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June
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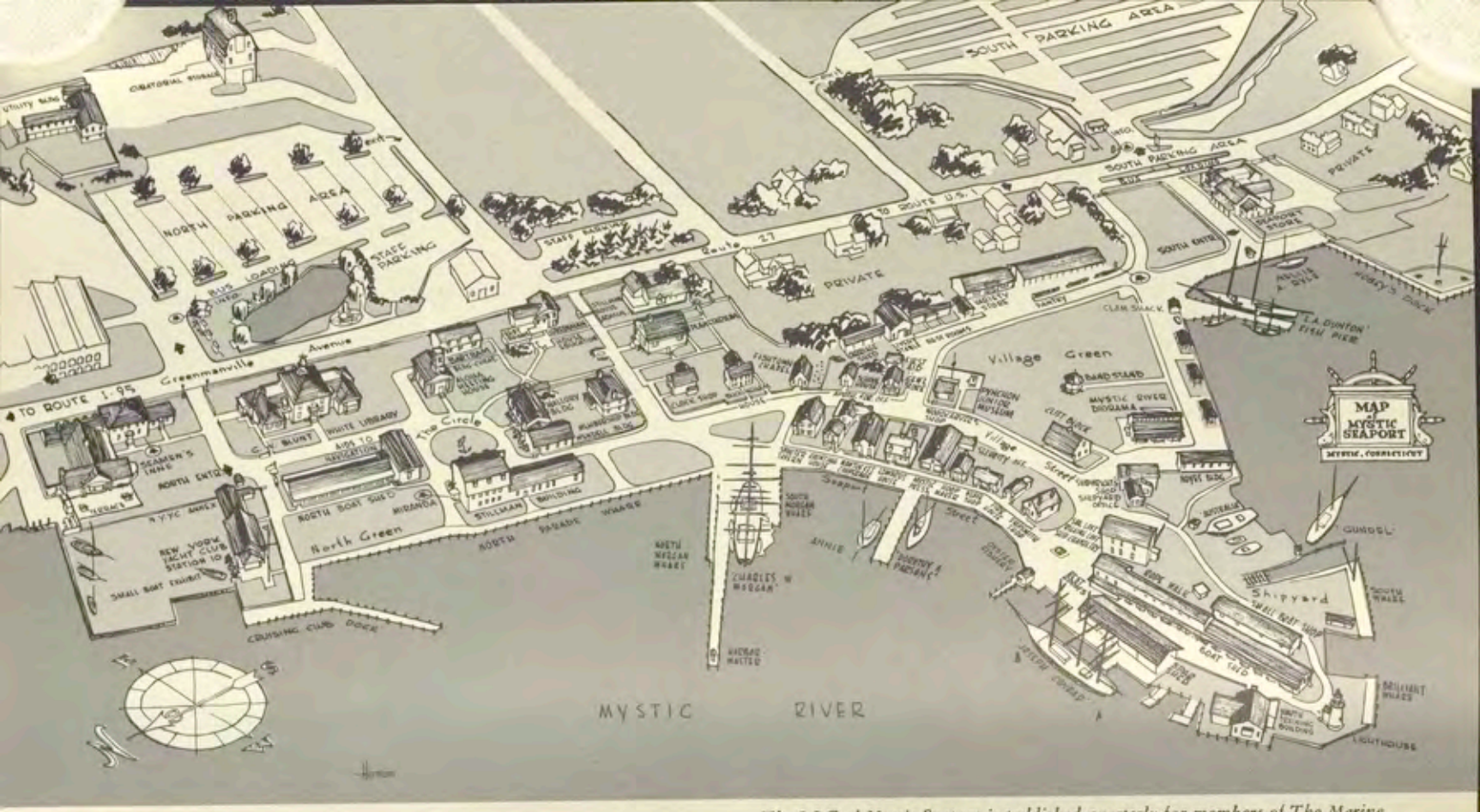
of

MYSTIC SEAPORT



The Marine Historical Association, Incorporated

MYSTIC, CONNECTICUT



The LOG of Mystic Seaport is published quarterly for members of The Marine Historical Association. Letters, suggestions, photographs, and ideas for stories are gratefully received and carefully considered by the Editorial Board. All articles published in The LOG are the responsibility of signed authors as they may not always express either the views of The LOG Board or the policy of The Marine Historical Association.

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Color photograph, courtesy
Connecticut State Highway Department



THE
LOG
of
MYSTIC SEAPORT

Volume 20, Number 2 June 1968

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



Editor Alma Eshenfelder

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

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EDITORIAL

GREAT strides have been made in the past few years in support of the arts—visual and performing. Institutions concerned with, and individuals involved in, creative works are receiving increased recognition and therefore support from patrons, foundations, and more recently federal, state, and local councils.

Artists have for too long been identified with garret surroundings. What other choice if patronage was lacking and strong dedication was to an ideal? Precious few could afford or enjoy creature comforts that subsidy provides.

From the garrets however came great works from creators, who, although enshrined in the annals of art history, may be long gone. Some works are shown with pride today among private collections; others reside in comparable company in the great museums of the world.

The focus now toward "great works" support having been established, is it not timely to encourage similar support for fine arts conservation?

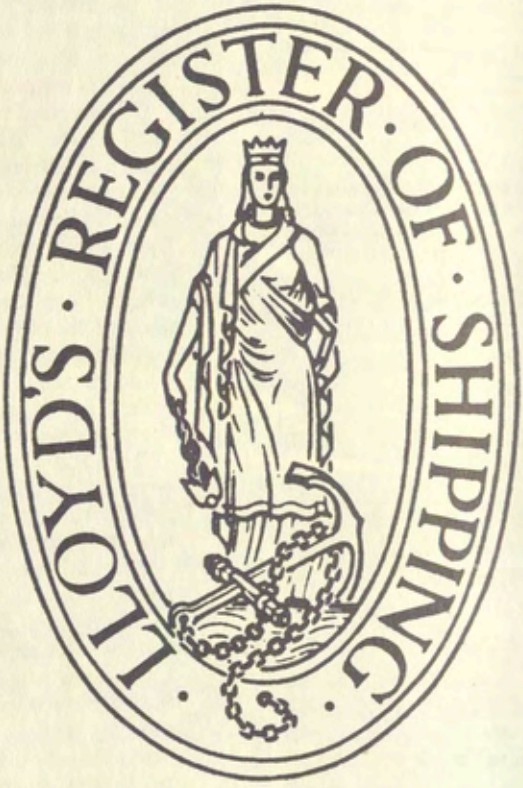
Sympathetic consideration should be fostered now in this direction, as ways and methods, and not least of all funds, are sought to preserve priceless art treasures.

Endowments established for preservation are recorded with deep gratitude, although such contributions seem, more often than not, to be a private affair—less publicized to visitors than the wall on which the painting hangs, the gallery floor on which the sculpture rests, or even the boards on which the actor or dancer performs.

Preservation, restoration, and conservation require endless hours of study, expert handling, patient care, studied discrimination—and often longer hours are required for preserving the work than in its actual production.

If the work is worthwhile in the first place, its continued existence depends on support for its care in perpetuity.

ALMA ESHENFELDER


LLOYD'S · REGISTER · OF · SHIPPING

ALTHOUGH more than two hundred years have passed since its foundation, Lloyd's Register of Shipping is by no means an archaic institution. True, as the oldest and largest of the world's ship classification societies, it has certain traditions of which it is justly proud; but it does not cling to tradition for its own sake, and it owes its pre-eminence in the field of classification to its faculty of adapting to constantly changing conditions.

The principal functions of a ship classification society are to formulate technical rules for ship construction; to oversee the building of ships whose owners require them to be built in accordance with those rules (known as "building to class"); to ensure by means of periodical surveys that ships are maintained to their original high standard throughout their service life; and impartially to help and guide shipowners and shipbuilders through the continuous problems of progress and change.

The two main spheres of change are technology and commerce. Technical developments and discoveries make possible many changes, sometimes revolutionary ones, in ship design and construction. New methods, new materials, new types of vessels appear and must be appraised. Often economic considerations and technical developments come into play together. This is apparent in regard to mammoth tankers. Technology made possible their construction; commercial interest caused them to be built. It is the duty of a classification society to study the problems involved and

BY RICHARD A. DANIEL

Richard A. Daniel, author of this article is Information Officer, Lloyd's Register of Shipping, London, England.

to express its findings through its technical rules for ship construction.

Yet it is also the duty of a classification society to protect the industry it serves. While doing all it can to encourage progress, it must ensure that changes and innovations are wise and viable. It is here that experience —two centuries of it—gives Lloyd's Register of Shipping an authority which is acknowledged throughout the world. The Society has witnessed the whole procession of shipping from the wooden vessels of the eighteenth century, through the China clippers, the first iron ships, the early steamers, the appearance of the Diesel engine and today it is dealing with the huge tankers and bulk carriers, hydrofoils, air cushion vehicles, container ships. At every stage its task has been to encourage the good, condemn the bad, and use its best endeavours to guarantee the safety and integrity of ships, drawing always on its extensive and ever-increasing experience. The pace of technical development has quickened to an almost alarming degree and the Society's rules are constantly being revised and amended to keep them up to date and abreast of progress. The men of Lloyd's Register today, of course, have resources at their disposal which were denied their predecessors. Expert research depart-

