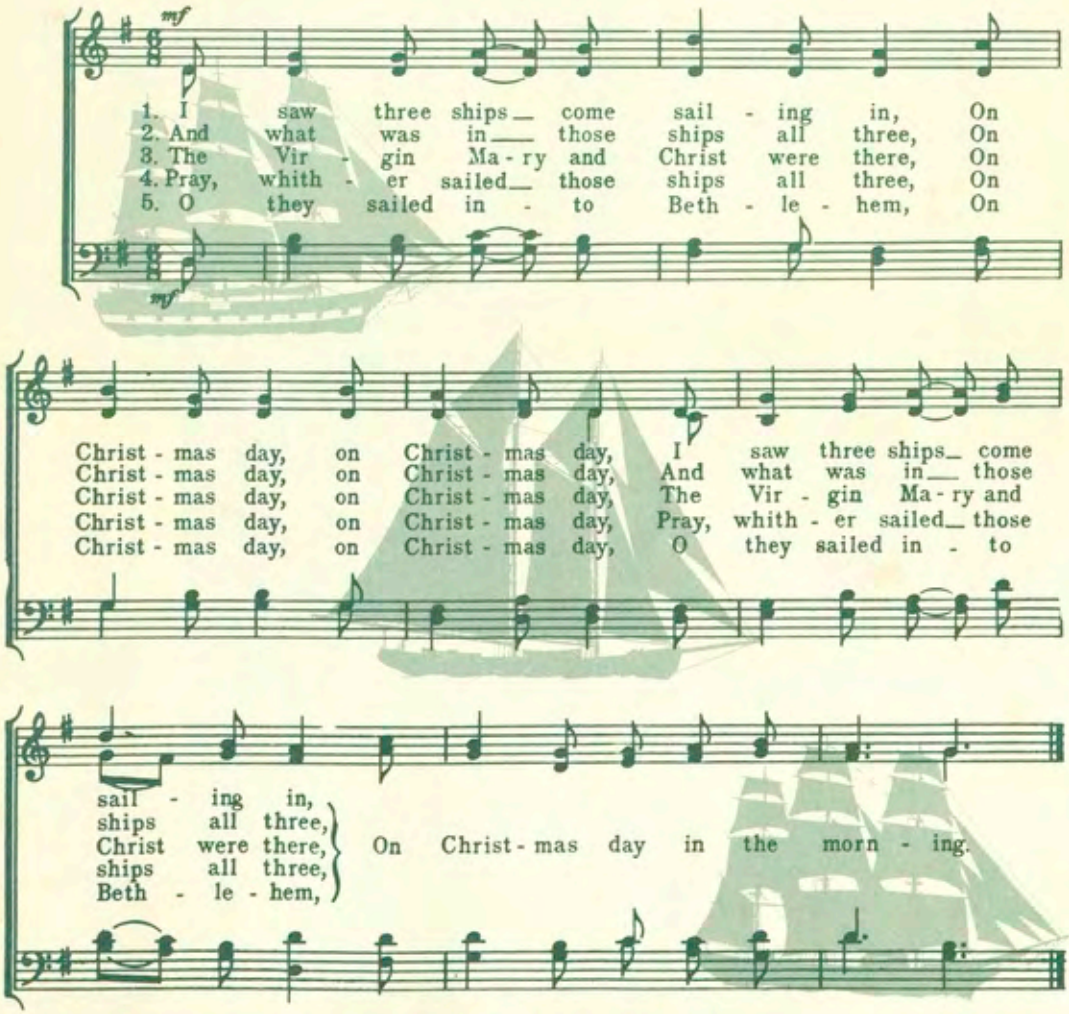
Volume 20
Number 4

THE LOG of MYSTIC SEAPORT

December
1968

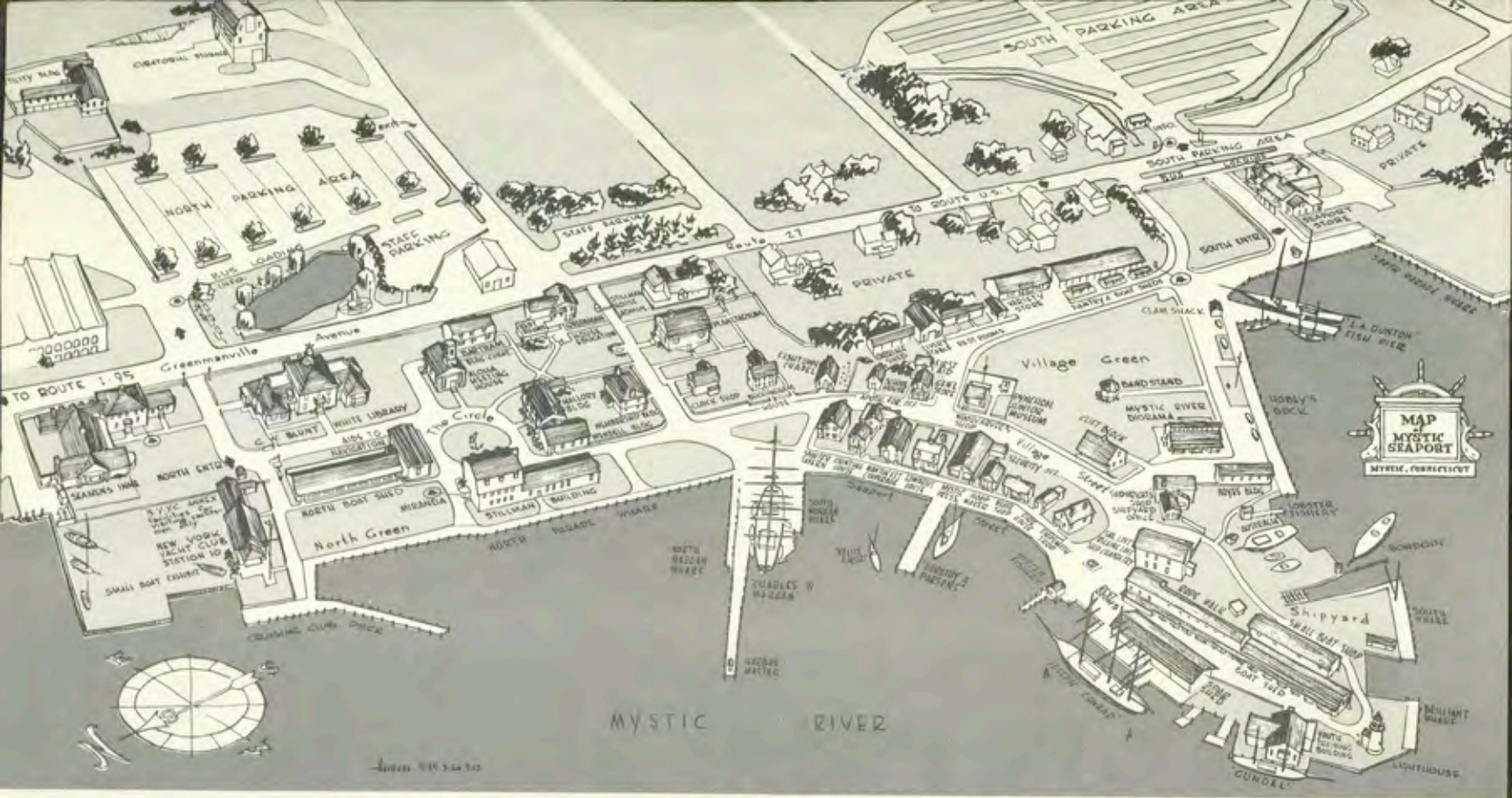
I Saw Three Ships

Traditional
Harmonized by Sir John Stainer



The Marine Historical Association, Incorporated

MYSTIC, CONNECTICUT



ON THE COVER:

The score of "I Saw Three Ships" from "Carols and Songs for Christmastide," *used by permission of Boston Music Co., Boston, Mass., copyright owners. The drawings are by John F. Leavitt.*

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.

Volume 20, Number 4 December 1968
THE MARINE HISTORICAL ASSOCIATION
Incorporated 1929
Waldo C. M. Johnston, *Director*

Editor Alma Eshenfelder
Editorial Board

Previous publications of The Marine Historical Association are being made available to members at no charge. Please note, on post card order form attached, first, second, and third choices, from the following available titles:

White Star Journal (publ. 1951)

Five Hundred Sailing Records of American-built Ships (publ. 1952)

Champion of the Seas Times (publ. 1952)

Pieter Holm and his Tobacco Box (publ. 1953)

White Mist to Rio, the 1953 South Atlantic Ocean Race (publ. 1954)

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EDITORIAL

CLOSED

is the word painted on a sign that hangs from a rope barrier across the head of the Morgan Wharf.

