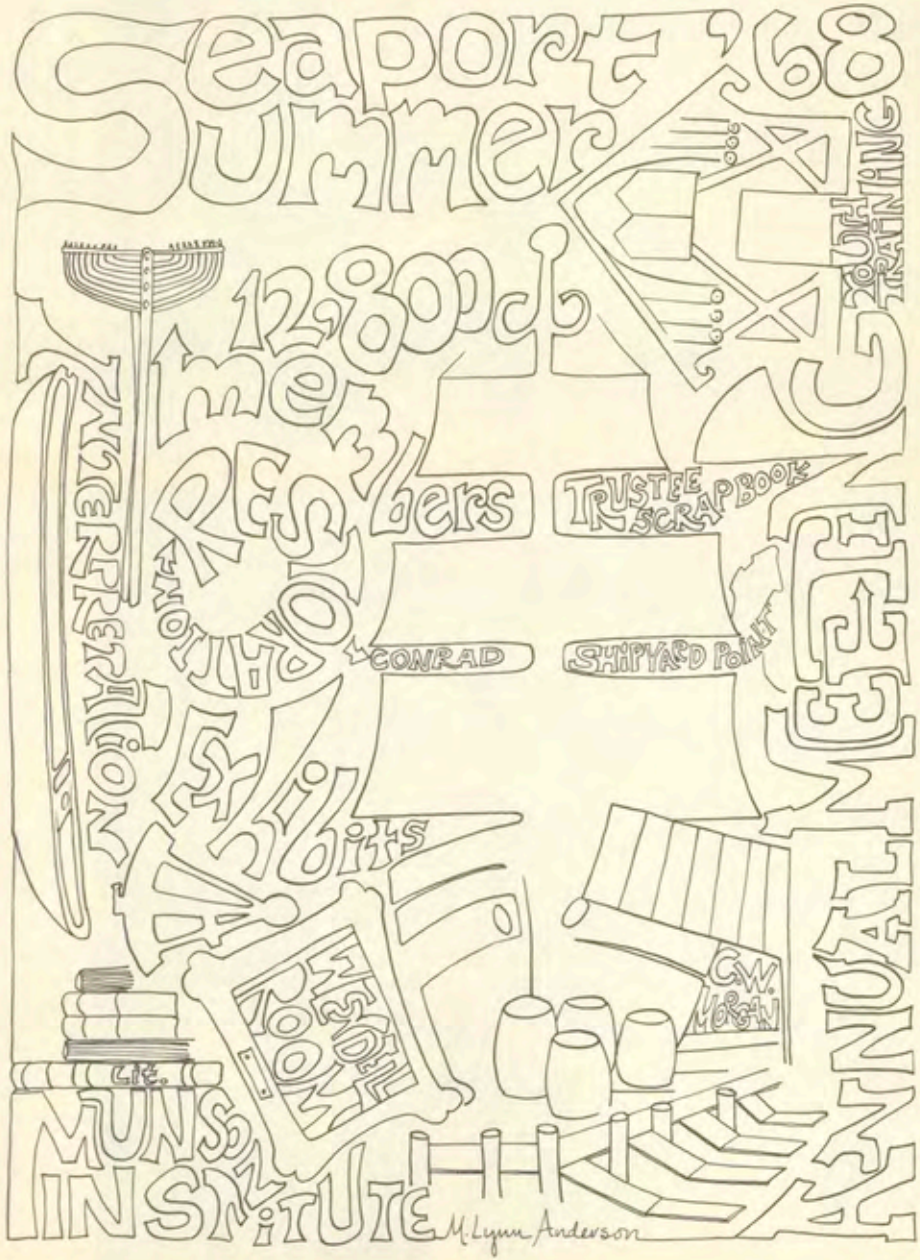
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Number 3

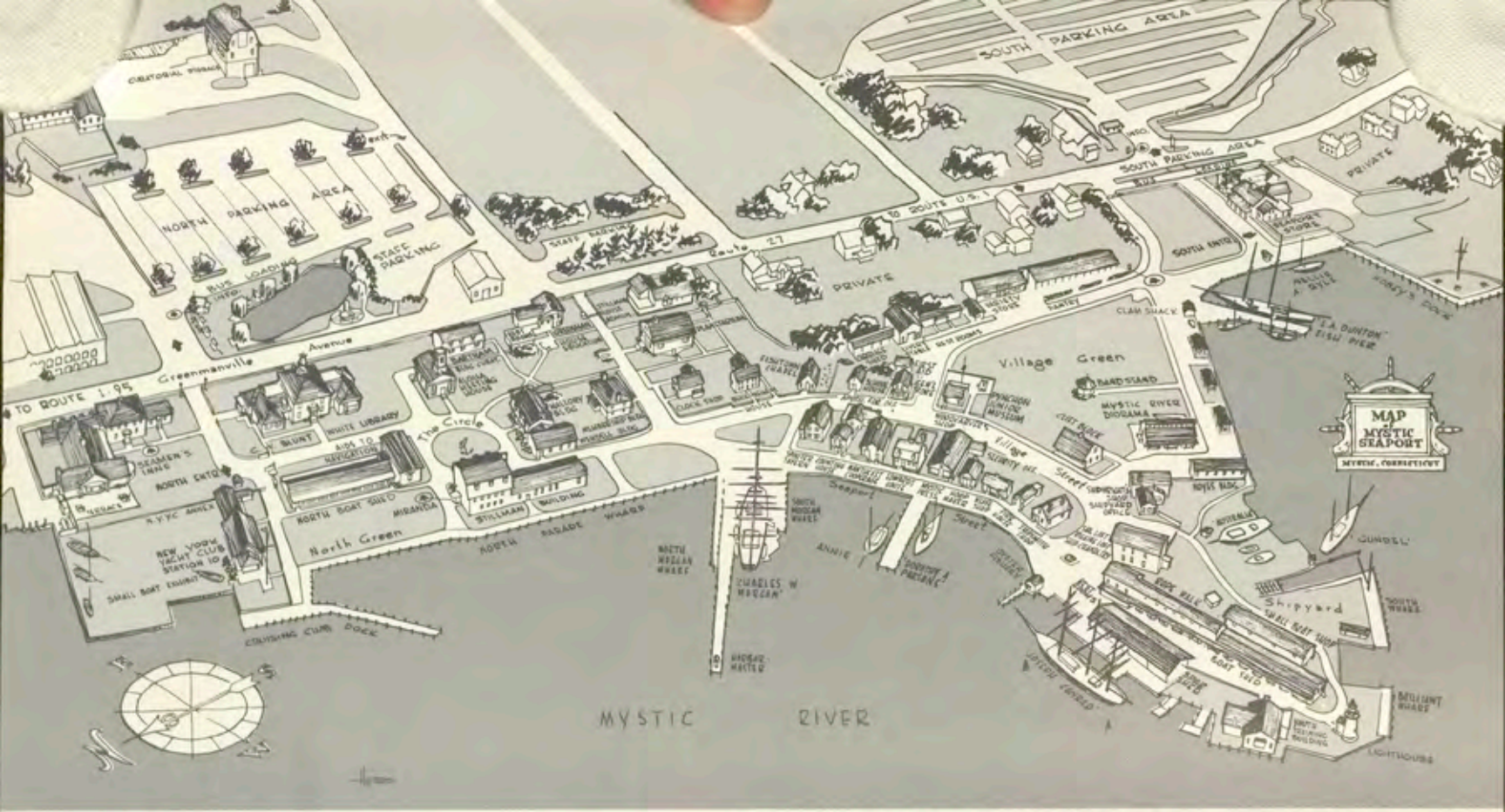
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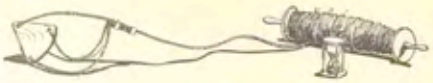
MYSTIC SEAPORT





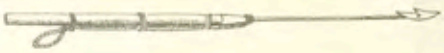
ON THE COVER:
Composite elements in summer 1968 activities at Mystic Seaport. Drawing by M. Lynn Anderson.

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.



THE
LOG
of
MYSTIC SEAPORT

Volume 20, Number 3 September 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.

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EDITORIAL

CHARLES CALEB COLTON, early in the 19th century, was responsible for the comment, "Imitation is the sincerest flattery."

Were the Colton philosophy applied at Mystic Seaport, members, trustees, officers, staff, might glow, glow, glow.

Reminiscing, at the 39th annual meeting of this Association, of the years, the trials and errors, the thought and effort, not to mention the hours and days, that so many souls have dedicated to the development of Mystic Seaport, one cannot slough off observations of the many attempts at imitation. This may be "sincerest flattery" if Webster did not define flattery as "a pleasing self-deception."

Scarcely a month passes in which inquiry is not received from one whose interests derive from the apparent successes of this Association, or a department, function, or even the development or administration of Mystic Seaport.

Information is given willingly from persons qualified to answer, for the opportunity is but another link in a growing chain. There have been so many sources from which we too have benefited and to whom we are grateful, that the Golden Rule must apply. Although individually acknowledged, contributions to Mystic Seaport are also ever-recognized by this publication.

Observers we are. Pleased we are indeed when the successes of newcomers in our field are manifest through obvious imitation of our procedures.

This reflection departs from self-deception almost entirely however, as we assume more readily the role of a proud parent observing the little one's first step.

ALMA ESHENFELDER


SEAPORT PLANETARIUM

The Seaport Planetarium

BY DONALD TREWORGY

Director, Mystic Seaport Planetarium

AMONG the more than five hundred planetariums in the United States, few are found in settings more appropriate to the story they tell than the Seaport Planetarium. Marine Historical Association trustee, Edwin Pugsley[1] first proposed a planetarium for Mystic Seaport in 1954, as a means of demonstrating the principles of celestial navigation. Much careful research and planning preceded the ground-breaking for the planetarium building[2] on June 19, 1959. During the planning stages for the Seaport Planetarium, Professor Frederic W. Keator, who was to become its first director but was then teaching at Yale University, was frequently consulted and was able to effect a design in the projection equipment of optimum value to the Planetarium's purpose.

The Spitz A-2 projector is capable of producing a great variety of astronomical effects. Seating for approximately one hundred persons is arranged under a dome-shaped ceiling that is thirty feet in diameter. The inner surface of the dome serves as a



projection screen; while tiny perforations, uniformly spaced over the entire dome, permit the viewing of lighted exhibits that have been placed in back of the dome. The paintings used in "The Star of Bethlehem" presentation, shown annually during the Christmas season, are located in back of the dome and seen by the audience through its perforations. Loudspeakers for music and sound effects are positioned behind the dome—as they are not lighted they cannot be seen—and music seems to be the music of the heavenly spheres.

Most prominent among the strange shapes appearing under the center of the dome, the star projector—a hollow black regular dodecahedron—is the heart of the planetarium. From a small lamp inside the star projector, light shines through about 700 pinholes of different sizes and 34 lenses producing on the inner surface of the dome the appearance of a starry sky.

[1]The Trustee Profile in the June LOG Vol. 20, No. 2 was about Mr. Pugsley.

[2]Contributions for the construction of the building and its equipment were generously provided by:
The Arthur Curtiss James Foundation of New York,
The Woodland Foundation,
The Crestlea Foundation,
and the late Mr. Henry L. Moses.

