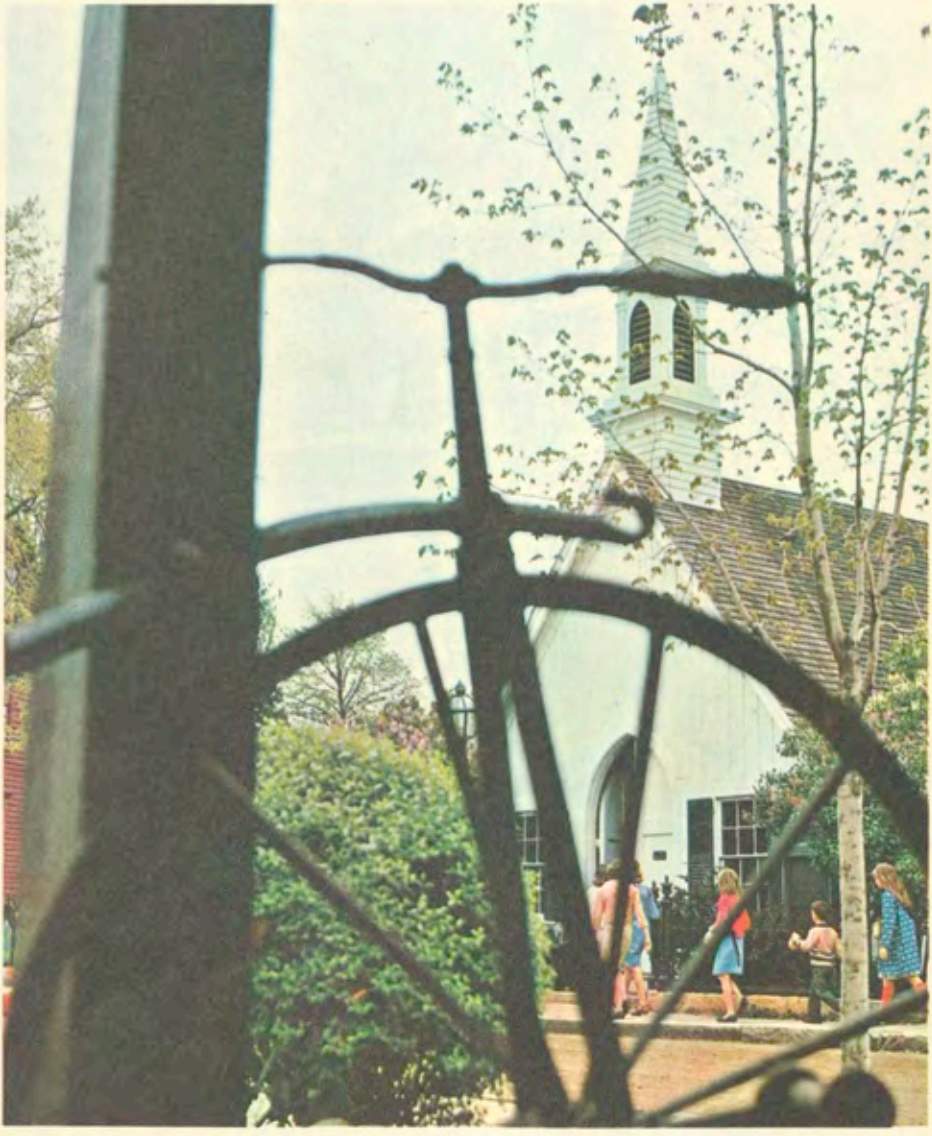
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THE LOG

March
1968

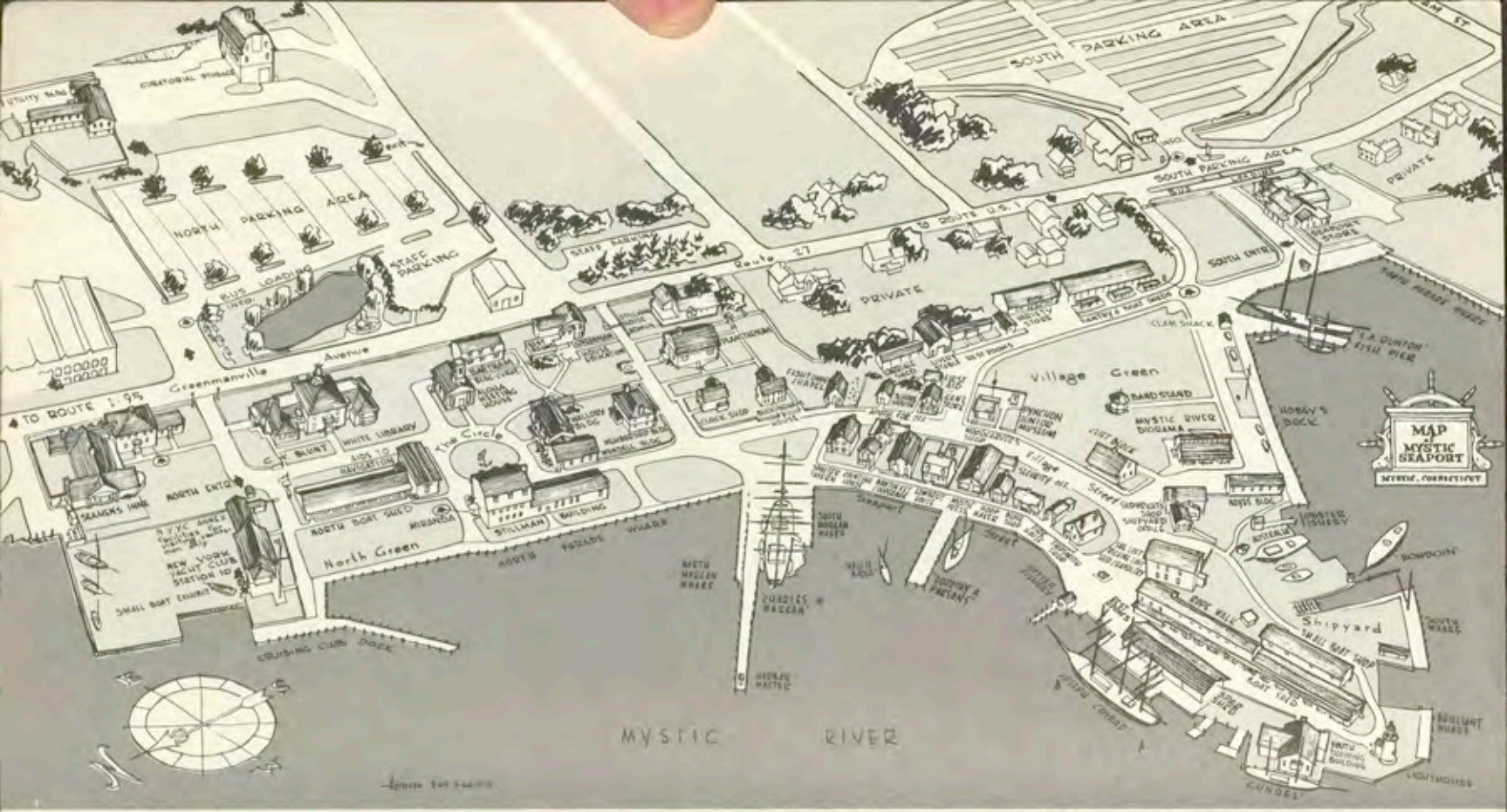
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MYSTIC SEAPORT



The Marine Historical Association, Incorporated

MYSTIC, CONNECTICUT



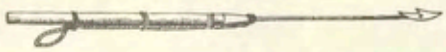
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THE
LOG
of
MYSTIC SEAPORT

Volume 20, Number 1 March 1968
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.

A "Member-Add-A-Member Campaign"
Would help your Association greatly

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EDITORIAL

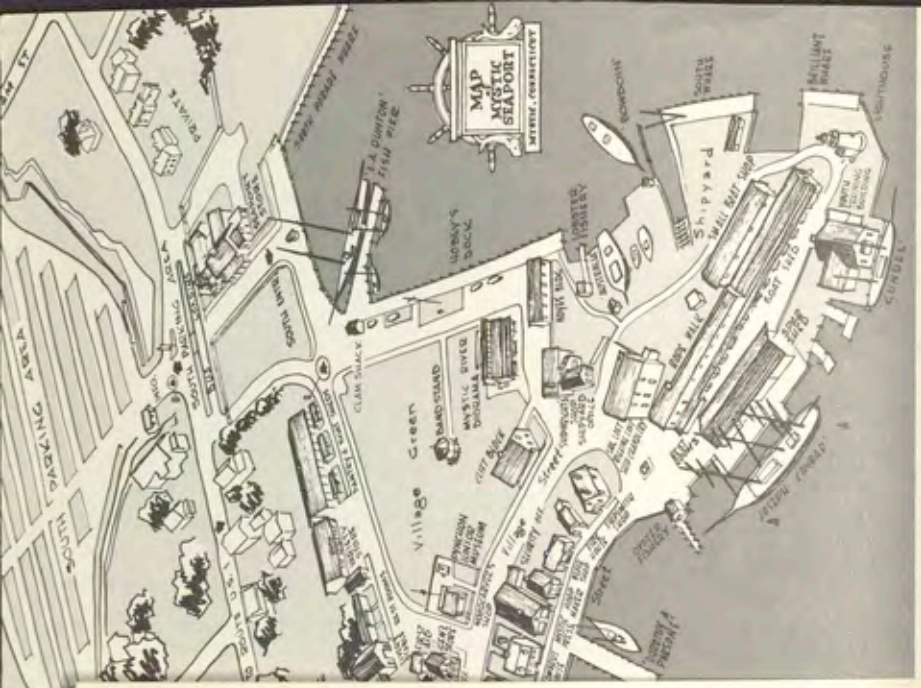
"He that publishes a book runs a very great hazard, since nothing can be more impossible than to compose one that may secure the approbation of every reader."
MIGUEL de CERVANTES
Don Quixote

ONE MAY REGARD a most recent Association-university affiliation as Quixotic in the visionary sense. Nevertheless, it was with pride and enthusiasm that the Director at Mystic Seaport announced in late January that future major publications of this Association would be published jointly with Wesleyan University Press under terms of an agreement with Wesleyan University of which the Press is a department.