To the right, other signs are posted explaining why the ship is not open for visitors to board.

THE CHARLES W. MORGAN
IS CLOSED TO VISITORS
UNTIL FURTHER NOTICE.
THE MORGAN IS BEING
PREPARED FOR RENEWAL
OF SPARS AND RIGGING

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To attain that goal depends on support—the kind of support for which Mystic Seaport has been ever indebted—from individuals, world-renowned corporations, and foundations.

This kind of support for the *Charles W. Morgan* will be the key and the only key that will open the way for future visitors—a way now barricaded with a sign marked CLOSED.

ALMA ESHENFELDER

Captain Prescott and the Opium Smugglers (publ. 1954)

Memoir on Steamboats of the U.S.A. (publ. 1957)

Maritime Mystic (publ. 1962)

The Ship *Ann Alexander* of New Bedford (publ. 1962)

The Long Arctic Search (publ. 1965)

s published quarterly for members of The Marine
s, suggestions, photographs, and ideas for stories
refully considered by the Editorial Board. All
G are the responsibility of signed authors as they
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sion of Boston Music Co., Boston, Mass.,
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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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> IS CLOSED TO VISITORS
> UNTIL FURTHER NOTICE.
> THE MORGAN IS BEING
> PREPARED FOR RENEWAL
> OF SPARS AND RIGGING.
> THIS WORK IS ESSENTIAL
> FOR THE PRESERVATION OF
> THE SHIP. WE ARE SORRY
> FOR THIS TEMPORARY
> INCONVENIENCE AND
> APPRECIATE YOUR
> UNDERSTANDING.
>
> THANK YOU.

Masts out, whaleboats removed from davits, cutting-in stage carefully stored, radical restoration, imperative for the ship's preservation, is underway.

Thousands of visitors went aboard the *Morgan* during the summer months recently passed, and a goal has been set to have her open when warm weather and multitudes of visitors return to Mystic Seaport.

To attain that goal depends on support—the kind of support for which Mystic Seaport has been ever indebted—from individuals, world-renowned corporations, and foundations.

This kind of support for the *Charles W. Morgan* will be the key and the only key that will open the way for future visitors—a way now barricaded with a sign marked CLOSED.

ALMA ESHENFELDER



MAID OF HONOR

50 ft. motor boat #1694
Ordered 27:k0:1924
Builders: J. S. White and Co., Limited
Completed: May 1927 and allocated to Rodney

Appropriations:
Rodney, May 1927
Unappropriated Devonport 15:4:30
Nelson, 21:6:33
Unappropriated at Portsmouth 1:4:39

*M. N. B. D. O. 26:12:40
Unappropriated at Malta 1:4:46
R. A. Malta 29:1:47
**F. O. Malta (after refit) to replace AP37, August 1947
St. Angelo, 1948

*Mobile Naval Base Defense Organization
**Flag Officer

The vital statistics of the career of Maid of Honor *prior to her acquisition by Mrs. Pierre duPont are framed, and the document hangs on the after bulkhead of the cabin.*

Maid of Hono(u)r

BY ELINOR D. JOHNSTON

A SENSE OF HISTORY is the sixth and perhaps the most important factor in the awareness of man. This feeling for and understanding of the past can give delight and color as well as the red light of warning to the days in which we live.

May 1927 may not seem to qualify as history—most of us were well-launched by then—but in view of the enormity of events which have paced these ensuing years, 1927 is a long, long time ago. May 1927 in Cowes was a windy month. There was white water in the Solent almost any afternoon. The English countryside lay wrapped in her special prima vera—her recent war well behind her—her next war unsuspected. Ladies' skirts were short, gentlemen were recognized as such, Galsworthy and Consols were still family words and everyone's father had lived under the Queen, had served the Empire, and had depended upon the mighty establishment of the Royal Navy. Flags were snapping in the channel breeze and shouts were heard at the yards of J. S. White and Co., Limited as Motor Boat #1694 left her uncomfortable cradle on land and slid into the water which was indeed her natural habitat.

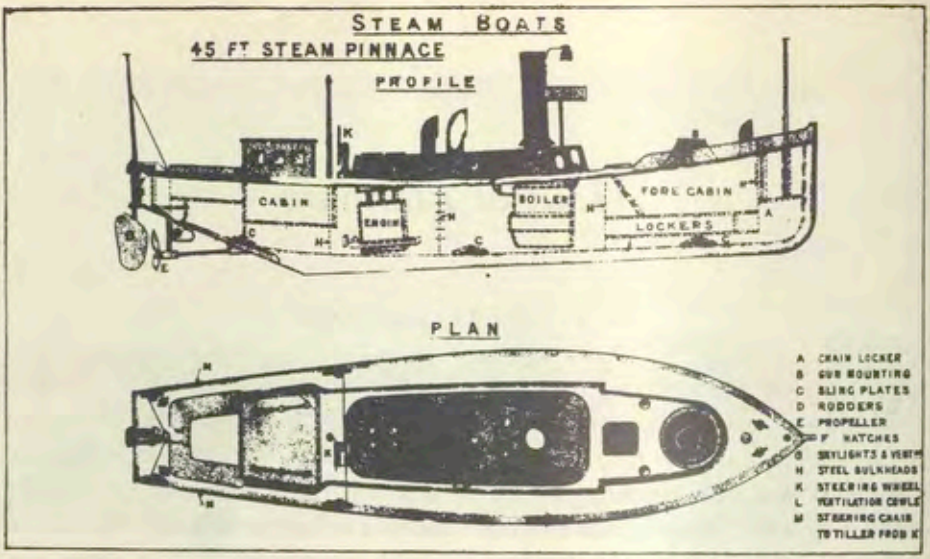
The type, or class, of Motor Boat #1694 is described by Lieutenant Commander C. W. Whittington, RN, of the Command Seamanship School at Portsmouth as:

"A steam barge
45 to 50 ft 12 ton
40 ft 10 ton 11 cmt
Length of grapnel 40 fathoms
Size of grapnel ⅜ chain
Weight of anchor 100 lbs.
Life saving capacity 50
Speed 11 knots BHP 130–135
Gun could be carried"

with a postscript by Commander Whittington adding his personal feeling: "Pigs to hoist by main derrick in anything like an open anchorage."

Upon launching, Picket Boat #1694 was assigned to the Battleship *Rodney*. She and her sister ship, which was allocated to *HMS Nelson,* were the first of such boats to be equipped with diesel engines.

It is easy to imagine the shining brass funnel, the scrubbed teak, the proud ensign and coiled new lines, and the eager middies who swung aboard to take her out to the *Rodney* on that May morning. This first assignment was carried on from 1927



Reproduced from Admiralty Manual of Seamanship, Volume I, 1915.

until March 1930. Commander Whittington remembers well being Picket Boat Crew on *HMS Resolution*: "The last job at night after your last duty run, which was about midnight, was to holystone the wooden decks with a 'Bible' and 'Prayerbook.' These were two pieces of sandstone. This task, was, of course, on hands and knees. Then in the morning at 6 a.m. coal if necessary, then wash down. The last task before you were ready for the day's work was to polish the copper and brass funnel."

In due time the *Rodney* was scrapped. The old "R" class battleships *Revenge, Resolution, Rodney,* and *Nelson* had seen great days before the 1930's. Now an Admiral's Barge, Motor Boat #1694 was equipped with new diesels upon her separation from the *Rodney* and appropriated to *HMS Nelson* on June 21, 1933. Again, it is easy to imagine the style in which she lived; the excitement and splendor which accompanied her days, spent in the great naval bases of the world, keeping the tenuous peace of Britain and watching over the Empire. In 1939 she was removed from the *Nelson* and was attached to the Mobile Naval Base Defense Organization. This arm of the British Navy was intended to keep ships in a state of mobility so that bases could be set up anywhere desired at short notice. There is little available evidence to show exactly where her duty summoned her from 1939 until she appeared as Flag Officer's Barge at Malta during the years of the great sea, air, and land war.

Malta, at the heart of the Mediterranean, has always been at the crossroads of the maritime world. Her 122 square miles of bare and stony rock and limestone, bravely cultivated in its fertile sections, has been peopled by the Phoenicians, the Greeks, and the Carthagenians. She was conquered

by the Arabs in 870, but claimed by Christendom in 1530. It was then that Charles V turned the island over to the Knights of St. John, later to become known as the Knights of Malta. The great cathedrals were built and Fort Ricasoli and Fort Angelo were established as bastions against the infidel. But trouble came from Corsica to the north and Napoleon dispersed the Knights. By the Treaty of Paris in 1814 Malta was made a British Protectorate at her own request, and it was to the British Naval Base at the harbor of Valletta that Motor Boat #1694 was assigned.

