast.

Sailing instruction for staff members was offered this past summer on Thursday afternoons. Education Director Michael Sturges labored heroically to impart basic sailing skills to a group of sixteen, which included people from nearly all Seaport departments. His efforts bore not inconsiderable fruit. In a remarkably short period of time, the group learned to rig the dhows, to handle them on the river, and even to race informally. By the end of the summer the tranquil Thursday afternoons were rarely broken by cries of help as a hapless, panic-stricken

distaff student found herself sailing backwards into the teeth of an advancing fleet of dinghies.

This fall, four girls from Connecticut College worked with the Education Department as internes. The purpose of the interne program was to provide practical museum experience for the girls who are enrolled in a museum administration course conducted by Dr. Edgar Mayhew, Director of the Lyman Allyn Museum, and a member of the college faculty.

Jane E. Radcliff, Worcester, Massachusetts, and Katherine Susman, Houston, Texas, developed a tour, "The Sea in Literature" for junior and senior high school students. The tour is designed to relate the Seaport's exhibits to the great literature of the sea thus giving it a three-dimensional quality. The tour is interdisciplinary in approach, utilizing art and history as well as literature. In developing the key concepts of the tour the internes consulted with teachers, librarians, and curriculm experts from area public and private schools. A key part of the tour is a slide-sound presentation using the museum's collections of paintings and photographs as preparatory material.

Elizabeth Donaghy, Burlington, Vermont, and Diane Davis, Lake Forest, Illinois, prepared a proposal for a new interior for the junior museum. The exhibit has been specifically aimed at the primary age child to provide a "refuge" from the complex exhibits of the Seaport that a child of that age cannot readily absorb. The theme of the proposed exhibit is whaling, with strong emphasis on very elementary visual content. Miss Donaghy's proposal consists of both a written outline and appropriate drawings and illustrations.

As a final exam, the internes presented an oral defense of their projects. It is expected that the interne programs will continue with new students every semester.

Change in Policy

for the Mystic Mariner Programs

Many members have inquired about sending their sons or daughters to the Mystic Mariner Programs, only to find that the programs have been open only to organized groups. Recently this policy has been changed to allow individual applicants to participate in these programs. Next year, two weeks have been set aside for individual applicants in the *Conrad* Program; July 21–27 for boys, and August 4–10 for girls. The *Brilliant* Program will not be open to individual applicants until 1969.

Applicants must be thirteen years old, have completed the eighth grade, and be competent swimmers (Red Cross Swimmers' Certificate or equivalent). The cost will be $55 for a six-day program. Members desiring more information and applications should contact the Education Department.

RECOMMENDED READING

CAPTAIN JAMES COOK
By Alan Villiers
Published by Charles Scribner's Sons

Alan Villiers is well-known to Association members both as an author and lecturer. He was a former owner of the Mystic Seaport mariner training ship *Joseph Conrad* and chronicler of the Association and Mystic Seaport in a soon to be published account in *National Geographic Magazine* (latest scheduled date September, 1968), and news of a new publication written by him is received with more than usual interest and enthusiasm in Mystic.

This new publication includes the usual salty anecdotes that always add spice to any Villiers' book, but because the author has followed the actual routes of Captain Cook, his book is based on firsthand information that supplements the historic records of the voyages of the *Endeavor* and the *Resolution.*

The book is illustrated with drawings, maps, charts, and diagrams.

A.E.

A DEAD WHALE OR A STOVE BOAT
By Robert Cushman Murphy
Published by Houghton Mifflin Company, Boston, 1967

It is a pleasure to be able to recommend a book like Robert Cushman Murphy's "A Dead Whale or a Stove Boat."

Dr. Murphy, a distinguished scientist and naturalist, has delved into the past of his bygone youth to produce a pictorial record of a voyage he made in 1912–13 in the whaling brig *Daisy* of New Bedford. He had signed on in the vessel for the principal purpose of scientific investigation. However, he used his camera also for the purpose of recording the daily shipboard life aboard the whaler during a 17,000 mile voyage from Dominica to South Georgia Island and the return to Barbados almost a year later.

This is principally a picture book made up from some seventy-five of Dr. Murphy's old negatives but the captions are thoughtfully and interestingly written. There is a reprinting of some of the text from a previous book, "Logbook for Grace," an earlier account of the voyage written for his bride of less than a year, following his return.