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ALMA ESHENFELDER



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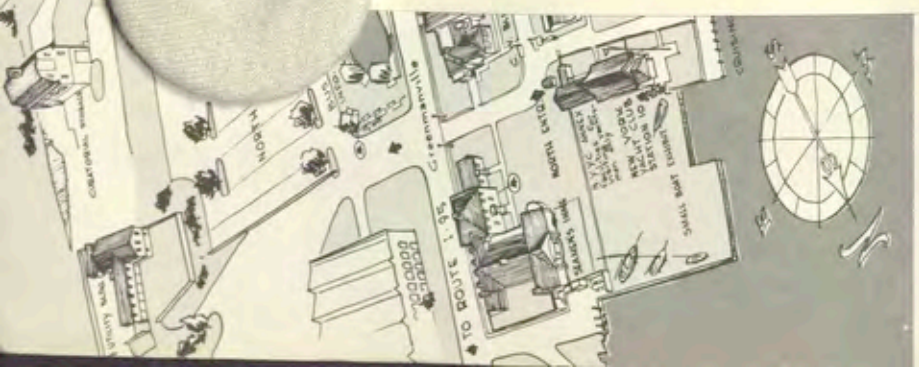
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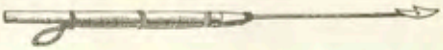


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EDITORIAL

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The founders of this Association in their early concepts were specific in their broad outline "to foster and preserve American maritime tradition" and were determined to reach out to the "broadest possible audience through publications...." This determination was manifested during the first year of the Association's existence, for in 1930 the first monograph, "Important Types of Merchant Sailing Craft" by one of the three, the late Carl C. Cutler, was published. (This booklet continues small but steady sales at Mystic Seaport Stores.) Subsequently, 45 major publications were issued, of these 13 were published during the first two decades.

As the Association has developed, the effort toward consistent refinement and economy in all facets of the organization's structure and programs has included serious and deliberate consideration of publication policy.

Hence it was that exploratory discussions began early in 1967, relative to major works, continuing through to the Director's announcement in January 1968.

The first publication under this joint sponsorship will not be available immediately—all good things take time—but the books to come will reflect and memorialize the words of the founders, for the series will be known as "The American Maritime Library" published by Wesleyan University Press for The Marine Historical Association.

ALMA ESHENFELDER



Good interpretation can create intense interest.

Education is Our Purpose

BY MICHAEL D. STURGES
Director of Education

ABOUT FORTY YEARS AGO, a change began to sweep through the museum world. Museums had been passively educational, content to amass great collections and simply open their doors to the knowledgeable or curious few who would come. But by no mere coincidence, when for the first time, leisure time and money became widely available, the public began to demand more from museums. Museums could no longer afford to be passive; they had to become actively educational in order to catch the imagination of the public and satisfy its growing thirst for knowledge.

With tremendous foresight, the founders of Mystic Seaport realized that the Seaport should be far more than just a collection of maritime memorabilia. Indeed the very purpose of the museum as set forth in the Articles of Association was that its collections " . . . shall bear witness to the youth of the land, of conditions and difficulties under which their predecessors labored and developed America and its institutions." This statement sets forth a very clear intent, and it has been a bright hallmark of the Seaport's history that this mandate has been actively pursued ever since.

The purpose of the Education Department is to give form and meaning to the educational objectives of the Seaport. Through its various programs, the Department seeks to make the Seaport a true educational institution; not just to the ever-increasing stream of visitors who come to our doors, but also to those who do not or cannot.

Education is intangible, difficult to measure, and harder to describe. Since the Department is organized chiefly by functions, perhaps it will be simplest to describe its activities and programs by function. This article will not do more than just touch upon some of the Department's more important activities, and hint at what lies ahead.

INTERPRETATION

The greatest responsibility of the Department is Interpretation. Interpretation is communication between the museum and the visitor, or in essence, the process of educating the visitor. Good interpretation can be accomplished in many ways, but all interpretation rests on sound research, imaginative exhibit presentation, and creative use of communications media. Successful outdoor museums learned years ago that live interpreta-

tion was the most effective way to communicate with the visitor and excite his imagination. Only people can make history come alive.

Our interpretive corps of nearly fifty men and women (whose ages average in the mid-seventies) are the front line troops of the Seaport. They *are* Mystic Seaport to our visitors, and upon them we must depend to carry out much of the vital process of educating our visitors. The interpreters man nineteen shops, homes, or ships. A few are manned the year round, the majority from late April to early November. The average visitor spends less than ten minutes in each location, hence the interpreter must be an expert teacher to reach the imagination of the visitor and impart some information to him in so brief a time.

Our interpretive program is far from satisfactory. Basic research on our crafts, buildings, and nineteenth century life is lacking. Without this knowledge it is impossible to give our interpreters the training they need or more fundamentally, to know how to interpret properly the story that Mystic Seaport has to tell. A staggering amount of research needs to be done.

Another concern is replacement of our few craftsmen. Our shipsmith, sailmaker, and printer are the last of their kind. Their priceless skills and knowledge will one day be lost forever; and we have every bit as great an obligation to preserve this skill, as we do the objects of our maritime heritage. An apprenticeship program is the only answer.

Improvement of our interpretation is our primary goal. Through research will come the knowledge to interpret our story properly. Improved exhibit presentation being carried out by the Curator and his staff will add immeasurably to interpretation. Interpreters must be better trained so they can do a better job. Finally, more life and action must be brought to the Seaport by putting more shops into operation and placing the emphasis on activity.



We are obligated to preserve and perpetuate these skills.

The Seaport Planetarium

Why a planetarium at Mystic Seaport? The sky and the sea are inseparable, and a knowledge of how the sailor uses the sky is fundamental to understanding the sea and those who go upon it. The planetarium provides the means to reach this understanding.

Thirty-three thousand, three hundred persons attended general shows given in the Seaport Planetarium last year. These shows are designed to give the visitor some understanding of the importance of the sky to the

sailor. But the real work of this Planetarium lies in the special shows and courses. Being the only planetarium in the area available to the public, the Planetarium provides an educational service for thousands of school children and other organizations. The lecturers work closely with teachers to develop programs integrated with classroom curriculum. Navigation classes for yachtsmen and other special courses in observational astronomy for children and adults are always "sellouts."



The mysteries of the sextant are explained to a group of Girl Scouts.

Today as never before we look to the sky and beyond. The Seaport Planetarium staff serves both the community and the Seaport by being able to teach the latest developments in astronomy and space exploration, and at the same time look backward to show how sailors and explorers of other eras used the sky to find their way.

The Munson Institute

A most stimulating part of the Department's work is the Frank C. Munson Memorial Institute of American Maritime History. Now in its fourteenth year, the Institute offers two six-week courses at the graduate level in American maritime history. The first is a survey course; the second is a research course. This coming summer the Institute will offer a new seminar, "American Literature and the Sea." The Institute is directed by Dr. Robert G. Albion, Gardiner Professor Emeritus of Oceanic History, Harvard University. The faculty is made up of distinguished historians prominent in the field. Guest lecturers from various colleges, universities, museums, and maritime industry give the survey course an unusual breadth.

Two years after its inception in 1954, the Institute affiliated with the University of Connecticut. The importance of this relationship cannot be overemphasized. A measure of any museum's worth is the amount of serious scholarly work that is carried on. Large museums cannot be truly educational without some kind of alliance with an academic institution. Through an affiliation such as the Munson Institute enjoys with the University of Connecticut comes the encouragment and support for serious scholarly study, the museum's major contribution to the mainstream of knowledge.

The future of the Munson Institute lies in its gradual development into a full-scale academic institute. A number of history museums have successfully developed academic insti-



Munson Institute resources and facilities for students in the G. W. Blunt White Library

tutes or programs with neighboring institutions of higher learning. Among them are the Winterthur-Hagley-University of Delaware graduate programs, and the Institute of Early American Culture and History conducted by Colonial Williamsburg and the College of William and Mary. Through a similar arrangement, the Munson Institute could develop into a world-renowned center for the study of maritime history. Headed by an endowed chair, the Munson Institute could provide the impetus for research through fellowships and grants, sponsor or encourage publication, and broaden the teaching of maritime history through expanded course offerings.

The Mariner Programs

The Mariner Programs are the oldest and most visible of our educational endeavors. They are important as they carry out one of the original purposes of the Seaport, but have consumed a disproportionate amount of the time and energy spent in developing educational programs over the years.

There are two Mariner Programs. The Conrad Program offers spring and fall weekend training periods, and six-day training periods during the summer to groups or individuals between the ages of 13 and 18. Conducted somewhat like a summer camp, the Mariners live aboard the square-rigged training ship, *Joseph Conrad*, and receive instruction in sailing and seamanship in a fleet of sailing dinghies. The Mariners are introduced to maritime history through working in the craft shops and guided tours of the museum's exhibits.

The Brilliant Program is a seagoing training program conducted aboard the sixty-one foot schooner *Brilliant*. Training periods are the same as the Conrad Program. Presently the Brilliant Program is open only to organized groups of young people between the ages of 15 and 18. Candidates for this program must have had prerequisite training in the Conrad Program or present evidence of equivalent experience.