510367 MKKZ 187504 Df Gc Rdr RTm	**EMPIRE GANNET** exTromso-56 **Ministry of Transport** British India Steam Nav. Co. Ltd. London British	4260 2284 —	✠100A– SS 6/52 with fbd **Non-perishable** cargoes **Coasting service** also to **Mauritius & Rodriguez & in the South Pacific tropical zone** Shell & weather dks to be specially examined annually ✠LMC MN990 EL (v)1½" prWI ptSQ	1945–3 Harland & Wolff Ltd.—Bel 347' 6" 55' 3" 12' 2" 322' 9" 54' 0" 27' 0" 1 dk, pt 2nd dk, 3rd dk clear of mchy. space R 1BH to U dk 2 to 2nd dk rf nil WB2201t incl. DTa1180t DTa209t	TS Ferry (111P) Mchy.aft Bow doors 1 Ho 224' 2 Ha (48' × 12') (26' × 14') 2W Der 2(15)	T 8Cy. 5500ihp Lobnitz 2WTB 225rh 4 × 80kW 220
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510370 MVRD 187471 Df Gc Rdr RTm	**EMPIRE GULL** **Ministry of Transport** British India Steam Nav. Co. Ltd. London British	4258 2303 —	✠100A– SS 8/52 with fbd Non-perishable cargoes Coasting service also to Mauritius & Rodriguez & in the South Pacific tropical zone Shell & weather dks to be specially examined annually ✠LMC MN990 EL (v)1½"	1945–10 Davie S.B. Ltd.—Levis 347' 6" 55' 1" 12' 2½" 319' 2" 54' 0" 27' 0" 1 dk, pt 2nd dk, 3rd dk clear of mchy.space RW 1 BH to U dk 2 to 2nd dk rf nil WB2198t incl. DTa1179t DTa215t	TS Ferry (105P) Mchy.aft Bow doors 1 Ho 224' 2 Ha (48' × 12') (26' × 14') 2W Der 2(15)	T 8Cy. 5500ihp Canad 2WTB 2 × 120
510373 MVQL 187498 Df Gc Rdr RTm	**EMPIRE KITTIWAKE** **Ministry of Transport** British India Steam Nav. Co. Ltd. London British	4258 2294 —	✠100A– SS 8/52 with fbd Non-perishable cargoes Coasting service also to Mauritius & Rodriguez & in the South Pacific tropical zone Shell & weather dks to be specially examined annually ✠LMC MN990 EL (v)1½"	1945–7 Davie S.B. Ltd.—Levis 347' 6" 55' 1" 12' 2½" 319' 2" 54' 0" 27' 0" 1dk, pt2nd dk, 3rd dk clear of mchy. space RW 1BH to U dk 2 to 2nd dk rf nil WB2198t incl. DTa1179t DTa215t	TS Ferry (111P) Mchy.aft Bow doors 1 Ho 224' 2 Ha (48' × 12') (26' × 14') 2W Der 2(15)	T 8Cy. (2) 5500ihp Canadian Pacific WTB 225rh 2 × 120kW 220V
510375 GBDY 189459 RT	**EMPIRE NETTA** **Secretary of State for Defence** London British	290 — —	✠100A1 SS 12/62 ✠LMC tug MN(151) EL (e)	1945–12 Fleming & Ferguson Ltd.—Pay 124' 4" 27' 7" 12' 9½" 115' 0" 27' 6" 13' 6" RW 3BH BKT* WB611t incl. DTa28t	S Tug	T 8Cy. 14" 2000hp Aitchison, Blai
510376 GVGB 187385 Gc Rdr RT	**EMPIRE NORDIC** **Ministry of Transport** Atlantic Steam Nav. Co. Ltd. London British	4295 2348 2300	✠A1 SS 1/64 with fbd for service U.K. & Eire (excluding west coast of Ireland) also to & from the Baltic & Mediterranean ✠LMC MN990 EL (v)1½"SQ	1945–6 Blyth D.D. & S.B. Co. Ltd.—Bly 347' 6" 55' 0" 10' 6½" 319' 4" 54' 0" 27' 0" 1 dk, pt2nddk, 3rd dk clear of mchy. space RW 1BH to W dk 2 to 2nd dk rf nil WB1998t incl. DTa1180t	TS Ferry (12P) Mchy.aft Bow doors 1 Ho 215' 1 Ha (sti) (26' × 15') 2W Der 2(15)	T 8Cy. (2) 2000ihp Walker 2WTB 4 ×
510377 MVQX 187469 Df Gc Rdr RTm	**EMPIRE PETREL** **Ministry of Transport** British India Steam Nav. Co. Ltd. London British	4251 2336 —	✠100A– SS 6/64 with fbd Non-perishable cargoes Coasting service also to Mauritius & Rodriguez & in the South Pacific tropical zone Shell & weather dks to be specially examined annually ✠LMC MN990	1945–10 Canadian Vickers Ltd.—Mtl 347' 6" 55' 1" 12' 2½" 319' 2" 54' 0" 27' 0" 1dk, pt2nd dk, 3rd dk clear of mchy.space RW 1BH to U dk 2 to 2nd dk rf nil WB2198t incl. DTa1179t DTa215t	TS Ferry (99P) Mchy.aft Bow doors 1 Ho 224' 2 Ha (48' × 12') (26' × 14') 2W Der 2(15)	T 8Cy. (2) 5500ihp Canadian Vic 2WTB 225rh

Photograph courtesy Lloyd's Register of Shipping

A page from the Register Book *of Lloyd's Register of Shipping. The book lists about 45,000 merchant ships. The earliest existing* Register *was issued in 1764.*

ments, a modern computer, laboratory facilities, and records of damage and failures in ships and engines which are probably unique—all these are essential to the task.

Lloyd's Register of Shipping is an entirely independent and self-governing body, having no owners or shareholders and being free of commercial or governmental control. It is also quite separate from its sister organisation, the Corporation of Lloyd's, although it was with the underwriters, who gathered in Edward Lloyd's coffee house in eighteenth-century London, that the idea of compiling a register of ships originated. Control of the Society is vested in a General Committee of Management representing shipowners, underwriters, shipbuilders and marine enginebuilders. The Society's income is derived from the fees it charges for its services and is devoted entirely to operating its network of staff and offices. More than 1,400 exclusive surveyors are stationed at ports and industrial centres throughout the world, with the principal exceptions of the U.S.S.R. and the People's Republic of China. In seventeen countries, including the U.S.A., there are National Committees, of similar composition to the General Committee, whose function is to provide a direct link between the General Committee and the shipping and shipbuilding industries of those countries and to advise on the management of the Society's affairs. Thus, Lloyd's Register today is a widely international organisation.

The Society classes well over one-third of the world's merchant shipping tonnage and through its survey-



Photograph courtesy Lloyd's Register of Shipping

Lloyd's Register uses an IBM System 360 Model 30 computer for technical calculations and data processing. Here, Chief Ship Surveyor William J. Roberts, B.Eng., C.Eng., formerly Chief Representative & Principal Surveyor for the United States, discusses results coming off the print-out with a colleague.

ing staff supervises the construction of roughly the same proportion of new tonnage. When a ship is to be built to class, the plans must be submitted to the Society for approval before the builder starts construction. The materials used in the ship must be made and tested for quality at a steelworks recognised by the Society; and every stage of construction of the ship and its machinery is supervised by surveyors, right through to the witnessing of the final trials. Only then can the class, ✠100A1, be assigned. Thereafter, in order to remain in class, the ship must be submitted at prescribed intervals for survey.

Apart from normal classification work, Lloyd's Register also undertakes the important task of conducting statutory surveys on behalf of government authorities. Some sixty governments at present authorise the Society to assign load lines; while safety equipment surveys are per-

formed in accordance with the International Convention on the Safety of Life at Sea and radio telegraphy surveys and tonnage measurement surveys are also carried out.

The work of the surveyors in the field is supported by facilities and services at the Society's headquarters in London. There, a modern computer centre with a library of well over two hundred programs allows the rapid processing of complex calculations. The computer not only serves the Society's own purposes but is also available for the benefit of clients. The Research and Technical Advisory Services Department pursues research projects (in conjunction with the Society's own research laboratory) and is able to advise clients on special problems. The Technical Investigation Department provides what might be termed an engineering detective force, with a mobile team of surveyors who are ready to travel at very short notice to investigate failures and breakdowns in ships' machinery all over the world. This department also specialises in various applications of strain-gauging techniques.

These research facilities are essential to the Society's purpose of keeping abreast of rapid modern developments. New problems and challenges are constantly presenting themselves. A topical example is the arrival of containerisation. In this field Lloyd's Register not only classes container ships; it also classes the containers themselves—having formulated its own requirements for the purpose—and is ready to survey dockside container handling equipment, thus providing a complete dock gate-to-dock gate inspection service. The research staffs have played their full part in tackling the special problems involved in this development. Similarly they have directed their attention to hydrofoil craft, air cushion vehicles and offshore drillrigs among many other special categories.

Lloyd's Register is known to the public at large mainly through its publications. The *Register Book*, published annually with cumulative monthly supplements, is to be found in many libraries, apart from the offices of shipping, shipbuilding, and underwriting firms all over the world. It lists all the known merchant ships in the world of 100 tons gross and above, giving a great deal of information about each one. It also lists all shipowners, with their fleets, ship and enginebuilders, wet and dry docks, and contains much other information besides.



Photograph courtesy Lloyd's Register of Shipping

The roll-on roll-off/container ship ATLANTIC SAGA is one of a series of vessels built under Lloyd's Register survey for the Atlantic Container Lines consortium.

More people, perhaps, know the Society for its *Register of Yachts*—Lloyd's Register has a separate depart-

ment handling yacht surveys—and American yachtsmen are certainly familiar with the *Register of American Yachts*. In one particular respect Lloyd's Register simultaneously serves the interests of yachtsmen on both sides of the Atlantic (and in Australia too nowadays) in that, since, 1934, the contenders for the America's Cup have been built under the Society's survey. Indeed, the successful defender of 1964, *Constellation,* was awarded the Lloyd's Register Yacht Trophy for that year.

Lloyd's Register has been connected with the United States for more than 90 years. The first two surveyors were appointed at New York and San Francisco on a non-exclusive basis in 1875. Later an exclusive surveyor was appointed, with the imposing title of "Principal Surveyor for the United States and exclusive surveyor for the port and district of New York."

The First and Second World Wars saw substantial growth in the Society's activities in America. At one time in the 1914–18 war, 30 surveyors were stationed at the Hog Island Shipyard, which was the scene of intense shipbuilding activity, and in 1916 the American Committee of Lloyd's Register was founded. In the year ended June 1920, nearly two million tons of shipping were built in the U.S.A. to Lloyd's Register class. The war years were also notable for a revival of wood ship building, occasioned by the shortage of iron and steel, and 426 wood ships were built in America in accordance with the Society's Rules for Wood Ships.

In the Second World War, 60 "Ocean" type ships were built to class at Portland, Maine, and Richmond, Calif., and the Principal Surveyor at New York at that time was also responsible for the building of warships under survey in Canada.

At the present time there are some 30 Lloyd's Register surveyors stationed in America.

About six years ago, Gregg Press began a project of reprinting all existing volumes of *Lloyd's Register of Shipping* between 1764 and 1900. The Library has purchased copies of all the reprints of this indispensable tool so that we have a file that is complete from 1764 to the present except for the following volumes: 1900–1901, 1901–1902, 1903–1904, 1904–1905, 1912–1913, 1913–1914, 1929–1930 and 1961 to the present.

