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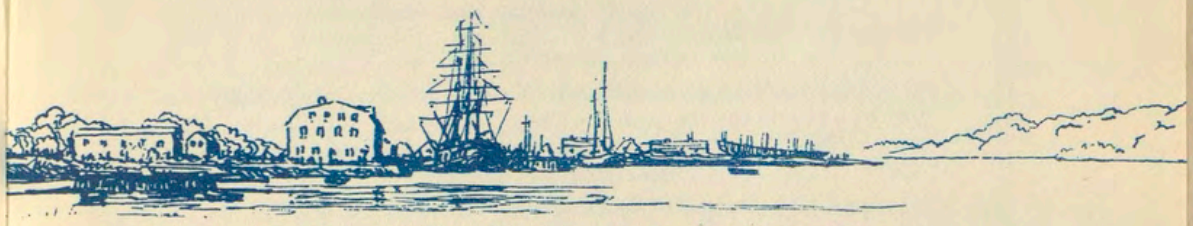

MYSTIC SEAPORT

Sealing Scene in the Arctic
Reproduced from a primitive in the Museum's collection

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

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December 1948

THE LOG

Published regularly and distributed to members of
The Marine Historical Association, Inc., Mystic, Conn.
under the editorial advice and assistance of
Philip R. Mallory Carl C. Cutler Thomas A. Stevens
Marion Dickerman
Technician: Lois Chesebrough Editor: MacDonald Steers
Short articles on subjects of general and specific
Museum-Maritime interest are invited. Send all editorial
material to Editor.
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We wish you a very Merry Christmas and a Happy New Year!

OUR COVER

The picture on the cover could well represent a scene on Christmas or New Year's Day with the sealing fleet of a hundred years ago. As hundreds of surviving logs bear witness, a holiday was just another day, with its share of toil or tragedy and rarely enough leavened with a bit of humor. Oftener than not the only reference in the ship's log to the holiday is the simple date at the head of the entry-"December the 25th", or, at most, such a reference as will be found in the excerpt printed herein under the title-"New Year's Eve at South Georgia".

The reproduction is from a large painting in the Museum's collection, a real primitive. The identity of the "painter" is lost in limbo. Whoever he was, it is fairly certain he had been, or was then, a sealer. The original's only coloring is the red of seal-blood, or the drab brown of the ship's timbers. Over all on the ice-floe and the icebergs, he has laid a heavy coating of mica, which, in the original gives all the glitter of the Arctic scene, lost, unfortunately, in the reproduction.

As a result of the appeal published in the last LOG we have received a typewriter from Cecil Brown of New London, an 8 x 10 ft. American flag from Lewis S. Maxfield of Hartford, and through Donald S. Sammis, another typewriter from the Underwood Corporation in Hartford.

TOM PAINE IN MYSTIC

Tom Paine, the man who brought liberty to the new world, who wrote *The Age of Reason, The Rights of Man,* and *Common Sense*, once lived in our town.

A little over eighty two years ago, on the 7th of June, there was a funeral in Mystic; Captain Ambrose H. Burrows was buried at the age of eighty-two. In many ways it was an odd sort of funeral. Since the death of his wife three or four years before, the Captain had lived as a recluse in a sequestered place in the woods, a mile from the main road. He had requested that he be buried in his own burial ground beside his wife and his son Ambrose, and that no religious ceremony be performed at his funeral. These requests were strictly complied with. The reason, everyone knew, was that Captain Burrows had been an admirer of Tom Paine and well acquainted with him when he lived in Mystic, and adhered to his religious beliefs, or, as many thought, the lack of them.

While the Captain had died a recluse, in earlier life he had not scorned company, but had endeared himself to all by his charming social qualities. He had entertained his friends with accounts of his service as a privateer and loved to tell how he and his son, Ambrose Jr., had rescued his own ship from pirates in the Pacific, how he had once actually captured and brought to Mystic an English "pirate". And, of course, he did not have to be urged to talk of his friend and idol, Tom Paine.