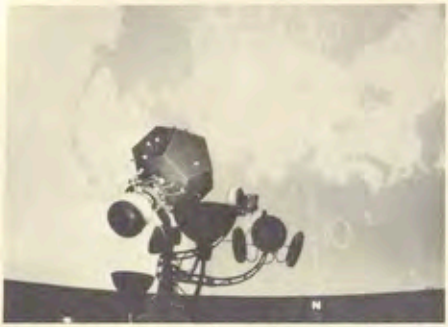


Fig. 2 Lighted pinholes and larger silver lens holders may be seen on the pentagonal sides of the star projector. The map projected on the dome shows the north polar region of the earth as seen from the earth's center.

Small lensed projectors mounted contiguously place the sun, moon, Mercury, Venus, Mars, Jupiter, and Saturn in their proper positions among the background stars. While the distant stars appear not to change their positions with respect to each other even in a man's lifetime, the members of our solar system reveal changing positions from day to day and are manually set each day in their proper places in the planetarium.

Supplements to the star projector of particular value in telling the story of celestial navigation are the auxiliary projectors which show on the dome: the earth as seen from its center, the equator system of coordinates, the altitude-azimuth coordinate system, the observer's celestial meridian (the vertical circle drawn on the sky and connecting the zenith, north, and south points of the horizon), the Greenwich meridian, and an astronomical triangle. A modified overhead projector and three slide projectors greatly facilitate instruction in both astronomy and celestial navigation.

The time scale of the planetarium compresses one 24-hour rotation of the earth into four minutes and forty-eight seconds; to determine the time of day for any relative position of earth and sky, one need only look at the clock on the south wall of the chamber. Designed and constructed by Professor Keator, this clock runs at the same speed that the earth seems to turn.

In addition to the motor which shows the daily turning of the earth, a second motor can tip the axis of the star projector in the plane of the celestial meridian to show the sky as seen from various terrestrial latitudes. Although the planetarium projector is not motorized to show the annual apparent motions of the planets, this type of motion can be demonstrated very clearly with a retrograde motion projector also built by Mr. Keator.



Fig. 3 Lecturer Clifford W. Phelps at the control console in the Planetarium.

All motors, projectors, sky illumination, sound systems, and ventilating systems are operated by the planetarium lecturer from a control console located under the north edge of the dome.

From the opening of the Seaport Planetarium on May 14, 1960 through June 30, 1968, some 297,673 persons—including over

50,000 school children—have attended shows in the Seaport Planetarium. Nearly 200 children and adults have attended courses in astronomy and celestial navigation.

Daily planetarium shows acquaint the interested visitor to Mystic Seaport with the heavenly bodies, their use by and their importance to the navigator who sails the trackless oceans.

Exhibits in the lobby immediately focus the visitor's attention on the topic of celestial navigation. A wall display shows how the sextant is used to measure the vertical angle between a heavenly body and the horizon. More than two hundred years after its invention, the reflecting sextant is still the most accurate angle-measuring device yet constructed for use on the deck of a rolling and tossing ship.

Five 24-hour clocks and a time zone chart of the world illustrate the relationship between time and longitude, familiar to most of today's world travellers. Flying westward around the earth, the traveller must set his watch to read one hour earlier with the crossing of each time zone; flying eastward, his watch must be set to read one hour later with the crossing of each time zone (daylight saving time is excluded from this discussion). A knowledge of the exact Greenwich Mean Time from a chronometer or radio time signal is necessary for the navigator to determine his longitude. By the observation of a heavenly body with his sextant, the navigator can determine the local mean time at his ship; the difference between his local mean time and the Greenwich Mean Time, expressed in degrees, is his longitude—east if his local mean time is later than at Greenwich, and west if his local mean time is earlier than at Greenwich.

On the ceiling of the lobby of the Seaport Planetarium is an orrery or mechanical model of the solar system showing the relative sizes, spacings, and speeds of revolution of the six classical planets[3]. In the space age we view the other planets as destinations of space travel, but as in the age of sailing ships the stars continue to serve as celestial guideposts.

[3]The orrery is also the handiwork of Professor Keator.

EDITOR'S NOTE:
Current information on course offerings, daily planetarium shows, and special programs may be obtained by telephoning (203) 536-2631 or writing Supervisor, Seaport Planetarium, Mystic, Connecticut 06355.

• This year twenty-eight students and teachers were employed on the summer staff. They represent seventeen colleges and six high schools in nine states.

THE NAUTICAL CHART

BY WALTER R. JUETTNER

Editor

MOTOR BOATING

The nautical chart often has been called a "Road Map of the Seas," an apt but not an adequate appellation because the chart contains infinitely more information than its landbound counterpart.

In order to make proper use of this information the navigator needs to understand the chart's construction, abbreviations and symbols. "PD" ashore may mean "Police Department;" but afloat the skipper would do well to avoid the area where these initials appear on his chart, for they may mark a wreck on a rock, dangerous to navigation, whose exact position is doubtful (PD).

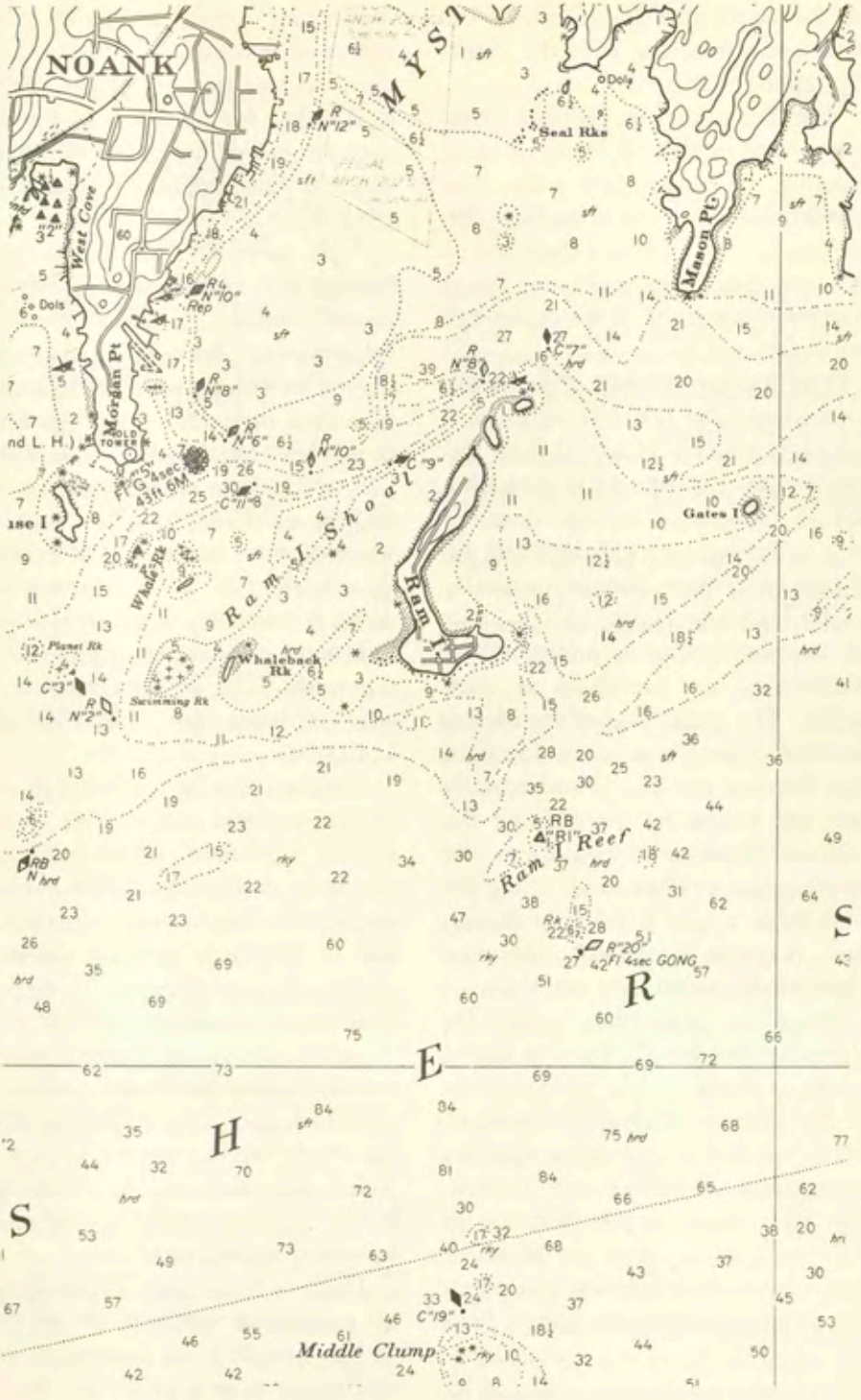
Fishers Island Sound and the approaches to Mystic, as the accompanying illustration shows, have a number of rocks strewn about, seemingly planted by nature to bar the way to the Seaport.

But thanks to Charts #358 and #116-SC, which clearly indicate such dangers and show buoys marking channels, seaborne visitors by the thousands arrive safely each year in all kinds of craft. Last year some 3000 boats moored at Seaport piers.

Nautical charts are produced by three government agencies. Charts most commonly used in U.S. coastal waters and rivers emptying into the sea are the work of the Coast & Geodetic Survey, an arm of the relatively new Environmental Science Services Administration (ESSA) established in 1966 under the Department of Commerce. Other arms of ESSA are the Weather Bureau and the Oceanographic Institute. The "Coast Survey," as it is popularly known, has published over 800 nautical charts. The survey effort for a single chart can require months and even years of mathematically exact work. Charts of the Great Lakes and Major Inland Rivers are compiled by the U.S. Lake Survey, a branch of the Corps of Engineers of the U.S. Army. Ocean charts and those of foreign waters are the responsibility of U.S. Naval Oceanographic Office, (formerly U.S. Navy Hydrographic Office).

Abbreviations and symbolization are standardized on all charts. It would require more space than is available in The LOG to list all. A helpful pamphlet designated as "Chart No. 1" does this job satisfactorily and is available for 25 cents from headquarters of the issuing government services or their selling agents. (See addresses at end of article.)

The identity of each chart in relation to its number, area, edition, revisions, projection, and scale, is printed



U.S. Department of Commerce Coast and Geodetic Survey
Chart No. 358 Fishers Island Sound

on the chart and placed where the data won't interfere with the markings on the chart itself.

The items in the previous paragraph are self-explanatory except, possibly, projection and scale. The projection of a spherical surface onto a plane surface such as a chart results in some distortions which on charts for small areas of U.S. waters are unimportant.

The Mercator system of projection (see Illustration II of Mercator's projection), used for charts of tidal waters, is often illustrated as a projection onto a cylinder.[1] The meridians appear as straight vertical lines and the distorting is quite obvious especially in the higher latitudes. The parallels of latitude appear as straight lines intersecting the meridians at right angles. The great value of the Mercator chart is that we can draw a straight line between two points and actually sail that course by determining the compass direction between them; the heading being the same all along the line. Such a line is called a rhumb line. A great circle on a Mercator chart would appear as a curved line.

