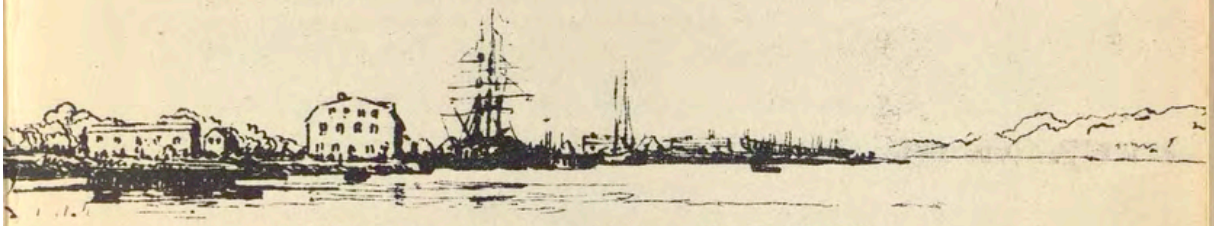
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THE Log OF



MYSTIC SEAPORT



Our new Cruising Club of America Dock
on the afternoon of July 31, 1948

blished by THE MARINE HISTORICAL ASSOCIATION *Incorporated*
MYSTIC, CONNECTICUT

vol. I
umber 1

October 1948

THE LOG

Published regularly and distributed to members of
The Marine Historical Association, Inc., Mystic, Conn.
under the editorial advice and assistance of
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Technician: Lois B. Chesebrough-Editor: MacDonald Steers
Short articles on subjects of general and specific
Museum-Maritime interest are invited. Send all editorial
material to Editor.
Printed at Mystic Seaport, Mystic, Connecticut.
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OUR COVER

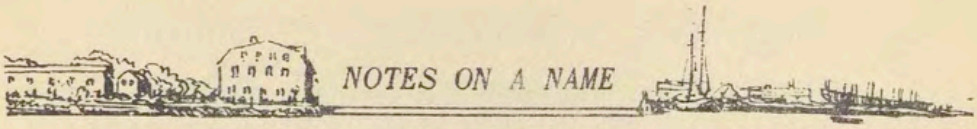
The brand new Cruising Club of America Dock, shown on the front cover, was opened for use on July 31, 1948. Its 108 feet, added to the old facilities, gives 308 foot frontage inside and out; enough to accommodate eight 35 to 40 footers comfortably, with six feet mean low water on the inside and twelve on the outside.

In time there'll be a shanty at the dockhead, where old barnacles can cool their feet along the veranda rail and take sights on the sun and the yard arm, with a choice of sixteen yard arms variously elevated. Something going forward all the time. One visit and you'll want to see the Old Seaport of Mystic grow. You may even come to think the old-timers had something--something we can't afford to lose entirely. Anyway, you're welcome at the Museum, whether you come in a dinghy or a hundred foot schooner. Set your course for the three royal yards. You can't miss. And, judging from the use of the new dock this summer, You'll find enough here for a gam any time.

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We trust that you will like the idea of the little sheet we are spreading before the favoring breeze of progress. We hope to make it the full main course of an endeavor to maintain a close contact with members.

As the title indicates, *The Log* will bring you the record of some of our developments. It will include occasional briefs of maritime interest contributed by members. It is not designed to replace regular publications--it will supplement them. Through it we old salts at Mystic hope to keep in better touch with you practising mariners on shore leave and on the seven seas. We shall welcome your comments and suggestions.



NOTES ON A NAME

By this time you have heard us using the term "Mystic Seaport". Perhaps you can think of a better name to express what we have here, but the word "Museum" is no longer enough. It takes a broader term to express a haven for yachtsmen, a port of call for the old salts, and a nostalgic hour or two for anybody, with 2200 feet of real salt water frontage from the new Yacht Dock to the farthest point of the Old Seaport Street. Seventeen acres of land redolent of hemp and tar, steeped in history, and dedicated to the ideals of individual enterprise and the dignity of Man. "Museum" won't do any more. We've grown beyond that.

So far this year: twenty thousand yards of fill have been placed on the marsh raising the ground level four feet on the average; five hundred feet of sturdy sea wall rebuilt, with two hundred feet more now going up; a 30 x 100 foot spar shed almost finished; and the Old Seaport Store completed and doing business. Come Fall, you'll see more. The Shipsmith Shop will be moved to its permanent location on the Street, as will the old stone Bank Building and two or three small frame buildings. Next year, funds forthcoming, the street will be paved with round cobbles and worn curbing; the narrow sidewalks will be flagged with stones polished by a century of use; and by the close of 1949, we hope you will be able to visualize with some exactness the eventual appearance of the whole project.