Captain Henry S. Morgan, Jr., of our own U.S. Naval Submarine Service, remembers going ashore in her at Malta during World War II. It brings memories to all our generation to think of this little boat shuttling about the harbor at Malta, carrying out the desperate orders of the day amid the confusion of warships and airplanes and homesick men. Commander Whittington feels that during her busy years of service many of the great admirals such as Cunningham, Mountbatten, and Barbour must have trod her decks and been grateful for her loyal presence. The proudest moment in Malta's long history may be said to have been her stalwart defense against the continuing and ferocious air attacks delivered by the German Luftwafe from 1940 to 1943.



Crest of St. Angelo

In 1948, the Crest of St. Angelo, the badge of war service, was awarded #1694. Fort Angelo was the "Flagship" of the Flag Officer Malta.[1] The crest (sealed behind glass and centered on the back of the seat of her cockpit) is bravely colored in heraldic green and red and gold, with the white crosses of Malta signifying her bravery at Malta in time of danger.

Sometime during her career in the British Navy she acquired as her proudest embellishment two graceful brass dolphins which are still today affixed to her cockpit rail, port and starboard of the after cabin. The presence of these dolphins indicates that she was the pinnace of an admiral. Each admiral upon retirement usually takes his particular dolphins with him. However, there are no available records to show which admiral preferred to leave his dolphins to follow the fortunes of his barge beyond his time of service. Her last admiral was Sir Charles Madden, who writes of his pinnace in a letter to his friend, Sir George Bull: "While I was Flag Officer, Malta, she was my barge and had served my predecessors in that job. She was the last brass-funnelled boat or barge in the Service and a feature of the Malta scene. . . .

[1]Excerpt from a letter from Admiral Sir Charles Madden, Bt., dated April 16, 1968, to Sir George Bull, Bt., "The crest of 'St. Angelo' is there because St. Angelo—the fort—is the 'Flagship' of the Flag Officer Malta."

She was originally the *Rodney's* picket boat. *Rodney* and *Nelson* were the first ships to have diesel-engined picket boats. Later, when *Rodney* was scrapped, she was converted to an Admiral's Barge by having the long overhanging stern added."

The passing years left their mark. We all know too well what salt water and wind, hot sun and weather will do to the most cherished of our ladies. Her hull needed constant care, and the day inevitably came when she was pronounced not fit for service beyond the breakwater at Malta. Admiral Madden writes her swan song: "I therefore decided to get rid of her and got a modern boat that could go outside the harbor sent out."

However, the admiral's pinnace did not die; she simply moved into civilian life, retaining all the charm and poise of a dowager duchess. In 1957 the British Admiralty sold Motor Boat #1694, aged thirty years, to Mr. John H. Millar, who acquired her to become a tender to *Sceptre,* the 1958 British contender for the America's Cup. Admiral Madden released her reluctantly, but "did not want to see her ending her days hauling coal." She was then shipped to England under a free "indulgence passage," where she was overhauled and refitted at a yacht yard on the Hamble River. In August she was christened *Maid of Honour* by Mr. Millar's mother, and launched into her new life. According to Mr. Millar, many changes had been made in her forecastle: sleeping accommodation, a galley, and a head were added; life lines and stanchions and two berths in the admiral's cabin.



"Single lever bridge controls enabled her to be maneuvered very precisely by one person." Her trials were undertaken in the Solent. *Maid of Honour* was then carried by truck to Southampton. Her land voyage was not without adventure as several power lines had to be taken down to enable her to pass. She took to the sea aboard the United States Lines' *South Star* and arrived without mishap in New York. September 17 found the well-travelled *Maid* steaming down the Hudson River, a yacht, now of the Royal Yacht Squadron, flying the white burgee and wearing the white ensign. She rounded the Battery and proceeded up the East River, under Hellgate Bridge, past LaGuardia Field and Execution Rock,



into Long Island Sound. Mr. Millar writes that after a night of driving rain and fog, *Maid of Honour* picked up her mooring at the Ida Lewis Yacht Club at Newport at five in the morning.

Maid of Honour presided over the Cup Races, gracefully accepting her new role, undisturbed by the rowdy waters off Brenton Reef or the unaccustomed chatter and relaxation of civilian life. She was very much the center of attraction, sporting her British ensign and her shining brass as she went about *Sceptre*'s business. She was admired by all, especially by Mrs. Pierre duPont, who looked down on her from the deck of *Barlovento*. She was not destined to remain in America at that time, however, but returned with *Sceptre* to England. Mr. Millar hoped to tour the French canals with her in the summer of 1959. However, his plans fell through, as so many of our favorite schemes do, and, remembering Mrs. duPont's interest, Mr. Millar negotiated the sale of *Maid of Honour* to her in the fall of 1961.

The lovely vessel is now over forty and, like others who have a perspective and a philosophy as well as a past, she is leading a happy life. Her funnel does not shine as brilliantly as it once did in the care of the British Navy, but her paint is bright and her cabin echoes with the voices of children with a claim on the picnic basket. She goes fishing, she meets the train at New London, she is a summer friend of the family and a familiar sight to all who frequent Fishers Island and Long Island Sounds.

To see *Maid of Honor*[2] now is to feel a tug at your heart. Here rides this gentle craft, this ship of many lives, of many parts, living out her days on the sparkling waters, out to pasture. Yet her flags fly, her funnel shines in the morning sun, white water splashes the blue of her hull, and her dolphins remember the history she has seen.

Cartoons by Paul Loring are reproduced with permission of Mrs. duPont.

[2]At the time Mrs. duPont registered this storied craft, the spelling was Americanized to the extent of dropping the u from the British spelling of honour.



Centennial Schooner

BY CAROL W. KIMBALL

THE COAL SCHOONER *William H. Hopkins,* launched in 1876 by Geo. Greenman and Co. in Mystic, Connecticut, was unusual for several reasons. She was the last of sixty-six sailing vessels built by the Greenman family in their years of business on the Mystic River since their earliest ventures at the Head of the River in 1827.[1] A village joke brought her into being, and as a prelude to the coal trade she carried fifty-one passengers from Mystic to the Centennial Exhibition at Philadelphia where she served as a floating hotel.

Her appearance was not out of the ordinary. She was a trim three-master, 324 tons, 133′ x 32′ x 9′, designed to carry 700 tons of coal and pronounced at her launching "the strongest and best of her class ever built in Mystic."[2]

When she was built in 1876, Mystic, along with most of the nation, was in the grip of a business depression, a slump which curtailed shipping. Building was at a standstill—shipyards lay idle with cash in short supply. But due to the nation's one hundredth birthday, the Greenmans were at work.

All Connecticut was enthusiastic about the Centennial; in spite of poor business conditions many branches of the state's industry planned exhibits. Mystic shopkeepers and merchants joked about the coming event in the autumn of 1875, declaring they should load a ship with Mystic folks, sail down to Philadelphia and look over the show. The village's shipping had dwindled considerably, but the story got a good laugh.

The jokers were surprised when the December 24 issue of the weekly *Mystic Press* broke the news that gossip about fitting up a vessel for the Centennial could now pass for gospel truth. Two practical businessmen, coasting pilot Captain J. Fred Tribble and shipbuilder George H. Greenman, proposed building a new schooner, helping to defray her cost by running an excursion to the Centennial, a real bargain at $10 a head, including lodging on board during six full days in Philadelphia.

[1]Thomas A. Stevens and Charles K. Stillman, *George Greenman & Company Shipbuilders of Mystic, Connecticut* (Mystic Conn.: Marine Historical Association, Vol. I, No. 12, March 1, 1938), pp. 27–29, lists vessels built by the firm "transcribed from an inventory book of the firm with supplementary data from Custom House records."

According to George Greenman's personal record now in possession of Mrs. Mary Greenman Davis, the company established at the Head of the River in 1827, moved down to Adams Point (Greenmanville) eleven years later.

[2]*Mystic Press,* May 26, 1876.

Construction was slow. The schooner's frame was ready in February. March 31 the yellow pine planking arrived from Cedar Key, Florida, on the schooner *E. B. Wheaton.* On May 10 the Centennial's Grand Opening found the vessel far from ready, but it was evident she would be roomy, safe, comfortable, and up-to-date. Captain Tribble, experienced master of schooners *Elizabeth Segar, Agnes, Oregon,* and many others, installed a donkey engine to raise and lower anchors and sails and to handle cargo. With typical Yankee ingenuity, the boiler doubled in the culinary department.