To the Haleys of Mystic, the story is family history; for it was Nathan Haley who brought him over in 1802. The Haleys lived on Pistol Point and it was there that Capt. Nathan took him, to the home of his father, Jeremiah. But the house that Tom Paine occupied was a "little" house, it was said, nearby Jeremiah Haley's. We can only speculate whose house it was but it seems likely it may have been an earlier home of Jeremiah's, before he built a larger and more pretentious place.

Captain Nathan Haley had been rewarded for his privateering services with the Consulate at Nantes. He married there a French girl and is now buried there beside his wife. While he had no children of his own, his nieces and nephews in America went over to him for

long visits and he, himself, came back several times to see his father and mother.

It must have been in 1802 that he brought Paine back to America after an absence of fifteen years, for history tells that Paine arrived in Baltimore October 39th of that year. Carl C. Cutler has dug up the further fact that he came over on the "Neptune". We have no record that Nathan Haley ever commanded a vessel of that name, but it might have been under the command of some friend of his or at least a passage which had been arranged by Haley. President Jefferson had invited Paine to come over on the U.S. Brig "Maryland" but the public at once set up a howl of protest at the use of the American Navy in this way, and when Paine heard of it he unpacked his bag and refused to come. At any rate, Paine went directly to Washington where he proceeded to get himself in bad grace with almost everybody by writing ungraciously of his benefactor, General Washington; by expressing his unpopular religious views; and by involving himself in political issues, usually on the wrong side. It is easy to imagine the disillusioned hero turning to one place he knew he still had friends--and so he came to Mystic.

The man who had established liberty in the new world, who had been revered by Napoleon, Washington, Franklin and Jefferson, died in 1809 in a cheap lodging house in New York, unhonored, at odds with American respectability. He was buried on the farm which a once grateful government had given him at New Rochelle.

A President of the United States called him a "filthy little atheist" and they said that he was untidy, that he drank heavily and talked religion when he was intoxicated, but no man could question his sincerity or his devotion to his ideals. No man did more to make not only one, but two peoples free and great. Once, when the great Franklin said to him, "Where Liberty is, there is my country", the fiery Paine replied, "Where Liberty is not, there is mine."

He it was who first uttered the heart-quickening words "United States of America" and he it was who was finally refused the right to vote in that same United States of America.

Sources: Charles H. Mallory diary and Haley family history, as told by Lucy Haley Chesebro.

CHRISTMAS EVE, 1858, IN PENANG

(Taken from the journal of Charles F. Barnard, aged 15 on board the ship *Resolute*, Captain Holt.)

This Eve I was presented by the Pilot now acting as dobash* with Cardoman Seeds, Carraway, Cloves, Nutmegs, Cinnamon & Mace, quite a Pressent for a forrin Port. Listened to Music from shore and are determined to Join the Navy when I get hom. If Father Cannot get me a birth as midshipman I shall go before the Mast. One year ago I was in Boston, to night in Penang. The Band Played Annie Laurie, God save the Queen and the well known Tune of Star Spangled Banner. Our men growling because we do not do the same as on Board of their own Coutty (country's) Ship by Giving them wine. The Rest amused themselves by Playing on Tin Pots and Pans, Pieces of wood, my self by listining to the Band.

I hope the children are enjoying the self by hanging up their stockins for the well known Santa Claus to fill with Presents. Once when we lived in No. 13 and Morton and myself slept in the Front Room on Christmas Eve we hung up our stockins and got 2 new cents apiece we having watched Santa Claus and got up and looked in our stockins and found the 2 cents and thought they was Quarters. How bad we felt when we found out our mistake.

Well all I can do is to wish all a Merry Christmas if I am so far away from Home. Home Home sweet sweet home, theres no Place like home, theres no Place like....