Along the same lines, the Library needs a copy of *Lloyd's Register of American Yachts* for 1960 and the following volumes of *Lloyd's Register of Yachts* (British): 1877–1883, 1891, 1895, 1898, 1903, 1907, 1908, 1916, 1917, 1918, 1923–1927, 1933–1938 and 1940 to the present.

We would greatly appreciate hearing from anyone who would make these volumes available to the Library.

G. W. Blunt White Library
Charles B. Schultz, Librarian

Kites and the Sea

First across the gulf we cast
Kite-borne threads, till lines are passed,
and habit builds the bridge at last!

John Boyle O'Reilly
A Builder's Lesson

BY WILL YOLEN

KITE flying is older than sailing. Its history goes back thousands of years to the days of the Malays who used the huge leaves of their trees as kites, which they stiffened with boughs. Vines preceded string to loft the first flying instruments. In fact, the Malays even used their kites to rig primitive sails for their primitive boats. This was years before the Chinese introduced rigid sails.

In the book *The Emperor and the Kite* (World Publishing Company), the author, Jane Yolen (my daughter) describes the rescue of a king from his tower prison by means of a kite patterned from the Malay sail kite.

In some Portuguese port towns fishermen still use kite sails to bring them into their home ports when the breeze on sea fails them. The kites are sent aloft 500 feet in a current of air that at all times is blowing inshore. Though most of the fishing boats are now on engine, the tradition of sailing home, using a kite, is still maintained in order to save on costly fuel.

The Indonesians, a seafaring race, employed kites on their light canoes. In fact, they used no traditional sails as we know them now.

The sea is a friend of the kite. In the Pacific islands of Indonesia and Polynesia, the kite was used for fishing a thousand or more years ago. It was especially used for fishing for the garfish, a long-nosed fish that swims close to the surface.

The modern western fisherman uses a well-made hook on a drop line to catch the gar. But in the days when the fishhooks were not well made, the fishermen used a slip knot on a drop line which trailed 100 feet below the kite. The gar literally swam into the noose and a tug of the kite lifted kite and fish shoreward and into the cooking pan.

The modern kite fisherman uses a rod and reel. The primitive used a vine rope, which he held in his mouth as he paddled his canoe in the direction in which the kite was also pulling him and the drop line.

One of the most spectacular fishing feats occurred on Cape Cod in 1961 when I brought in a 40-pound striper on a French Military kite. This was a fishing expedition from the shore. We didn't leave the beach—unlike fishermen who use fishing kites as outriggers on boats.

E. J. Kahn, the doyen of the Cape Cod set, still doesn't believe fish that

size could be caught off his Truro Beach. He claimed I caught his 12-year-old son who is considered very unworldly in fishing matters. However, I have Coast Guard records. I also have the endorsement of an ace boatman and reporter, Will Oursler, who witnessed the flight of a single kite on a line that went out a mile and a quarter and came back with a fish.



Photograph by Dave Stemple

"Skip fishing," or fishing by kite is an old American sport now being revived by the author and other Connecticut fishermen.

There have been some ingenious fishing methods reported but what seemed like the most startling was a method used in Baddeck Bay, Nova Scotia, in the 1900's. A kite was launched from a steamer. It was equipped with light floats. In the center of this tremendous kite there was an opening for a man. In the first experiment, Army Lt. Thomas E. Selfridge was the man. For seven minutes he flew blissfully and then settled on the water in a graceful descent. While in the air he had the foresight to put out a fishing line. There is no record, alas, as to what, if anything, he caught. Unfortunately after this experiment, the kite, formed like a cygnet swan, was dragged through the water as the tug steamed on insensitive to the kite's fragility and destroyed it. Selfridge escaped unscathed only to die years later in powered flight history's first fatality.

Travel by kite has been variously documented. A twelfth century Japanese king is said to have sent his son from Oshima across the water to Kamakura by means of a kite. There are many chronicles of the use of kites in pulling vessels in warfare. "Bill" Cody, (no relation to Buffalo Bill Cody), sailed a canoe across the English Channel towed by a kite.

It is interesting to note that the Nagasaki kite is called a Hata, which means flag. This derives from the flags flown by the Dutch ships which put into the Japanese ports.

This type of kite, decorated in red, white, and blue, the Dutch colors, is known throughout that part of the world: Indonesia, India, Japan and other places in Southeast Asia. This has led to the belief that it was the Dutch who introduced kite flying in Japan. However, there is just as much evidence that the Dutch seamen viewing the Asian kites in the foreign ports brought them back to Holland in their national colors.

In more recent times, kite water skiers have developed the art of kite-towing with such proficiency that two

Frenchmen, in 1965, crossed the English Channel on ski-skates. The crossing took 65 minutes, with the kites flying 100 feet or less above the water.

The principle of towing vehicles, boats, wheeled vehicles, or ice yachts is described by Clive Hart, an Australian kite flyer and member of the International Kitefliers Association, in his fine book *Kites*. People find it difficult to understand how a kite, sailing to leeward, can pull a boat to windward. The principle is in fact not different from that involved in beating to windward with a fixed sail.

The so-called military kite—that is a kite that was used to signal troops in the field—gave the greatest impetus to kite sailing. Military kites in the field were found to be impractical because they provided such an easy target for snipers. In fact, the Northern armies in the Civil War gave them up when snipers brought down two artillery observers with one shot.

However, on water the kites were able to do some spectacular work. Admiral Sir Arthur Cochrane, during the Russian war in 1885, experimented with kite-towed torpedoes. The experiment was successful on a two-mile run in water direct to the target. As stated before S. F. "Bill" Cody, who towed a canoe across the English Channel, also developed a man-bearing kite that carried a brave soldier aloft on a chair attached to trolley lines. The ascender was equipped with a camera, a telescope, a firearm and a telephone. The British sent men aloft on kites from battleships, some ascending to 1,200 metres. About 1905 the Russians also developed a system of man-carrying kites for their battleships. The Germans, as late as the Second World War, sent observers aloft on kites attached to submarines. The speed of the sub served as the motive power. If the sub was not moving, no amount of wind in the air could keep the kite and man aloft. And when an enemy ship came in sight the sub had to winch the man down in a hurry before it dived or the lookout man would be lost.

As long ago as the Second World War, box kites were used in the "Gibson Girl" survival equipment kit. There are many records of survivors in ship-sub actions who sent kite signals aloft 500 feet, thus marking their positions for rescuers.

The survival kite was an outgrowth of the Marconi kite, which radio's inventor sent up with the first antenna. A kite also served to bring the first line across the Niagara Gorge, thereby making the bridge construction possible.

Although Benjamin Franklin has been credited with translating lightning into electric power by means of a kite, very few know of his aquatic feats with same. Here in his own words is another kite landmark by the unofficial father of our country and some parts of France:

"I amused myself one day with flying a paper kite; and approaching the bank of a pond which was near a mile broad, I tied the string to a stake, and the kite ascended to a considerable height above the pond while I was swimming. In the little time being desirous of amusing myself with my kite and enjoying the same time the pleasure of swimming, I re-

turned; and, loosing from the stake the string with a little stick which was fastened to it, went again into the water where I found that, lying on my back and holding the stick in my hands, I was drawn along the surface of the water in a very agreeable manner.

"Having then engaged another boy to carry my clothes around the pond to a place which I pointed out to him on the other side, I began to cross the pond with my kite which carried me quite over without the least fatigue and with the greatest pleasure imaginable. I was obliged occasionally to halt a little in my course, and resist its progress, when it appeared that by following too quickly I lowered the kite too much; by doing which occasionally I made it rise again. I have never since that time practiced this singular mode of swimming, though I think it not impossible to cross in this manner from Dover to Calais. The Packet boat from Dover to Calais is still preferable."

The author of this kite essay would like to point out that he crossed the beautiful lake in Cape Coral in Florida with his companion Freeman Fullbright in a similar fashion via kites made by the Alan Whitney Company of New Haven, Connecticut.

And believe it or not, kites have been used for rescues from shipwrecks. Grappling irons are thus sent out to ships usually wrecked on the leeward side of the shore. After the grappling iron is set into the ship, men ashore pull it in position in order to set up a bos'n chair and thereby effect rescues at sea.



Adelaide Oursler, wife of the famous author Will Oursler, with Will Yolen casting his kite with fishing rod and reel. Rowayton, Connecticut. Photograph courtesy of Will Yolen.

Will Yolen, a past President of the Overseas Press Club, is the current President of the International Kitefliers Association, which has members in every country in the world. He is the author of the definitive kite book The Young Sportsman's Guide to Kiteflying (Thomas Nelson & Sons) *which he is constantly revising. Headquarters of IKA is now Shorefront Park, South Norwalk, Connecticut, where he is setting up a kite museum, the first of its kind.*

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

Manuscript Records are Sought from Maritime Industries

In the past this Association has acquired significant manuscript collections from time to time. Most of the energies, however, have gone into the acquisition of relatively small groups of papers of 18th and 19th century men and firms.

While such a program may once have been dictated by inadequate staff and space, these restrictions are no longer upon us. With a large new building and a professional staff, the time has come for a re-appraisal of our collecting program.

In future years, maritime historians will probably be as interested in manuscript records of the 20th century as they now are in those of the 18th and 19th centuries. Because records are produced in such vast quantities today, and because of the expense of storing these materials, it is the practice of many firms periodically to dispose of unneeded records, even though they might have considerable historical value in years to come. Thus it seems that in order properly to collect records of the 20th century so that we will be able to serve historians of the 21st century adequately, we should be collecting today's records now. As a progressive, forward-looking library, we ought to be looking toward the future as much as, if not more than, to the past when we attempt to locate manuscript collections to add to our present holdings.

In the future, however, we would like to obtain selected records of marine insurance companies, operators of coastal and trans-oceanic steamship lines, shipbuilding firms, ship brokers and the like, running right up to the present. When maritime historians decide to write with perspective about the ages of diesel and nuclear powered craft, modern techniques of design and shipbuilding, and the influence and effect of government subsidies upon shipping and shipbuilding, we hope to be in a position to supply them with the grist for their research mills.

CHARLES R. SCHULTZ
Librarian

MYSTIC TREASURE SHIP OF THE CIVIL WAR

BY MYRON J. SMITH, JR.

OF ALL the merchant vessels which were owned in Mystic during the Civil War, only one was captured by a Confederate cruiser.[1] This ship, the *B. F. Hoxie,* also proved to be the only "treasure ship" taken by the South during the entire conflict. The capture was effected by the Rebel raider *Florida,* under the noted Captain John Newland Maffitt, on June 16, 1863.