When the *W. H. Hopkins* was completed in mid-July the *Press* carried a nine-inch column headed HO! FOR THE CENTENNIAL!, urging the populace to take the excursion, enjoy the delightful sail down the coast, avoiding dust and heat of the railroad cars with cool sleeping accommodations on the vessel, safe from unscrupulous adventurers reported to be lurking in Centennial City. Weeks earlier the Norwich *Bulletin* had reported with more wit than accuracy that Mystic was arranging for a ladies' excursion to Philadelphia—no male passengers allowed. The ladies were said to be looking for a crew of reliable men who could write poetry, eat pie with a fork, and sing hymns on the quarterdeck every night.

Passengers were slow to sign up although the $10 fee was very reasonable. It was some months before the railroad offered cut-rate excursions from Connecticut for that amount, and they allowed only one day at the Fair. But even though *Press* editor L. M. Guernsey added his personal endorsement, Mystic remained apathetic, and the *Hopkins'* owners realized they would be lucky to make a profit on the voyage. Wages were low, work was scarce and money was hard to come by.

July 31 the new schooner dropped down from the Greenmanville shipyard to Mallory's wharf in the village to receive chains, anchors, and sails. All Mystic inspected her accommodations—ladies' quarters in the cabin,



The William H. Hopkins

gentlemen's berths fitted into the rear of the hold with open hatches for ventilation. Forward in the hold was dining space for bad weather. On pleasant days meals would be served on deck under awnings.

The schooner, commanded by Captain Tribble, carried a mate, an engineer, and three seamen. Steward Saunders and his cook arranged meals; four gentlemen passengers waited table to pay for their trip. The fifty-one passengers finally assembled

including prominent citizens (the editor of the *Mystic Press,* for one) and several family groups, all bound for America's first big exposition. They enjoyed the elegant new vessel smelling of paint and tar, "unspoiled by dirt, dust or vermin," wrote Mr. Guernsey.

The *William H. Hopkins* left Mystic at 10:30 a.m. August 3, 1876, on her maiden voyage, towed down river by the tug *Dr. S. C. Riggs.* Crowds of friends waved farewell from wharves and bridges. With an easterly wind Captain Tribble decided to run down the Sound for New York instead of circling Montauk. A nice diagonal roll passing the Race helped them get their sea legs and caused a few pale faces, but off Saybrook it was as calm as a mill pond. In fact the calm continued, making it a six-day sail to Philadelphia, a pleasant time with nightly music from a fancy parlor organ and no complaints from passengers except the Captain's daughter Agnes, who was seasick all the way. At 4:30 p.m. August 8 Captain Tribble made fast alongside the wharf of Baird & Sons, granite and marble workers, just a few rods from Chestnut Street where horse cars passed every three minutes for Fairmount Park and the Exhibition grounds.

The Mystic group enjoyed six days of sight-seeing with nights aboard the schooner, leaving for home Monday afternoon, August 14. On Saturday, in sight of the Mystic hills again, various small craft came out to greet them, but the *William H. Hopkins* outsailed them all and came smoothly and proudly up the Mystic River with Tribble at the wheel.

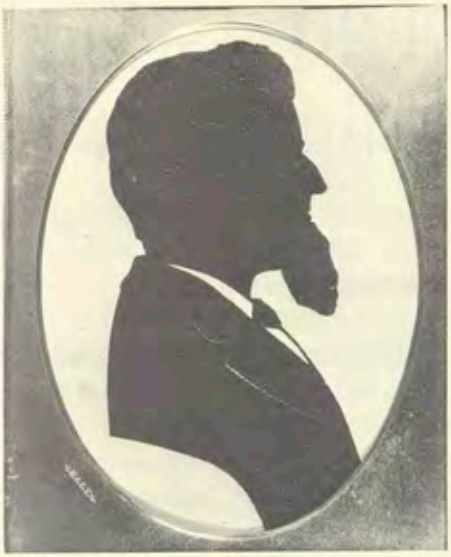
While travelers related their adventures, the shipyard prepared its Centennial schooner for another cargo. Stripped of passenger berths, she sailed the second of September for Hoboken, returning ten days later with 650 tons of coal for the Greenmans. For two years she made coastal trips, usually carrying coal, but once visiting Jacksonville, Florida, with a cargo of ice.

Captain Tribble left the *Hopkins* in June, 1878, to take over the new 500-passenger steamer *G. R. Kelsey,* the Greenman's last vessel. The *Kelsey* was chartered to run from Norwich to Watch Hill and Block Island during the summer; Tribble planned to take her to Florida for service in the winter. His replacement on the *Hopkins* was Captain Samuel Nelson Bush, salty veteran who had rounded the Horn in clipper ships.

Bush's command was unlucky. Only five months later, November 21, 1878, soon after Bush sighted and passed Barnegat Light, the coal-laden *Hopkins* was caught in a heavy gale. Buffeted for twenty-four hours by the storm, the schooner, far off course, came to grief on Long Island's south shore. The Captain, having overrun his reckoning supposed he was approaching Sandy Hook when the vessel struck. She was driven ashore on Rockaway Beach. Men from the Far Rockaway Life Saving Station put out in their boats to take off captain and crew.[3]

While the *Hopkins* piled up at Rockaway, her co-owner, Captain Tribble, was caught in the same gale. En route to Florida with his family

[3] *Mystic Press,* December 19, 1878.



Silhouette of George H. Greenman made at the Philadelphia Centennial Exposition in 1876.

in the *G. R. Kelsey,* Tribble rode out the storm in Little Egg Harbor, keeping steam up and anchor down four days and nights until the wind blew itself out.

The *Hopkins'* crew praised their rescuers' courage, but their bravery could not help the schooner. With her heavy cargo she seemed likely to go to pieces at once, so Captain Bush sent for the Coast Wrecking Company to attempt to salvage her.

The wreckers tried to save the *Hopkins.* She was badly hogged, but on December 7, with a steam pump working constantly to keep her afloat, they managed to tow her into New York. George Greenman went to the city to look her over. He found her in poor shape, her rudder gone and quarterdeck stove in. Deciding it would be cheaper to abandon the vessel, he left her to the wreckers, her useful life finished. With Captain Tribble he shared a $15,000 loss; there was little insurance.

So ended the short career of the Centennial schooner *William H. Hopkins,* the Greenmans' last sailing vessel. Her passing was another sign that America's glorious days of sail were vanishing forever.

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EDITOR'S NOTE:

Carol W. Kimball, Mystic school teacher, attended the Munson Institute in 1961 and 1962. She is the author of The Groton Story, *a local history, and numerous magazine articles. Mrs. Kimball does much of her research in the G. W. Blunt White Library.*

Illustrations for this article provided through the courtesy of Mrs. Mary Greenman Davis, daughter of George H. Greenman.

PROJECT 20

DOWN TO THE SEA IN SHIPS

by DONALD B. HYATT

director of NBC Special Projects

IT WAS A STRANGE SIGHT and, considering it was 3:00 a.m., even frightening. Just off Village Street at Mystic Seaport a heavy smoke swirled about the Noyes Building. Suddenly, as if on cue, the smoke lit up and became a kind of eerie white fog enveloping the whole area. At first there was not a sound, then a voice called "Look out! Here she comes!" and a formless shadow seemed to be moving out of the fog bank. As it approached one could make out a bowsprit and then the black hull of a ship. From the yardarms hung only limp shreds of sail. There was no sign of life, no helmsman at the wheel, and yet the ship ghosted along—and disappeared—it was *The Flying Dutchman!*

Well—for the NBC television crew that was filming in the midst of the fog, it surely *looked* like *The Flying Dutchman*. Of course at this black hour in the morning illusion was an easy thing to come by, but how would the television audience feel?

All of this took place two years ago on a crisp October night. We had come to the Seaport to film sequences for Project 20's one-hour color film DOWN TO THE SEA IN SHIPS, and *The Flying Dutchman* "bit," as we called it, was the final scene. The fog had been created by a foul-smelling chemical fog gun and the ship was a stationary, large-scale model that seemed to move when the camera rolled past it. It took four hours and 2,000 feet of film to finish this thirty-second scene, but, as a symbol of the superstitions of the sea, we thought it was worth the effort.