Written in my room (which I am sorry to say has numerous Bed Bugs Cockroaches & Flys. 8 oclock Finished, 25 of Dec. in the sea.

*"dobash", far-eastern term for a kind of general utility agent at dock or anchorage.

NEW YEAR'S EVE AT SOUTH GEORGIA

(From the log of the Schooner *Flying Fish*, William Dunbar, Master on a voyage from New London to South Georgia, "elephanting")

Dec. 31, 1877

Commencing with Heavy Winds from N.E. At 1 Sent to Boats a head of the Schooner to look for Elephant. Caught 2 long the

shore and then landed on Chitmans Beach. There found 39 Elephant. At 4 Schooner let go anker at Chitmans Beach, got supper and set the Watch fore the night. Winds the same. Blowing quite heavy from N.E. Latter moderated down. At 4 o Clock Called al hands & got breakfast. 3 boats & al hands Went a Shore to kill Elephant. Kiled 40 & Skined them & rafted them to the Schooner. So ends to day. Nice weather & calm.

A old year out & the new year in 1878.

RARE MANUSCRIPT

One of the rarest and most interesting manuscripts in our library came recently from Mr. R. V. Dennett of Saco, Maine. The book was found in 1900 between the attic floor and ceiling of an old house.

The account book of Nathaniel Dios, Ship's blacksmith of Newport, R. I., was begun in 1718. Its columns are filled with figures in pounds, shillings and pence. In march 1740, for instance, are notes on the "spiks" and "nals" furnished for James Sheffield's sloop, and for the same gentleman, the blacksmith pumped his bellows and turned his forge to mending two handirons and a "pickfork", and to making several links for "chane".

Here you will find the fittings for Capt. Malbon's and John Waterman's boats, and for John Robinson's sloop. Irons for a "sithe" and staples for harness, cost six shillings, to Christopher Almy--undoubtedly an ancestor of our own founder, Dr. Charles K. Stillman. Samuell Holmes' snow brought the blacksmith 12 sh. 6 pence. And so on, through accounts with Docter Loper, Samuell Haydon, Mr. Henery Collings, Benjamin Sherburn.

There is more than blacksmithing in the book, for thumbing through its yellowed pages we learn that Geferson (sic) was master of Christopher Almy's sloop, Martin was master of the sloop *Grayhound*, Thos. Borden of the sloop *Seaflower*, and Peckham of the brig *Mary*.

The book gives a pretty fair picture of this one phase of shipbuilding in the whole of Southeast New England in the early 1700's. On the whole extent of seacoast above New York, Newport was the largest and most important port and was, therefore, the center of such activity for a considerable area. It is an important document and one that should do for the blacksmith's trade of two hundred years ago what the Deering and Yeaton manuscript discovered by Count Sparre and interpreted and brought to print by Carl C. Cutler, did a few years ago for the old-time ship rigger.

One of the International Girl Scout Leaders who visited the Museum in August and to whom we sent a picture of herself standing before a Dutch figurehead, writes:

"Elfde near Lutfen, Netherlands, 26 Oct. '48

My dear Mr. MacDonald Steers,

Yesterday I received your letter and photo taken in your Museum. I thank you very much for all your troubles you give yourself to send me that photo. I am very glad with it because it remembers me on that fine day that we were at Mystic....Indeed, it made our tour of New England as a happy one! I hope you can understand my letter, it is rather difficult for me to write in English. When you comes to Holland I hope you will come to my husband and me. Many thanks again.

Yours sincerely,
(Baronesse) A. van Randwyck"

From Radio's well known "Answer Man" comes:

"Dear Sir:

The radio program that we present is designed to be of service to the general public. We attempt to answer any question that a listener may send in. One of our listeners has asked:

'I recently read that the Old Whaling Museum in Mystic is the largest exhibit of its kind in the United States; also, that individual exhibits number in the millions. Is this really true?'