Polyconic projection, used for charts of the Great Lakes and inland rivers, is based on the development of the earth's surface upon a series of cones, a different one being used for each parallel of latitude (see Illustration III). There is less distortion in polyconic charts than in Mercator charts since the meridians and parallels of latitude appear as curved lines converging toward the poles. Such curvature is scarcely noticeable, however, on smaller area charts. Suffice to say that for all practical piloting purposes in U.S. waters the distortions of these two methods of projection can be disregarded.

Scale, however, is a facet of chart-making that must be closely observed. Actual distances, obviously, must be tremendously scaled down to contain a given area on a chart. This reduction is termed the scale of the chart, expressed as a ratio, 1:80,000, meaning that one unit on the chart represents 80,000 units on the actual land or water surface. Scales may be as large as 1:5,000 for harbor charts where detail is desirable; or as small as one to several million for large areas of the world. The two scales most often employed are 1:80,000 and 1:40,000.

Distance may be measured in statute or nautical miles. The statute mile of 5280 feet, used in boating, is restricted to the Great Lakes and inland rivers. The nautical mile, 6076.1 feet in length, is used on charts of ocean and coastal waters. To convert from one to another, remember that:

1 nautical mile = 1.15 statute miles.

Information shown on charts is a combination of natural features of the water and land areas and various selected man-made objects. Each item shown has been carefully chosen for its value to navigators.

Depths of the water, of course, are of paramount concern. Mean Low Water (MLW), an average of low-tide stages over a period of time, is the plane of reference for the depths shown on the chart. A bit of seamen's

[1]The spacing of the parallels of latitude on the Mercator chart cannot be determined by geometrical projection but is derived mathematically.

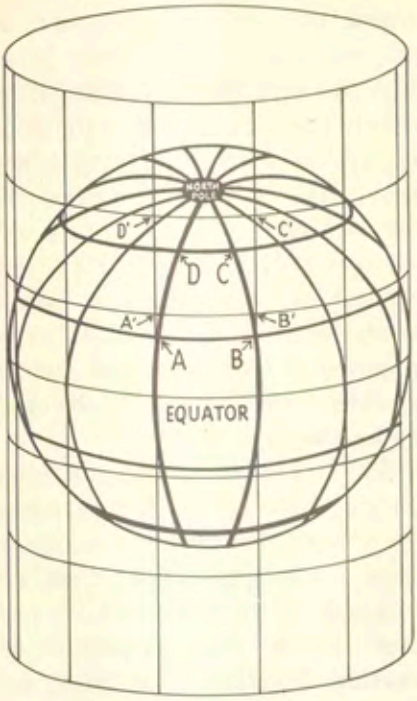


Illustration II. Most large scale charts are constructed on what is known as Mercator's projection. This means roughly that the chart is constructed on the theory that the earth is a cylinder. The meridians of longitude, which converge at the poles, are opened out and become straight lines. This necessitates a stretching out in width of everything in the higher latitudes. To preserve correct proportions everything in the higher latitudes is on a larger scale than at the equator. The particular advantage of this method is that the track of a vessel can be represented by a straight line instead of a curve as it would be in the case of a sphere. In our diagram the points marked A, B, C, and D on the earth's surface become the points A', B', C', and D' when projected on to the chart according to this method of construction.

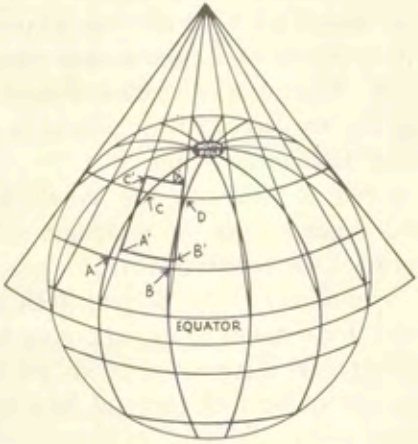


Illustration III. Another method of plotting charts is the polyconic projection shown in this sketch. This system is used on charts of the Great Lakes published by the U.S. Lake Survey. It is based on the development of the earth's surface on a series of cones, a different one being taken for each parallel of latitude. The vertex is in a point where a tangent to the earth at that latitude intersects the earth's axis. The distortion is less in this method than in the others and a straight line on this type of chart approaches very closely a great circle. It is only on charts of very large extent that the curvature becomes apparent. The parallels of latitude are curves, this being apparent to the eye upon all charts except those of the largest scale.

Mercator and Polyconic chart illustrations from 1968–69 edition Piloting, Seamanship and Small Boat Handling *by Charles F. Chapman.*

lore and common sense must be called on to know when the stage of tide may be lower than MLW. For example, in Long Island Sound, a strong west wind blowing for several hours will have a tendency to push the water out of the Sound and contiguous waterways. If the wind strength endures during the ebb, the lowest stage of tide could be a foot or more below MLW.

Depths are shown by many small printed figures indicating the depth at various points, measured in feet or fathoms as stated in the basic information block on the chart. Where depth figures are rather widely spaced, the bottom will be found reasonably flat or gradually sloping. Where depths vary irregularly, figures will be more frequent and more closely spaced. Most charts have contour lines called fathom curves. Typically, they appear for 1, 2, 3, 4, 5, 10, and multiples of ten fathoms. Continuous solid lines or various combinations of dots and dashes are used to form a curve along depths of approximately equal value. The limits of shallower depths usually are indicated by a light blue color, land areas in buff.

Dredged channels are shown by two dashed lines to represent side limits of the improvement.

The nature of the bottom, such as sand, rock, mud, grass, etc. will be indicated in many areas by abbreviations, S for sand, M for mud, Rky for rocky, etc.

Dangers such as sunken wrecks, rocks, reefs, etc. are indicated by symbols (see sample page from Chart No. 1).

Heights such as those of lighthouses, hills, bridges, overhead cables, etc. are measured from Mean High Water (MHW). Thus, if an easterly gale coincides with the flood and pushes water into Long Island Sound and contiguous waters, the stage of tide at its peak could be several feet higher than MHW. This fact is of great consequence to masted vessels meeting questionable bridge or power cable clearances and in mooring a boat to allow for the extra depth of water.

With regard to land areas, some nautical charts encroach to a minor degree on the function of road maps. Major roads near coastal areas are often shown for informational purposes. But the chief purpose of delineating shorelines, land areas, and topography, of course, is to provide visual aid to the skipper. Here again it is important to understand the illustrative methods used in cartography.[2] Chart No. 1 is the key to such understanding. Man-made features on land are clearly indicated on charts by symbols with identifying words in close juxtaposition; a dot within a small circle pinpoints the location of a stack or steeple or tower.

Lights and buoys, chief aids to the navigator, are shown according to a rigid system which spawned the familiar catch phrase, "Red, Right, Returning," as a memory aid for skippers. The three R's mean that *red* buoys are kept on the *right* side of the vessel *returning* to port. Chart No. 1, of course, illustrates all the symbols

[2]Chart No. 1 illustrates all the symbols used on charts produced by the U.S. Naval Oceanographic Office, the U.S. Coast and Geodetic Survey, and the U.S. Lake Survey.

O. Dangers

(25)
1 Rock which does not cover (elevation above MHW) (See general remarks)

* Uncov 2 ft Uncov 2 ft
* (2) (2)
2 Rock which covers and uncovers, with height in feet above chart (sounding) datum

3 Rock awash at the level of chart (sounding) datum
When rock of 0-2 or 0-3 is considered a danger to navigation

4 Sunken rock with less than 6 feet of water over it (Same as 0-26)

5 Sunken rock with between 6 and 33 ft. of water over it (Same as 0-26)

(5) Rk
5a Shoal sounding on isolated rock (replaces symbol)

6 Sunken rock with more than 66 feet of water over it (Same as 0-26)

(2) Rk (2) Wk (2) Obstr
6a Sunken danger with depth cleared by wire drag (in feet or fathoms)

Reef
7 Reef of unknown extent

Sub Vol
8 Submarine volcano

Discol Water
9 Discolored water

Coral Co Co * Co
10 Coral reef, detached (uncovers at sounding datum)

Reef Line
Coral or Rocky reef, covered at sounding datum (See A-11d, 11g)

11 Wreck showing any portion of hull or superstructure above sounding datum

Masts
12 Wreck with only masts visible above sounding datum

13 Old symbols for wrecks

13a Wreck always partially submerged

14 Sunken wreck which may be dangerous to surface navigation (See O-6a)

(5) Wk
15 Wreck over which depth is known

16 Sunken wreck, not dangerous to surface navigation

Foul
17 Foul ground

Tide Rips
18 Overfalls or Tide rips
Symbol used only in small areas

Eddies
19 Eddies
Symbol used only in small areas

Kelp
20 Kelp, Seaweed
Symbol used only in small areas

21 Bk Bank
22 Shl Shoal
23 Rf Reef (See A-11d,11g;O-10)
23a Ridge
24 Le Ledge

25 Breakers (See A-12)

26 Sunken rock (depth unknown)
When rock is considered a danger to navigation

(5) Obstr
27 Obstruction

28 Wreck (See O-11 to 16)

Wreckage Wks
29 Wreckage

29a Wreck remains (dangerous only for anchoring)

Subm piles
30 Submerged piling (See H-9, L-59)

* Snags * Stumps
30a Snags; Submerged stumps (See L-59)

31 Lesser depth, possible

32 Uncov Dries (See A-10; O-2, 10)
33 Cov Covers (See O-2, 10)
34 Uncov Uncovers (See A-10; O-2, 10)

(3) Rep (1958)
Reported (with date)
* Eagle Rk (rep 1958)
35 Reported (with name and date)

36 Discol Discolored (See O-9)
37 Isolated danger

38 Limiting danger line

rky
39 Limit of rocky area

41 P A Position approximate
42 P D Position doubtful
43 E D Existence doubtful
44 P Pos Position
45 D Doubtful

Subm Crib Crib (above water)
(Oa) Crib

■ Platform (lighted) HORN
(Ob) Offshore platform (unnamed)

■ Hazel (lighted) HORN
(Oc) Offshore platform (named)

Sample page from Chart No. 1

used in cartography; a study of the chart of Fishers Island Sound (Chart #358), for example, will quickly reveal the shape and color of the symbols used for buoys and beacons.

Most charts employ color to emphasize and clarify its features. For example, a diamond shape in magenta (deep red) signifies a red nun buoy (whose top is conical), while a black diamond indicates a black, flat-topped buoy.

Of utmost importance in navigating, the direction a ship takes to follow a given course is determined by reference to a compass rose appearing on the chart in several places. Such compass roses are shown for both True and Magnetic directions and within each rose will be found a note stating the variation for the area and the annual rate of change.[3]

Finally, coordinates of longitude and latitude are printed on every chart and provide the means to locate the ship's position.

Actually, this short treatise on charts hardly dents the surface of the subject! In the latest edition of *Piloting, Seamanship and Small Boat Handling* by Charles F. Chapman,[4] some 36 pages are devoted to a description of charts and their usage. Always fascinating, the study of charts offers to anyone a rewarding way to pass the time, and to mariners a guarantee of safe passage on the water.