However, if you watch DOWN TO THE SEA IN SHIPS on December 11 don't bother to look for *The Flying Dutchman*—our idea foundered and *The Dutchman* became shipwrecked on the cutting room floor. But after several days of filming at Mystic it was the only sequence that did not work out, and now that the program is finished, I will say that Mystic Seaport proved not only invaluable but inspiring in the making of our film.

DOWN TO THE SEA IN SHIPS is the dramatic and historic story of man on deep waters, and it is an attempt to capture "the beauty and mystery of the ships and the magic of the sea."

The program opens on this note with eye-popping scenes of a Newfoundland trawler fighting heavy seas and Burgess Meredith narrating:

"The way of a ship in the midst of the sea. . ."

Three thousand years ago Solomon himself recorded his awe of it in the Book of Scripture.

"The way of a ship . . . it is too wonderful for me," he wrote.

And the wonder of it has never ceased.

The very wonders that make the sea so intriguing a subject also make it nearly impossible to define in words and pictures. "A place of marvels and terrors," Joseph Conrad called it. But virtually anything you say about the sea is true on the one hand and untrue on the other. Insofar as man is concerned, the sea is paradoxical—it is ever changing. It is gentle—it is vicious—it is whimsical. "It may let a rowboat go, but cannot be trusted to spare the biggest ship."

The sea is an inspiration to poets, a challenge to adventurers, a source of livelihood for fishermen and merchantmen, a playground for yachtsmen, and a graveyard for thousands of ships and men who have been its victims.

In trying to come to terms with the sea for our program we portray it in both its historical and contemporary aspects, utilizing rare archive film and (we feel) striking footage shot by our camera crew. Richard Hanser's script provides his own vivid commentary on the sea, but it also draws on Conrad, Melville, Whitman, Shakespeare, as well as a variety of anonymous salty characters.

Our travels carried us abroad for such events as the Tall Ships Race from Falmouth, England, to the Skaw. And in this country Mystic Seaport, Cape Hatteras, the coast of Maine and the Atlantic Ocean provided some of our locations. From the beginning we found Mystic Seaport becoming in a sense our home port. When we started to work on DOWN TO THE SEA IN SHIPS in 1966 our Project 20 unit had not dealt with a maritime subject since we produced the *Victory at Sea* series fifteen years ago.

The sheer volume of the literary and photographic research work ahead of us seemed as vast as the sea itself. The Seaport offered us an excellent starting point. Here the archives and the memorabilia—the knowledge and imagination—the whole atmosphere evoked our very theme, but with only fifty minutes in which to cover seven oceans and as many centuries of seafaring, the Seaport also gave us the problem of selecting from its riches. In this regard John Leavitt, Associate Curator, was a producer's delight in helping us reach decisions.

One of the program's major sequences would depict the development of sail through the years and I felt the Seaport's ship model collection would be ideal for this purpose. (I never did count the number of models that we looked at before making a final selection, but my impression is that if, in your youth, you had ever hammered together anything as large as a two-man rowboat with before-the-wind-bedsheet power, the Seaport might well have a model of it.)

We finally decided to concentrate on the Yankee Clipper and salute the swiftest, sleekest, and most efficient sailing ship ever known. Since no archive film existed of clippers under way, the models, in their perfection of line and form, seemed the best possible way of capturing this era of sail.

So for three days and three nights such classic ships as *The Flying Cloud, Sovereign of the Seas, Sea Witch* and numerous others "sailed" past the camera. We accomplished this by setting up a shooting stage in the Stillman Building. The models were placed before a black velour, and with the aid of a camera dolly that moved on tracks, along with a motor-driven zoom lens, the clipper ships came to life. It was painstaking work, and without the help of Dick Palmer and Gerry Aycrigg, assistants to the Curator, we would not have attempted it. Not only did they act as technical advisers, but they performed the delicate task of disassembling and moving countless models from display cases stationed all over the Seaport and then re-assembling and carefully positioning the models for the camera. This required a combination of a watchmaker's fingers, a weight lifter's back—and patience.

Scenes were re-photographed time and again into the early morning hours because our focus problem was extremely critical when dealing with the clipper ship's intricate rigging. Sometimes one or two inches of leeway was all we had in moving a 700-pound camera rig twenty feet.

One of the many satisfactions we experienced working at Mystic was in the quiet of the evening after the Seaport closed. With a grain of imagination you are swept back in time as you wander about the deserted streets and buildings. In the mood of such a setting I began thinking of the superstitions and legends of the sea. This was particularly true in the Stillman Building where there is a magnificent collection of figureheads. With darkness all about except for the spotlighting of the figureheads, the atmosphere is excitingly eerie. If they could only talk—what tales they could tell!

I would like to have done an entire program on these guardian and guiding spirits of their ships, but what we do use is quite effective, I think. Our scene opens on the empty museum hall and we begin to see figureheads float by the camera as Burgess Meredith says:

"The old ships disappear.
The captains and the crews depart.
But in the ghostly stillness of the Mystic museum at dusk, it is not hard to imagine that an old restlessness, a yearning for wide waters, quickens the almost human figureheads of famous ships long gone, and that past voyages are sailed again."

The last scenes of our Mystic Seaport sequence concentrate on the model of that five-masted full-rigged nautical monster, the *Preussen.* Even as a model she is hard to believe and for us, she signifies the end of the age of sail, as she is rammed and struck by a steamer in the Strait of Dover.

Upon leaving the Seaport we went on to film the Coast Guard's *Eagle* from every conceivable angle. From a helicopter forty miles at sea, she is an unforgettable sight, particularly

as you hover inches above her main mast, or sideslip along with her bowsprit only six feet away bearing down on the open camera door of the helicopter.

It is rather ironic that after our cameraman had hung from yardarms 150 feet above the water—had gone to sea in storms—climbed about rotting schooners in Wiscasset, Maine—scaled the wave-lashed cliffs of Mount Desert— our only "run-in" with the sea occurred on a mirror-calm day in Orleans, Massachusetts. We were there to film the start of an Atlantic crossing by two Englishmen, Captain John Ridgway and Sergeant Chay Blyth, in a twenty-foot rowboat. As they began rowing, one of our cameramen, in his eagerness to get just one more nice tight closeup of the oars, leaned over the gunwale one inch too far and toppled into three feet of water—camera and all. Yes, the sea is whimsical. It is also expensive—it cost $2,500 to have the camera repaired!

One of the highlights of DOWN TO THE SEA IN SHIPS is the historical film showing what it was like to round Cape Horn—"the cruelest of all passages"—in days gone by. Here again John Leavitt was helpful in steering us to various sources for this kind of archive material, including still pictures of captains and crews.

For the past eighteen years Project 20 has depicted our American past through a wide range of programs and in every case I believe it would have been impossible to deal with these broad themes without calling

"DOWN TO THE SEA IN SHIPS"

Project XX's new season opens on a theme close to its heart. As the unit that produced "Victory At Sea," Project XX is pleased to offer another program in the same vein—"Down To The Sea In Ships," the story of man on deep waters, a groundswell of nautical drama and adventure, of maritime legend and mystery. The program takes you on an unforgettable voyage aboard everything from a square-rigger caught in the turbulence of rounding Cape Horn to Tall Ships that sail serenely over sun-lit seas. You will stop at fabled ports-of-call, like Cape Hatteras, "the graveyard of the Atlantic"; Mystic, Conn., where America's seafaring heritage is so colorfully preserved; and at far-distant places wrapped in "the beauty and mystery of the ships and the magic of the sea."

THE NBC TELEVISION NETWORK/DEC. 11, 10 PM, EST/IN COLOR

Produced and Directed by Donald B. Hyatt

Written by Richard Hanser — *Original Score by Robert Russell Bennett*

Research: Daniel Jones — *Associate Producer: Robert Garthwaite*

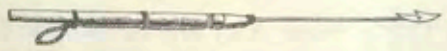
upon the knowledge and resources of private museums and institutions.

Our work has carried us around the world many times and we have been privileged to work with hundreds of fine organizations, but in all my experience Mystic Seaport stands out as *special*. It has a refreshing spirit about it. Of course it is the people—the staff—that make this so. Their professionalism and enthusiasm is a treat to witness, and for those of us in television they are rare because they are able to think in visual and dramatic terms.

When DOWN TO THE SEA IN SHIPS was finished last December I was honored with an invitation to show it at the Trustees' Meeting. After their reaction I could not help but add another measure of love for Mystic Seaport and its work. Someone even described DOWN TO THE SEA IN SHIPS as "a spraywhipped love affair of camera, words and sound, capturing the sense and feeling of the sea."