These programs have catered primarily to Girl Scouts, with occasional participation by Boy Scouts and other organizations. The programs must accommodate all interested youngsters,



Sea Scouts bending the fore-topsail on the JOSEPH CONRAD.

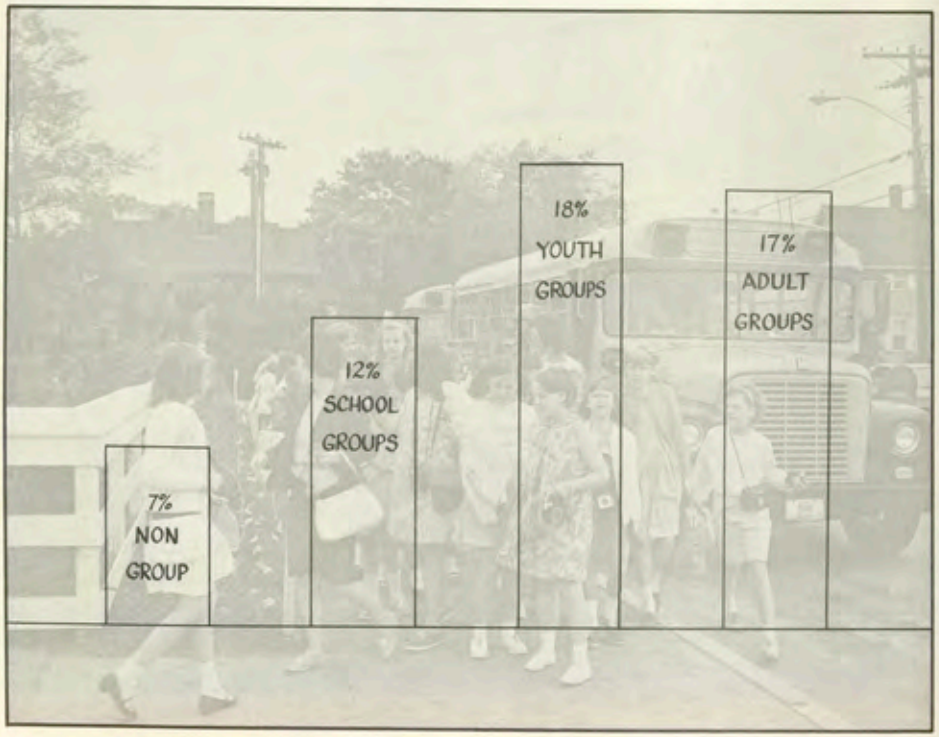
not just those that are organized or affluent enough to participate. The first step has been taken by opening the Conrad Program to individuals as well as to organized groups next year.

To interest today's young adult, programs such as these must be full of action and challenge. Recently much has been done to improve these programs, but much remains to be done if they are to serve their purpose. The key to the future lies in a program that combines the elementary instruction given in the Conrad Program with the sea-going adventure offered by the Brilliant Program.

School and Group Services

The School and Group Services division of the Department has a most important mission: the planning and execution of educational programs for the thousands upon thousands of school children, and other groups of young people and adults that visit the Seaport each year. Until recently our school programs have not received the attention that they deserve.

It is significant that despite a drop in the number of youth group visits this year, due to a more restrictive policy, and adult groups seeming more inclined towards Expo '67 than

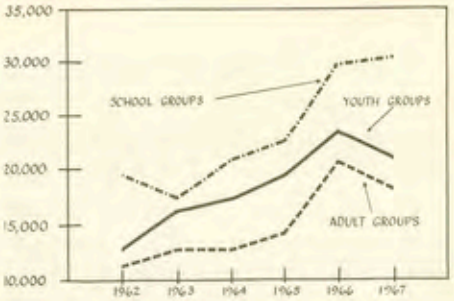


Mean annual per cent increase in visitation—1962-1966.

Mystic Seaport, group visitation has been increasing at almost twice the rate of the Seaport's general admissions. We have every reason to believe that this rate of increase will accelerate.

Two special tours are offered to school groups: "Life in a Seacoast Village" and "Whaling Days." Within limits each is adaptable to different grade levels. Teachers are urged to use pre- and post-visit materials that accompany each tour. A tour, "The Sea in Literature," for junior and senior high school students, is in advanced stages of preparation. Other possibilities depend purely on time and staff for production. No special tours are available to youth or adult groups, except for occasional special groups.

The planning and execution of good programs for school children is not a simple task. To be meaningful, any program for school children must be integrated with the classroom curriculum. Yet the curriculum varies from state to state, system to system, and even school to school. Teachers, too, vary in their ability and interest to utilize field trips properly. Hence, tour material must be planned to minimize the amount of work that the teachers must do. Yet we must meet the demands of the creative teacher. Finally, we are faced with the age-old prejudice of schools taking field trips only in the months of May and June. From October to April, the Seaport is comparatively unused. To fill these months, not just with school children, but with other categories of visitors as well, presents a real challenge.



Numbers of visitors in three group categories—1962-1967.

To handle school and other types of groups effectively, an educational reception facility is a necessity. Recognizing this, the Trustees have placed a high priority on development of such a facility, and detailed planning is proceeding forthwith.

No one needs to be reminded of the ferment and revolution that is occurring in education. Through contacts with educators at all levels, we are keeping abreast of the latest developments; thus we can plan programs that take advantage of the latest techniques. We are not interested in merely seeing how many school children we can run through the Seaport in a year. Our programs will emphasize quality and depth. In this way Mystic Seaport will really be able to ". . . bear witness to the youth of the land."


School children try their hands at weaving.

AUDIOVISUAL

A most exciting development in both education and museums is the great breakthrough in teaching with audiovisual media. Techniques that were undreamed of ten years ago are now commonplace. The responsibility of the Department's audiovisual specialist is to prepare appropriate audiovisual media for educational programs, interpretation, exhibit presentation, and for the work of other departments. Slides, filmstrips, overhead transparencies, and films are being used in many of our programs, especially school services. Several slide-sound sets are in preparation, and loan exhibits on whaling and shipbuilding are being designed in cooperation with the Curatorial Department. The possible uses of audiovisual media are endless, and it is through these techniques that Mystic Seaport can best extend itself to the millions who cannot visit the museum.

We have barely scratched the surface of what can be done to make Mystic Seaport a truly educational institution. There are infinite potentials and opportunities. We can never be satisfied until every facility, every exhibit, and every possible program within our command is used to the absolute maximum; then there will always be new seas to chart. The founders have given us a clear mandate to make Mystic Seaport the finest institution of its kind. To this task we are dedicated.

Graphs accompanying this article were prepared by M. Lynn Anderson, Audiovisual Specialist, Education Department.

EDUCATION NOTES

Donald Treworgy, Planetarium Director, is conducting two astronomy courses. One, for persons thirteen years of age and up, began February 7 and will continue on Wednesday evenings through April 10. The other, also of ten weeks' duration, was designed for fourth and fifth grade school children and began on February 10. The final session is on April 13.

Professor Frederic W. Keator, Planetarium Director Emeritus, is repeating his highly successful course in celestial navigation this year. January 15 was the opening date of the course which has been meeting on Monday evenings and will continue through April 22. The majority of this year's class is drawn from the waiting list established as a result of over-subscription to last year's course.

Weaving classes for adults and children are being taught by Mrs. D. V. Keener in the Youth Training Building. The ten-week session on Tuesday evenings for adults began January 23 and ends March 26. The children's class, on Saturday afternoons, began February 17 and concludes on April 20.

In mid-November Edward Watson spent five days in New York City conferring with bus and tour travel agents and organizations in connection with group visits to the Seaport.

Details of the sailing program for area youngsters were finalized at a meeting on February 24. The classes, which meet on weekdays after school from March through May and from after Labor Day through October, are under the direction of Howard Chapman, Mariner Program Supervisor.

By Susan McCooey Sherman

Lace Curtains in the Captain's Quarters

LOOKING ABOUT the *Charles W. Morgan* and its quarters, one is very aware that whaling was a man's job. The living quarters are stern and stark, totally lacking in comforts and luxuries. As the mind conjures up pictures of the dangers of the sea, the awesome feat of killing a whale, and the smell of blubber being boiled in the works, one does not expect to find a woman aboard a whaler. While the figures for wives who sailed with their whaling husbands are not high, the fact remains that many ladies did endure the perils and problems of such a life. Such a woman was Mrs. William Brewster of Stonington. Her journal reflects the rarity of women on whalers, the conditions under which she lived, and her activities aboard the good ship *Tiger*.

The life of a whaler's wife was a difficult one. Her husband was usually absent for three or more years, leaving her at home to bear his children. Frequently the child would be born, live a short time, and, with the high infant mortality rate of the 1800's, be dead before its father returned. A good example of this fact is furnished by the journal. "Mr. White mate of the H____ came below an hour or more. He said he had been married 17 yrs and out of that time had been about 2 yrs with his family. Such is the sailors lot always from home and their families grow up and are scarcely known by their Father save once in 3 yrs and they can hardly realize they have families."[1]

The following anecdote of New Bedford folklore is illustrative of the acceptance of these long absences. A veteran whaler "was persuaded against his preferences into making one of these satirically named sorties, a plum pudding voyage in the Atlantic. The tale has the captain busily engaged in casting off from the wharf when his agent approaches and whispers in his ear, 'Captain Jones, you've forgotten to kiss your wife goodby.' Without shifting his gaze from aloft, the captain demands, 'What's ailing her? I'm only going to be gone for six months.' "[2]

A wife could accept her lot of waiting for years for her husband's return, or like Mrs. Brewster, she could sail with him. This was not always accepted by society. Let Mrs. Brewster's own words express the reaction she endured. "I often find myself thinking of home and kind friends and acquaintances but have no wish to be with them at present I have chosen my own place of residence not from

[1] Mrs. William Brewster, *Journal of a Whaling Voyage Aboard the ship* Tiger, p. 120.