As funds are received, the project will develop, but its future is inevitably haunted by the old bugaboo-finances. It is unthinkable that the old port of Mystic should not rise again, that click of adze, rasp of saw and clatter of mallet should not again resound up and down the valley where Mystic men and Mystic ships sailed out of the little port to all the corners of the world. That is a time and a feeling no mere Museum could recreate. We believe it is possible of accomplishment, and we believe that you do, too.

So "Museum" won't do any longer. We've more than that.

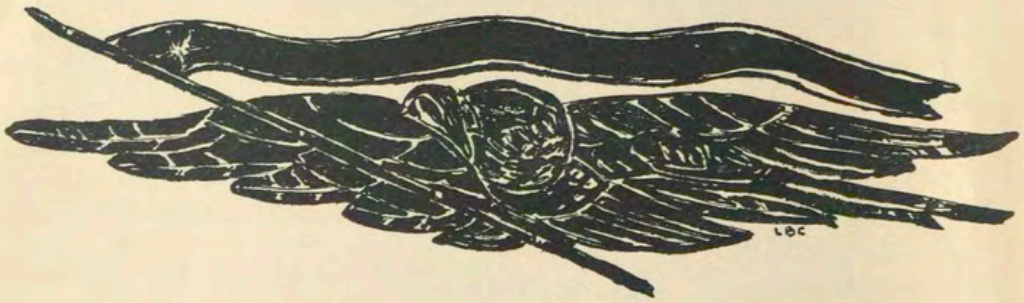
SPECIAL EXHIBITION OF FIGUREHEADS

Through the kindness of two men, Loyall F. Sewall and H. H. Kynett, the museum now ranks high in its display of figureheads.

Six large figureheads have come on loan from the famous Sewall collection in Bath, Maine. Four more are the gift of Mr. Kynett, Philadelphia. The museum now has a total of twenty four of these impressive pieces. One of them has a three-inch cannon ball embedded in its forehead which experts say could have been fired into it in 1588 by a ship of the Spanish Armada. The figurehead, a bust of a Viking warrior, is obviously English.

Equally interesting are some new ship carvings, mostly eagles used as decoration on pilot houses, tail pieces or gangways. A gift of four fine examples of this type of carving has just been made by Mrs. Philip R. Mallory, one of them being by the well-known John Bellamy of Kittery, Maine, who specialized in such ship carvings.

Bellamy worked from 1857 to 1890, years when the full-length figure was no longer an essential part of ship decoration. While he did coats-of-arms, gangway panels, scrolls and low relief stern ornaments, it was in the carving of eagles that he excelled. Possessed of a genius for giving them the appearance of strength and eagerness for flight, he simplified and reduced details of the plumage to a formalized design. Lover of literature, a poet of sorts, he worked in an old mold loft facing Pepperrell Cove and made it the gathering place of the great and near-great. Charles Elliott of Harvard, William Dean Howells, Mark Twain, Winslow Homer and Edwin Booth were his associates.



Sketch of the Bellamy Eagle

(From Log of ship *Chelsea* of New London, Conn., Smith, Master, on a voyage from New London to the Cape and the Auckland Islands, whaling. Dec. 10, 1839--Aug. 21, 1841.)

Monday, Jan. the 18, 1841.

Commences with fine weather. All hand Called to breack out the Oil to Send home. Edward Merrels uterly refused to help do the Same. George Bacon a Collard Man refused to hoist out the Oil and appeared to like to Make a Difficulty Among the Crew. Capt. Smith Called the American Consul on Board and told them the Consequences of Denighing their Duty and threatned to put Edward Merrells In the rigging for Insolence to the Consul. The Consul talcked to Several of the Crew and Merrells he Called a verry Saucy Boy and All that prevented him from giveing him a floging was his being So young.....Ends pleasant.....

Thursday, Jan. the 21, 1841.

Commences with fine weather. Fine weather throughout this Day. Finised putting the Oil on Board the Brig Emegrant, 64 pipes and three Short Casks. Imployed in getting water on Board. William Miner Drunck before breackfast, not Capable of any Duty. Belongs to the temprance Society Norwich.

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Often gifts of THINGS are as helpful as contributions of dollars. Perhaps you can help. Some of them which come to mind, are:

More Eagles, says Mr. Mallory, who through the recent gift of four, has become an enthusiast for this type of wood-carving.