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[3]Magnetic variation or magnetic declination is the angle measured from the true meridian east or west to the magnetic meridian at a given place. Annual rate of change is the annual rate of change in variation at a given place.

[4]*Piloting, Seamanship, and Small Boat Handling*, by Charles F. Chapman, published by *Motor Boating*, New York, 1942, revised 1966–67.

CHART ISSUING AGENCIES:

U.S. Coast & Geodetic Survey
ESSA
Washington Science Center
Rockville, Maryland 20852

U.S. Naval Oceanographic Office
Washington, D.C. 20390

U.S. Army Engineer District
Lake Survey
630 Federal Building
Detroit, Michigan 48226

The unusual, lasting

Christmas Gift

for friends and business associates who have an interest in boats, the sea, and our maritime heritage.

Membership in The Marine Historical Association

Full details concerning Gift Memberships will be sent on request from The Membership Director, Mystic Seaport.



Museum by the Sea

BY CARL C. CUTLER

"I have had a dream of the homecoming of the ships, for this at last was their desired haven—from all the paths of the sea, from the wars of the world, from the coast-wise and deep-sea voyaging, with all their unwritten stories and the wistfulness of seafaring:

"At dusk they came in from the sea; one by one they came up the river, silently on the flood tide with the last breath of the evening wind. In the deepening gloom they warped into their places, side by side at the mouldering wharves where long ago they fitted out for sea. And the shadow of the ships grew until it seemed to overreach the river. . . ."

In these words written more than fifty years ago, a boy began the story of his dream. William Wilbur, son of a famous Mystic sea captain, and later a noted educator, was steeped in the sea traditions of America. He knew the values, moral and material, our ships and sailors had contributed, and believed, as many Americans do, that those values should be preserved as wholesome, vital forces. The ships could not come home, ever again, but the story of devotion, sacrifice and courage which characterized and made possible their achievement, could.

Years later, young Wilbur's dream became the dream of three other Mystic men, all with a maritime background that stretched far back into colonial days. This was in the late 1920's, after America's latest attempt to maintain an effective merchant marine had failed. It was, of course, long after our country had been brought to the verge of destruction in the first World War, and equally long before it found itself in a similar situation in the last war, primarily because of lack of ships.

So it was that in 1929, Dr. Charles K. Stillman and Carl C. Cutler, of Mystic, Connecticut, and Edward E. Bradley, of Stonington, incorporated a new marine museum. It was the fifth to be established in the Western World in 300 years. Since then a dozen more have been founded, scattered from the Atlantic to the Pacific coasts. A sign, possibly, of America's awakening.

In keeping with early American tradition, the sponsors of the new organization started without capital, real property or collections. Like the pioneers before them, they had a vision of things to be done. Nothing more. Like them they believed that if the vision was good, it would prosper.

Still they did not rush in thoughtlessly. They took two years to perfect their plans.

In the end they decided on an extensive program of publications, a marine museum and the reconstruction of an old time shipyard and early seaport waterfront. The first would tell the story of the nation's sea past. The second would attract those who had lost touch with the sea and all it represented. The third, when planned, was a novel experiment in visual education—to show in concrete form the actual conditions under which the early American lived and worked.

The idea has since been used at Williamsburg and Greenfield Village, although there is probably no connection.

Somehow, the thing succeeded. The progress of the Mystic venture is one of the legends of maritime museum history.

Actually development started with Dr. Stillman's offer in the summer of 1929, of the old Greenman Shipyard as the site for the prospective museum. This was a tract of nearly seven acres on the Mystic River, with more than a third of a mile of frontage on a deep channel. No other marine museum in the world had a comparable site. It afforded a unique base for its development, and one that was indispensable if its objectives were to be attained. It can indeed be said that without this generous offer of Dr. Stillman, the museum at Mystic would never have received the support, which, with Dr. Stillman's own courageous help during the depression years, enabled it to survive.

The following year—1930—Mrs. Edward S. Harkness, also a descendant of Mystic shipbuilders, gave the corporation the tract adjoining on the north, which added some 700 feet to the waterfront.

With the assurance of a suitable base for its operations, the original incorporators were able to enlist the support of hundreds, who have since given freely of material and money to the museum.

The ships—or at least, most of them—had long vanished. Even so, a few have come home to Mystic. There is the 105-year-old whaler, "Charles W. Morgan," now the last of the old wooden square-riggers. She sailed more miles and caught more whales in her 80 years at sea than any other craft. One can still catch the smell of sperm oil in her 'tween decks.' There is an old Maine pinky, the racing sandbagger "Annie," champion of her day as was many another Mystic yacht two generations back. There are other boats and relics of famous incidents in sea lore—mutinies, sea fights, hardy explorations, notable sea rescues. And if precedent means anything, there will be others.

There is much more—sea inspired talent in art, invention and literature. All are represented. But the thousands of items cannot be described. Nor can the plans for reproducing a veritable old seaport be pictured. This last will come, perhaps shortly.

It can't be told, effectively, and you may not care to go and see. But if you do go, don't expect a cinema version. This is real. A small town version by small town folk. Its simple relics were made or gathered by men who have been dust a hundred years—quaint, shrewd, homely men—seafarers, merchants, shipbuilders, inventors, quasi-scientists—who with all their limitations, built a civilization for which five thousand years of recorded history affords no parallel.

We have heard something in recent years of "grass root philosophy." Possibly you may find something of the sort in Mystic.

EDITOR'S NOTE:
This article has been reprinted from Made in America Monthly *April, 1946, and reviews the early philosophy of the founders of The Marine Historical Association in the words of one of them, the late Carl C. Cutler.*

"Let every Fatte . . ."

"Ethvert Kar maa staa paa sin egen Bund" quoth the Danes—a fierce and thrifty crowd, once given to exacting Danegeld from Britons and leaving proverbs as solace. The British, of course, would have the saying as their own; and it is written, in a reasonable approximation of its present form, as early as 1564. "Let everie Fatte (vat) stand upon his own bottome" says William Bullein in his *Dialogue Against The Fever Pestilence.* John Ray's *English Proverbs* (1670) offers the modern "every tub . . .", generally paraphrased: every man must give an account for himself.

Thus some antecedents of the familiar Harvard maxim, which sums up, as accurately as any metaphor can, the University's present system of accounts and finances. The system's dim beginnings lie in the early 19th century, the seedtime of the modern University—then as now a confederation of faculties, institutions, and other quasi-independent units. "Linked today only by the steam tunnels," an organizational sage has remarked. The links are, in truth, somewhat stronger. Harvard is united under the governing powers of the President and Fellows (the self-perpetuating "Corporation"), with the consent on certain matters of the Overseers (elected alumni representatives). Deans and Directors of the several Departments are Harvard's executives, exercising and further delegating management authority. They are supported by many centralized services (purchasing and paying, accounting and upkeep, among them).

The maxim appears to have been first entered in record at Harvard by President John T. Kirkland (1810–28). According to a later President—Conant (1933–53)—Kirkland adopted "a bland smile" when, in 1817, he was asked about the location and finances of the proposed Divinity School. "It is our rule here for every tub to stand on its own bottom," Mr. Kirkland replied.

For the successful operation of a university, Mr. Conant himself was later to say, there are three requisites: "solvency, a student body of high quality, and an outstanding faculty." By Conant's time, Harvard had long since achieved all three. But in Kirkland's time the question of solvency, at least, was still unresolved. Indeed, the phrasemaker foundered upon it. As so happened, the American Practical Navigator—Nathaniel Bowditch, sometime member of the Corporation—brought that about.

Was the University living within its income, Bowditch wondered after his appointment in 1826. Convinced that it was not, he launched investigations that brought about the resignations of the College Treasurer and the College Steward. Financial retrenchment followed, and, in time, financial renaissance. Seafarer though he was, Bowditch sold off the college sloop *Harvard* (it was losing money hauling firewood up from Maine). Under his prodding, the Corporation ordered professors to teach at least a stipulated minimum of hours per day (a discipline that soon lapsed), and demanded the regularizing of the University's financial practices and bookkeeping (a discipline that has since been steadfastly maintained, for though rule may benumb pedagogy it benefits purse-tending).

Kirkland, paternally generous, and beloved by students and faculty, honored reform in word and not in practice, Bowditch believed. "Fearless, tactless and inflexible," as Harvard historian Samuel Eliot Morison describes him, the Practical Navigator excoriated the President one afternoon at a Corporation meeting. The next day, Kirkland himself resigned.

Finances have ever been, and will ever be, a grave concern of the University's Governing Boards. But never since the time of Bowditch has the question "Where will the money be found?" been obscured by fog over the Treasurer's accounts.

Bowditch put through a Corporation vote that directed the Treasurer to have "at all times for the inspection of this Board a schedule of the Property of the College and the manner of its investment. . . ." Not many years later, and for the first time, the statutes of Harvard were redrawn to include a description of the Treasurer's reporting duties, which have since been scrupulously observed. On the second Monday of October following the end of the fiscal year (30 June), there now appears a printed volume —of limited circulation—many hundreds of pages in length.

EDITOR'S NOTE:

Source of these enlightening paragraphs is The University and Its Resources, *a publication issued by Harvard University in Cambridge, Massachusetts, in April, 1968. The Editor of* The LOG *has received permission to reprint the foregoing excerpt to share with Association members what may be a little known fact about the "American Practical Navigator"—Nathaniel Bowditch.*



Director's Page

Along the shores of the Mystic River a hundred years ago, some sixty souls walked to work each day at the Greenman Shipyard. Careful, frugal men—neatly yet roughly dressed—stern in their attitude toward their daily effort, in their attitude toward the conduct of their daily lives and assuredly in their attitude toward their God, they left behind an example of rectitude we would do well to consider and to share with our young people.

Along the shores of the Mystic River in 1968, some six thousand souls walk daily to see for themselves what is represented as a segment of American life a hundred years ago. This segment, so painstakingly collected, so carefully displayed, so well documented and remembered is in grave danger of being trodden to oblivion. Because people are anxious to seek the truth about the past, because there is a romance, an adventure, a challenge and, yes, a difference between the Here and Now and the Yesterday, there is tremendous interest in the Mystic Seaport of Today. Many come too from simple curiosity, from boredom, or to gain a respite from a long hot journey on the highways. Whatever the reason, six thousand restless, hot, tired, hungry people find their way—even on August weekdays—to the shores of the river where only sixty voices called their morning greetings a century ago and only sixty conflicting ideas absorbed men's minds.

The enormous crowds that during July and August are flooding our grounds to the saturation point represent in one sense what can be called success. What is the sense of maintaining a good museum if no one comes to share? On the other hand, "Too much success" undermines what we seek to do and turns the Seaport into a Times Square. Our Interpreters cannot teach, our shipkeepers cannot answer questions, our exhibits cannot be studied and appreciated, our grounds and parking lots cannot be maintained and kept free of litter. Our major effort concentrates on traffic control and survival.