Any information that you may be able to give to me will be deeply appreciated."

to which we made reply:

"The statement that individual exhibits number 'in the millions' would be an exaggeration. By actual count the number of catalogued items is, at this writing, 12,777. This, on the other hand, would belittle the extent of the museum's collection. In the early days many items came in which are still uncatalogued and therefore un-numbered. Also, in a few instances--and because the museum's small staff cannot cope with the vast amount of material being sent in every year--a few large single collections are given but one number, in the hope that they may be individually catalogued at some later date. This would be true, for instance, of the contents of two buildings which will shortly be moved to the rapidly developing old-time waterfront street--the Peters Shipsmith Shop and the William J. White Rigging Loft, each of which must contain two or three thousand individual items.

Roughly speaking, then, you might say that the number of individual items would approximate something like 25,000. But 25,000 objects is more than the average visitor can see and his mind absorb, in the average three hours which the average visitor stays....."

NATIONAL MARITIME MUSEUM
Greenwich, S.E. 10

"Mr. Arthur R. Wendell
Rahway, New Jersey

22nd October, 1948

My dear Mr. Wendell,

I am writing a note to thank you, and through you, The Marine Historical Association, Inc., for the 19th Annual Report... It is a most fascinating production, and I am extremely interested by both the illustrations and the photographs. The air view of Ship Yard Point gives a splended idea of the layout of your Museum, and as a member of our Royal Cruising Club, I am particularly interested in the new 'Cruising Club of America Dock.' Needless to say, I am strengthening as much as I can the associations between this Museum of ours and the Royal Cruising Club over here.

May I in return send you two copies of our new Concise Guide, which I hope may be of interest to you. I shall be delighted to send you additional complimentary copies if you can make any use of them, and I do hope that I may have the pleasure from time to time of welcoming your members over here. I can assure you that I should be very glad indeed to meet any members of the Marine Historical Association who were visiting this country...

Frank G. G. Carr"

Rahway, New Jersey
5 November 1948

"Frank G. G. Carr, Esq., Director
The National Maritime Museum
Greenwich, S.E. 10
London, England

My dear Mr. Carr:

Your good letter of the 22nd of October brought me great joy... There is so much that our respective museums and clubs have in common that it is good to know that we are strengthening the associations between them.

Thank you so much for the two copies of your new Concise Guide. They are most interesting, and I am sending one and the copy of the aerial view taken of your Museum and of the Royal Naval College beyond to Mystic, where Mr. Cutler, our Curator, will be delighted to go over them and place them on file there, where so many can get inspiration from the great work you are doing in Greenwich.

I have written Mr. Mallory, our President, of the courteous invitation you extend to welcome any of our members to the National Maritime Museum, and I am sure that you will have some visitors. I hope particularly, that Mr. Mallory will be able to visit you, for you will find him an inspiring and enthusiastic head of our organization who has carried our museum onward and forward....

Arthur R. Wendell"

MEET YOUR NEIGHBOR

Free lectures by our neighbors.

The new series of lectures and movies*, comprising the adult educational program, will begin on DECEMBER 10th with a lecture and movies by Peter Freuchen, noted author, lecturer, adventurer, and one-time Danish Governor of Greenland. Mr. Freuchen will speak on *Deep Sea Fishing in Greenland,* an enterprise in which he himself is interested. The temperature of Greenland has been gradually getting warmer, so that whaling is no longer what it used to be; instead, large numbers of codfish have been abandoning their old haunts near Newfoundland for the new grounds. The Portuguese, French, Norwegians and Danes have all established trading, fishing stations and freezing plants up there to the number of several thousand; and Mr. Freuchen spent the past summer in South Greenland in the interests of this business. He and his associates own four large fishing schooners and operate several stations.

On JANUARY 14th Joseph Appleton, a resident of Stonington, will speak on the subject *Ship Models*. Mr. Appleton is one of the country's foremost model makers and has spoken upon this subject before the members of the Marine Museum of the Museum of the City of New York and other similar groups.