[2] Emma Whiting and Henry Hough, *Whaling Wives*, p. 3, as told in the *Yankee Whaler*, by Clifford Ashley.

the impulse of the moment, but after much calm and sober thought. In coming my own conscience tells me I was doing right and what do I care for the opinion of the world or what some who have always professed much friendship for me will say. With much opposition I left my native land few I had to say one encouraging word. She who has extended a Mothers love and watchfulness over me said her consent should never be given in no way would she assist me, and if I left her she thought me most ungrateful, and lastly though not least Her house would never be a home for me again if I persisted in coming."[3]

Whalemen themselves were not completely used to the idea of women aboard whalers. "Was boarded by a boat from the *Moctuzuma* of New Bedford . . . Capt Tower took tea with us and very quickly departed he was very much surprised to see a lady on board and made many apologies for his dress which caused me to notice it more particularly and looked well enough save a little dirt which whalemen must expect."[4]

On the other hand, Mrs. Brewster was not the only woman who undertook such an adventure. The *Uncas* of New Bedford was spoke on April 20, 1846 by the *Tiger*. Captain Gelett was accompanied by his wife, but Mrs. Brewster had so accepted the idea of women on whalers that she makes nothing more than a matter of fact entry of Mrs. Gelett's presence in her journal. She does not even attempt to visit this other woman, although they are in close proximity.[5]

Mrs. Brewster does not seem to have craved female companionship on her voyage and never lowered her own moral standards to gain it. While off the coast of California at the whale grounds of Magdalina Bay, she wrote the following entry. "I see that I am not the only female in the bay report has told of three which are kept on board of the same number of ships two I credited one I could not think was the case till I saw a female in a boat passing our ship bound to a neighboring one with the skipper by her side. Oh shame shame is not felt here if actions which are so public is what we must judge from and they speak louder than words Such individuals I look upon in a different view and wish to have no connection with Their actions I abhor."[6]

The whaling wife of Captain Brewster complained but little about the conditions aboard the *Tiger*. Her quarters were far from commodious, since she shared the area designed for the occupancy of the captain alone. Order was the key to survival in such cramped quarters, and she frequently spent hours arranging her things.

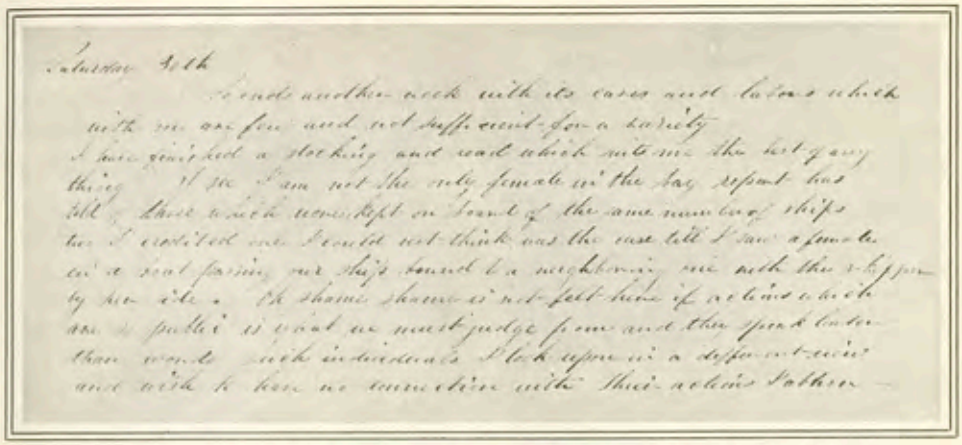
While extremely seasick for days at a time, Mrs. Brewster never expressed a wish to be back in her own home in Stonington. She gamely accepted everything that occurred aboard her floating home. "Cloudy and the wind blowing fresh Ship roolling and pitching a variety of ways and every thing jumping out of place. During the

[3] Brewster, *op. cit.*, p. 1.

[4] *Ibid.*, p. 63.

[5] *Ibid.*, p. 131.

[6] *Ibid.*, p. 114.



From Mrs. William Brewster's Journal of a Whaling Voyage Aboard the ship TIGER. *This journal is in the manuscript collection in the G. W. Blunt White Library.*

night I slept but little on account of the ships motion I never have seen her rool so since being at sea. I laid the rocking chair on its side attended to the dishes which were sliding backwards and forward thinking what a fine place it was for crockery and the like. Have read most of the day and kept still to save myself numerous thumps which I often get when we have rugged weather. Should this ever reach my friends perusal they will say you would come So I did and have always been glad to think their kind solicitations and interest for my welfare could not alter my determination and hope tonight they feel as well and contented as I do."[7]

Aside from the rolling, pitching, and constant motion of the sea, Mrs. Brewster also had to contend with dirt and the foul smells of whaling. "I am obliged to stop below all the while decks are full grease and smoke in an abundance and my own apartments often bear some such footmarks but I have it cleaned every morning and Steward scrubs the stairs and cabin. So we keep tolerable clean below."[8]

Sundays were the biggest hardship for Mrs. Brewster. She usually spent the day in her cabin reading from the Bible and meditating on its content. Her thoughts frequently returned to the little church and congregation in Stonington. She found it very hard to observe the Sabbath faithfully because of the activity on the ship. While at the whale grounds, work went on as usual, and the lowering of the boats, the noises of the cooper and the men, and the general confusion distracted her. She was a deeply religious woman and was delighted when the ship put in to Hawaii, where she could worship in a real church.

At other times Mrs. Brewster engaged in the normal activities of a housewife. She did all of her own washing and ironing, devoting nearly a whole day to this task. She frequently passed the day in sewing and knitting, both for herself and for her husband. The steward even asked her

[7] *Ibid.*, p. 70.

[8] *Ibid.*, p. 59.

to tailor a jacket for him. She cut out many new dresses for wear in port.

The cook aboard the *Tiger* was quite inadequate and Mrs. Brewster spent a portion of the early part of the voyage in teaching him his trade. One day she mentioned making pies for the crew. She also shelled corn for popping at the captain's table. This was a great success and she was extremely pleased.

Mrs. Brewster acted as the unofficial nurse of the *Tiger*. While at the whaling grounds, she was busy making poultices for the injured and sore members of the crew. When one of the members of the crew became quite ill, Mrs. Brewster devoted full attention to his care.

The journal of Mrs. Brewster is a tribute to the hardy women who helped to make this country the great nation that it is today. She risked all to be with her husband, facing the privations and hardships of a three-year whaling voyage to be with him. I believe that she and those like her deserve our admiration.

Susan McCooey Sherman, teacher at Union High School, Union, Maine, author of the above article, graduated from Regis College, Weston, Massachusetts. She has done graduate work at the University of Connecticut and attended Munson Institute in 1967.

ADMISSION RATES

(effective January 1, 1968)

	Individual	*Group*
Adult (age 16 and over)	$2.00	$1.50 (25 or more)
	2.50*	2.00*
Child (ages 6 through 15)	.75	.50 (any number)
	1.00*	.75*

Children under 6 admitted at no charge.

The above fees cover admission to all exhibits. For Planetarium demonstrations, an additional charge of 25¢ per person will be made.

All admissions are payable upon arrival.

All groups are requested to make reservations in advance with the Education Department.

*During Interpretation season—April 27 through November 3.

Lawns at Mystic Seaport

MYSTIC SEAPORT has long been noted for its lush green lawns. Despite the many thousands of visitors each year, the Seaport groundskeepers produce uniformly green and healthy grass which is relatively weed-free and hardy despite the onslaught of tramping feet. Leo Fanning, Plant Properties Manager, and Louis Pellegrino, Chief Gardener, have supplied The LOG with the details for the "healthy lawn program" which has proved successful here.

In the autumn when root systems start to develop, the application of agricultural lime keeps the soil slightly acid and assures proper year-round conditions for root growth. Lawn height is kept at ¾ inch at this time, not only to permit the root structure to mature below the surface but to reduce maintenance.

In the spring a strong organic fertilizer is used, at the rate of 80 pounds per 1000 square feet. According to Mr. Fanning, organic chemicals are preferred as they combat the effects of burning caused by inadvertent overfeeding. Seed known to contain weed and annual grasses is avoided, and only high quality seed containing fescues (tufted perennial grasses) is used here. The Seaport is exposed continually to salt air and fog, and area weather conditions determine the specifications.

Mr. Pellegrino sees to it that, in the summer, grass height is kept at 2 to 2½ inches to provide adequate shade for the root structure, thus reducing transpiration. Keeping the soil cool and insulated is an important factor. Mowing blades are kept sharp to cut cleanly and to avoid tearing or threading the grass. It is also important to vary the mowing path and the direction of cut from time to time.

Whenever possible, watering is done during the cool periods of the day. Frequent and shallow watering in bright sunlight encourages the growth of crab grass and other weeds, but deep soakings applied out of direct sunlight and at cool times of the day allow ample time for the turf to dry out.

Chlorodane dust is used at the Seaport to eliminate insects and grubs and also discourage roaming skunks which seek them avidly as an important supplement to their daily diet. Thorough watering after applications of chlorodane provides effective penetration. Needless to say, the type of weed killer, insecticide, and fertilizer used will depend on the degree of infestation, soil type, and geographic location.