Folding Chairs, for lectures and movies, says the truckman who has to borrow and truck them for every special event.

A *Typewriter*, says the Membership Drive-*Another*, says the Office.

A *Vacuum Cleaner*, says the cleaning man.

A good general *Encyclopedia* and one of the out-size *Dictionaries* says the Library worker.

American Flags and *Cable*, says the Port Captain.

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A Sailor's Description of a Dance-(Mystic Pioneer-May 24, 1862.)

"Haven't had any fun with land lubbers till Thursday night at a dance. When I arrived in the cabin, I found them under headway of a Spanish dance. Took my station in line with Suke Tucker-fell back and filled, then shot ahead two fathoms-hauled up on the starboard tack to let another craft pass, and then came astern on another sail-spoke her, and then bore round against the sun and fell in with another sail in full cease. Passed twenty sail on the same course, and when half way across to the other shore, dropped astern, fell back-couldn't fill, so let go anchor, and hauled up for repairs."

A special exhibition for late season visitors is a group of original oil paintings of early steamships by Frank Jones Sitterley. The paintings are on loan from *World's Business & Guia*, a publication of New York City devoted to the export business. Seven ships are represented, all of them unique in some fashion: *Savannah*, first steamship to cross the Atlantic; *Robert Fulton*, first built for regular ocean service; *Washington*, first real ocean liner; *Massachusetts*, first to apply the auxiliary screw propeller to ocean navigation; *Monumental City*, first to cross the Pacific; and *Golden Age*, first to do so on a proposed regular service; and finally, *Adriatic*, built by George Steers, which cut the Atlantic crossing to ten days. Originally known as a portrait painter, Sitterley is known now for his work on that transition period of sail to steam. His *Savannah* hangs in the Nation's Capitol.

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All through the summer the thirsty tourist has found refreshing oasis beneath colorful umbrellas and at tables under the two big elms in the Main Yard. Four umbrellas, four tables and sixteen chairs were the gift of Benjamin Finkel. The drink--ice cold Coca-Cola from the new vending machine.

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August 27th, one of the hottest days of a torrid summer, when the pitch bubbled up from the deck boards of the *Morgan*, was the day set for a visit from the International Girl Scout Guides and Leaders, lately in conference at Cooperstown, N. Y. Thirty seven women came from fifteen countries, with a welcoming crowd of one hundred twenty two local Girl Scouts, interpreters and American bigwigs. Seventy two were guests at a luncheon in Thomas Greenman House. Others brought picnic lunches. The sizzling heat did not keep the American girls from entertaining with a sing, nor the Brazilian delegation from reciprocating with native songs and guitar music, nor all the foreign delegates from expressing their thanks and saying "Goodbye" charmingly in their native tongues.

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There are stories behind the casual visitor. An example: Hans F. Wriedt owned and operated the biggest fishing fleet in Germany before Hitler came to power. With the rise of the political paper-hanger, he fled to America, keeping intact his fortune and some of his ship model collection. Said Herr Wriedt: "When I first came to Mystic and saw real ships, and real whaleboats all around me, my heart beat faster. I cannot tell you what a feeling...".

Hans F. Wriedt, naturalized U. S. citizen, lover now of all things American, ardent yatchtsman, and enthusiast for what he found at Mystic, offers for exhibition here, models of some of his one-time fishing fleet. If he can get them through the Russian blockade and out of Berlin, he will give us also three fine Admiralty Models which he bought in London.

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The Membership Committee reports an impressive total of over 1700 members. Older members may remember that it was 169 in 1941.

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Paid admissions for the fiscal year 1946-47 were 16,031. Paid admissions for fiscal year 1947-48 were 24,876. In July and August this year the number was 16,248, approximately 25% greater than for the similar period the previous year.

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The season for educational groups has opened with the regular yearly group visitation from the pupils of Grade Five, Ashaway, R. I. School. During the calendar year 63 groups of kinds, or a total of 2,178 individuals, were personally conducted through the museum and its ships -- an increase in nine months over all twelve months of last year of 25% in number of groups, 140% in number of individuals.

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One of the most novel events ever given for the benefit of the Association was the Fashion Show and Tea given in the "House of 1833" by Mr. and Mrs. Roy E. Smith at Old Mystic on August 31. Through the generosity of Mr. and Mrs. Smith the *Conrad Fund* is richer by one hundred dollars.

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Two new publications are being made ready for distribution to members. The Great New England Coast Schooners is by William James Lewis Parker, who though still a young man in the U. S. Coast Guard service, may be considered the country's most informed voice on the subject. A biographical study of Captain George B. Wendell is being written by Carl C. Cutler, author of the definitive book on the clipper ship era, "Greyhounds of the Sea", and Curator of the Museum.