The *B. F. Hoxie,* a clipper, was built in the West Mystic shipyard of Maxson, Fish & Co. in 1854. She measured 187 feet with 40-foot beam and was of 1,387 tons burden.[2] She was owned by a number of people including: B. F. Hoxie, Mrs. Mary E. Stark, William Clift, Joseph Griswold, Sanford A. Williams, George B. Packer, Benjamin Burrows, Jr., Simeon Fish, Nathan G. Fish, J. D. Fish & Co., William E. Mason, and George B. Crary, according to an article in the July 18, 1863 edition of the local newspaper, the *Mystic Pioneer,* and the "Revised List."

Prior to her encounter with the *Florida,* the *B. F. Hoxie* was employed in the California trade. Her voyages from the East Coast to San Francisco in 1855, 1856, 1859, and 1860 are listed in *Greyhounds of the Sea,* (by Carl C. Cutler, one of the founders of The Marine Historical Association). On her last voyage, George B. Crary was master and Edgar Denison, also from Mystic, was the first officer. Other Mystic people in the crew were Nathan Denison, brother of the first officer, Charles Wheeler, Thomas Miner, and William Forsyth.[3]

In the fall of 1862, the *B. F. Hoxie* sailed from New York to San Francisco. Upon her arrival, the ship was chartered to go to Mexico to receive a cargo of logwood and proceed to Falmouth, England, there to await further orders.[4]

From San Francisco, the ship sailed to Mazatlan, Mexico, where she remained for a day or so before moving up the Gulf of California to Guaymas, Mexico. At the latter port she loaded some thirty tons of silver ore before moving down to "a small place (consisting of about 15 or 20 houses) called Altata, Mexico," to take aboard the cargo of logwood and hides delivered by lighters eight miles out to her anchorage.

Once the cargo was stowed away, the *B. F. Hoxie* took on a large quantity of pure silver bars, said to be

[1] *Revised List of Claims* filed with the Department of State, generically known as the *Alabama* Claims. (Washington: Government Printing Office, 1872).

[2] Carl C. Cutler, *Greyhounds of the Sea,* page 434.

[3] Letter of William H. Forsyth to Charles R. Stark, June 6, 1925—among the William H. Forsyth Papers in the manuscript collection in the G. W. Blunt White Library.

[4] Forsyth Papers. Typed copy of article "The last of the clipper ship *B. F. Hoxie*" in June 6, 1925 edition of *Stonington Mirror* and *Mystic Journal.*

thirty in number. Her source was a "smuggler, (it being against the laws of Mexico to take silver out of that country)," according to old records. The value of these bars has long been debated having been placed between $100,000 and $500,000.[5] She also received some gold at this time. When all was ready, the ship stood out of the harbor before a strong wind. The clipper then moved southward toward Cape Horn where she met and sailed three days with another Mystic ship, *Haze* under Captain J. Warren Holmes.

Once in the Atlantic, the *B. F. Hoxie* sped toward England. According to Forsyth, this would have been her fastest passage. Unfortunately for her, she would set no record. On June 16, 1863, at 12 N. Lat. and 29 W. Long. a strange steamer flying a British ensign was sighted to leeward. A closer look told a different story. The vessel which was sighted from the deck of the clipper was not English; rather, the Rebel commerce raider *Florida.*

The *B. F. Hoxie* was run down by the *Florida* because the Southern naval strategy called for the destruction of all Union merchant shipping. This aim may well have begun when Abraham Lincoln ordered the U.S. Navy to blockade the South.

After much effort, an iron chain of Northern war vessels—some of them very makeshift—looped around the Confederate ports. The South, in great need of money for its raw cotton, food for its people, and supplies and munitions for the war effort, was slowly being strangled. Blockade runners could only bring in a small percentage of what was needed and so some way had to be found for the ship-poor South to break the Union death-lock.

To chase away Union bulldogs, many ideas were developed by the Rebels. Torpedoes, (the forerunners of today's mines), primitive submarines, and ironclads of various kinds were tried, mostly without success. Perhaps the boldest scheme of all was the use of commerce destroyers.

Naval thinking in the South led by Raphael Semmes, who would gain fame as commander of the *Alabama,* and fostered by Secretary of the Navy Stephen Mallory, thought that by raiding Northern commerce heavily, the Union warships would be forced to leave the blockade to seek out and destroy the Confederate cruisers.

Before this strategy could be implemented, ships of sufficient size and armament were needed. None were available in Southern waters, although two converted passenger ships, the *Sumter* and the *Nashville,* did serve successfully for awhile. The desired ships would have to be built abroad and the logical place was England.

In Great Britain, the Confederacy had wealthy friends. Early in the war, British textile mill magnates and their friends at Court and in Parliament were not interested in the issues of the American Civil War. They were only

[5]Captain Maffitt in his report to Confederate Secretary of the Navy Stephen Mallory placed the value at $105,000; Captain Crary reported in the *Royal Gazette* of Bermuda that his ship carried $400,000 worth of silver bars, $7 or $8,000 worth of gold, and 30 tons of silver ore worth $500,000 all owned by British interests. Forsyth in his letters and articles placed the value of the silver bars at $500,000.

interested in seeing that a supply of Southern cotton continued to reach their mills. British shipyards were also happy at the prospect of receiving Confederate gold for their products. The Confederacy, eager to implement their sea strategy, was ready to buy.

On June 4, 1861, James Dunwoody Bulloch arrived in Liverpool, England. This man, one of the most capable shipping experts in America and a former naval officer, had been appointed Confederate naval agent in Europe, by President Jefferson Davis. Shortly after his arrival, he ordered construction begun on a ship to be called *Oreto.* Several months later, Bulloch authorized the construction in the same yard—Lairds of Birkenhead—for a ship called *290,* later to be the most famous of all raiders, *C.S.S. Alabama.* Late in the war, he purchased the last of the "Big 3" Confederate cruisers, the *Shenandoah.* This last ship, whose toll of Arctic whalers added to the decline of the American whaling industry, did not surrender until several weeks after Lee met Grant at Appomattox.

Bulloch, a little-known and quiet man, whose memoirs, entitled *The Secret Service of the Confederate States in Europe,* are a Civil War classic, was perhaps worth more to the Confederacy than many of her more familiar generals. After the war, the United States claimed a large sum in damages from England for allowing the raiders to be built in her yards. An international tribunal awarded the United States $15,500,000 in gold in 1872 in a case known in International Law as the "Alabama Claims."

Meanwhile, the first of the cruisers



Photograph courtesy
B. F. Hoxie Engine Company

B. F. Hoxie

left Liverpool, under the name of *Oreto,* on March 22, 1862. After receiving her guns and stores from the steamer *Bahama,* at a rendezvous near Green Key, an island south of Nassau, the raider at last began her career on the morning of August 17, 1862. Flying the Stars and Bars for the first time, she left the meeting place under her new name, *C.S.S. Florida,* and began a remarkable career which would, in time and by chance, number among her victims the unarmed Mystic clipper *B. F. Hoxie.*

As she was under steam as well as fore-and-aft sails, thus able to lay nearer the wind, the *Florida* swiftly closed the distance between herself and the *B. F. Hoxie.* At the distance of three miles, Maffitt ordered a shot thrown across her bow and the Union merchantmen hove to. Upon boarding the *B. F. Hoxie,* the prize crew lowered the Federal flag "and wiped their feet on it."

Once the Rebels had control of the ship, the *Florida* sent a number of boats to the clipper and removed the *Hoxie*'s crew. Captain Crary faced Captain Maffitt and explained that his ship should not be harmed as it was transporting a neutral cargo. After an examination of the *Hoxie*'s papers and hearing members of her own crew profess that the cargo was, indeed, Union, Maffitt chose not to believe the unhappy Yankee master. His official report on the incident illustrates this decision:

> "The captain claimed this as a neutral cargo, but as her clearance was very irregular, her destination not positive with the crew, I could not permit her to pass without capture. The silver bars, officers, and crew I received on board and burned the vessel."[6]

Thus did the *B. F. Hoxie* and thirty tons of silver ore go to the bottom and the treasure of silver bars fall into Confederate hands.

On June 27, 1863, the *Florida* captured the whaler *Varmin H. Hill* out of Providence. Maffitt paroled the officers and crew of the *B. F. Hoxie* (together with those of the *Southern Cross* and *Red Gauntlet* taken earlier). The crew of the *B. F. Hoxie* finally arrived back in Mystic many weeks later via Bermuda, Europe, and New York.

There is great irony in this tale. After bonding the *Varmin H. Hill,* Maffitt sailed the *Florida* to Bermuda and delivered the treasure to the Confederate agent John T. Bourne. Later it was discovered that the cargo of the Mystic clipper did indeed have a British (technically neutral) owner. Secretary Mallory undoubtedly most unhappy at losing such a prize but desiring even less trouble with England, the source of his cruisers, ordered the silver returned to its claimants.

The *Florida* continued her raiding career until October 1864. Then, while at anchor in the neutral port of Bahia, Brazil, this destroyer of the *B. F. Hoxie* was, herself, captured in an illegal act of the *U.S.S. Wachusett* under Captain Napoleon Collins. This act raised a great outcry in the British press and Brazil lodged a formal protest which brought an official U.S. apology. This act was later branded "as gross and deliberate a violation of the rights of neutrals as was ever committed in any age or country." There can be little doubt that Captain Crary and the crew of the *B. F. Hoxie* felt much the same about their capture.

Myron J. Smith, Jr., Reference Librarian at Mount St. Mary's College Emmetsburg, Maryland wrote "Mystic Treasure Ship of the Civil War" *when he was Reference Librarian at the G. W. Blunt White Library.*

EDITOR'S NOTE:
The original of the photograph of B. F. Hoxie used with this article hangs in the engine room of the B. F. Hoxie Engine Company one of the local firehouses. Joseph B. Herman, Chief Supervisor-Operations, at Mystic Seaport who has been on the Seaport staff since 1945 is Fire Chief and Fire Marshal for the Mystic Fire District.

[6] *Official Records of the Union and Confederate Navies in the War of the Rebellion.*

IN MEMORIAM

The Marine Historical Association:

Member from 1943

Trustee 1950–1968

Executive Committee

Investment and
Endowment Committee

Treasurer 1958–1960

President 1961–1966



FRANKLIN COLE
1897–1968

"RESOLVED, that the Trustees of The Marine Historical Association record with sadness the death of their friend and colleague, Franklin Cole.