Mystic Seaport in fall and spring is gorgeous, and all who come can share its charm, its atmosphere, its inspiration, and its lessons. Our Interpreters are strong in voice, and our staff has time to share in greetings and conversation. The Past enfolds one in its beauty and repose, and is not immersed in the restless undulations of the Present queued up on the MORGAN dock.

We must triple our efforts to persuade all who can to visit the Seaport at other times of the year. In this we call on all our members for help.

Walde Johnston

SPECIAL EVENTS

39th Annual Meeting

Sunny skies prevailed on Friday, July 12, at the 39th Annual Meeting of The Marine Historical Association, but even the excessive heat and humidity failed to wilt the enthusiasm of the more than 400 members who attended the luncheon meeting.

Trustees and their wives joined the Director, Mrs. Johnston, and staff members at dinner the previous evening in the River Room of the Seamen's Inne, where they heard Howard Chapman of the Education Department report on the Mariner Training Program and later saw "Sail to Glory," the film depicting the 1851 race around the Isle of Wight which formed the basis of the America's Cup series.

On Friday morning the Trustees met in the Munson Room of the Library. At noon the traditional Memorial Service was held in the Aloha Meeting House to honor those members of The Marine Historical Association deceased during the past year. After the Members' Reception on the North Green luncheon was served under striped tents to the accompaniment of sea chanteys performed by the Seaport Carollers.



Dr. Homer D. Babbidge, President of the University of Connecticut, was introduced as master of ceremonies by Philip R. Mallory, Chairman of the Board of Trustees of the Association.

The meeting was divided into two parts, with several special presentations and the principal address comprising the first section and, after a brief intermission, the business meeting with reports of the President, Director, and other officers and Trustees.

Director Waldo C. M. Johnston announced with regret the resignation of Miss Marion Dickerman, for 17 years Education Director at Mystic Seaport and in recent years a consultant to the department. In speaking of Miss Dickerman's contributions to Mystic Seaport, Mr. Johnston said, "A lover of children and believer in youth, Miss Dickerman labored ceaselessly to develop programs and facilities that would impress youthful minds—the Pynchon Museum, the Youth Training Building, the Conrad Program and many basic educational policies of this museum all reflect the magic touch of the Seaport's Pied Piper and her ability to legislate these ideas into action, dreams into reality. Gentle, pensive, persuasive, Miss Dickerman merged the fascination of the sea and the power of the human spirit into an unforgettable experience for her countless brood of youngsters who in the years ahead will recall the mystique of her poetry readings on a starlit *Conrad* deck. Miss Dickerman retires with the best wishes of the entire Seaport family and our profound thanks for a job well done." In recognition of her many years of loyal and devoted service, President Francis Day Rogers presented her with an oil painting by noted marine painter, Y. E. Soderberg.

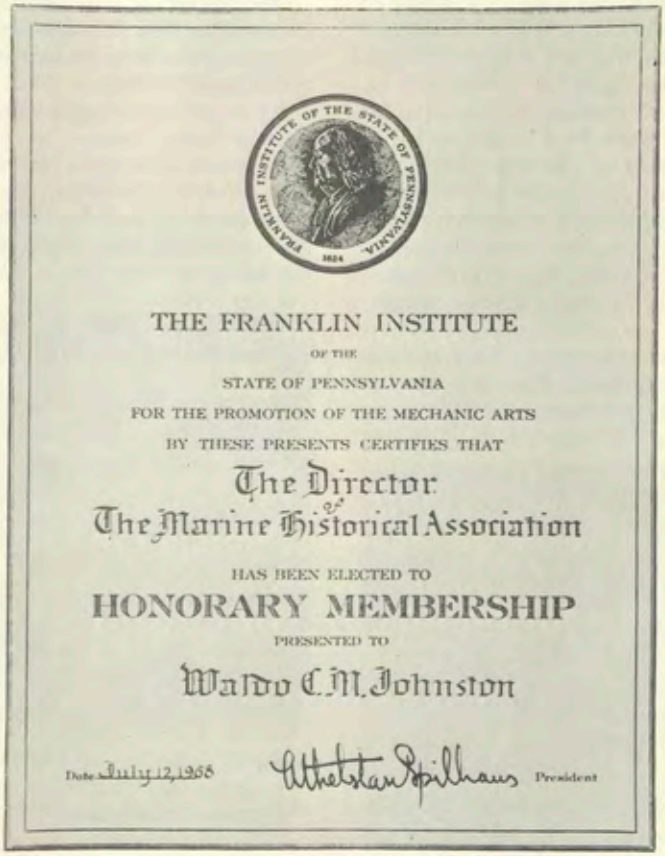


Mr. Rogers asked members and guests to join in a standing moment of silence in tribute to the late Franklin Cole, former Treasurer and President of The Marine Historical Association, who died in April. He also announced the establishment of a Franklin Cole Memorial Fund for Scholarship which has already received donations and will welcome more.

Dr. Athelstan F. Spilhaus, President of the Franklin Institute in Philadelphia, Pennsylvania, was the principal speaker. He spoke on "Using All the Sea's Resources" and his address dealt with efforts to establish sea-grant colleges (similar to land-grant institutions), means of coping with water pollution, and ways of applying technological research towards developing offshore floating harbors. Other projections offered by Dr. Spilhaus included future potential usage of plant life beneath the sea which, in effect, would enable man to farm beneath the sea to produce sea fruits and vegetables. Removal of commercial enterprises from shoreline properties and reclamation of coastal areas for recreation and preservation purposes were also mentioned.



In a surprise announcement, Dr. Spilhaus presented Mr. Johnston with a certificate of honorary membership in the Franklin Institute.



THE FRANKLIN INSTITUTE

OF THE

STATE OF PENNSYLVANIA

FOR THE PROMOTION OF THE MECHANIC ARTS

BY THESE PRESENTS CERTIFIES THAT

The Director

of

The Marine Historical Association

HAS BEEN ELECTED TO

HONORARY MEMBERSHIP

PRESENTED TO

Waldo C. M. Johnston

Date July 12, 1968 Athelstan Spilhaus President

A welcome piece of news came when Eric Hatch, Chairman of the Connecticut Historical Commission, announced that $16,500 has been given by the commission towards restoration of the *Charles W. Morgan.*

Mr. Johnston's remarks to the members carried the cheering news that gate attendance to date was up 24% over last year, admission receipts show a 45% increase, business at the Seamen's Inne has increased 40%, and sales at the Seaport Stores stand 31% higher than in 1967 at the same time. He also reported that in the first four months of 1968, 18% of the members had increased their memberships to higher categories.

Discussing projects underway at Mystic Seaport, Mr. Johnston told of the recent acquisition of both the Block Island Life Saving Station (see p. 87) and a salmon fishing shack complete with the gear and equipment used for many years by the donor, Robie Ames. He also pointed out such significant changes as the relocation of Hobey's Dock (see p. 88), the return of the newly-restored sandbagger *Annie* (see p. 88), the ongoing work on the *Morgan* and the *Conrad,* and the meaningful rearrangement of exhibits in the Wendell Building and North Boat Shed.

The generosity of Mr. and Mrs. R. W. Bartram is once again to be evidenced, he said, by their gift to the museum of another building, this time a storage facility for small craft during the winter and temporary quarters for new small boat acquisitions.

Still another property donated recently for future use at Mystic Seaport is the pre-Revolutionary house and out-buildings on approximately 100 acres of land, including a stream and pond. The donors are Mr. Fred Hewitt and the late Mrs. Hewitt of North Stonington.



Photograph courtesy of The New London Day

Critchell Rimington, Chairman of the Nominating Committee announced the nominations to the Board of Trustees, all of which were elected by voice vote of the membership. Elected to fill a vacancy in the class of 1969 was Thomas R. Wilcox of New Canaan, Connecticut; in the class of 1970, and Robert P. Koenig of Oyster Bay, Long Island. Commander Thomas L. Miller of Stonington, who had been a Trustee from 1958 to 1967, was re-elected to the class of 1971 and Harris S. Parsons of Barrington, Rhode Island, is a new addition to the same group. Also re-elected were: John P. Blair, John W. Draper, Atwood C. Ely, James A. Farrell, Jr., Harold H. Kynett, Clifford D. Mallory, Jr., Margaret P. Mallory, Richard C. McCurdy, Leonard P. Moore, Henry S. Morgan, Jr., John Parkinson, Jr., Charles C. Paterson, Ralph A. Powers, Edwin Pugsley, and Mr. Rimington.

All officers of The Marine Historical Association who served last year were re-elected by the Trustees at a brief meeting following adjournment.

Participating clergy were Reverend Carlton Daley, pastor of the First Methodist Church, Mystic, who delivered the invocation and Reverend James P. Carini, assistant at St. Patrick's Catholic Church, also in Mystic, who pronounced the benediction.



Reprinted from—The Mystic Press—*October 6, 1881*

THE NEW HAVEN BOAT RACE

The annual regatta of the New Haven Yacht Club took place in New Haven harbor on Thursday of last week, and, as a Mystic boat, the *Annie,* owned by Mr. H. L. Tift, took part in the race an account of which will interest our readers.

The course was from a stake-boat off Canal Dock to and round Ludington's Rock buoy and return, rounding the stake-boat off Canal Dock and repeat, a distance of sixteen miles.

A stiff southeast wind was blowing and many boats dropped out in consequence, so that out of 30 entries less than one-half started and a number were disabled en route and dropped out. The third class started at 3:10, the second at 3:13, the first at 3:15.

There was but one boat in the first class to start, the *Starlight,* which did the course in two hours, six and a half minutes, though she did not round the buoy the second time out in consequence of carrying away her jib, and was counted out at the finish.

Only three boats of the second class—the *Annie, Vixen,* and *Libbie;* and one of the third class, the *Ripple,* contested the entire course, five or six others coming to grief in various ways on the first round, and withdrawing.

The New Haven *Journal* says:—"The good sailing qualities of the *Annie* became apparent at the end of the first round, and her previous record formed one of the subjects of inquiry by gentlemen in waiting at White's floating stage, watching the race. It appeared that the stranger was a Mystic boat, built by D. O. Richmond, of Mystic Bridge Ct.,. . . . The high wind soon told on some of the crafts, as evidenced by taking in sail and by sundry indications of distress. Out on the raging billows at the mouth of the harbor, the different crafts which essayed to round Ludington's Rock buoy were 'rocked in the cradle of the deep' like cockle shells, and worried around rather than sailed around it, while each man in those more venturesome boats was pretty thoroughly drenched with the salt sea water, both times around. This lent excitement to the voyage and extorted some wishful glances toward dry land from navigators. They had to heart's content—

> " 'A wet sheet and a flowing sail,'
> and had wet breeches beside."

Following is the time of sailing of the boats completing the course:

	H.	M.	Sec.
1. *Annie*	2	11	45
2. *Vixen*	2	13	20
3. *Libbie*	2	15	21
4. *Ripple*	2	17	0

The result of this trial of speed under the circumstances was exceedingly creditable to the boat and its builder, Mr. Richmond, and gratifying to the owner and his many Mystic friends. She had received no preparation for racing since brought from the South this season for pleasure and family use, and two days before the race Mr. Tift designed to strip her before going South for the winter, but hearing of this regatta, he on the spur of the moment put on her racing rig, and getting together a crew of Mystic boys not afraid of a wetting, sailed the little craft for New Haven on Wednesday, reaching there at three o'clock Thursday morning, the day of the race; but, notwithstanding a mistake or misinformation which caused the loss of a minute or two at the start, the good seagoing qualities of the boat and the pluck of pilot, crew and "sitters," she carried all sail and came out ahead of all competitors in a wind and sea which was too rough for boats of a much larger class.