If readers have further questions on general or specific lawn care, both Mr. Fanning and Mr. Pellegrino would welcome written inquiries directed to them in care of Mystic Seaport, Mystic, Connecticut 06355. If reader response justifies it, future issues of The LOG will carry articles on the landscaping and seasonal flowers on our grounds.

Director's Page

It is purported that some three-quarters of a century before the American Revolution the kitchen of the Buckingham House was the scene of prolonged discussions as prelude to the founding of the first Collegiate School in the Colony of Connecticut. Probably Parson Buckingham and the handful of Congregational ministers fore-gathered there had little realization that they were presiding over the birth of a tiny educational endeavor that was destined to become one of the great universities in the world.

It is not my intent to compare Mystic Seaport to Yale University; yet there are analogies worthy of note. Like Yale, The Marine Historical Association was founded in a small community on a river close to the sea; like Yale, her founders were a small group of dedicated men who embraced a vision and a sense of urgent need; like Yale, they pledged their tangible assets and their effort to establish an institution to promote their dreams, and finally both institutions were destined to survive precarious infancies, eventually take root and grow.

One notable difference exists; Mystic Seaport has remained at her birthplace. Yale moved thirty miles to the westward while her cradle moved an equal distance to the east to find a permanent home at Mystic Seaport.

Strong are the bonds between Mystic Seaport and her birthplace. Both the museum and the community have been succored by the presence of each other. Over the years this warm environment has strengthened the Seaport, allowed the museum to grow and expand its "campus," its collections, its library facilities, and educational programs, better to serve youth, scholars, and the general public.

Today, the mutual interest of the Seaport and community have extended to other areas in the state. For years the Electric Boat Division of General Dynamics Corporation has assisted in the preservation of the *Joseph Conrad;* the Hartford National Bank and Trust Company and other Connecticut concerns help in the maintenance of exhibits in the Seaport village. Much of the Seaport's beauty is the result of the effort of garden clubs in Southeastern Connecticut and over 300 volunteers donate to the Seaport enormous amounts of time and skill. Since its inception the Seaport has enjoyed a close relationship with the United States Coast Guard Academy and the U.S. Navy Submarine Base and co-sponsors with them various annual events.

1968 marks the fourteenth year of the Frank C. Munson Memorial Institute of American Maritime History, a unique academic program under joint sponsorship with the University of Connecticut. This year brings the initiation of an expanded curriculum to include a course in "American Literature and the Sea," given concurrently at the Institute by Professor John Seelye of the University of Connecticut. In conjunction with the Lyman Allyn Museum and Connecticut College, the Seaport this year is providing internships in practical museum work to four Connecticut College seniors. A joint publishing program with Wesleyan University Press has recently been announced and, in January, The Connecticut Historical Commission, a State of Connecticut agency, recognized the Restoration Program for the *Charles W. Morgan* and committed funds for use in this vast and continuing project. In announcing the grant, the Chairman of the Commission wrote, "The Commission recognizes your unique contribution to the field of historic preservation, your contribution to the State as an outstanding tourist attraction, and your devotion to authenticity and historical integrity in the work of restoration."

Thus the Seaport's close relationship with the community grows ever stronger, and these mutual ties hold great promise for the years ahead.

Waldo Johnston

HISTORIC MYSTIC

Reprinted from The Mystic Pioneer—*Mystic Bridge, July 27,1861*

COMMENCEMENT
WADAWANUCK FEMALE COLLEGE
STONINGTON

The annual examination of this Institution, last week, together with the commencement exercises, was an occasion of not a little quiet, rational interest to many of our citizens.

The examinations of the classes, which began on Tuesday, and continued through Thursday, were highly satisfactory; alike creditable to the application of the pupils and the diligence and ability of the Principals and Teachers. We were favorably impressed with what seemed to be the prevailing discipline; a home-like freedom and unrestraint, blended with a cheerful subordination from the scholars and of a kindly maternal control on the part of the teachers.

Few positions are more important than that of a teacher, especially in a school of this character. A rare combination of acquirements and native qualities is essential to success. Literary attainments, though indispensable, are by no means the most important qualifications. A teacher should be a model person—one whose habits, deportment, conversation, manners, and character, you would like to have your daughter imitate and copy. That is but a low idea of education which regards the simple culture of the intellect; the memorizing of words and sentences, places, dates, etc., etc. Education should embrace body, mind and spirit. Its first object should be health—physical vigor—material development—the normal growth of bone, muscle, sinews, and brain. Then kind but positive discipline, thorough drilling, brief lessons, mastered and fixed in the mind; then a stringent moral circumspection, a proscription not only of vulgar improprieties of speech and manner, but of religious tendencies and patient culture of moral qualities and Christian responsibilities. That teacher has but an unworthy estimate of his profession who does not hold himself responsible in some decided degree for the moral as well as for the intellectual status of his charge.

And perhaps no higher commendation need be rendered this school than to say that it is laboring with indications of progress in the above direction, and with such cooperation and patronage as it merits, cannot fail of success. This institution ought to be the pride of the town and liberally endowed by its wealth.

The exercises on Thursday evening consisted of a scholarly-like address on the Benefits of Institutions of Learning, from Rev. G. B. Wilcox of New London, followed by a pertinent and timely appeal on the duties of citizens towards them, by Rev. W. L. Parsons, of Mattapoisett, Mass. The graduating class numbered eight. The Salutatory and Valedictory—the former by Miss Hannah Stanton, and the latter by Miss Sarah Smith—in felicity of thought, in purity of style, and especially in distinctiveness and dignity of utterance, we have seldom heard equaled; never excelled.

The location of this school is very delightful, and every way advantageous for health and quietness, while the Wadawanuck House, with its ample halls, and rooms, and corridors, and also with its surroundings of verdure, foliage and shade, is admirably adapted to the wants of a Female Collegiate School. A. G. P.

"Carousel"

When a sailboat is used and loved, she trails a number of good sea stories in her wake. Our profile yacht, *Carousel,* is no exception. Until the advent of boats such as *Carousel,* the happy combination of racing and cruising was available to a precious few of our boating friends. Her history demonstrates a successful versatility with no compromise.

The first story concerns her origin. In the late thirties, popular yachts were suited to racing or cruising and long distance sail races were left to the "big boats." At this phase, Norman Owens raced an eight meter sloop on Sundays and helped his dad build power boats in their Baltimore shop during the week. Such "rags" vs. "stink pot" diversity soon drew gibes from the armchair fleet. Challenged, young Norman said, "Our yard will develop a modest sailing yacht, fast enough to compete with the 'eights' yet comfortable enough to cruise the length of the Atlantic seaboard." The result was the Owens Cutter, 40′6″ l.o.a. x 28′10″ l.w.l. x 10′3″ beam x 6′ draft. A few double-planked hulls were built before the war interfered. Post-war production featured molded ⅜″ plywood inner hulls planked with riveted ¾″ mahogany. The combination of good lines, a light stiff hull, and ample ballast produced a competitive boat. Her speed was further enhanced with many innovations in rig including halyards inside the mast, aluminum fittings aloft, and a simple masthead sail plan providing 850 square feet. Clean decks, a large cockpit, and low cabin profile favored racing. The high freeboard gave ample headroom below and the generous beam allowed unheard of comfort for a fast boat. The soundness of the layout is supported by the current trend in yacht design and by the fact that numerous changes in the Cruising Club of America handicap rule have left her with a competitive rating. Approximately fifty Owens Cutters were commissioned; *Carousel* is number thirty-two.



Photograph by Bob Sharp

A lady is entitled to a few romances before finding true love. Our heroine was built to the order of Mr. E. H. Depew in 1946 and was shipped to San Diego on a flat car without tasting the Atlantic. At her launching, she was christened *Athene* and drew comments about being a beamy tub that would never beat the meter boat hulls then in vogue. John Fox acquired her and she raced as *Zorra* from 1948 to 1952. For a brief interlude A. C. Busche sailed her as *Nan-su.* During the *Zorra* period a member of her crew had fallen in love with the fast cutter. He sensed her true capabilities and wanted more than anything in the world to be her owner. When the opportunity was presented, her former crewman realized his ambition and the fabulous partnership of Ashley G. Bown[1] and *Carousel* was begun. The vigorous campaigning and skillful helmsmanship of Ash Bown soon made the "beamy

[1] *"Ash Bown is a San Diego boy who started with small boats in 1922 and won his first sailing trophy in the New Year's Day race of 1923. (Habit forming!) He is a charter member of the San Diego Ocean Racing fleet and has served as Fleet Captain for two terms. He is a member of San Diego Yacht Club. He is currently Vice-Commodore and has completed six years on the Board of Directors. Ash is also a member of the North American Yacht Racing Union." R. S.*

little tub" the boat to beat in Southern California yachting circles.

In fifteen years, *Carousel* has appeared at the starting line of every major yacht racing event on the South West Coast. Her name has consistently appeared in the winner's column. Included are firsts in the Whitney and Ahmanson series for season high points in the Los Angeles area and first in class in the numerous mid-summer and mid-winter championship regattas. The San Diego Ocean Racing Fleet has awarded her the Rumsey High Point Trophy four times. The Newport, California to Ensenada, Mexico race over a 120-mile course draws 500 yachts each "Cinco de Mayo" making it one of the largest yacht races in the world. *Carousel* has entered twelve times, scoring twice first overall and ten times first in class. Trophies won in less well-known local races are too numerous to mention. Long-distance racing is also her cup of tea. The biennial San Diego to Acapulco race navigates 1430 miles of deep water. Of the eight races held, *Carousel* has sailed four, placing first twice, second (first in class) once, and fourth (second in class) once.