Elected to the Board in 1950, Frank Cole served Mystic Seaport with wisdom and distinction. As a member of many committees, later Treasurer, and from 1961 through 1966 President of the Association, he combined rare qualities of financial acumen with an unwavering conviction that Mystic Seaport's most promising future lay in an energetic and far-sighted program of development and expansion of facilities. Toward these ends he labored with unfaltering assurance, and during his administration Mystic Seaport enjoyed extraordinary growth.

Frank Cole's faith and enthusiasm were as infectious as his vigorous pragmatism. The loss of his sage counsel to the deliberations of this Board is profound."

Resolution of the Executive Committee, April 16, 1968

Director's Page

Give me a ship who sails with grace
Who carries fortune as her own
Who looks the future in the face
United, secure, and not alone.
WCMJ

A seaman's love for his ship
is based on a deep-seated respect
for a beloved companion who has carried him
to the far corners of the world,
has shared with him the dangers of the sea,
and suffered with him the buffets of wind and wave.
To a seafarer, his ship is a living thing, a loyal friend,
a cherished protectress who will bring him
through the violence of the sea to a safe harbor.

Discipline, a sense of responsibility, teamwork,
courage, and respect for crewmates form the
ingredients for survival at sea—
these and a well-found ship
spell the difference between success and disaster.
Were it not so, ships and sailors would have vanished
centuries ago.

A ship at sea—like a Ship of State—
depends on an orderly process of law and
a faithful discharge of responsibilities by all hands
if the future is to be assured.
Just how long would the *Charles W. Morgan* have survived
if the officers insisted on a thirty-hour week,
if the crew refused to go aloft more than once a day,
if the cook smashed the binnacle and demanded a voice
in the navigation, if the cabin boy peddled LSD?

Never in our nation's history have we had greater need
to reaffirm timeless values,
to reinstate a national belief in due process of law,
to dissolve the schism between generations and
to reestablish the lessons and disciplines learned from the sea.
Never in the Seaport's history has the need
to present these lessons to American youth been so urgent.

Waldo Johnston

Reprinted from—The Mystic Press—*April 17, 1874*

THE GREENMANVILLE MILL

The following description of the Greenmanville Factory property is from the *Norwich Courier:*

The original mill at Greenmanville was built in 1849. It contained two sets of cards and sixteen narrow looms. Jeans were manufactured. The mill was built and owned by Geo. Greenman & Co. Franklin Barber, John Cundall, and Daniel Chipman were associated with Geo. Greenman & Co., in the business of manufacturing. It was carried on under the name of "Greenmanville Manufacturing Company." In the year 1857 Franklin Barber was killed, being caught in the shafting, and a short time after the business was discontinued.

In 1858 or 1859 the mill was leased to Amos Taylor and F. M. Manning, who ran it for two or three years. In 1862 Welcome Stillman and Edwin R. Brown of Westerly, R.I., bought each one-fourth part of mill and machinery and began a series of enlargements to the building, increase of machinery, putting in new boiler and engine, taking out the narrow looms and substituting the wide "Crompton" looms, and making it finally a five set mill with all the modern improvements for the manufacture of fine cassimere goods, which they carried on under the name of Stillman & Brown. In 1864 Mr. Stillman died very suddenly of heart disease, and the business was conducted a short time by Mr. Brown alone, when he associated with himself Thomas Clark of Milltown, Conn., and the business was carried on under the name of Brown & Clark until the year 1865, when Mr. Brown died. Mr. Clark still continued the business for a short time, when Geo. G. Stillman became a partner, and the firm was called Thos. Clark & Co., until 1871. In October 1871 T. R. Wells of Ashaway, R.I., united with G. G. & Co., and the mill was run under the old firm name of "Greenmanville Manufacturing Company," (Mr. Wells acting as agent,) until October 1st, 1873, when Mr. Wells retired from the company and W. F. Prosser (who was superintendent under Mr. Wells,) and Geo. H. Greenman took an interest with G. G. & Co., and the mill is now running under said arrangement, Mr. Prosser acting as agent and superintendent. Fancy cassimeres are still manufactured. It will be seen therefore that the first woolen mill (entirely such) established in the Mystic valley, was at Greenmanville twenty-five years ago.

No commendatory words of ours could sensibly add to the reputation of the present principal proprietors of this Mill, for they have already more than a local good name for honesty and enterprise, earned in that and other branches of business.

EDITOR'S NOTE:
The mill property described above was the first real estate acquired by this Association. The main mill building is now the Stillman Building, largest exhibit building at Mystic Seaport.



The "mill building" now the Stillman Building as it is currently.

YACHT PROFILE

"Eventide"



Photograph by Carolyn West

Maybe when my wife Esther and I planned our cruise to New England from Los Angeles it should have been planned for a sailboat, but by the time we got around to doing it we had deserted the sailing ranks and built a fat, comfortable, trawler-type 53-foot steel hull cruiser. *Eventide* was designed and built in 1963 by Willard Skallerud and his two sons, Dean and Gene, in Wilmington, California.

Eventide was conceived to go to sea and stay there. Her cruising range is 5,000 miles. With her large airy galley, electric stove and built-in oven, watermaker, comfortable quarters including wide "beds," and adequate heating, she is a home transplanted. Emphasis in her construction was on hydraulics. Steering, stabilizing fin, windlass, auto pilot, auxiliary generator, and emergency drive, (in case the 270 HP Caterpillar should become ill), are all hydraulically operated. Fifteen kilowatts of electricity are more than enough for her all-electric galley, large deep freeze, and extensive electronics. She has three double staterooms, three heads, two showers, a large salon, separate wheelhouse, comfortable cockpit, an upper deck with a Boston whaler, shore dinghy, and a duplicate steering facility. The initial shakedowns included a cruise to Acapulco, San Francisco, and an exploration of the Gulf of California.

It is an entirely different approach to an offshore cruise when the propulsion medium is power instead of sail. Our prior experience had been in preparing for races to Honolulu, to Acapulco, the Buenos Aires-Rio de Janeiro Race in our sailing *Eventides*. Now we encountered a new set of problems. Some we brought upon ourselves, because with so many mechanical and electrical contrivances installed, there can always be that dreaded confrontation on a "dark and stormy night" when something suddenly refuses to function.

Consequently, powerboat preparation includes instruction books, a quick familiarization course in electronics, refrigeration, hydraulics, and the mysteries of electricity. We stored and catalogued as many spare parts as space would allow. When does one stop storing? A spare engine was obviously out of the question, but we did take a spare starter, alternator, injectors, pumps, anchors, electric motors, lots of pipe fittings, and even a little two-burner portable butane stove in case we lost our electric power. These "spares" were distributed throughout the boat—even some in the showers! The fuel tanks were topped (4,000 gallons), as well as the water tanks (1,000 gallons). My cook-navigator prepared menus for the first five-month span of our planned three-phase journey, and it was necessary to stock the deep freeze, then parallel this food supply with canned goods just in case I, the skipper, did not learn the refrigeration lessons well.

We departed Los Angeles Harbor on October 15, 1967, for our journey, the first phase of which was to run 6,500 miles. We chose to hustle down the coast of Mexico—it was chubasco season—so our only Mexican stop was at Manzanillo, about 1,200 miles and five and a half days away. The next hop was another 1,200 miles to Bahia Elena in Costa Rica where we stayed to see the lush tropical scenery of the deep southern latitudes. Costa Rica has a beautiful densely green shoreline with the most primitive villages dotting her shores all the way to Panama.

We cruised through the Panama Canal to the San Blas Islands, Cartagena, Aruba,

Curacao, Bonaire, then on to Grenada in the Windward Islands, thence on through the Leeward Islands, the Virgin Islands, the Bahamas, and finally (just short of five months from the start of our journey) to Daytona Beach, Florida, where we tucked *Eventide* to bed for the winter. The second phase is our trip to New England scheduled for June.

Probably what we were seeking most were primitive areas and countries that had not become embroiled in the swirling and disturbing trauma of our modern times. The San Blas Islands with their unique, relaxed inhabitants qualified in every respect. Their lives are unfettered with few wants and these are easily gratified. They arise with the sun, fish, swim, gather cocoanuts and fruit during their waking hours, and with the last rays of sunlight retire to their native huts. With the first rays of the morning sun to beckon them they relive their idyllic life and enjoy free and beautiful gifts of nature.

It was a brisk slog to windward to the Dutch Antilles of Aruba, Curacao, and Bonaire. We deliberately traversed the Caribbean in early December so that we might possibly avoid the stronger trades. Winds were only about 15 knots but later in the season it is not unusual to encounter northeast trades blowing a steady 25 or more. The jump from Bonaire to Grenada was a short four-day affair, but it was a very welcome landfall for we knew that in the Windward Islands we were in the land of short hops and much sheltered water.

For us, having enjoyed the aloneness of the San Blas, Bonaire, Anguilla and so many other places, the Virgins appeared crowded. This sense of proximity to civilization also prevailed in the Bahamas. *Eventide* draws only 7½ feet and most of the inlets to harbors are, at the most, 6 feet so we did not attempt many interesting passages between islands. Someday we would like to return to the Bahamas but only in a shallow draft vessel—preferably a sailboat.

Crossing the Gulf Stream was the roughest passage of our entire voyage. The winds were a steady 40 knots out of the northwest and the seas were, to say the least, interesting. At that time of the year one can experience just about any velocity and direction of wind. Ours was a norwester. It would have been murderous if it had swung to the dead north and swept down on our full beam. It is only about 60 miles from Freeport to West Palm Beach but we felt we were being tossed around in the Stream for an interminable time.

Eventide is awaiting us, and in June we will leave Daytona Beach to traverse the Intercoastal Waterway to Norfolk. Sometime early in July we will wend our way up the Mystic River channel to Mystic Seaport, a long-awaited scheduled stop on our cruise to New England.

STEPHEN NEWMARK



TRUSTEE PROFILE

EDWIN PUGSLEY



I, of course, heard of the starting of the Marine Museum in the very early days and, due to the continual prodding of my friend Brower Hewitt,[1] with whom I was in close contact in the management of the New Haven Lawn Club, I began to try to help out. I went up and met Dr. Stillman, who was then in a wheel chair, and Carl Cutler. I never knew the third founder.

I had two large quarto volumes of engravings of marine engines which I took up to the Museum and on my next visit found that Dr. Stillman had been greatly interested as they contained drawings of a marine engine his father had made for a large steam yacht ordered by the Sultan of Turkey.