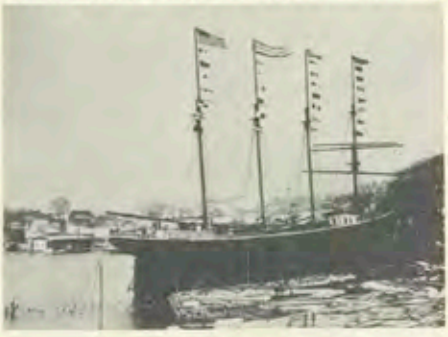
ACQUISITIONS

• The first step toward the construction of a wooden sailing ship was almost invariably the shaping of a half model to determine the lines of the hull. The next operation was to "lay down" the lines (draw them full-sized) on the mold loft floor and make a full set of wooden molds or patterns to be used in cutting out the frames.

The Mystic Seaport has recently acquired a set of these molds from which we believe were built a four-masted schooner, a five-master and two four-masted barkentines. The donor is the firm of Dunn & Elliott of Thomaston, Maine, a company which began shipbuilding in 1864 when the two-masted schooner *Seventy-Six* was launched. From 1875 until 1880 no vessels were built, but they continued as a firm to own and operate them. In 1880, a reorganization took place and the shipping business was merged with a sailmaking business. The shipyard was reactivated and prior to 1904 twenty-five schooners and one barkentine were built. Shipbuilding was again discontinued after 1904 and activities were limited to vessel operation and sailmaking.

In 1918 the company was incorporated, headed by Captain Arthur Elliott who had retired from the sea in 1908 to enter the partnership. He recently passed away at his home in Thomaston.

The first vessel built by the new corporation was the four-masted schooner *Margaret Throop*. She was followed the next year by the two barkentines, *Cecil P. Stewart* and *Reine Marie Stewart*. In 1920, the launching of the five-masted schooner *Edna Hoyt* marked the end of shipbuilding activity by Dunn & Elliott. The molds were stowed away and when they came to light recently, it seemed quite evident they were those which had been used in the building of these last four vessels. The comparatively small difference in the sizes of the vessels was merely an indication of the old shipbuilding practice of altering the size of a vessel or widening in the process of "framing out." Captain Elliott was in very poor health at the time and could not be consulted, but his son, Albert Elliott, treasurer of the company, felt sure the identification was correct. Dunn & Elliott sold their last vessel, the *Reine Marie Stewart*, in 1930. She went to Nova Scotia where she was rerigged as a four-masted schooner but returned to U.S. registry during World War II under the house flag of Shepard & Morse of Boston. She was sunk by an Italian submarine off the coast of Africa.



Photograph courtesy John F. Leavitt
Reine Marie Stewart

• A collection of books, periodicals, and photographs, the gift of Mrs. Sidney James Egerton of Wilton, Connecticut, has recently been acquired by the G. W. Blunt White Library. The collection, amassed by her late husband, deals with 19th and 20th century steamships and contains more than 4000 items.

A life-long interest in the sea prompted Mr. Egerton to begin assembling his collection in 1930, a hobby he pursued until his death in 1967.

Among the more notable items in the collection are histories of several British steamship companies; lists of the ships of various companies, such as Cunard; technical works on shipbuilding and marine engineering; and publications of such professional organizations as the Society of Naval Architects and Marine Engineers and the Institution of Naval Architects. Important periodicals include extensive runs of *Sea Breezes, Shipbuilding and Shipping Record,* and *The Steamship,* as well as smaller groups of *Marine Engineer, The Shipbuilder* and *Ships and Ship Models.*

THE BLOCK ISLAND
Life Saving Station

The discovery and acquisition of the Block Island Life Saving Station is the result of three years of study and search. The project originally began as a quest for life saving gear used along our coasts in the 19th century to augment the small but excellent collection already at the museum. As it grew, so did knowledge of the Life Saving Service and the role it played in saving the lives of seamen whose vessels stranded on the reefs and bars along our coast. The Life Saving Service was an especially hazardous one because in most cases ships went aground and broke up under the impact of great storms and thunderous seas. The museum now has the means and the information to preserve and make known to visitors a story of heroism and service that has carried on in the best traditions of America's maritime heritage.

The Block Island Life Saving Station, built in 1874, is one of the last survivors of the many stations that extended from Hatteras to Maine. Constructed on the shores of Old Harbor on Block Island, it served for over two decades as a life saving station. Early last year it was purchased by the Block Island Club and made a two-mile trek overland to the shores of Great Salt Pond, where it was destined to become a clubhouse for this new organization.

Negotiations with the President of the club, Mr. Harold Madison, ended in an agreement in which the club would give the Seaport this historic building in exchange for a reproduction. This reproduction was constructed on the south grounds adjacent to the Diorama. The original building arrived by barge at the Seaport, and the reproduction took the voyage to Block Island on the return trip.

The known history of this station is quite complete. Nicholas Ball, a Block Islander and U.S. Congressman, was concerned over the inadequacy of the single existing life saving station on the island to safeguard the lives of seamen endangered on the outlying reefs. He therefore fought diligently in Washington to persuade the government to authorize a second station and even offered land for the site. His efforts were successful and in 1874 the station was built. Mr. Ball was commissioned the first keeper of the new station; later he became Assistant Superintendent of the 3rd Life Saving District. His granddaughter, Mrs. Weldon Dodge, Librarian on Block Island, has made available to The Marine Historical Association meticulous records which in addition to the museum's own research, make this new exhibit one of the most carefully documented buildings on the museum grounds.

The Life Saving Station is the gift to the Seaport of the Brewster family as a memorial to William Brewster, who served in the U.S. Coast Guard in World War II and was a Trustee of The Marine Historical Association. The exhibit of life saving gear and equipment that will be housed in the station has been made possible by donations to the museum by the U.S. Coast Guard Auxiliary and the U.S. Coast Guard.



Photograph by Diane Bryan courtesy The Westerly Sun

Mystic Seaport officials spotted this picture in the Sun on November 28, 1967, and a search was over for a life saving station to add to the museum collections. This photograph was taken when the old station was being moved from its original site to the Block Island Club grounds.

Return of the Sandbagger Annie

The Sandbagger *Annie,* the first vessel acquired by The Marine Historical Association in 1931, returned to Mystic Seaport in July, to take her place among other floating exhibit craft.

The 29-foot centerboard sloop has undergone extensive restoration at the Trade Winds Boat Shop in Noank, not far downriver from where she was built in 1880. Planks and frames were replaced, and she has a new keel, stem, cockpit, deck, and bronze fastenings. All the work was done with faithful adherence to specifications of the period and *Annie,* previously exhibited on the North Green, is now a handsome addition to the waterborne exhibits.

The appellation "sandbagger" is derived from the use of canvas bags filled with gravel (sand had a tendency to rot the canvas), which served as movable ballast on board these racing vessels during the 1880's along the Hudson River, and Connecticut and Long Island shores.

Measuring 12'6" at her extreme beam, the *Annie* draws 5'8" with the centerboard down. Her mast reaches from the step 40 feet into the sky. The massive 41-foot boom and 18-foot gaff carry 967 square feet of mainsail and there were 346 square feet of canvas in her jib.

Sandbagger racing was no contest for amateurs. Fourteen to seventeen stalwart men in the crew rapidly shifted the 45- to 60-pound bags with every change of tack. Skill and speed in maneuvering the bags were of paramount importance, as the combined structural elements of these vessels rendered them highly unstable.

The newly-restored *Annie* will henceforth be moored next to the Chesapeake Bay bugeye *Dorothy A. Parsons,* to remind visitors of the ingenious and intricate racing tactics practiced by 19th-century skippers.



"NEW LOOK" FOR HOBEY'S DOCK

The relocation of Hobey's Dock, although not complete as yet, has progressed to a point where many of the finger piers are now in use.

A significant feature of the "new" Hobey's Dock is the flagpole, standing nearby. No ordinary means by which to display our national colors, this flagpole was originally the mast on the 15-ton keel cutter *Nebula,* a 43-foot vessel built by George Lawley & Son, in 1885, for W. A. Brown of Boston.

After a succession of owners, Nebula was purchased in 1948 by D. Cameron Peck of Chicago, a collector of antique yachts and small boats, who kept her until 1951. (In 1953 Mr. Peck also gave the Seaport the racing boat *Panhard I,* currently on exhibit in the newly-renovated North Boat Shed, and The Marine Historical Association has purchased numerous other items from him over the years.) During 1951, Mr. Peck had *Nebula* surveyed in anticipation of rebuilding her, but her condition was such that rebuilding was deemed impractical. Dismantled, she was scuttled on September 15, 1951, in deep water, with considerable ceremony. Her mast, topmast, and fittings were given to Mystic Seaport by Mr. Peck later that year. A bronze plaque given in memory of John C. Davis, her owner from 1942 to 1946, is affixed to the mast.

EDUCATION NOTES

Education Director Michael Sturges and John Briley, Group Services Supervisor, attended a two-day conference on Museum Education at the New York State Historical Association, Cooperstown, New York on May 14 and 15. The first day of the conference was devoted to the application of audiovisual media to museum education. The participating museums' representatives showed examples produced for their programs. The second day of the conference was devoted to a discussion of the design and utilization of museum educational and visitor reception facilities.

Museums represented at the conference, in addition to Mystic Seaport and the New York State Historical Association, were Colonial Williamsburg, Old Sturbridge Village, Plimoth Plantation, and Old Salem.

Similar conferences will be held every six months, with the next one planned for December at Colonial Williamsburg.

The Frank C. Munson Memorial Institute of American Maritime History began its fourteenth annual summer session on June 24. This year the Institute offered three six-week courses: a survey of American Maritime History, a research seminar in American Maritime History, and a seminar in American Literature and the Sea. Twelve, two, and seven students were enrolled in the respective courses. Most of the students were graduates of various eastern universities or colleges and are working toward advanced degrees. This year's faculty consisted of Dr. Robert G. Albion, Harvard University; Dr. Benjamin Labaree, Williams College; Dr. Hardin Craig, Rice University; and Dr. John Seelye, University of Connecticut.

Lynn Anderson, Audiovisual Specialist, accepted an invitation to lecture at a National Defense Education Act (NDEA) Institute in Instructional Communications for School Administrators given at West Virginia State College. The purpose of the Institute, which included participants from eleven states, was to expose those in charge of formulating administrative policy to the educational potential of available audiovisual media. Miss Anderson conducted a three-day session in early July which included two lecture subjects, "Uses of Community Resources" and "The Museum as an Instructional Facility," and a model field trip to the Sunrise Museum Complex in Charleston, West Virginia.