If on December 11 our television audience of 25 million reflects any such enthusiasm as this, we will be back at Mystic doing more programs on the sea. Come to think of it, I know where there is 2,000 feet of film on *The Flying Dutchman* coming through the fog. It might make quite a program.

Donald B. Hyatt, author of the preceding article is director of NBC Special Projects, and since 1958, has headed the highly creative Project 20 team. He is producer-director of Project 20 specials which have won every major American television award and many coveted international honors.



Chritmas Original

Christmas is the day when all of us mean to be happy if we can. But it was so cold that there was not much sport in being out of the house But New Years is a coming before long and then I hope it will be pleasant and warm so that we all can have a good time if we are all well and nothing happens. The night before Christmas the Children hang up their stockings for Santa to fill. He was very good to all that I have heard any thing about. He seems to be a pretty good fellow if children behave well a day or 2 before he comes. Christmas is the feast of the nativity of our blessed Saviour.

G. Wolfe

A child's composition for class at Portersville Academy at Christmas time, probably 1849. Portersville was the name given to the area now known as West Mystic at the time the town of Mystic was known as Mystic Bridge.



Director's Message

"Beauty is truth, truth beauty,"—that is all
Ye know on earth, and all ye need to know.

ODE ON A GRECIAN URN
John Keats

MYSTIC SEAPORT in December is many things to many people. Like the very spirit of Christmas, it is shrouded in reflections and past traditions of the goodliness of a sturdy people confident in their own prowess and belief in God. A living testimony to their courage and initiative, it helps provide a gift of hope and a blessing of timeless human values.

But Mystic Seaport is more than a testimony and a hope, more than a static museum of relics and collections. It is the music of the Seaport Carollers and the community singing Christmas carols on a crisp December evening. It is the shrill voices of children climbing the great anchor by the Stillman Building. It is the murmur of discussion in a Munson Institute seminar on a July afternoon, the shuffle of pages as a scholar carries on research in the Library. It is the voice of an Interpreter explaining the ancient craft of the cooper, the ring of the anvil as the shipsmith forms a whaling iron before an enraptured audience, the rhythmic blows of the caulking iron on the deck of the *Morgan*.

It is the click of heels on old paving stones, the excited cry of "Starboard tack" from the fleet of dhows, the sound of *Brilliant's* bow wave in the ears of a western youngster at sea for the first time; it is the exclamation of delight as a child first views the Southern Cross overhead in the Planetarium.

It is the rasp of a file in a Seaport workshop, the quiet voices of debate in a staff conference, the slap of a halyard on a visiting boat.

It is the singing of the Mariners on their way to supper, the thump of Sunset Gun as the colors are lowered. It is the toot of the bridge whistle heard from the

foredeck as the bascule lifts to open a vista of the *Dunton,* the reassuring voice of the dock boy that the skipper's reservation is in order.

It is the friendly greeting of a Seaport guard in the early evening, the quack of a duck breaking the stillness of the night, the cry of a gull in the mists of morning.

To others, Mystic Seaport is a visual remembrance. Who can forget the tall masts rising above the village houses, the foreign flag snapping in the breeze in honor of a distinguished visitor from abroad, the roses by the Clock Shop, the array of figureheads as one enters the South Wing of Stillman? Who can view the beauty of the Seaport fleet dressed in flags on Annual Meeting Day without a flicker of pride? And who can gaze down the quiet vistas of quaint houses, ships, and waterfront without a sense of thanksgiving to those who have contributed to make this museum possible?

All these and countless more make up Mystic Seaport, its contribution to our heritage, its opportunities for learning, its delights, its fantasies, its charm and repose.

Above all, this museum must be—the faithful exponent of the exactitude of knowledge, the purity of exposition and the clarity of research at the expense of exhibitionism. That it remains ever changing but with changeless ideals is the determination of its trustees and staff at Christmastime in 1968.

Waldo Johnston

YACHT PROFILE

"*Rosa II*"

Reminiscent of the proud clipper ships of a century ago, *Rosa II* is an object of admiration at Mystic Seaport each summer. There is good reason for this, for she was designed by a father-and-son naval architect team with long backgrounds in yacht and ship design, and their aims in designing her were far different from the goals of most designers.

Most sailing yachts are designed and built with either speed, seaworthiness, comfort, or favorable racing rating as primary goals. Beauty of line is usually thought of as being of only secondary importance. Not so with *Rosa II*. She was created by Mandell and Lester Rosenblatt, her designers and owners, to be a beautiful yacht. In their own words, she was "designed and built with aesthetic appeal as the primary goal." Seaworthiness and cruising comfort were not neglected, but compromises which might have adversely affected beauty were cast aside. The frequency with which she is referred to as "handsome," "magnificent," "most beautiful," or in similar terms of admiration is indicative of the success *Rosa*'s designers had in meeting their major objective.

The story of how *Rosa II* came to be and her connection with Mystic Seaport starts late in the last century when Mandell Rosenblatt, the father of the team, as a child developed an intense love of the sea and of beautiful ships. By about 1910 he had already designed the second diesel yacht built in the United States. As the years progressed he designed a great number of this country's finest yachts and also, in the 1930's, the first *Rosa,* a clipper-bowed ketch only thirty-one feet long, for his own use. In 1947 Mandell and son Lester jointly founded their own ship and yacht design company. The company, M. Rosenblatt & Son, prospered, but the yachts and ships they designed were for others. However, *Rosa II* had been "aborning" on their drafting boards, as well as in their minds, for many years, and in 1958 final design of *Rosa II* began in earnest.



Photograph by Peter Barlow

ROSA II

The designer-owners-to-be were seeking an elusive objective: the capture of the grace and spirit of the sailing ships of the last century. By the last third of the 19th century one particularly graceful type of clipper bow had evolved from preceding ships and was used on many of the large steamships of that era. Its primary characteristic was that the waterlines forward, above the line of flotation, faired smoothly into the markedly concave profile of the stem—contrasting with most earlier clipper bows in that the latter had an essentially straight, raked stem—with the "clipper" effect being achieved by the addition of a flat, vertical member with the familiar hollowed clipper contour. During the closing decades of the last century and until 1930 many of the finest steam and diesel yachts were designed with this "true" clipper bow. Mandell Rosenblatt played a major role in the design of many of these large clipper-bowed steam and diesel yachts, including *Rene, Nakhoda,* and *Cambriona,* built about 1930.

Both Lester and Mandell Rosenblatt felt that this type of hull, with its clipper bow, sweeping sheer, and long overhanging transom stern, was the epitome of beauty of line afloat and captured the essence of sail. This hull form had been used on

many fine large sailing yachts and also on the original *Rosa*. So in 1958, the decision previously arrived at to emulate this hull form in *Rosa II* was confirmed. From the accompanying photographs one can see how well *Rosa II* captures the lines of her far larger, far leaner forbears.

Incidentally, one of *Cambriona*'s sister ships, the *Nakhoda,* is still, after almost forty years of service, in active duty as the pilot boat *New York*. Visitors to Mystic will see a life ring from the old *Nakhoda* at the entrance to the New York Yacht Club building. The other sister ship, *Rene,* is still active as the pilot boat *Baltimore*. Lester Rosenblatt still remembers with nostalgia when his father, who died recently, brought the first *Rosa* alongside *Rene*. The great resemblance between the 231-foot diesel yacht and the thirty-one-foot *Rosa* was all the more striking because of the great disparity in size.

Rosa II's designers decided upon a ketch rig for ease of handling when cruising. Her below-deck layout is comfortable, sleeping six; four in the main cabin in upper and lower berths, with the uppers forming seat backs when lowered. The forward stateroom sleeps two. This arrangement is quite conventional but is worked out with a particular nicety of interior detail and finish. Dimensions are: 40′10″ l.o.a. x 10′3½″ beam x 5′9″ draft. While a dozen or so drawings are usually prepared for a yacht of her size, approximately fifty drawing were prepared for *Rosa II*. Almost endless studies were made of many details: a "Lines" drawing was even prepared to describe the curvature of the cabin trunk; usually this is done for the hull only.

Paul E. Luke of East Boothbay, Maine was chosen to build *Rosa II,* and she was delivered in 1960. She is a relatively heavy boat. White oak was used for her keel and stem, laminated oak for frames, She is double-planked with white cedar and Honduras mahogany. The deck is of Burma teak. Spars are of Sitka spruce. The high quality of the boatbuilding, joiner work, and finish achieved by Mr. Luke is evident, and no effort is spared in her maintenance. She always looks like new.