Owens' innovations in creating a comfortable cruising boat that could race are the answer to her success on the West Coast. The four long trips back from Acapulco obviously demonstrate the need for cruising comfort. Strenuous campaigning in the Southwest Circuit also involves livability. A yacht must traverse 80 miles of open deep water from San Diego to get to the starting line of a Los Angeles race. Skipper Bown estimates that he has cruised 3000 miles a season just to enter the circuit races. The delights of day sailing and yacht club rendezvous are not denied the Bown family just because Father is an ardent racer. *Carousel* is just as familiar a sight on a mooring at Catalina Island, or on a Sunday sail, as she is in competition. Her log shows an average of 45 Sundays a year in use! The fact that she is handy enough to be sailed by three, including the family dog, accounts for her extensive operation.

The ship's records also show some exciting adventures including two dismastings, sails blown out in 70-knot winds, and two major engine failures; in spite of these mishaps, she has always brought her crew home safely. One of her favorite sea stories concerns a return trip from Acapulco. The power plant failed in Puerto Vallarta, Mexico. Unwilling to wait for parts, the skipper decided to sail the 1000 windward miles home. The crew thought that their two-week passage had been good, considering adverse wind and current, when they hailed a passing yacht 60 miles from San Diego. Captain Bown innocently requested use of the radio to report an E.T.A. to friends in port. The other yachtsman, seeing the name on the transom said, "Please hurry aboard! You have been reported lost at sea; a quick call may cancel the Memorial Services."

Many elements are required to mark a yacht of distinction and this one has a share in all. She races and wins, she cruises to the everlasting enjoyment of her owners, and she is a well-kept lady. Consistent with the continuing love affair, the Bown family maintains her in top shape. Last season, in competition with San Diego Yacht Club's newest sailing yachts, she won the unanimous vote of the Inspection Committee for the Opening Day Smartness Trophy.

It is evident that the aims of her designers and the dreams of her owners have been satisfied by this yacht. *Carousel*, making the rounds of the Ocean Racing Circuits, Ensenada, Acapulco, cruising grounds, and smartness inspections has come up with the brass ring more often than the iron. At the age of twenty-one, she is young compared to most of the vessels discussed in The LOG of Mystic Seaport. And yet she proved to be in her prime by starting her twenty-second year winning the 1968 New Year's Day Race in San Diego Bay against a fleet of 73 yachts. We trust there are many happy years ahead for *Carousel*.

ROBERT SHARP

EDITOR'S NOTE:
Robert ("Bob") Sharp was raised in San Diego and won his first sailing trophy in 1927. He is a member of the San Diego Yacht Club and is presently Fleet Captain. He has completed two years in office as Captain of the San Diego Ocean Racing Fleet, and sails his own Ohlson 35 in local races. He has served as navigator on other yachts in the Acapulco, Mazatlan, and Hawaii races; is Administrative officer and Navigation instructor of the San Diego Power Squadron; and added, in a recent note, "very proud to be a member of the Mystic family."

Trustees Meeting

SPECIAL EVENTS

A series of innovations marked the semi-annual meeting of the Trustees of The Marine Historical Association. In the past, with few exceptions, the winter meetings have been held in New York City and have worn an air of "strictly business." This year, as the result of considerable thought and planning, a departure from the former procedure proved beneficial. Most of the Association's Trustees live too far away to remain in close and continuing touch with Seaport activities. However, having the meeting at the Seaport and expanding it to a two-day program which included orientation sessions with department heads, gave the Trustees a clearer picture of how the museum functions on a day-to-day working basis. Through informal conversations with various staff members they also ended the sessions with first-hand descriptions of some of the hopes, plans, and problems foremost in their minds. Wives of Trustees attended with their husbands and the agenda included events tailored to their interests.

December 8 and 9 were the days for the meeting and thirty of the Association's fifty-three Trustees accepted. This alone presaged a certain success.

The Munson Room of the G. W. Blunt White Library was the scene of a meeting of the Planning Committee at 4:00 p.m. and of the Executive Committee at 5:00 p.m. Director Waldo C. M. Johnston invited department heads, their wives, and other staff members to join the Trustees and their wives at dinner at the Seamen's Inne that evening. Publicity Director Alma Eshenfelder had arranged for a preview of NBC-TV's Project 20 film "Down to the Sea in Ships" to be shown following dinner. It was received with exceptional enthusiasm. Portions of the film had been made at Mystic Seaport and the producer-director, Donald Hyatt, was present and spoke briefly on certain aspects of the production.

The next morning, December 9, the Trustees met at 9:30 a.m. in the Morgan Suite at the Inne. During their meeting, the wives were entertained at coffee in the Membership Building. Later they gathered in the Aloha Meeting House where Leo Fanning, Plant Properties Manager, and Louis Pellegrino, Chief Gardener, gave an informal talk about the planting and landscaping at the Seaport. At 11:45, Trustees were joined by their wives at the Planetarium, where Director of Education Michael Sturges and members of his staff presented a program designed to acquaint his audience with the activities, plans, and problems of his department.

Curator Edmund Lynch had arranged a similar briefing in the Curatorial Storage and Restoration Facility after luncheon at the Inne where once again Trustees and their wives were joined by staff members. Curatorial division heads augmented Mr. Lynch's remarks by describing the functional duties necessary to their roles in this maritime museum.

Trustees who took part in one or all of the activities were: R. W. Bartram, Jr., John P. Blair, Dr. John W. Draper, F. George duPont, Henry B. duPont, Atwood C. Ely, William Ewen, William P. Gwinn, Jan S. Irvine, Jakob Isbrandtsen, Captain Irving Johnson, John W. Keeshan, George Lauder, Clifford D. Mallory, Jr., Richard C. McCurdy, Sidney C. Moody, Leonard P. Moore, Alfred Ogden, John Parkinson, Jr., William C. Ridgeway, Jr., Critchell Rimington, Francis Day Rogers, Joseph S. Santin, Henry A. Scheel, Olin Stephens, II, Alexander O. Vietor, Thomas J. Watson, Jr., John R. Wheeler, and William B. White.

All those concerned with the events of the two-day agenda agreed that its success was undoubted. Appreciation expressed by most of the Trustees present attests to the fact that mixing business with pleasure was, in this case, stimulating and informative. Mr. Johnston and President Francis Day Rogers were equally eloquent in their praise and expressed their belief, shared by all who participated, that the 1967 winter Trustees' meeting constituted a pattern on which future meetings of this sort might well be based.

Community Carol Sing

At Christmas time thousands of visitors throng to Mystic Seaport for the annual Community Carol Sing which marks the beginning of the holiday season. Exhibit buildings and ships are floodlighted and Christmas decorations abound everywhere. This year more than 4000 people of all ages attended the event on Sunday afternoon, December 17.

Preparations began weeks in advance. Endless lengths of cable were laid and boxed floodlights were placed near the areas to be illuminated. Huge evergreens appeared on Stillman Circle, Morgan Green, and Shipyard Point. Smaller trees were placed in the Edwards and Greenman Houses and decorated by children from the Mystic Oral School. Wreaths appeared on doors of Seaport buildings. Fragrant greens and bright holly adorned mantelpieces. Tiny trees were lashed high atop the mainmasts of the tall ships along the waterfront. Admission fees were suspended for the day of the Carol Sing and by the time the Seaport Carollers began their musical tour of the grounds at 2:30 p.m. Mystic Seaport was as crowded as on a mid-summer Sunday. Sixty children known as the Groton Little Singers had prepared a brief program of Christmas carols in Spanish, French, Italian, and Latin which they sang in front of Schaefer's Spouter Tavern and later on the steps of the Mallory Building. The Norwich Civic Band's orchestral ensemble gave a concert of Christmas music in the Aloha Meeting House and it was carried over loudspeakers out of doors. As the crowd massed on Stillman Circle to sing, festive lights winked on all over the grounds.

Theodore Garland and the Seaport Carollers, accompanied on the organ by Lois B. Chesebrough of the Seaport staff led the group singing as "O Come All Ye Faithful" and other familiar carols rang out on the early evening air.

The *Charles W. Morgan,* her illuminated spars etched whitely on the black night sky, stood watch over the waterfront as the spectacular lighting continued through January 1. At this meaningful season, when perceptions are heightened, she seemed a kind of synthesis of the spirit that moves men and ships through all of time and beyond, into eternity.

Catboat Association Sixth Annual Meeting

The Catboat Association held its sixth annual meeting at the Seamen's Inne on Saturday, January 27. Approximately 200 members gathered for the event, many of them accompanied by wives and children. The morning business meeting began at ten o'clock and was followed at noon by cocktails and luncheon served in the River Room. Special arrangements for lunch and a tour of the Seaport were made for the children attending.

After luncheon, John M. Leavens, a secretary of The Catboat Association, gave a talk on his recent trip to Japan and showed a series of slides including several of Japanese members of the organization. This was followed by the presentation of various awards, chief of which was the John Killam Murphy Award, won this year by Fenwick Williams of Marblehead, Massachusetts. Mr. Williams is also a member of The Marine Historical Association. An informal showing of slides and films taken by other members of The Catboat Association concluded the events. Edward B. Watson was in charge of arrangements at the Seaport.

Autumn in Mystic . . . Spring in Cooperstown

"Problems in Museum Education" was the subject of a two-day conference held at the Seaport on November 15 and 16. The idea for the conference grew out of an informal meeting of education personnel from Colonial Williamsburg, Old Sturbridge Village, and Mystic Seaport held at Sturbridge last spring. Since all outdoor museums face many similar problems, it was felt that a formal conference to discuss them and seek mutual solutions would benefit all. Invitations to the conference were extended to several other outdoor museums as well. Represented at the conference besides Mystic Seaport were Old Sturbridge Village, Colonial Williamsburg, Plimouth Plantation, the New York State Historical Association, and Old Salem. The spring session will be hosted by the New York State Historical Association at Cooperstown, New York.