I became interested in the Museum as for many years I had been a collector of navigating instruments and chronometers. Mr. Cutler came down to lunch one day and saw in my backyard two iron cannon and begged for them, so they were one of the first of my gifts to the Museum. They were attached to the posts in the downstairs room of the old original mill building. These cannon were used on a British privateer which was finally broken up on the south shore of Nova Scotia following the War of 1812.

At the meeting when Mr. Philip Mallory became president, he saw me in the audience and called me over to tell me that I had to go to work, which was the renewal of a very long and rewarding friendship. As a result I began to look around to see what might be of interest to the Museum and, as I look back on it, I found quite a few items. These include two 30 ft. long dugout canoes used in the oyster trade, three New Haven sharpies, and a truckload of sharpie gear such as oars, spars, etc.

I shortly suggested the desirability of a chronometer-clockshop, which Mr. Mallory approved, and started assembling it. I happened to have some chronometer tools which came from a similar chronometer shop in Halifax, and I was able to get clocks from, among others, Paul Dann in New Haven, and Mr. Newcomb in New London, as well as some from my own collection, and over a hundred watches. With such a clock shop it was necessary that we have a time ball, so I designed and made the one now on the roof of the Clock Shop. These things led to the necessity for an armillary sphere, which I made and which is now in front of the Planetarium. I was able to get the sidewalk clock from the New Haven Bank, and equipped it with a bell mechanism that would strike ships bells.

On one of my trips to Europe I ran across in the Shipvarts Museum in Amsterdam samples and a description of the Pieter Holm Tobacco Box on which was inscribed the first attempt to codify the speed of ships at sea. I subsequently found one of these boxes in Amsterdam and got permission from the Curator of the Shipvarts Museum to reproduce the descriptive pamphlet he had written.[2] It was in Dutch and as I was fresh out of Dutch I prevailed on Prof. Brouwer of the Yale Observatory

[1]The late Mr. Hewitt was a charter member of the Association, serving on the original Board from Sept. 1930 to his death in 1958. During the latter years he was Treasurer of the Association.

[2]Marine Historical Publication No. 24 published in 1953 *"Pieter Holm and His Tobacco Box"* may be ordered from Mystic Seaport Stores.

to translate it for us, which resulted in the publication of the pamphlet. The publication of this pamphlet increased the number of known tobacco boxes throughout the world by about five.

At one of the Directors' meetings I proposed the erection of a Planetarium. This and subsequent discussions led to the building of the Planetarium.

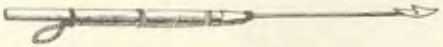
When the Aloha Meeting House was being moved onto the property, Mr. Mallory and I were watching the procedure when he suddenly said, "We are going to have a steeple and you are going to get a clock for it." I said I would take the assignment as I knew where there was a clock in the basement of Yale's Mason Laboratory. By application to the Yale Board of Trustees I was able to get the clock on a permanent loan to the Museum. It had been stored for some twenty years and cannibalized by several generations of Yale students. We moved it to my cellar shop and were able to complete the mechanism, ordering the missing parts in England. We set up the clock in the foyer of the meeting house and had to run a rod from the mechanism to the four clock faces in the steeple. In order to conceal this rod we had to make several right angle moves. We finished this and everything was in readiness and the clock running. I went out to admire it and found that the hands were running the wrong way. Thinking there might be some objection to this innovation, we had to reverse the motion. The strike mechanism runs down much faster than the time side, so it was necessary to design an electrical winding system. This I worked out on an old centerboard, using light chain, and brought the model up, explaining it to Joe Herman who did an excellent job of translating the plan into the full size mechanism now in the cellar of the meeting house. I was able to contribute the long sprocket chain needed for that installation.

Feeling that we should have more sun dials, I discussed the problem with Prof. Waugh of the University of Connecticut at Storrs and, as a result, he volunteered to furnish the figures for the dials and the gnomons for the two sun dials now on the walls of the Planetarium.[3] He furnished me the dimensions of the gnomons and I made them in my cellar shop.

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[3]See LOG, Vol. 18 No. 2 for illustrated story *"Mystic Time until 1833"* by Albert E. Waugh.

EDITOR'S NOTE: *A letter to Mr. Pugsley from the Editor asking for a Seaport-related biography was answered in such an interesting way that the Trustee Profile above is presented as a Seaport-related autobiography. Mr. Pugsley joined this Association in 1942, was elected to the Board in 1946, served on the Executive Committee from 1947 to 1967, and as Vice President from 1952 to 1967. His deep interest in Mystic Seaport continues as he visits often during the summer months, usually to be found in the immediate vicinity of the Pugsley Clock Shop.*



STAFF NEWS



Photograph courtesy The New London Day

• Jack Henry of the Curatorial Department and his wife, Bette, secretary in the Education Department, were among the instructors for the 8-week Basic Seamanship course offered by the U.S. Coast Guard Auxiliary, Mystic flotilla. The course met for two hours on Monday evenings in the Youth Training Building at Mystic Seaport. Emphasis was on the many and varied aspects of safe boating. Certificates were awarded to those completing the course satisfactorily.

• Associate Curator John F. Leavitt addressed the New Canaan Historical Society and the Ridgefield Kiwanis Club early in March. Other Seaport staff members who continue on the lecture circuit are Edward B. Watson, Jr. and Captain Francis ("Biff") Bowker, both of the Education Department.

Dorothy E. Spofford, on May 1, joined the staff of the G. W. Blunt White Library. Miss Spofford, whose position will be Cataloger, served as Director of Library Services in U.S. Information Agency Libraries in India, Japan, United Arab Republic, West Pakistan, and Yugoslavia. Previous employment also included U.S. Department of State Libraries in Stockholm, Sweden, and Washington, D.C. Immediately following her graduation from Simmons College she began her professional career at Brown University and Pembroke College in Providence, Rhode Island.

• Miss Marion Dickerman returned early in April from a three-week holiday in the Orient.

• Mrs. Anor Van Winkle, a member of the Library staff is on three months' leave of absence and is on a cruise through the Greek Islands and a tour of the Continent.

• Mrs. Flora H. Fairchild, assistant to the Publicity Director, and her daughter Christine spent three weeks in England and Holland during April. She visited various maritime museums in Great Britain, including the National Maritime Museum in Greenwich, the Victory Museum at Portsmouth, the Maritime Museum at Buckler's Hard and Beaulieu Abbey in Hampshire, Snowshill Manor in Worcestershire, and the American Museum at Claverton Manor near Bath in Somerset.

REMINDER:

BECAUSE OF NUMEROUS YACHT RENDEZVOUS SCHEDULED FOR THIS SUMMER, YACHTSMEN ARE REMINDED TO MAKE *EARLY* RESERVATIONS FOR WHARF SPACE.

LLEWELLYN POWELL
HARBORMASTER

EDUCATION NOTES



Mrs. Jane Keener with local girls who were enrolled in the Seaport weaving class.

Students enrolled in the Connecticut College course in Museum Procedures, under the direction of Dr. Edgar deN. Mayhew, (who is also Director of the Lyman Allyn Museum in New London, Connecticut), met in April with Seaport Curator Edmund E. Lynch, Librarian Charles R. Schultz, and Director of Education Michael D. Sturges for a series of discussions on various aspects of operations in history museums.

Three of the museum internes from this Connecticut College course worked on special projects at Mystic Seaport during the spring semester. Avery Halsey of Woodbridge, Connecticut, cataloged and indexed oral history and tape recordings; Elise Bradley of Glen Head, Long Island, and Margaret C. Dolan of Philadelphia worked on a visitation program for youth groups.

Additional audiovisual instructional materials are being planned for classroom use prior to school group visits to Mystic Seaport. The Whaling Days Tour package will include informational posters and film strips. One tracing the history of the whaling industry and the other explaining why whales were sought, will be accompanied by taped commentaries including whalemen's reminiscences and chanties. These audiovisuals will assist teachers in classroom preparations prior to the Seaport tour.

The *Gundel* has been withdrawn as an auxiliary berthing vessel in the Mariner Program, having served in this capacity since the 1962 season.

All Mariners will be accommodated on the *Joseph Conrad*. She has been refitted, providing berths for sixty, staff quarters for six, sick bay, and other facilities. Ventilating and heating, fire alarm and fire fighting systems and equipment have been updated. Curatorial Marine Maintenance division repaired decks, stepped a new mizzenmast, and completed hull repairs prior to the spring opening of the program. She will not only be a safer ship, but also much more habitable.

During ten Saturday mornings and a Friday evening 14 fourth and fifth grade students from schools within a 50-mile radius of Mystic gathered to study the earth and its place in the universe.

Thirteen adults completed a course in celestial navigation, taught by Planetarium Director Emeritus Frederic W. Keator. Several will try their newly-acquired knowledge in the Newport-Bermuda Race or in off-shore summer cruises.

Visiting yachtsmen will again be offered special presentations in the Planetarium at 9:45 a.m., Tuesdays, Thursdays, Saturdays, and Sundays from June 29 through September 1.

On Wednesday evenings at 9:00 p.m., June 26 through August 28, Planetarium lectures followed by outdoor observing sessions will be open to visiting yachtsmen and others at the usual Planetarium admission fee of twenty-five cents per person.

Other photographs taken during courses sponsored by the Education Department are on the following page.

Winter and spring astronomy courses at the Seaport Planetarium, under the direction of Donald Treworgy, who heads the Planetarium staff, came to a successful conclusion. Ten Wednesday evening classes were attended by thirteen students. Ages ranged from 13 to 64. Lectures, demonstrations, and outdoor observing sessions, the latter using 6-inch reflecting telescopes, provided an introduction to the fundamentals of astronomy.



Donald Treworgy, Seaport Planetarium Director, explaining a telescope and its functions to the children enrolled in the earth and astronomy class.



Professor Frederic W. Keator (center) instructor, during an adult astronomy class in the Planetarium.



Children in the sailing class during a preliminary drill period prior to actual sailing experience.

RECOMMENDED READING

YACHTS

DESIGNS, AND MUCH MISCELLANEOUS INFORMATION
By Boris Lauer-Leonardi and L. Francis Herreshoff
Illustrated by John F. Leavitt
Published by The Poseidon Publishing Company, 1967

12" x 9" x 1"—it's big—but here the similarity ends with other books in this rare price category, which usually means slick, tacky when wet, many astonishingly beautiful photographs—and very hard to read after 10 minutes.

There is no story line or even guiding theme. The book contains just what the title says, all of great interest to anyone concerned with boats, presented in three sections.