Rosa II is used primarily for cruising. Each summer she is seen in a variety of ports between Maine, Cape Cod, Nantucket, and City Island, New York, where she is kept. Because of Lester Rosenblatt's love of yacht racing, *Rosa II* is usually entered in a few distance races each season. Despite her ketch rig, long overhangs, heavy displacement, and the fact she was designed to cruise, she has accumulated well over a dozen trophies won over the past several years. In 1965 and 1968 she was the overall winner of the Douglaston Yacht Squadron's Annual Distance Race. In 1963, when *Rosa II* was the overall winner in the Riverside Yacht Club's Stratford Shoal Race over seventy other boats, the late Everett B. Morris, famed sportswriter, in recognition of the dissimilarity of *Rosa II* to most current sailing yachts, referred to her as ". . .the lovely 38-foot clipper-bowed wooden cruising ketch—an anachronism among the high geared fiber glass racing machines which predominated in this record fleet. . ."

Each season *Rosa II* is a frequent visitor to Mystic Seaport with her owner, his wife, and children aboard. Tied up just across from the *Morgan,* she captures the mystique of the past and the charm of the sailing ships of yore.



Photograph by Morris Rosenfeld

CAMBRIONA

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

HISTORIC MYSTIC

Reprinted from—The Mystic Press—*1881*

GRAND TUMBLE IN PRICES ! !
—OF—
CHRISTMAS CARDS !
Toys & Fancy Articles,
At MAXSON & DENISON'S,
No. 5 Central Block.
Mystic River.

Holiday Attractions!

I have just received a large assortment of

Fancy Goods,

Etc., Etc., Etc.,

Especially adapted for the

Holiday Trade,

At prices within the reach of all.

"Santa Claus"

WILL ARRIVE,

And I invite all his friends to pay him a visit.

E. B. NOYES,

No. 4, Central Block,

Mystic River, Conn.

AT RATHBUN'S
YOU WILL FIND
Holiday Gifts!
At Lowest Prices!!

Books for Old and Young.
Zig Zag Journeys,
Chatter Boxes, Etc.,
Photograph and Autograph Albums,
Bibles,
Christmas Cards,
Fancy Box Paper,

In great variety, at

J. A. RATHBUN'S,
MYSTIC BRIDGE, CONN.
dec23w1

BE SURE AND BUY
YOUR PRESENTS
At E. N. DENISON & Co.'s,
No. 5, Central Hall Block.

SPARKS' MYSTIC BAKERY
Is the place to buy
ENGLISH WALNUTS,
For Christmas.

A LARGE STOCK OF
Confectionery and Fruit
FOR THE
HOLIDAYS!!
AT
Randall Browne Jr's.
Ryan's Building,
MYSTIC RIVER, CONN.

Two of the above advertisements appeared in the Mystic Press *for December 15, 1881, and the rest in the same paper a week later.*

ACQUISITIONS

• Probably the most interesting single acquisition received during this past summer is the detailed model of the stone sloop *Albert Baldwin,* made by Erik Ronnberg of Rockport, Massachusetts. The continuing generosity of Mr. and Mrs. R. W. Bartram made it possible to add this fine model to our collection of rigged models. This one fills a gap in the history of coastal working craft.

The early and continued use of granite for wharves, breakwaters, rip-rapping, and the foundations and even siding of buildings, was responsible for the development of a class of very heavily built sloops used to transport it from the quarries of Maine and Massachusetts to ports everywhere along the American East Coast. The sloop rig was preferred at first because it was simpler and easier to rig the long derrick boom necessary for the handling of stone cargoes.

The *Albert Baldwin* was 90 feet 6 inches long, 33.2 feet wide and had the following register dimensions: 123 gross tons, 117 net tons, 86 feet l.b.p. (length between perpendiculars) x 27.2 feet molded beam x 7.3 feet depth. She was larger in hull size than the famous *M. M. Hamilton* of Chebeague Island, Maine, but was not so heavily rigged. The *Hamilton* was considered larger because of her tremendous mainsail, which was over a thousand square yards in size. The *Baldwin*'s was substantially smaller, but she was the last stone sloop ever built and the last one in existence with the sloop rig when she was finally broken up in the 1930's. She was built at the J. F. James yard in Essex, Massachusetts, and was commanded during her entire career by the same master, Captain Poland.[1] Practically all her cargoes were loaded at the quarry towns around Cape Ann. She was the only stone sloop built at Essex, although the *George Bradford,* a schooner built later, was said to have been from the same molds as the *Baldwin,* although lengthened out.

[1]Captain Poland's first name was not included in the Ship Register. Initials for first names of captains were seldom used in the Registers.



Model of the stone sloop Albert Baldwin

The model has a wealth of detail, including all the special rigging necessary for handling cargoes of granite. Mr. Ronnberg worked from plans drawn up some years ago by Howard I. Chapelle, as well as from many excellent photographs of the vessel when she was rigged and working, and other material which turned up in the process of research.

An important and interesting addition to our fleet of small craft is a Woods Hole catboat, complete with regular and spare spars and two suits of sails, all original and never used. The boat was built about the turn of the century by E. E. Swift of Woods Hole for his brother who died just as he was finishing the boat. The doors of the shop were closed and the boat remained in storage for almost seventy years without ever having been sailed. It came to Mystic Seaport this year as the gift of Mr. and Mrs. John E. White of Dennisport, Massachusetts. Mrs. White is a collateral descendant of Mr. Swift.

In addition to the boat and its equipment, the gift includes the molds from which the craft was built, two half models of catboats, two unidentified half models, the half model of a speed launch, and an incomplete full model. Also in the collection are the patterns for a casting for a set of metal mast partners and various other small items and, of particular interest, a well-made carpenter's chest of tools containing 206 items, all in excellent, useable condition.

To find a boat and equipment, tools, and other material in the same condition as they were left more than sixty years ago is most unusual and this museum is fortunate to have it. In time, the whole collection might well become an exhibit demonstrating a small boat shop of the last century.

J.F.L.



VARIABLE WINDS

• The August issue of *National Geographic Magazine* carried Captain Alan Villiers' story on Mystic Seaport, and there seems little doubt that its appearance is at least one factor in the increased visitation to the museum during the month of August. Both North and South parking lots were entirely filled almost every day and it became necessary to open a lot behind the Seaport Stores near Hobey's Dock to create additional space for visitors' cars. Lines of people queued up to go on board the *Charles W. Morgan* frequently stretched all the way back to the Buckingham House and it became necessary to present the orientation film in the Aloha Meeting House every half hour instead of hourly. Planetarium presentations were nearly always attended by capacity audiences and the extremely heavy flow of traffic through the grounds was a continuing source of astonishment to all at Mystic Seaport.

Mystic Seaport was the subject of a half-hour color television production on WNBC-TV, Channel 4, New York, on Saturday, October 12. This series title is "Connecticut Illustrated" and the program on Mystic Seaport carried the title "Mystic Seaport—History at Anchor."

• The Editorial in The LOG, Vol. 20, No. 1, March 1968, announced "that future major publications of this Association would be published jointly with Wesleyan University Press . . . the series will be known as 'The American Maritime Library.'"

Members of this Association will welcome the news that work is in progress on the first book in this series.

The working title is "Maritime History of New England." Benjamin Woods Labaree is editor and co-author with Robert G. Albion. Marion V. Brewington is illustrations editor. The volume will carry numerous and exceptional plates to illustrate a history that will, in five multi-sectioned chapters, explore the title subject from the Colonial Period of 1775 through "Retrospect and Prospects" in the chapter titled "The Twentieth Century."

Subsequent issues of The LOG will carry progress reports. Prior to publication date, now anticipated as late autumn 1969, more specific announcements concerning availability will be mailed to Association members.

• Demonstrating once again the fascination of Mystic Seaport for all nationalities of the world, the museum was honored by a visit of wives of United Nations diplomats on August 14. Countries represented included: Brazil, Gabon, Ghana, Indonesia, Japan, Libya, Portugal, Sierra Leone, Spain, Sudan, and Venezuela. Mrs. Carl H. Hobbs, Volunteer Coordinator, arranged a guided tour of significant exhibits and the ladies were served tea in the Membership Building before departing for New York. The multilingual talents of Joseph Rodgers, son of Mrs. Vera Rodgers of the Curatorial Department, were an undoubted asset to this event.

• Sunday and Monday, September 1 and 2, brought the heaviest visitor attendance of the summer season. The Stillman Building guest register showed that visitors included representation from fourteen foreign countries: Brazil, Canada, Chile, England, France, Hungary, Israel, Japan, Puerto Rico, Scotland, Spain, South Africa, Switzerland, and West Germany.