VARIABLE WINDS

• In the last issue of The LOG it was stated that the Mystic Seaport story by Alan Villiers would be published in the September issue of National Geographic Magazine. Since that announcement was made, the publication date has been advanced one month and the article is now scheduled for the August issue.

• The Perrot Memorial Library in Greenwich, Connecticut, held an exhibit of maritime objects, (some of which were on loan from The Marine Historical Association) from November 8 through December 15. Among the items in the extensive display were a gimbal-mounted compass, a sextant, a portable writing desk, a spy glass, whaling implements, and items of scrimshaw from the Seaport collection.

• In early December, Surgeon Rear Admiral Robert M. Coplans, Medical Director General of the Royal Australian Navy visited the Seaport with Commander John C. Courtney, M.D. of the Navy Medical Center at the U.S. Navy Submarine Base in Groton.

• Cafeteria service in the River Room was suspended for the winter in early December and shortly thereafter a buffet luncheon was introduced in the Sailors' Room. The prix fixe luncheon consists of clam chowder or soup du jour, a substantial sandwich, and beverages. This service is available between 11:30 a.m. and 2:30 p.m. Tuesdays through Fridays. Response to the innovation has been most rewarding.

• A recent gift to The Marine Historical Association emphasizes the generosity and ingenuity ever-present among our members. Mr. Valentine Cesare, a partner in the Finn Typographic Service, Stamford, Connecticut, and an Association member, has redesigned and reprinted the pamphlet concerning the *L. A. Dunton* and donated 6500 copies to Mystic Seaport with permission to reprint when the supply is exhausted. The type face is similar to that used in The LOG, the paper is of excellent quality, and the redesigned format includes illustrations by Associate Curator John F. Leavitt.

• Representatives of the Heritage Foundation in Deerfield, Massachusetts, included Mystic Seaport among the museums they visited in their annual tour during January. They toured the grounds and attended a Planetarium showing, visited the Curatorial Storage and Restoration Facility, and were given a tour of the Library. After dinner at the Seamen's Inne, attended by Director Waldo C. M. Johnston and other staff members, Associate Curator John F. Leavitt presented his slide-illustrated lecture "Deep Water Sail."

• A special program previewing the morning and evening stars visible during the Bermuda Race this year will be presented at the Planetarium on Saturday, June 8 and Sunday, June 16, 1968 at 6:00 p.m.

Requests for reservations should be directed to the Mystic Seaport Planetarium, Mystic, Connecticut 06355.

TRUSTEES' PROFILES

IN VIEW OF the election at the 1967 Annual Meeting of three new Trustees, and because many of our members were unable to be present at that gathering, it seems appropriate to introduce them through The LOG at this time.

JAKOB ISBRANDTSEN's maritime interests are widely known. Active in shipping and world trade circles since his youth, he is now president and director of American Export-Isbrandtsen Company, Inc. For his part in organizing a mobile trade fair to display American-built equipment in foreign ports and thus stimulate export trade, Mr. Isbrandtsen received an "E" award from the late President John F. Kennedy. His early interest in the application of nuclear power to the merchant fleet led to the establishment of the First Atomic Ship Transport Corporation, operating entity for the NSS *Savannah*. This was in 1965.

Yachting and yacht racing are sparetime pursuits. Mr. Isbrandtsen currently owns the yawl *Good News*. He belongs to the New York Yacht Club, the Cruising Club of America, the Royal Danish Yacht Club, and the Storm Trysail Club (of which he has been Commodore). The recently organized Block Island Storm Trysail Race, modeled after Cowes Week in England, was set up at his instigation.

Mr. Isbrandtsen joined The Marine Historical Association in 1951 and has been a Life Member since 1966. A native of Brooklyn, New York, he now resides in Connecticut with his wife and family.

OLIN J. STEPHENS, II, co-founder of the renowned firm of Sparkman & Stephens, is personally distinguished as one of the world's outstanding yacht designers and naval architects. He has devoted his career to producing some of the finest yachts afloat, including the America's Cup contenders *Vim, Columbia, Constellation,* and *Intrepid*. Mr. Stephens currently serves as president and director of Sparkman & Stephens, which he and Drake H. Sparkman established in 1928.

The extent of Mr. Stephens' participation in marine activities is indicated by the number of organizations to which he belongs. Among these are the North American Yacht Racing Union; the Royal Ocean Racing Club (England); the Society of Naval Architects and Marine Engineers; the Society of Naval Engineers; the American Boat and Yacht Council, of which he was president in 1959 and 1960; the New York Yacht Club; and the Cruising Club of America. He has been a member of The Marine Historical Association since 1957.

A graduate of Scarsdale (New York) High School, Mr. Stephens studied at M.I.T. and received honorary degrees from Stevens Institute of Technology and Brown University. In 1930 he married the former Florence Reynolds; they have two sons, Olin J. Stephens, III, and Samuel R. Stephens. Their home is in Scarsdale.

THOMAS J. WATSON, JR., a Life Member of this Association since 1959, is chairman of the board of IBM Corporation, a position he has held since 1961, having been president for the two years preceding.

Born in Dayton, Ohio, Mr. Watson graduated from Brown University in 1937 and is a member of his alma mater's corporation as well as the corporation of California Institute of Technology.

Returning from five years of service in the U.S. Air Force in 1945, he returned to IBM where he had been since graduation from Brown.

His other affiliations include the presidency of Boy Scouts of America, member of the board of Bankers Trust Company. He is a trustee of The Rockefeller Foundation and Sloan-Kettering Institute for Cancer Research. He is a member of the Economic Club, Cruising Club of America, New York Yacht Club, Indian Harbor Yacht Club, Round Hill, and Links Clubs.

His ocean-going aluminum sloop *Palawan,* designed by Sparkman & Stephens and built at the Robert Derektor yard in Mamaroneck, New York, has been high on the lists of winners in many yacht-racing events in the last two years.

Mr. and Mrs. Watson (the former Olive F. Cawley) and their children live in Greenwich, Connecticut.

STAFF NEWS

STAFF PEREGRINATIONS:

Director Waldo C. M. Johnston participated in a panel discussion sponsored by the Southeastern Connecticut Chamber of Commerce on January 4 in New London. Under consideration was the economic growth of the region, and the views and prognostications in six major economic sectors were presented by representatives of each.

He also attended the Antiques Forum at Colonial Williamsburg, January 27 through February 2.

Captain Francis ("Biff") Bowker addressed historical societies in Deep River and Windsor, Connecticut, before Christmas. His slide-illustrated talks concerning coasting schooners have been warmly received and although others have been scheduled, preparations for the opening of the Brilliant Program early in June will then preempt his time.

Librarian Charles R. Schultz, whose article "Development of a Library" appeared in the last issue of The LOG, has been appointed to the Business Archives Committee of the Society of American Archivists. The chairman of the committee is Robert Lovett, Curator of Manuscripts, Baker Library at Harvard.

Mr. Schultz is the author of an article "New Orleans in December 1860" published in the most recent issue of *Louisiana History,* the quarterly journal of the Louisiana Historical Society.

Edward B. Watson's active schedule of talks on whaling and clipper ships has continued during the winter and among the groups to whom he has made these illustrated presentations are: the Foote School in New Haven, the Lamplight Club in Newton and the Fortnightly Club in Newton Center, both in Massachusetts.

Alma Eshenfelder, Editor of The LOG and Publicity Director, has been appointed by Connecticut Governor John Dempsey to serve on a 14-member State Vacation—Travel Advisory Council. The group will work with the Connecticut Development Commission in encouraging and expanding tourism in Connecticut. Others on the Council represent travel media and related industries.

The Conservation and Preservation Committee of the Society of American Travel Writers, on which she also serves, met recently in Washington, D.C. This Committee would welcome sources of information on conservation or preservation efforts in behalf of open areas, historic buildings, or monuments. Information within these categories may be forwarded to Mrs. Eshenfelder who would re-direct it to the Committee chairman for a compilation addressed to active travel writers throughout the United States and Canada.

Flora Fairchild, Assistant to the Publicity Director, will spend three weeks in England in April. While in London, she plans to meet informally with members of The Marine Historical Association living in the vicinity and with representatives from various maritime museums throughout the country to give them current news of activities at Mystic Seaport.

Did You Know?

The first accession of this Association was the publication "The Story of Alexander Brown & Sons" by Frank R. Kent, issued on the 125th anniversary of the foundation of the firm in Baltimore on December 19, 1800.

RECOMMENDED READING

THE BEST FROM YACHTING
By the Editors of *Yachting*
Published by Charles Scribner's Sons
New York, 1967

In January 1907 the first issue of *Yachting* was published. During the years that followed, blue water sailors and power boat advocates alike have found between its covers a continuing high level and rich diversification of writing. "The Best from *Yachting*" is a collection of articles held by its editors to be among the most representative of its sixty years of publication.

The thirty-nine articles are grouped in four major sections relating to the pleasurable aspects of cruising, the hazards and challenges of off-shore racing and cruising, major racing events under sail and, lastly, significant events in power boat racing. The distinguished roster of authors includes: Bob Bavier, Mel Crook, Alfred Loomis, Carleton Mitchell, *Yachting* publisher Critchell Rimington, Bill Robinson, the late Herbert L. Stone, Harold S. Vanderbilt and others.

This collection is not merely an anthology of adventure, but one which provides insights into the qualities demanded of and demonstrated by men who go to sea in modern times. Great credit is due Mr. Rimington (a Marine Historical Association Trustee and Chairman of its Publications Committee) who, with the editors, has produced a valuable addition to the all-too-short list of notable sea anthologies. Although it has year-round appeal, we recommend it now as a fine device to banish mid-winter doldrums and whet the appetite for the coming summer, when it should be found in all cabin bookshelves. D. P. R.