The first, "A Nautical Miscellany" by Boris Lauer-Leonardi, contains quotations from the Book of Proverbs, sea-going recipes and short essays—spaced as in a dictionary—starting with "Alcohol" and ending with "Yachts," all illustrated. An improbable, even impossible, compendium? This is the best of the book, showing a deep knowledge, understanding, and appreciation of the sea! Makes you wish you could spend some time at sea with the author.

The second, "Designs," shows 17 diverse yachts, much as "Yachting" magazine does including a descriptive write-up, with the added attraction of John Leavitt's illustrations showing them underway.

The third, "The Answers to Some Interesting Nautical Questions" by L. Francis Herreshoff, concerns displacement, rudders, keels, bows, sterns, overhangs, rigs, sails, and bowsprits. Herreshoff is a man of impeccable qualification; he would have been a superb teacher also for he takes the mystery from theory by history, examples, and common sense. The expert as well as the layman will learn something from this section, and there's good food for discussion and argument too. For instance, consider this statement in light of recent design: "On racing sailboats the rudder hung on the after end of the keel has proved to be the fastest arrangement."

Buying *Yachts* for your own library would be a self-indulgent luxury. But as a boat-present/house-present it would be perfect. Your host will indeed enjoy it, you will be able to read most of it, and the pages won't stick together from salt spray or bath water. The copy I read goes back to John Leavitt—my next host gets a fresh one.

WILLIAM BLUNT WHITE

• An index to The Marine Historical Association publication of 1948, *The Great Coal Schooners of New England*, by W. J. Lewis Parker, has been prepared by Associate Curator, John F. Leavitt.

A limited number of copies have been printed and are available on request from the Librarian. The index is divided into general items and vessels.

SOUNDINGS

By Boris Lauer-Leonardi
Published by The Poseidon Publishing Company, 1966
Distributed by Taplinger Publishing Company, New York

An illustrated volume of essays on the sea and the men (and women) who sail its waters is *Soundings*, written by Boris Lauer-Leonardi prior to the publication of his latest book *Yachts*. It is most appropriately titled since the pieces range from the light and humorous to the deeply serious.

In his own inimitable style which delighted readers for so many years on the editorial page of "Rudder" magazine, Mr. Leonardi discusses the many facets of the sea, the ship and the sailor as they are experienced by yachtsmen and yachtswomen of all ages.

A yachtsman himself and a cooking gourmet of no mean capability, he has many suggestions on how to make the most out of life afloat and many practical and profitable points on the maintenance and operation of yachts.

The book is enhanced by the art work of Allen Beechel, marine artist and amateur sailor who has produced a fine set of illustrations in keeping with the mood projected by the writer. J.F.L.

ACQUISITIONS

• Two of the finest acquisitions in the field of marine art have been added to our collection through the generosity of Mr. Chauncey Stillman of New York. A pair of ship portraits, painted by W. H. Yorke, are of two little down-east built barks, the *Charles T. Russell* and the *Mary E. Russell.*

Yorke, although he never received acclaim in the world of fine arts, was a well-known ship portraitist. His father, William York, had been an outstanding painter of ships and the son, (from about 1860 to as late as 1912), followed in his footsteps. Perhaps to distinguish himself from his father, he added an "e" to his name in later years.

One of the subjects, *Charles T. Russell,* was a wooden bark of 731 tons, built at Harrington, Maine, in 1875 by Alonzo P. Nash. Her owners were John Zittloson of New York and associates, among whom was the man for whom she was named. She had a short life, being burned at sea in 1878 when bound from Liverpool to Bombay with a cargo of coal. Captain Joseph Hamilton and his crew were rescued by the British ship *Charles Cotesworth.*

The *Mary E. Russell* registered 575 tons and was built in 1875 at Addison, Maine, by J. C. Nash who was also her principal owner. Her master was Captain W. S. Nickels. She was lost in December 1895 at Bimini where she was to have loaded a cargo of logwood for Boston.

• Another notable addition to our picture collection is an excellent oil painting of the yacht *Dauntless* by Antonio Jacobsen. Jacobsen is well-known for his many portraits of steamships and some sailing ships. This small oil of the *Dauntless* has more artistic merit and accuracy than many of the Jacobsen paintings. The *Dauntless* was built in Mystic as the *L'Hirondelle* by John Forsythe. James Gordon Bennett had her rebuilt and lengthened at the Robert Palmer yard in Noank. He also renamed her. In 1869, in a transatlantic crossing of 13 days and 17 hours, she set a record for a yacht.



Charles T. Russell



Mary E. Russell

• In the quest for material relating to the U.S. Life Saving Service, the Association has recently obtained a great deal of beach gear and equipment through the cooperation of the U.S. Coast Guard and other government agencies. On an exploratory trip to Boston and Cape Cod, Richard Dyer and Jack Henry of the Mystic Seaport staff were assisted in their search by Commander N. W. Allen, Comptroller at U.S. Coast Guard headquarters in Boston, Captain Frederic Hancox, group commander at Woods Hole, and Edson Lohr, historian, and other personnel, associated with the Cape Cod National Seashore Reservation, Visitor Control Center, South Wellfleet, Massachusetts.

LETTERS

On board
U.S.C.G.C. Glacier WAGB-4
Weddell Sea
62°s Lat.
43°s Long.
2-Feb.-68

Dear Lew—

Thought you might like a note from the Antarctic—especially since I was on the tip of the Palmer (Antarctic) Peninsula day before yesterday at Hope Bay (near Joinville Island). The Peninsula is named after Nate Palmer from Stonington who was down here about 1837 sealing. When I consider the *Morgan* & compare her with this icebreaker *Glacier,* it's hard to believe what those early seamen did in these waters.

I'm part of the Weddell Sea Oceanographic Expedition—studying physical & biological oceanography of this area. Many reasons why—which I'll be glad to discuss with you when I get back.

We're headed to 75° lat. 45°s long. to set current meters on the bottom, to be retrieved, hopefully, next year. Then we'll work back for about 6 weeks taking samples of bottom at different depths—studying organisms, sediment, and water. We have been in pack ice for 3 days, just moved out of it to make better time. Will be back in it later. Long tabular ice bergs, up to 5-8 miles long, ½ mile wide, all around us. Most beautiful blue color in many cases.

Waters abound in life. Seals, penguins, petrels, albatrosses, gulls, skuas. Some of the divers brought up starfish, sea urchins, molluskes, etc. Many fish & whales.

Mystic—Stonington & the Antarctic are closely entwined. I never thought that I'd become a bit of that tradition.

Best to all of you—see you in April or May.

John S. Rankin, Jr.
Director
Marine Research Lab
Univ. of Conn.
Noank, Conn.

EDITOR'S NOTE: *Dr. Rankin, director of the University of Connecticut's Marine Research Laboratory, and seventeen fellow scientists made the three-month expedition which ended in March.*



Brooklyn, N.Y.

Editor
The Log

I have just finished reading Miss Fairchild's article "A Tree for the Topmast" in the December issue of The Log and hasten to assure her that the custom of wearing Christmas trees at the mastheads is not fading, at least in the Merchant Marine.

S.S. President Wilson had a Christmas tree at her foretopmast truck while in the Japanese ports of Kobe and Yokohama and homeward bound to Honolulu.

Several merchant ships had Christmas trees at the foremast so the custom is far from dead.

Sincerely,
Howard Bethell

Dear Madam Editor:

This is a brief note to compliment you on the new smartness of the LOG. We enjoy every issue. Keep up the good work!

Your last issue prompted this letter because of the article on Owens Cutters. Even though the photo shows *Carousel* rigged as a sloop, at least if Lloyd's definition is followed, I can find no fault with the article. We have ours rigged as a sloop, too, with the staysail boom left ashore at present, and still call her a cutter. She is #42 and was the last one Owens built. Norman Owens owned her for three years under the name *Fandango;* when he sold her to the well-known Annapolis yachtsman, Charles S. Dell, he rigged her as a yawl; we still have the mizzen and all appurtenances but don't happen to favor yawls. She was later sold to Commodore John Nicholas Brown of the New York Yacht Club who christened her with her present name, *Tango*. So another famous Brown is an Owens Cutter enthusiast; on last year's N.Y.Y.C. Cruise we were given a hearty hello by the Commodore when he recognized his former pride and joy.

As a further footnote to the article, it might be worth mentioning that a few were built by Hinckley who apparently thought well enough of them to use an Owens Cutter (Finn MacCumhaill) as the pattern for the mold for the fiber-glass Hinckley 41.

Very truly yours,
Prentice Cushing, Jr.
Douglaston, New York

SPECIAL EVENTS

On four succeeding Thursday afternoons in late February and early March, Mr. and Mrs. Waldo Johnston were hosts to members and friends of the Association at a series of teas in the Reading Room of the Library. Featured at each were "Readings of the Sea."

On March 23 the annual Corinthians' Regatta was held at Mystic Seaport. Six races were held in a moderate southeast wind and heavy rain. Three teams of five boats each competed. The teams were from New England, Philadelphia, and the Darien division of the New York fleet. Darien was host for the thirty participants and the New England group had the largest number of points (253 ½), Philadelphia next (245), and Darien lowest (223½).

The Off Soundings Club annual winter meeting was held at Mystic Seaport on Saturday, April 6. Program for the day for the 300 who attended began with dinghy races in the afternoon and closed with the evening reception and dinner at Seamen's Inne. A tea, for ladies present, in the Youth Training Building provided hospitality while the men were involved in late-afternoon meetings.

British members of this Association and friends living in the vicinity of London were guests on April 18 of Mrs. Clifford D. Mallory, Sr. at a reception at Dartmouth House, headquarters of the English-Speaking Union. Because Mrs. Mallory could not be in England for this meeting, Flora H. Fairchild, a member of the Mystic Seaport staff, was hostess for this affair. Mrs. Fairchild showed recent Kodachrome slides of Mystic Seaport and described current activities. Several officials of British museums were among the guests, numbering altogether about forty-five.



VARIABLE WINDS

• On Thursday, February 1, 1968, Miss Janet Udall, daughter of Mr. and Mrs. Richard M. Udall of Valley Stream, Long Island, and Largo, Florida, was married to Mr. Rudolph Jay Schaefer, Chairman of the Board of The F. & M. Schaefer Brewing Co. and Trustee of The Marine Historical Association.

• Six of the original Mystic Seaport watercolors by artist Paul Norton, (prints of which have been most popular sale items at Mystic Seaport Stores), have been selected by the State Department in Washington for decorative use in various U.S. embassies abroad. "Misty Morn," the painting of the *Joseph Conrad,* hangs in the dining room of the embassy in Saigon.