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The September issue of *Connecticut Circle* was devoted to Mystic, its industry, its maritime past, and its "famous Marine Museum". On October 9 there appeared in the Saturday Evening *Post* an article and full color photographs of the Museum and its ships. The museum has also been written up in The *Buick Magazine*, The *Nash Reporter*, and the house organ of the Rockbestos Company. And perhaps you saw the article and sketches in the New York *Herald Tribune* of Sunday, September 12.

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The C. D. Mallory Memorial Building is coming along nicely, thank you! The stone walls are complete, the roof is going on and the inside work may now continue comfortably during the cold weather. The old Assembly Building, which is being incorporated into the new unit, has had its roof raised to fall in with the new roof line of the whole, and its floor has been raised to a level in keeping with the new interior.

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Port Captain Clarence A. Wimpfheimer announces that by arrangement of Tom Stevens with the Electric Boat Company of Groton, the *Joseph Conrad* went on the ways for repairs early in October. The work consisted of the repair of the leak which developed in her plates, scraping and painting her bottom, and repairs to her sea valves. Mr. Wimpfheimer and his committee (others-Mrs. Williams Haynes, Mr. Walter F. Lathrop) are undertaking the raising of approximately ten thousand dollars needed to underwrite the whole program and earnestly solicit your help. Water, sewage disposal and light are the fundamental problems; a quantity of heavy duty electric cable is urgently needed; a cook and a ship's husband must be provided for the proper care and supervision of the Sea Scouts, Girl Scout Mariners and others.

YACHTS

Which Have Tied Up At Our New Cruising Club Dock Since July 30th, 1948.

Akebra--Marblehead, Mass.
Anchors Aweigh- Huntington, N. Y.
Aunt Abby--Haverford, Mass

Bemfia--Byram, Conn.
Betty B.--New York City
Billy Bones--Harrison, N. Y.
Blue Goose--Scarsdale, N. Y.

Carib--Annapolis, Md.
Chance--Forest Hills, N. Y.
Chequit--Patchogue, N. Y.
Coquina--Madison, Conn.

Day Dream--Milford, Conn.

Essay II--Hamden, Conn.

Firefly--Norwalk, Conn.
Four Brothers--East Norwich, N. Y.
Flying Cloud--Scarsdale, N. Y.
Full Swing--New York City

Ginjah II--Hamburg Cove, Conn.
Glad Tidings--New York City
Goddess--Wilmington, Del.

Halcyon--Madison, Conn.
Happy Daze--Port Washington, N.Y.
Henry J.--Greenport, N. Y.
Hurricane III-Upper Montclair,N.J.

Jo Ann--Pittsburgh, Penn.
June XVI--Fisher's Island, N. Y.

Kestrel--Ithaca, N. Y.
Kitten--Garden City, N. Y.

Lady Liz--Manhasset, N. Y.
Little Joe--Portsmouth, N. H.
Little Viking V.-Riverside, Conn.
Loon--Glen Head, N. Y.
Luceal C.--New London, Conn.

Malabar XIII--South Dartmouth, Mass.
Malvina--Webster, Mass
Manatuck--Stonington, Conn.
Mary L.--New London, Conn.
Mustang--New York City
My Pal--Wareham, Mass.
Mystic V--Miami Beach, Fla.

Peggoty--Branford, Conn.
Polly II--New York City
Praesepe--Port Washington, N. Y.
Princess--Brooklyn, N. Y.

Quo Vadis II--Malba, N. Y.

Rigadoon--Sands Point, N. Y.

Sea Gull--New York City
Sea Puss--Branford, Conn.
Six Fathoms--Rowayton, Conn.
Sharon--Rye, N. Y.
Showan--Greenwich, Conn.
Skookem III--Rochester, N. Y.
Storm King--Larchmont, N. Y.
Stout Fella--Milford, Conn.
Sun Up--Stafford Springs, Conn.

Tanaquill--Candys Harbor, Me.
Temeraire--Port Washington, N. Y.
Terry--Branford, Conn.
Tide Rip--Lyme, Conn.

Vixen III--St. Petersburg, Fla.

Weekender--Milford, Conn.
Wei Cha Li--Amityville, N. Y.
Wind Whistle--Lowell, Mass.
Wynken--Stamford, Conn.

Yaria--Darien, Conn.

We apologize for any omissions. The Special Yacht Register on the reception desk was our guide.