A group of 35 teachers, enrolled in an NDEA summer institute in Economics at the University of Connecticut, made a case study of the economics of 19th-century shipbuilding in a visit to the Seaport on July 3. The group heard a lecture on the history of 19th-century shipbuilding and was given a specially-designed tour illustrating the shifting patterns of economic inter-dependencies which occurred in the shipbuilding industry during the period.

Fifteen intrepid members of the Seaport staff were enrolled in a special summer sailing class conducted on Thursday afternoons. Most were returning veterans from last year's class.

On Tuesday, July 16, a group of approximately 12 students and faculty from the Heritage Foundation, Deerfield, Massachusetts, visited Mystic Seaport. Education Director Michael Sturges held a briefing for the group in the Munson Room of the Library.

Edward B. Watson, a member of the Education Department at Mystic Seaport since May, 1957, has recently been appointed to the newly-created post of Seaport Protection Officer. His first assignment was made on the schooner yacht *Brilliant,* in which he served during the Mariner Training Programs of 1957 and 1958. He later became Assistant in Education and Group Visit Coordinator, the position he has held until assuming this new assignment.

RECOMMENDED READING

CHARLES MORGAN

By Dr. James P. Baughman

Published by the Vanderbilt University Press, 1968

To most members of The Marine Historical Association, the name Charles Morgan is closely associated with the ship *Charles W. Morgan,* named for her owner and now on exhibition at Mystic Seaport, and with the history of whaling at its zenith.

There was, however, another Charles Morgan whose name looms large in maritime history. He is the subject of a current business biography by Dr. James P. Baughman, editor of Business History Review, Assistant Professor of Business History at Harvard University. The book was published July 31 by the Vanderbilt University Press and contains a carefully researched and factual account of the steamship and railroad magnate's career. This man, who was a contemporary of the whaling merchant, was one of the pioneers in commercial steam navigation. He was born in Connecticut in 1795, lived most of his life in Manhattan, and, although a "Yankee" by southern standards, was very "southern" in his viewpoint.

His ships were among the finest steamships afloat and carried troops, mail, businessmen, immigrants, freight, and diplomats. His operations in the maritime world were spectacular. He built a network of steamship and railroad transportation unequalled in his time. He traded with both sides during the Civil War, although the fact that he was a slave owner and had a Confederate son-in-law managing his New Orleans office did not save his Gulf fleet from being blockaded and then seized by the Confederate army.

Like many of the early tycoons, he was involved at times in operations which were not too savory, but his total impact on the transportation world of his time was great. He was active until his death in 1878 and left a business empire behind him which later was absorbed into the Southern Pacific System.

Dr. Baughman is well-known at Mystic Seaport where he did a great deal of research on the Mallory family business history. He is also a lecturer at the Munson Institute of American Maritime History, sponsored by The Marine Historical Association. J.F.L.

TALES FROM THE SKIPPER

Edited by H. K. Rigg

Published by Barre Publishers 1968

This collection of fascinating short stories has just been published to entertain the cruising and sailing devotee during the watch below. There are many different types of yarns by people well-known in the nautical world, writer-sailors with enough years of sailing experience behind them to tell an accurate yarn for the reader.

The variety of tales includes "The Ledge," by L. S. Hall, a touching story of a father and his sons stranded on an off-shore ledge while duck shooting. Out of the past comes "The War's Best-Kept Secret," written by the editor of this collection. It concerns the time the *Queen Mary* sliced through a British cruiser during escort maneuvers off the coast of Ireland.

Anthony Anable's yarn about learning to sail is entertainingly told in "Safe in the Belly of the Sail."

Another amusing yarn that many an old Navy hand will read with interest is "The Night the Navy Buried John," by E. F. Oliver. It is about burying John Barleycorn, and the revelry, celebrations, and wakes that occurred throughout the fleet when Navy Secretary Josephus Daniels issued his "bone dry" General Order #99 to the wardrooms of our Navy. The story "The Day Granddad Quit the Sea," by D. P. Barnhouse, is a warm human story concerning the retirement of an old hand and his maneuvers to obtain the necessary fluid fuel for his retirement party. This yarn is a chuckler for all who have a bit of larceny in their souls and a desire to be one up on the "revenooers."

All in all, the volume is varied in interest and should appeal to a wide spectrum of readers. E.B.W.

VARIABLE WINDS

• The United States Coast Guard Auxiliary, Mystic Flotilla 9-3, will offer an 11-week course in Basic Seamanship this fall, from September 10 through December 2. The class will meet on Tuesday evenings in the Youth Training Building, and will cover various phases of boating, safety, motor boat handling, rules of the road, aids to navigation, first aid on the water, the mariner's compass, rudiments of piloting, and legal requirements for motor boats.

In the first such course conducted here last spring, 63 of the nearly 100 persons graduated with certificates, thus becoming eligible for membership in the Auxiliary.

The course will be taught by experienced instructors, several of whom are Marine Historical Association members or employees. The class is open to persons of all ages, but the curriculum is geared to the adult level. Nominal charges will be made for materials, but otherwise there is no tuition fee for the course. Persons desiring more information may call Kenneth E. Wright of Mystic, at 536-6137.

• Senator Edward Kennedy and members of his family paid a surprise visit to Mystic Seaport on Thursday, June 20. En route to see the start of the Newport-Bermuda Race, the Senator brought *Mira,* a 60-foot chartered auxiliary yawl through the Mystic River Bridge at 7:15 p.m. As the visit was to be private, advance announcement of their arrival was withheld.

Llewellyn Powell, Harbormaster and Membership Director, was on hand to welcome them and took members of the party on a tour of the *Charles W. Morgan.* The Senator and Kennedy boys in the party, including John F. Kennedy, Jr., were particularly impressed by the whaleship and explored all accessible areas.

The visit was arranged through representatives of the Mystic Chamber of Commerce, and the group departed the following morning through the 9:15 bridge.

• Members of the Mystic Seaport "family" have reason to take pride in the sailing achievements of Trustee Jakob Isbrandtsen, whose 60-foot yawl *Good News* placed first in Class A in the Newport-Bermuda Race in late June.

• The schooner yacht *America,* described in The LOG, Volume 19, Numbers 2 and 3, left City Island, New York, in mid-July on a two months' goodwill tour to visit ports in Bermuda, England, and Germany before returning to the United States in August.

• *Lloyd's Register of American Yachts* lists no less than six boats of varying descriptions carrying the name *Mystic. Mystic VIII* is well-known to many members of The Marine Historical Association as the 60-foot Huckins cruiser belonging to Philip R. Mallory, Chairman of the Board of Trustees of this Association. Yet another *Mystic,* a 39-foot auxiliary sloop, is owned by S. Meryl Rose, an Association member. Recently, two *Mystics* have come to our attention. One is a 49-foot welded aluminum ketch, Canadian-built, reported on in the May 1968 issue of *YACHTING.* The other is a 21-foot day sailer presently under construction in England for Peter Haylings, Director of Publicity at Beaulieu Abbey in Hampshire, England.

• On May 22, a conference on Outdoor Museum Maintenance was held at Mystic Seaport. Representatives from Plimoth Plantation, Cooperstown, Old Sturbridge Village, and the Old Museum Village of Smith's Clove attended. They met with Leo Fanning, Plant Properties Manager, to exchange ideas on methods of security, building maintenance, emergency procedures, first aid, and other problems common to their organizations. The conference was pronounced so successful that another has been tentatively scheduled for early Spring 1969 at Old Sturbridge Village.

• In February, a group of volunteers began processing the more than 700 ships' logbooks in the Library. By the end of June they had read 239, extracting information sought in inquiries from various sources. Completion of this project will provide an additional reference service for those desiring data on ports of call, vessels spoke, and extraordinary occurrences on board the ships whose logs are in the Seaport collections.

• A book of ship portraits, published by the Maritime Museum at Troense, Denmark, features five color plates of original paintings in two collections at Mystic Seaport. A watercolor by Mystic Seaport Associate Curator John F. Leavitt is a painting of the full-rigged ship *Portland Lloyd*. The original is presently owned by F. Holm-Petersen, director of the museum at Troense.

• Distinguished visitors to Mystic Seaport in recent months have been legion and varied. In June Admiral Sir Michael LeFanu, Royal Navy, who became First Sea Lord in August, paid a visit with Lady LeFanu. On July 4, Brigadier H. J. P. Berger, South African Air Force, Armed Forces Attaché at the South African Embassy in Washington, D.C., arrived for a tour of the museum, and on July 27, the Seaport welcomed Admiral Levy Reis of the Brazilian Navy and 80 officers from the Brazilian Naval War College.

• On July 25, the Danish training vessel *Danmark* arrived at New London for a four day visit to the U.S. Coast Guard Academy. The ship carried seven officers, twelve non-commissioned officers, and eighty cadets. The cadets, in groups of forty each, visited Mystic Seaport on July 25 and 26 and the officers were entertained at cocktails and dinner at the Seamen's Inne on the first evening.

• On July 8 Captain Jacques Yves Cousteau, famed marine scientist-explorer, whose television programs on various phases of life beneath the sea have delighted millions of Americans and spurred



Captain Cousteau, center, chats with Mr. Johnston, left, and Arnold W. Avery, right, vice president of Mystic Oceanographic Company.

additional interest in the marine sciences, visited Mystic Seaport with a film company. Wolper Productions, Inc. is creating, with Captain Cousteau and his assistant Albert Falco, a series entitled "Undersea World of Jacques Cousteau." The 1968 series premiere will be scheduled on the ABC–TV network in early autumn.

Captain Cousteau and his party were entertained by Waldo C. M. Johnston, Director, at an informal luncheon at the Seamen's Inne. There they met with representatives of the U.S. Naval Underwater Sound Laboratory, General Dynamics/ Electric Boat, Mystic Oceanographic Company, and the Marine Laboratory of the University of Connecticut.



Eventide, *subject of Yacht Profile, (June 1968) spent four days at Mystic Seaport in mid-July, with her owners Mr. and Mrs. Stephen Newmark and a guest, Mrs. Richard Platt, all of Los Angeles, on board.*

Mystic Seaport, increasingly and extensively recognized by the traveling public this year, reached the attention of the Community Affairs department of WNBC-TV.

The resultant production, filmed at Mystic Seaport over a period of four days in late July, will be aired in mid-autumn. The show title is "Connecticut Illustrated."

John F. Leavitt, Associate Curator, worked closely with the production crew and will be seen in the film describing Mystic Seaport properties. Among those interviewed on the program were Waldo C. M. Johnston, Director, several interpreters and Mystic Seaport's good friend and neighbor, Mrs. Mary Greenman Davis. Photographs below show Mr. Johnston being filmed in front of the Membership Building and Mrs. Davis, in the garden at the rear of her home on Greenmanville Avenue.





STAFF NEWS

• Director Waldo C. M. Johnston spent from May 21 to May 25 in New Orleans, Louisiana, attending the annual convention of The Association of American Museums.

• June saw the weddings of two members of the Seaport staff. Joan Crandall of the Accounting Department was married on June 8 to Vincent Russo of Old Mystic, and John Briley, Supervisor of Group Services in the Education Department was married on June 22 to Margaret Luce of Portland, Maine.