• While considerable emphasis is placed on restoration and preservation of ships and small craft at Mystic Seaport, renovation and repairs are also vitally necessary to the adequate maintenance of exhibit buildings. At present major steps are being taken in two specific areas. The North Boat Shed and the Wendell Building are both undergoing major work.

The North Boat Shed is being repainted on the inside, new barriers erected, and the entire south wall given over to a whaling mural flanked on either side by a collection of whaling implements. The whaleboat which stands on blocks beneath the mural will demonstrate how whaling gear and equipment was customarily arranged in anticipation of being lowered over the side of the mother ship when a whale was sighted. On the walls between the windows, examples of early gasoline engines presently in the Seaport collections will be mounted and new signs and labels for these as well as for the various craft have been designed. Among the small craft, visitors will see the recently restored oyster dugout canoe.

The Wendell Building renovation is also well under way. The contents have been temporarily removed to facilitate work there. Repainting, the erection of barriers, installation of new lighting, rearrangement of exhibit space, as well as increased security measures are being completed. All components of the Wendell collection which pertain directly and dramatically to the significant part played by Captain George Blunt Wendell in the era of clipper ships will be re-grouped in the building for more effective display.

• Early in March announcement was made of the purchase of real estate on the east side of Greenmanville Avenue between Rossie Street and Bruggeman Place.

Initial plans for the house include using the large room on the first floor for additional study and seminar space for the Munson Institute. Two apartments on the second floor will be renovated for rental, possibly to Seaport personnel.

• School and scout groups applied in ever-increasing numbers for spring visits to Mystic Seaport. The Education Department established a quota of 350 individuals each day in order to prevent overtaxing facilities as well as assuring maximum benefit from the tours of each group.

• Personnel from Hagley Museum, Wilmington, Delaware, visited the Seaport on Sunday, April 21.



Photograph courtesy
Admiral and Mrs. Donald B. MacMillan

Schooner Bowdoin *in Kangerdluk Fiord in North Greenland during one of her exploration trips.*

The Arctic-exploring schooner *Bowdoin* has gone home to the State of Maine.

An announcement was made in late March by Waldo C. M. Johnston, Director at Mystic Seaport, that although several offers had been received for *Bowdoin,* she was then being transferred to a non-profit organization in Maine.

The Schooner Bowdoin Association, Inc. was formed to undertake the return of the 88-foot *Bowdoin* to the State of Maine for restoration and subsequent historical exhibit.

The organization is headed by Dr. Edward K. Morse of Camden, Maine, a close friend of Admiral and Mrs. Donald B. MacMillan. She was towed to Maine with much of her gear transferred overland.

Both Admiral MacMillan and his wife have endorsed the transfer of *Bowdoin* to the Maine group, the officers of which are Dr. Morse, president; Dr. Peter Rand, vice president; Dr. Frank Kibbe, secretary-treasurer; and Robert Marden, clerk.

Bowdoin was purchased by The Marine Historical Association through gifts from "friends of *Bowdoin*" and she was subsequently brought to Mystic Seaport in 1959. She was built in 1921 for Arctic exploration and under Admiral MacMillan's command served well in 27 voyages "North."

Mr. Johnston said in his announcement concerning the transfer: "Return of *Bowdoin* to her native state under the auspices of the Schooner Bowdoin Association is a happy solution to a worrisome problem. We at Mystic Seaport have dedicated ourselves to the preservation of our ships; the *Bowdoin* has been uppermost in our minds because her needs are great. Over the past eight months we have explored every avenue of possibility in light of these needs and our resolve to act as responsible custodians to make certain that her restoration was authentically executed and completely carried out. We are convinced that the Schooner Bowdoin Association, composed of leaders in Maine who are motivated by a single purpose, can accomplish these ends more quickly and efficiently than we at Mystic Seaport.

"It has been our purpose to assure the future of this historic vessel. By returning her to Maine under the aegis of this interested group, we have taken a giant step toward the realization of this goal."

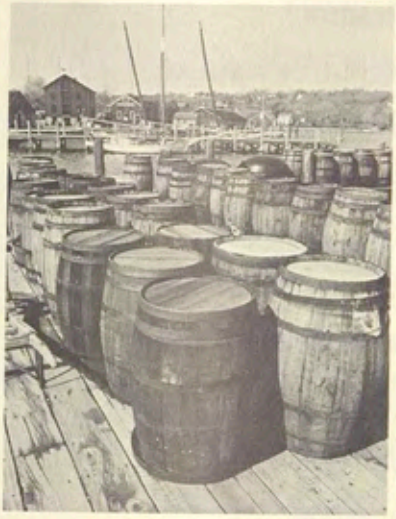
• *Carousel,* subject of the Yacht Profile in the last issue of The LOG defeated 12 rivals on March 31, to win the San Diego Sir Thomas Lipton Challenge Cup race. Her name was engraved on a major Southern California sailing trophy which for 20 years had eluded her.

Ashley Bown, owner of *Carousel,* won last year's Lipton Cup race with Tim Shepard's 8-meter *Emily II,* when terms of that race did not permit *Carousel's* entry. They did for the first time this year. Mr. Bown is the first man in Lipton Cup history to score consecutive victories with two different boats.

The photograph of *Carousel* that appeared in the March LOG is among "Members' Yachts" on exhibit in the Sailors' Room in Seamen's Inne.

• The New Bedford Standard-Times on April 7, published in the Sunday Magazine section "The Southeasterner" a picture story concerning the Mystic Seaport small boat restoration program. The emphasis placed on the presentation by John Ackerman, Sunday Editor, who prepared the story, was on the unending amount of work as well as the funds required for maintenance and restoration at the Seaport.

Spring at Mystic Seaport



Casks from the hold of the Charles W. Morgan *were temporarily removed during a clean-out period.*



Daffodils and tulips were blooming in abundance throughout the Seaport grounds. The Buckingham House is in the background.



Magnolia blooms frame the Membership Building in the background.

THINGS WE NEED

that you may no longer have use for
and would donate for continued service
at Mystic Seaport

Office Supplies

Adding machine

Typewriters (2) electric or manual

Dura-Mach tape-fed automatic typewriter

Dictaphone machine

Office furniture and accessories

Files:

for 3 x 5 cards, 6 drawers wide, 3 drawers high
(18 drawers overall 35″ x 14″)
for 9 x 12 folders, 3 or 4 drawers—one unit
for 5 x 8 cards, 6 or 8 drawers

Mariner Program, Youth Training Building, and Planetarium

7-day barograph

Wet-and-dry thermometer

7 x 50 binoculars

Combination marine-band receiver and
R.D.F.—110 volt service

Portable chalkboard with locking casters

40 folding chairs

Taylor 7-day recording thermometer

Operations

PICK-UP TRUCK

LATE MODEL VEHICLES
TO BE USED AS TRADE-INS

RIDER-TYPE LAWN MOWER

VISES—MOST ANY SIZE

MITRE-BOX AND WOOD SAW

AUTOMATIC SCREWDRIVER

Curatorial—Exhibits and Marine Maintenance Divisions

HEAVY WOODWORKING BENCH WITH VISE

BAR, PIPE, AND "C" CLAMPS—ANY SIZE OR LENGTH

METAL SHEARER—36″ OR LARGER

METAL PANOGRAPH

HEAVY DUTY EXTENSION CORDS—50′—100′

12–15 TON HYDRAULIC JACK

⅜″ ELECTRIC DRILL

6″ DISC SANDER

HEAVY DUTY 20″ GAS-POWERED CHAIN SAW

AND—we always need seashells for the Junior Museum

Offers and descriptions should be forwarded
to the attention of the Operating Administrator.

Corporate Memberships

It is with tremendous pride and satisfaction that I announce the Corporate Membership classifications recently established by the Board of Trustees. Within the structure of these new classifications there are three categories:

CORPORATE BENEFACTOR AT $1000
CORPORATE ASSOCIATE AT $500
CORPORATE FRIEND AT $200

All on an annual renewal basis.

In addition to tax relief, plus the deep satisfaction of furthering the Association's aims and purposes, there are tangible features to demonstrate the bond a corporation membership will establish with Mystic Seaport. Handsome plaques for Corporate Benefactors, and certificates for all categories will identify the Corporation's affiliation with this Association. Guest tickets will be available to the Corporate members as well as copies of the quarterly LOG and the Annual Report. Corporate gift orders may be placed at the Seaport Stores at the regular member's discount. Extra discounts are in effect for all bulk orders. A folder describing all benefits will be sent on request.

We are firmly convinced that through this innovation at Mystic Seaport a giant step has been taken toward a closer affiliation between this great museum and our nation's commerce and industry. Your inquiries into any aspect of the Corporate memberships will be most welcome as will your comments or suggestions.

Please let us hear from you.

LLEWELLYN POWELL
Membership Director

Calendar of Events

MEMBERS MAY WISH TO MARK THEIR CALENDARS

JUNE 9	Opening date for summer programs on *Joseph Conrad* and *Brilliant*	OCT 6, 7	"Londontown" Adventure Series lecture Howard Pollack
JUNE 24	Frank C. Munson Memorial Institute of American Maritime History opening day, 14th annual session	OCT 12	Annual Dhow Derby
JULY 12	Annual Meeting The Marine Historical Association	NOV 3, 4	"Inside Passage & The Aleutian Islands" Adventure Series lecture Don Cooper
AUG 2	Frank C. Munson Memorial Institute of American Maritime History closing session	NOV 4	Interpretation program winter schedule begins.
AUG 4	178th Anniversary U.S. Coast Guard	NOV 28	Thanksgiving Day Mystic Seaport is closed.
AUG 16	Newcomen Society in North America Annual luncheon at Mystic Seaport	DEC 1, 2	"Israel—Land of the Bible" Adventure Series lecture William Stockdale
SEPT 6	Opening date for autumn weekend programs on *Joseph Conrad* and *Brilliant*	DEC 22	Community Carol Sing opens the Seaport holiday season.
SEPT 7	Invitational Schooner Race Rendezvous at Mystic Seaport	DEC 25	Christmas Day Mystic Seaport is closed.

Adventure Series lectures by subscription only

Members may be interested to see the statistics below:

Through March 31	*1967*	*1968*
Attendance	12,864	11,921
Membership	11,432	12,108

MEMBERSHIPS MAKE LASTING GIFTS



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

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