On MARCH 11th Captain Myles H. Imlay, skipper of the United States Coast Guard bark *Eagle*, will show pictures and speak on the cadets' cruise in their training ship during the summer of 1948. Accompanied by the Coast Guard cutter *Campbell,* they visited England where they took a gift of food from New London to old London, then cruised to the Canary Islands and to Bermuda.

APRIL 8th an old friend, Commander Griffith B. Coale will speak on the subject of *Ships*, a life-long hobby of his. Mr. Coale was a Navy combat artist in the last war and is a mural painter of considerable renown. He is a director of the Marine Historical Association and the owner of a sizeable marine collection.

Other events will be scheduled for February, May and June, to be announced when plans have matured.

*See item number one, back cover.

VARIABLE WINDS

In the November number of *Connecticut Teacher*, the leading article was on the Museum and the Old Port of Mystic, by Marion Dickerman. The article and pictures were given a prominent place, with a center spread. The magazine goes to every teacher and every Board of Education in the state of Connecticut.

Material suitable for the waterfront street continues to roll in. The Streeter collection of bottles, jugs, old-time nostrums and patent medicines, with jars and labels--even the wall cabinets of an old apothecary shop--the lifetime hobby of Dr. E. C. Streeter, was recently presented to the Museum by Mrs. Streeter.

Mrs. Eugene W. Lohrke, Recorder, announces a valuable accession to the Library. Jerome S. Anderson III has presented three bound volumes of *The Mystic Pioneer*, seven bound volumes of *The Stonington Mirror*, and sixteen volumes of *The Mystic Press;* material rich in local history and of national shipping interest for a period extending from 1860 to 1890. For the earlier years the Library already has *The New London Gazette* for 1838-39 and scattered copies of *The Mystic Times, Press, Pioneer* and *Journal*.

The Museum staff is fanning out in all directions with lectures to interested groups. Thomas A. Stevens spoke on November 19th at Boston during the session there of The New England Council at the Hotel Statler; and again on the 29th to a church Men's Club at Putnam, Conn. Marion Dickerman has talked before a gathering of Connecticut Boards of Education at Norwich Inn and to a similar group of School Superintendents at Fitchville, Conn. MacDonald Steers showed and talked on slides of the Museum before the Men's Club of the Mystic Methodist Church and gave a talk on whaling to the Clinton, Conn. Historical Society. In this manner the story of the Museum has reached some 650 persons.

School group attendance is already far ahead of last year. Since the opening of the schools in September, group tours and talks have been given to Ashaway, R. I. Grade School, Williams Memorial Institute of New London, South Kingston, R.I. Grammar School, C. B. Jennings School of New London, the Grove School of Madison, Conn., Kingston Hill, R. I. Grade School, Central School of Colchester, Conn., and Broadway School of Mystic; a total of 451 students.

The Museum's Sea Chest, like the famed Giant Squid, has been seen by few of you. Yet it is steadily doing its appointed job and doing it well. The brainchild of Educational Director Marion Dickerman's program for taking the museum to those unable to come to it, this miniature chest is packed with material representative of the museum's many fields--books, pictures, an album of sea chanties, examples of Scrimshaw, and a real builder's half model. Only one sea chest was made, experimentally, and it has already traveled far and wide. It brought the museum to a Girl Scout Mariner Leaders' Conference at Camp Hoffman in June; it went to a Mariner Ship's first

birthday in Marquette, Michigan (and incidentally helped to raise money for the ship); and it attended a regional conference of Girl Scouts at Swampscott, Mass. in October. It is now with a Mariner Ship at Colorado Springs, Colo., and requests for it are in hand from a high school at Brighton, Mass., a North Hollywood, Calif. school and the Montpelier Vermont Public Schools. "How far the little candle throws its beams!"