"A Dead Whale or a Stove Boat" will be a worthwhile addition to any library of maritime history and because of the pictorial approach should have a wide appeal even to those who are not serious students of the subject.

J.F.L.

COASTING CAPTAIN
Edited by Robert H. Burgess
Published by Mariners Museum, Newport News, Virginia

This book is simply the editing and printing of the journals of Captain Leonard S. Tawes of Crisfield, Maryland, whose career at sea spanned some fifty-four years, most of it spent in sailing vessels of all types. For more than twenty years he was master and part owner of the three-masted schooner *City of Baltimore* in the coastwise and West Indian trades. After his retirement, he wrote these journals so that his granddaughter might gain some knowledge of his experiences. In so doing, he produced an invaluable, factual record of a phase of American maritime history that has long been neglected.

Robert H. Burgess, Director of Exhibits at the Mariners Museum in Newport News, Virginia, and a well-known author in his own right, learned about the journals and was responsible for their publication by the Mariners Museum. What editing he did was only that which was absolutely necessary in terms of punctuation, paragraphing, and an occasional correction of spelling where the meaning was obscure. In general, however, the spelling has been unaltered and the story is in the Captain's own words. Captain Tawes obviously has the gift of storytelling, but most important is the record he has left behind as a legacy to his family and to those interested in factual maritime history. Mr. Burgess and the Mariners Museum are to be congratulated on bringing this book before the public. We heartily recommend it to our members. J.F.L.



Mr. Norman Swanson, ship carver at the Seaport, is shown above explaining some of the problems involved in restoration of figureheads. Volunteers from left to right: Mrs. Courtland Chapman, Miss Ethel Johnson, Mrs. Harry Hill, Miss Ida Maynard, and Miss Marion Stevens.

Dhow Derby — 1967

Annually, "when the tide is right" in October, members of East coast yacht clubs come to Mystic Seaport to race in the Dhow Derby. The Dyer dhows sailed in the derby have all been contributed to the Seaport's Mariner Training Program by clubs represented at this event. This year the competition was on Saturday, October 28.

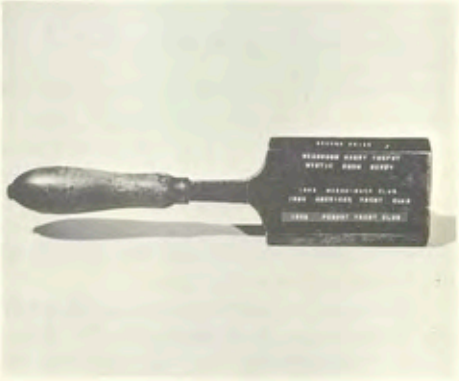
The awards, shown at right, are presented to first and "other" winners and are perpetual trophies.

The silver Revere bowl, given by Board Chairman Philip R. Mallory, was presented at the first Dhow Derby in 1950. The 1967 winners were Manhasset Bay and Riverside Yacht Clubs tying for first place. The "Headroom Harry" award was won by the Cruising Club of America.

Volunteer Corps Tour and Tea

Mrs. Carl H. Hobbs, Coordinator of Volunteers, arranged a special tour of the Curatorial Storage and Restoration Facility for the nearly 175 members of the Mystic Seaport Volunteer Corps who, on October 26, attended the tea at Seamen's Inne given annually by the Marine Historical Association in their honor.





STAFF NEWS

• John Kochiss became a full-time Research Associate with the Curatorial Department on October 1. He is principally engaged in broad and variegated research of Northeast coast fisheries as part of a long-range project. In addition to these duties he travels extensively outside the Seaport on behalf of the Curator, investigating and evaluating possible future exhibit materials.

• Several staff members attended the annual meetings of the New England Historical Societies on November 3, 4, and 5 in Providence, Rhode Island. The theme of the conference was "Historic Conservation."

• Alma Eshenfelder has been appointed a member of the Conservation and Preservation Committee of the Society of American Travel Writers. Michael Frome, well known author and former president of SATW, is chairman of the committee.

• Upon retirement in early February after thirty-four years with the Electric Boat Division of the General Dynamics Corp., where he has been a Chief Structural Inspector, Mr. Howard F. Chapman will join the Education Department staff as Mariner Program Director. A native of Groton, Mr. Chapman and wife Arlene reside in Stonington. The Chapmans have two grown children, both teachers. Prior to entering Tri-State College, Mr. Chapman served with the U. S. Lighthouse Service, now part of the Coast Guard. Mr. Chapman has cruised and raced extensively in New England waters, taught innumerable youngsters and adults how to sail, and holds a commercial passenger boat operator's license.