• Flora H. Fairchild, Assistant to the Publicity Director, was one of 35 participants in a week-long Seminar on Historical Publications in Nashville, Tennessee, from June 10 through June 15. The conference, co-sponsored by the American Association for State & Local History and Vanderbilt University, was made possible by a grant from the National Endowment for the Humanities and covered many phases of publications programs in historical agencies and museums throughout the country.

• Mrs. John Carter, a teacher on the staff of the Education Department, resigned her position on June 30. Mrs. Carter had been a part-time member of the staff for five years.

• Alma Eshenfelder, Publicity Director, was the guest of WOR's Walter Kiernan on his 45-minute radio interview program on June 25, and on July 18 she was a guest on WSUB "Luncheon at the Red Lion."

Mrs. Eshenfelder will be in Austria for two weeks in October attending the annual convention of The Society of American Travel Writers.

LETTERS

June 25, 1968

Dear Mrs. Eshenfelder:

I was quite interested in Mr. Myron J. Smith, Jr.'s article "Mystic Treasure Ship of the Civil War" in your June 1968 issue. On most counts, Mr. Smith's account of the capture of B.F. HOXIE is correct. I vigorously disagree with his opening statement: "Of all the merchant vessels which were owned in Mystic during the Civil War, only one was captured by a Confederate cruiser." This is rubbish. Although I do not have a complete list of Mystic-owned Confederate prizes, two notable vessels came immediately to mind—the Mallory-built and Mallory-owned barks LAPWING and TYCOON.

LAPWING was captured on March 28, 1863, by C.S.S. FLORIDA, at Lat. 31°N., Long. 33°35'W. She was bound Boston to Batavia with coal. Three Confederate naval officers and fifteen men were put on board, along with a twelve-pound howitzer. LAPWING then sailed as tender to C.S.S. FLORIDA and took one prize herself, before being abandoned and burned by the Confederates. Her logbook while under Confederate colors is in Record Group 45 at the National Archives and the story of her capture is best told in Frank L. Owsley, Jr., "The C.S.S. Florida: Her Building and Operations" (Philadelphia, 1965), pp. 61–63.

TYCOON was captured on April 27, 1864, by C.S.S. ALABAMA, at Lat. 11°16' S., Long. 32°07'W. She was thirty-six days from New York bound for San Francisco. Her capture and burning were quite dramatic and are well told in Philip Van Doren Stern (ed.), "The Confederate Raider Alabama" (Bloomington, 1962), p. 365. TYCOON was C.S.S. ALABAMA's sixty-fourth and last prize.

Sincerely yours,

James P. Baughman
Editor, The Business History Review
Boston, Massachusetts

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6 July 1968

Dear Mrs. Eshenfelder:

Thank you for your letter of July 2, 1968 concerning Dr. Baughman's criticism of my June LOG article.

In response to Dr. Baughman's point, concerning the singularity of Mystic representation in the HOXIE's rebel capture, I would redirect him to footnote #1 of my article. *The Revised List of Claims* (Alabama Claims) published by the Federal Government in 1872, lists *only* the captured B.F. HOXIE as being *owned* in Mystic. Whether or not other captured vessels were *built* in Mystic is not relative to this case.

In reference to the LAPWING & TYCOON, it is true that these ships are also listed in the *Revised List*—but not as being owned out of Mystic. In the *Official Records*, where most of the correspondence between the Rebel captains and their government can be found, the place of ownership for each ship captured is noted in the letters etc., concerning each incident. This source also places the HOXIE out of Mystic but the LAPWING & TYCOON are noted as being "from New York," e.g. *Official Records*, I, 3, p. 53. Thus two of the most important primary sources on cruiser activities are in agreement with my opening line.

Until such time as Dr. Baughman can present primary material of a nature ranking with the *Revised List* and the *Official Records*, I submit to you that my statement is correct.

Sincerely yours,

Myron J. Smith, Jr.
Reference & Assistant Librarian
Mount Saint Mary's College
Emmitsburg, Maryland

July 12, 1968

Dear Mr. Johnston:

I have just been perusing the June issue of your publication which came to us before it went off to the Gifts and Exchange Section of the New York State Library. I was very much moved by the comments on the Director's page. It is a very eloquent statement and I wholeheartedly subscribe to the principles you set forth. I sincerely hope that we could be placed on your mailing list and receive this publication so that I could have the opportunity to review each issue. I find it a very handsome piece of work. . . .

Respectfully yours,

Louis L. Tucker
Assistant Commissioner for
State History
The University of the State
of New York, the State Education
Department
Albany, New York

Dear Madam Editor:

I am sure you will be thrilled to learn of the excellent response to your "Things We Need" section in the June 1968 LOG.

These specific gifts are extremely vital to the effort to improve the quality and efficiency of our members' museum. Further, since we have limited ability to include funds for items of that sort in our operating budget, we would otherwise have to do without. In that we have not received all the items listed, I would gratefully receive letters from members who may have further gifts.

We are indeed fortunate to have members with such interest in the workings of the museum.

Sincerely yours,

Donald P. Robinson
Operating Administrator
Mystic Seaport

As an historical institution, The Marine Historical Association is always date-conscious. By way of observing certain anniversaries, it has been noted that:

1968 marks the 20th anniversary of. . .
—the dedication of the Cruising Club of America Dock;
—the building of the Spar Shed;
—the arrival from Old Mystic of the Countinghouse, second oldest bank building in the State of Connecticut;

the 15th anniversary of. . .
—the donation of the Bringhurst pharmaceutical collection by Smith Kline & French;

the 10th anniversary of. . .
—the Pugsley Clock Shop exhibit's move to its present location;

the 5th anniversary of. . .
—the arrival of the *L.A. Dunton* at Mystic Seaport.

Cookbook Announcement

We are delighted to announce that at long last Mystic Seaport is to have a cookbook of its own!

The Mystic Seaport Cookbook will be published by Funk and Wagnalls, and written by Lillian Langseth-Christensen, the well-known author of many cookbooks. It will include traditional as well as contemporary recipes of historic maritime New England, and the Association urges members to send to Lillian Langseth-Christensen, care of The LOG, Mystic Seaport, any recipes—or anecdotes connected with food—that they feel would be of interest from their own or their families' records. The recipes can be traditional, family recipes, or even present-day recipes that members may have developed themselves. No payment can be made for the use of members' material, but credit to individual members whose recipes are used will of course be given in the book.

Because of the publisher's schedule, recipes should be forwarded to Mrs. Langseth-Christensen not later than October 15, 1968. Please keep copies of the recipes (which should be typed), as the originals cannot be returned. Your contributions to this exciting project will be an important part of the book, and we ask most particularly for your cooperation.

Calendar of Events

MEMBERS MAY WISH TO MARK THEIR CALENDARS

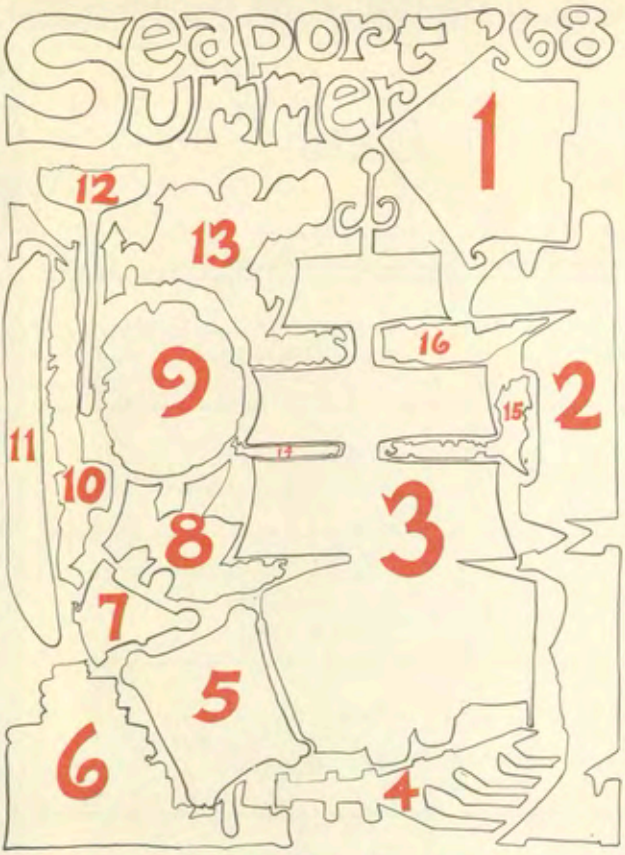
SEPT 7	Invitational Schooner Race Rendezvous at Mystic Seaport	DEC 22	Community Carol Sing opens the Seaport holiday season.
OCT 6, 7	"Londontown" Adventure Series lecture Howard Pollard	DEC 25	Christmas Day Mystic Seaport is closed.
OCT 12	Annual Dhow Derby	JAN 5, 6	"*Yankee* Sails Inland" Adventure Series lecture Irving Johnson
NOV 3, 4	"Inside Passage & the Aleutian Islands" Adventure Series lecture Don Cooper	JAN 19, 20	"Thailand" Adventure Series lecture Ken Armstrong
NOV 4	Interpretation program winter schedule begins.	FEB 16, 17	"Baja—Jewel of Lower California" Adventure Series lecture Ken Wolfgang
NOV 28	Thanksgiving Day Mystic Seaport is closed.	MAR 23, 24	"Russia" Adventure Series lecture Dick Reddy
DEC 1, 2	"Israel—Land of the Bible" Adventure Series lecture William Stockdale	APR 13, 14	"Yugoslavia" Adventure Lecture Series William Sylvester

Adventure Series lectures by subscription only

Members may be interested to see the statistics below:

Through July 31	*1967*	*1968*
Attendance	210,122	254,341
Membership	12,006	12,676

MEMBERSHIPS MAKE LASTING GIFTS



Key to Drawing on Front Cover:

1 BLOCK ISLAND LIFE SAVING STATION — Story, p. 87
2 ANNUAL MEETING — Story, p. 82
3 *Charles W. Morgan* — Restoration requires plastic cover on port bow.
4 FINGER PIERS — Relocation of Hobey's Dock — Story, p. 88
5 WENDELL BUILDING — Partially renovated prior to Annual Meeting — Story, p. 82
6 MUNSON INSTITUTE — Additional course "American Literature and the Sea" initiated 1968.
7 PLANETARIUM — Story, p. 67
8 EXHIBITS — Two renovations, North Boat Shed and Wendell Building; others continuing in preparation.
9 RESTORATION — A continuing process.
10 INTERPRETATION — Communication between museum and visitor.
11 OYSTER DUGOUT CANOE — One of several restored antique yachts and work boats on exhibit in North Boat Shed.
12 OYSTER RAKE — One piece of necessary gear in an oyster dugout canoe.
13 MEMBERSHIP — Ever increasing, it hovered around the 12,800 figure at summer's end.
14 *Conrad* RESTORATION — Ferro-cement lined, and newly caulked and decked, with re-rigging in process.
15 SHIPYARD POINT — "Redevelopment" program under study.
16 TRUSTEE SCRAPBOOK — a Mystic Seaport photograph album, a special presentation for Trustees.

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

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