The New England Conference of the Association of American Museums held its annual meeting at the Rhode Island School of Design October 29-30. MacDonald Steers represented the Marine Museum, by attending the second day's sessions, and, on behalf of The Mystic Art Association, The Denison Society and The Marine Historical Association, extended an invitation to the group to hold its 1949 meeting in Mystic. If Mystic is successful in getting the meeting, there will come to us seventy five to a hundred directors, curators and department heads from the Art, Science and History Museums of New England for a two day conference.

H. H. Kynett of Philadelphia has purchased for the Library the first log of the *Charles W. Morgan*. The ship launched at New Bedford in July 1841, sailed to the Pacific and Northwest Coast September 4, that year, on a Sperm and Right Whaling voyage, under Thomas A. Norton, Master. She brought back 1600 barrels of Sperm Oil, 800 barrels of Whale Oil, and 10,000 pounds of bone. This important acquisition brings to eighteen the logs of this ship now owned by the Association's Library.

1000 tulips will brighten the grounds come Spring. The Garden Club of Mystic has undertaken the task of landscaping our grounds, and their first labor will be the planting of these bulbs, the gift of Mrs. Clifford D. Mallory, Sr.

Often contributions come to the Association which cannot be evaluated, are purely a labor of love, and go unacknowledged with the usual formal thanks. Such a contribution has been, and is being made, by Curtis A. Owens, Sr., of Norwalk, Conn. Mr. Owens, who is a professional photographer, has already spent uncounted hours quietly at his work in the museum, and has produced over fifty file-record photographs, fifty slides and 8 x 10 glossy prints of most of these. To him we are indebted, not for the original, but for the necessary reduction in size and preparation for reproduction here of the sealing scene used on our cover. His photographs have been used innumerable times in museum publicity, his slides in taking the story of the museum to outlying groups, and his set of file-photos makes an invaluable identification record of museum items, many of which had never before been photographed.

The Membership Committee announces the Membership now stands at 1,832, a good figure for historians! Oldest member is still, so far as we know, Mrs. Harriet G. Stillman, 94; youngest member is Philip Robert Gerlach of Branford, Conn. who signed up (by his father's steadier hand) at the age of 23 days.

GENERAL ELECTRIC COMPANY GIFT

The General Electric Company, through its Chairman, Charles E. Wilson, has presented the Association with 1,500 feet of heavy duty cable--a sorely needed gift. Not a very romantic-sounding item, but the more appreciated for that, for it removes the greatest stumbling block in the way of the use of the *Joseph Conrad* for educational purposes next summer. It makes possible the extension of power to that area for the operation of lights and sewage disposal. The quantity offered will provide, in addition, light and power to the Cruising Club Dock, for the use of visiting yachts, and, at the other end of the waterfront, the "Street", where it will serve in the operation of power tools. In unspectacular way, this great corporation weighs anchor for the course many a youngster has charted--a trip to Mystic, an overnight stay on the *Conrad* and several days of good, clean fun, built upon the ideal of service and the traditions of Yankee ingenuity, enterprise and independence.

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

FOLDING CHAIRS, for lectures and movies. A VACUUM CLEANER
A good general ENCYCLOPEDIA. One of the OUT-SIZE DICTIONARIES

The Log apologizes for having printed in its last issue the name of the late, great Charles W. Eliot of Harvard, as "Elliott" and without his middle initial, and adds by way of explanation:

THE TYPOGRAPHICAL ERROR

The typographical error is a slippery thing and sly.
You can hunt till you are dizzy, but it somehow will get by,
Till the forms are off the presses, it is strange how still it keeps;
It shrinks down into a corner and it never stirs or peeps.
The typographical error, too small for human eyes,
Till the ink is on the paper when it grows to mountain size.
The boss--he stares with horror, and then he grabs his hair and groans;
The copy reader drops his head into his hands and moans--
The remainder of the issue may be as clean as clean can be,
But that typographical error is the only thing you see!

--Avondale Sun