• Paul Rivard, Education Department Assistant for Interpretation, is on leave of absence for three years. He left Mystic Seaport in late November for U. S. Army Officers' Training School.

LETTERS

October 21, 1967

Dear Henry Scheel,

I am surprised and delighted that my simple not altogether modern *Seacrest* could be so glowingly described as she was by you in the recent Mystic Log. This, as you can easily imagine, is very heart warming to the owner and Carol and I thank you.

We are going to try again next summer for that 60 or 70 mile stretch of coast line just north of Saglak Fiord but we may not be any more successful than on the last three cruises at really seeing that stretch of snow capped peaks but we will try anyway.

Thank you again.

Sincerely,
Dr. Paul B. Sheldon
New York City

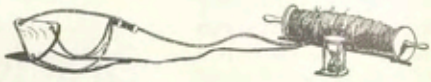
November 2, 1967

To the Editor:

I just finished reading Paul H. Johnson's *Arctic Rescue* in your Autumn 1967 issue and I hasten to advise you what a compelling, well-written and imminently well-researched article I find this story to be. To Alaskans, the U.S. Revenue Cutter *Bear* was and ever will be one of the great vessels of international maritime history and Mr. Johnson has told extremely well one of her most noteworthy and most exciting episodes.

Sincerely,
Mike Miller
Publicity Director
State of Alaska
Department of
Economic Development

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THE LOG *of* MYSTIC SEAPORT

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Gift Memberships

Members who are looking for unusual gifts are reminded that a Gift Membership in The Marine Historical Association can provide a lasting gift for friends and business associates who have an interest in boats, the sea, and our maritime heritage. Gift Memberships for young people who are learning to sail and developing a love for boats can encourage these burgeoning interests and further their knowledge and understanding of American history and the Age of Sail.

Gift Memberships bring year-long pleasures to recipients, further their knowledge and interest in the sea, and aid the development of Mystic Seaport. Gift Memberships also constitute a charitable contribution within the limits prescribed by law.

Gift Memberships will be processed by the Membership Department on the date of receipt, with each recipient receiving his membership credentials together with a special Seaport greeting card in the name of the giver.

Classifications of Memberships are:

ACTIVE	$10	SUSTAINING	$50
FAMILY	$15	ADVISORY	$100
CONTRIBUTING	$25	FELLOW	$250

For those who may be more interested in larger contributions, the Association Life membership is $500; Patron, $1000; and Benefactor, $5000.

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

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

Calendar of Events

MEMBERS MAY WISH TO MARK THEIR CALENDARS

DEC 17	Sailing Activity Awards Presentation Community Carol Sing	MAY 3	Tentative opening date for weekend training program on *Joseph Conrad*
DEC 25	Christmas Day Mystic Seaport is closed	MAY 17	Tentative opening date for weekend training cruises on *Brilliant*
JAN 7, 8	"Australia's Challenge to the America's Cup" John Biddle Adventure Series lecture	JUNE 9	Tentative opening of *Conrad* and *Brilliant* summer programs
JAN 27	Sixth Annual Meeting Catboat Association	JUNE 24	Frank C. Munson Memorial Institute 14th annual session opens
FEB 4, 5	"Denmark and the Danes" John Roberts Adventure Series lecture	JULY	Annual Meeting of The Marine Historical Association
MAR 17, 18	"Scotland and Wales" Ed Lark Adventure Series lecture	AUG 4	178th Anniversary U.S. Coast Guard
APR 6	Off Soundings Club Winter Meeting Dinner at Seamen's Inne	AUG 16	Newcomen Society in North America luncheon at Mystic Seaport Munson Institute closing session
	Adventure Series lectures by subscription only	SEPT 6	Tentative opening of autumn weekend programs on *Conrad* and *Brilliant*

Members may be interested to see the statistics below:

	1966	*1967*
Attendance through October 31	429,531	420,009
Membership through October 31	11,703	12,362

MEMBERSHIPS MAKE LASTING GIFTS



Greetings . . . to members of the Association
and friends of Mystic Seaport . . .

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

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