IF YOUR ADDRESS CHANGES PLEASE NOTIFY MYSTIC SEAPORT AS SOON AS POSSIBLE—PREFERABLY IN ADVANCE.

PORTS OF CALL
By Robert Carse
Published by Charles Scribner's Sons
New York, 1967

Those interested in maritime history know well how the story of ships is linked with the history of the ports that received them. Robert Carse in this, his latest book, has chosen to concentrate his attention on those ports, all of them famous in the shipping annals of the country since its first settlement.

From Castine, at the head of beautiful Penobscot Bay in Maine, to langorous New Orleans, dusky queen city of the south presiding over the meeting of the mighty Mississippi and the Gulf of Mexico, he tells his tale of not two, but a dozen, cities.

A diligent researcher for interesting facts, Mr. Carse has brought a fresh touch to American history as applied to the early towns and cities around which the American economy was built.

The illustrations are good and to those who know some of the cities well it is interesting to make comparisons and allow one's mind to wander back to the days before modern technology and "progress" made these places only faint reminders of a vital past.

Our ancestors were privateersmen, slave traders, and smugglers as well as merchants, shop keepers, and farmers and all contributed to a history that sparkled and glowed at times with human endeavor in the ports of a young nation. Mr. Carse manages to hint at this quite successfully and those who read "Ports of Call" are not likely to be disappointed by this backward look in time. J. F. L.

EARLY AMERICAN CRAFTS
By C. B. Colby
Published by Coward-McCann, Inc.
New York, 1967

For young readers, we recommend "Early American Crafts" by C. B. Colby. Another in the series known as The Colby Books, this publication features fine black-and-white photographs, twelve of them illustrating crafts and craftsmen at Mystic Seaport. They amplify well the straightforward and easy-to-read text.

F. H. F.

LETTERS

December 2, 1967

Gentlemen:

On the occasion of our last visit to you in Mystic we were much interested in the photographs of members' boats displayed on the walls of your new bar.

My family and I have been members of the Association since its beginning and would be glad to have our 45′ cutter *Schollevaer* join your gallery. She is a Dutch leeboard "Boier Jacht" and might be of interest to your patrons.

If this is acceptable to you and if you will let me know the size print, etc., required I will send or deliver it as soon as I can.

Yours truly,
Coleman C. Perkins
Lebanon, Connecticut

December 27, 1967

Dear Mr. Powell:

Today I read in the December issue of the Log your article about Members' Yacht Collection. My wife and I purchased the *Brigantine Yankee* from Irving Johnson a few years ago. During the last 6½ years we have owned, sailed, cruised, and raced a Newporter ketch. We have sailed her four times between South Florida and Nantucket and each year that we have done so we have stopped overnight at the Seaport eastbound and westbound. Our Newporter, *Little Yankee,* has also been sailed extensively in the Bahamas and is one of the best known and most extensively sailed Newporters to date. Furthermore the Newporter is a much better cruising sailboat than the average person realizes.

If you feel this boat would make an addition to the yacht collection, I will be pleased to furnish you any information and photographs you desire upon receipt of full details from you.

I will be looking forward to hearing from you.

Sincerely yours,
Reed Whitney
Fort Lauderdale, Florida

December 21, 1967

Dear Mr. Powell:

I see in the December issue of the *Log* that you are still accepting photographs of members' yachts for display in the Seaman's Inne. I would be very happy to send a photograph of my sloop, *Un Bel Di.* Would you be so kind as to send me your requirements if you still have space available?

We very much enjoyed the December issue of the *Log* and as a matter of fact, we are planning our Christmas meal around the menus that were included.

Happy holiday season to you!

Very truly yours,
B. V. C. Whately
Chicago, Illinois

December 28, 1967

Dear Mr. Powell:

I was interested in the Article in the December issue of The LOG, concerning the members' yacht collection.

I believe when I first heard about this several months ago, I dropped a line to the seaport indicating that two of my boats might be of interest for this collection. One of these is a Herreshoff 15, otherwise known as an E Boat, similar to the one you have in Mystic. She was built in 1899 and was, I believe, Hull #550. While I no longer own her, my last information is that she is still sailing on Narragansett Bay.

The second is a 22 foot Cape Cod catboat which I presently own and which is the prototype for the 22 ft. fibreglass cats that Breck Marshall is building in South Dartmouth. I have some excellent photographs of both of these which I'd be happy to donate.

If you have any interest in this, please let me know in what way I should forward the material to you.

Very truly yours,
Robert W. Jones
New York City

EDITOR'S NOTE: *Mr. Powell's reply carried the expression of current policy regarding the Members' Yacht Collection—only the boat presently owned by a member is eligible for inclusion in the collection.*

January 5, 1968

Dear Mrs. Eshenfelder:

I am writing to you in reference to the article " 'Captains Courageous' and the Gloucester Fishing Schooners" by Hardin Craig, Jr. which begins on page 115 of the December, 1967 issue of The LOG, Volume 19, No. 4.

In a short piece, Craig seems to capture the salty qualities of both Kipling and Gloucester fishermen—wonderful lore and good reading to be sure.

Best wishes to all at the Mystic Seaport.

Very sincerely yours,
John Ross, Jr.
Editorial Assistant
RUDDER
New York City

Kudos from the Press

The following is an excerpt from an article by Joseph B. Stephens in the December 10, 1967 issue of the *Waterbury* (Conn.) *Republican,* and reprinted here with his permission.

"Many magazines come to this office from various sources. They aren't the kind you find on a newsstand. With titles like Electronic Age, Vectors, Montreal, Ducks Unlimited, South African Scope, The Telephone Bulletin and others, they are usually house organs of large companies or whole industries. Some, like Ducks Unlimited, are magazines that carry news of club activities and others, like South African Scope, are a mixture of national politics, economics, art and science.

"Some of these publications are beautifully illustrated with lavish use of color and obviously they are produced at considerable expense. One of the best of the lot is The Log of Mystic Seaport and it is probably the one that costs the least to publish. It's published quarterly for members of The Marine Historical Association and is usually filled with wonderfully interesting information about old ships.

"A recent issue of the little digest-sized magazine contains a story by Waldo C. M. Johnston, director of Mystic Seaport, on the difficulties and expense of maintaining the fleet of ships and boats at the marine museum. As most people know, the big attraction at the seaport is the old whaleship Charles W. Morgan.

"It is being restored or maintained constantly and is one of Connecticut's registered national historic landmarks. Two master shipwrights are assigned to the vessel full time.

"One of the most interesting restoration jobs at the seaport will be the replacement of the decks on the Joseph Conrad. The decks were three-inch teak when they were originally laid down but they have been worn dangerously thin by the feet of the thousands of visitors who have toured the old training ship since its arrival at Mystic Seaport 20 years ago. The new decking which can be laid directly over the original will cost about $12,200. The hull of the ship is rusting and weakening, too. To replace the rusting plates would be fantastically expensive. But for $7,500 an inner hull of concrete, waterproofed with a special mixture, can be molded right into the structure of the ship and will end all concern about the condition of the deteriorating plates.

"There are good descriptions of work done or about to be done on many of the other Mystic vessels, the L. A. Dunton, the Bowdoin, the Australia, the Dorothy A. Parsons, the Gundel and others that have been visited by many Waterbury area people."

Postscript

From: Louis Pellegrino—
Chief Gardener

Contributions of gardening tools, and a gasoline or electric powered tilling machine would make the summer lawn and garden care that much easier.

Calendar of Events

MEMBERS MAY WISH TO MARK THEIR CALENDARS

MAR 17, 18	"Scotland and Wales" Adventure Series lecture Ed Lark	AUG 2	Frank C. Munson Memorial Institute of American Maritime History closing session
APR 6	Off Soundings Club Dinner Meeting Seamen's Inne	AUG 4	178th Anniversary U.S. Coast Guard
APR 27	Interpretation program spring schedule begins.	AUG 16	Newcomen Society of North America Annual luncheon at Mystic Seaport

Please send a COMPLIMENTARY COPY of The LOG and information regarding Association memberships to the following:

Name _____ Address _____ City, State, & Zip _____

Name _____ Address _____ City, State, & Zip _____

Name _____ Address _____ City, State, & Zip _____

Name _____ Address _____ City, State, & Zip _____

Signed _____

Address _____

City & State _____ Zip _____

Members may be interested to see the statistics below:

Through December 31	*1966*	*1967*
Attendance	444,815	437,798
Membership	11,461	12,050

MEMBERSHIPS MAKE LASTING GIFTS

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Dear Mrs. Eshenfelder:

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MAY 3	Opening date for spring week-end program on *Joseph Conrad*	SEPT 6	Opening date for autumn week-end programs on *Joseph Conrad* and *Brilliant*
MAY 17	Opening date for spring week-end program on *Brilliant*	OCT 12	Annual Dhow Derby
JUNE 9	Opening date for summer programs on *Joseph Conrad* and *Brilliant*	NOV 4	Interpretation program winter schedule begins.
JUNE 24	Frank C. Munson Memorial Institute of American Maritime History opening day, 14th annual session	NOV 28	Thanksgiving Day Mystic Seaport is closed.
JULY	Annual Meeting The Marine Historical Association	DEC 22	Community Carol sing opens the Seaport holiday season.
Adventure Series lecture by subscription only		DEC 25	Christmas Day Mystic Seaport is closed.

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MEMBERSHIPS MAKE LASTING GIFTS



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THE MARINE HISTORICAL ASSOCIATION, INCORPORATED
Mystic, Connecticut 06355

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