• In July a total of 395 new members were enrolled in The Marine Historical Association, thus setting an all-time record for any month since the Association was founded. By August 31 a total of 862 members had increased their classifications since the appeal was first made in March. This represents over 18 percent of the total renewals during the six-month period. It is also worthwhile noting that in September the total number of members approached the 13,000 mark.

• A new publication, *Houses of New England Open to the Public,* by Nicholas Zook and published by the Barre Publishing Company in Massachusetts, with photographs by Katharine Knowles, includes interiors of the Greenman House, Buckingham House, and Edwards House as well as an exterior of the latter. Descriptive text concerning these houses and Mystic Seaport generally accompanies the pictures.

• The *New York Times* of Wednesday, August 14, carried the announcement that, effective October 1, Marine Historical Association Trustee William P. Gwinn, President and Chief Executive Officer of the United Aircraft Corporation, will succeed H. M. Horner as Chairman of the Board.

• Connecticut Governor Dempsey's Vacation-Travel Advisory Council held its September meeting on September 10 at Mystic Seaport in the Library's Munson Room. Alma Eshenfelder, Publicity Director and a member of the Council was hostess for a luncheon in the Seamen's Inne preceding the meeting. The Council's discussions centered on plans for the extension of vacation seasons from only summer to year round in order to spread out the attraction of Connecticut, a vacation state.

EDUCATION NOTES

On October 5 and 6, Miss Anderson and Messrs. Sturges, Briley, and Treworgy attended the New England Conference of The American Association of Museums at North Andover, Massachusetts. The theme of the conference was "The Museum and the University: Needs and Opportunities for Cooperation." The conference was co-sponsored by Boston University and the Merrimack Valley Textile Museum.

A group of forty Interpreters were the guests of Plimoth Plantation for the day on Wednesday, November 6. Plantation officials held an afternoon briefing session for the group. While visiting Plymouth the Interpreters also had the opportunity to go aboard the *Mayflower.* The purpose of the field trip was part of a continuing program to expose our Interpreters to interpretive methods used by other museums.

A special program for study of some aspects of 19th century life in a New England whaling and fishing community is now being offered to qualifying school groups. The program involves discussion participation among students during a guided tour of the *Charles W. Morgan, L. A. Dunton,* and selected craft shops. Depending on the wishes of the teacher, the program was planned for two full days. An evening program is divided between chantey singing and an excellent seafaring Hollywood motion picture. Overnight accommodations will be provided aboard the *Joseph Conrad.* Enrollment is limited to thirty students for each of these group experiences, and thus affords the teachers excellent opportunity for supplemental instruction in a way that best utilizes all senses.

Members may be interested to see the statistics below:

	1967	*1968*
Attendance through October 31	420,009	533,472
Membership through October 31	12,362	12,946

Seaport Planetarium Courses

The Mystic Seaport Planetarium Director Donald Treworgy has announced the schedule of courses for the 1968–69 season. Professor Frederic W. Keator, Director Emeritus of the Planetarium, and Mrs. David Howell, Planetarium lecturer, with Mr. Treworgy, round out the teaching staff.

I A Survey of Astronomy (for 8th and 9th grade students)
Eight lectures are supplemented by demonstrations in the Planetarium and outdoor observations with telescopes. Monday evenings, 7:00–8:15, October 28 through December 16, 1968 . . . Mrs. Howell.

II Practical Celestial Navigation (for yachtsmen)
This twelve-week course includes basic celestial methods of determining positions when out of sight of land by adjustment and use of the sextant. Tuesday evenings, 7:30–9:30, October 29, 1968 through January 28, 1969 . . . Mr. Treworgy

III Practical Celestial Navigation (for yachtsmen)
Fifteen-week course covers essentially the same material as in Course II, but with greater emphasis on navigational theory. Monday evenings, 7:30–9:30, February 10 through May 19, 1969 . . . Prof. Keator

IV Introduction to Astronomy (for adults)
A twelve-week survey of elementary astronomy, with telescopic observations, deals with the solar system, stars, galaxies, the expanding universe. Tuesday evenings, 7:30–9:00, February 4 through April 22, 1969 . . . Mr. Treworgy

V To the Moon and Mars (for 5th and 6th grade students)
Six-week course discusses man's exploration of the solar system by space-craft. Saturday mornings, 10:00–11:00, January 4 through February 8, 1969 . . . Mrs. Howell

VI The Stars Around Us (for 3rd and 4th grade students)
Six weekly discussions of the stars include: their make-up, characteristics, distribution in space, appearance from earth and constellations. Saturday mornings, 10:00–11:00, March 1 through April 5, 1969 . . . Mr. Treworgy

Modest fees are charged for all courses and Association members who are interested may apply in writing to the Seaport Planetarium, Mystic, Connecticut 06355, or by telephone to 536-2631, extension 281. Enrollment in each class is limited to twenty-four.

Courses for fall 1969 offered at the Seaport Planetarium will be announced in the 1969 summer issue of The LOG.

RECOMMENDED READING

The Book Department at the Seaport Stores has hundreds of volumes. Listed here are a representative few we recommend for your own reading pleasure and for gifts. *Please send your order to Mystic Seaport Stores, Inc., Mystic Connecticut, 06355, and enclose thirty cents for each title for postage and handling. You may deduct your five per cent member's discount from the book price.*

The Great Age of Sail, edited by Joseph Tobe.
A huge and magnificent volume of 272 pages, 268 illustrations in color and black and white, and 31 pages of plans. $30.00

Last of the Windjammers, Vols. I and II by Basil Lubbock.
These hard-to-get classics, printed in Glasgow, have detailed texts and photographs of sailing vessels from the time of the opening of the Suez Canal to the end of their era. $12.50

The Great Days of the Cape Horners, by Yves Lescal, translated by Len Ortzen.
Traces the development of trading around Cape Horn after the discovery of gold and stresses the competition between sail and steam. $10.00

The America, by Charles Boswell.
Completely readable history of the world's most famous yacht, with photographs. $6.95

A View from the Cockpit, by Robert N. Bavier, Jr.
The skipper of *Constellation* relives the period of trials and races against the British challenger *Sovereign* in the 1964 America's Cup series. $12.50

Folk Arts and Crafts of New England, by Priscilla Sawyer Lord and Daniel J. Foley.
Large and comprehensive volume of folk crafts, amply illustrated. $17.50

SEASIDE PLANTS OF THE WORLD, by Edwin A. Menninger.

Encyclopaedic guide to planning, planting, and maintaining a salt-resistant garden. $9.95

ERIC SLOANE'S WEATHER BOOK, by Eric Sloane.

An easy aid, with diagrams, to understanding frontal systems, cloud formations, and basic weather factors. $4.95

BLUE SEA COOK BOOK, by Sarah D. Alberson.

Mouth-watering recipes for preparing every type of seafood—fresh, frozen, or canned—with helpful section on buying, cleaning, and dressing. $8.95

PILOTING, SEAMANSHIP, AND SMALL BOAT HANDLING, by Charles F. Chapman.

Newly revised for 1968/69. A home course for both novice and seasoned skipper. $7.50

CRUISING GUIDE TO THE NEW ENGLAND COAST, by Duncan and Ware.

Covers the area from Long Island Sound east to New Brunswick. Illustrations and charts. $10.00

HEAVY WEATHER SAILING, by K. Adlard Cole.

Vivid descriptions of how various small sailing craft have coped with violent storms, discussion of techniques used to survive in them, and evaluation of synoptic weather charts accompany each episode. $12.50

ART AND THE SEAFARER, edited by Hans Jürgen Hansen.

An historical survey of the arts and artifacts of sailors and shipwrights. Halftones, color plates, and drawings. $25.00 to Dec. 31, thereafter $28.00

COLLECTING AMERICAN VICTORIAN ANTIQUES, by Katharine Morrison McClinton.

Covers furniture, decorative accessories, glass, pottery and porcelain, silver and silver plate, and ladies' handiwork of all sorts. $8.95

CURRIER & IVES, edited by John Lowell Pratt.

Life in the 19th century as seen through the inimitable team whose prints are a household legend. Amply illustrated in color. $14.95

JOSEPH CONRAD, by J. I. M. Stewart.

A new study of the life and major works of the renowned Polish-British author of sea tales. $6.00

THE SEA YEARS OF JOSEPH CONRAD, by Jerry Allen.

Many of the author's adventures which formed incidents in major works later are here revealed. $6.95

WHALE, WHALING AND WHALECRAFT, by Paul Giambarba.

A brief but thorough survey of the species and how they are caught. Easily read by children and adults. Paper. $1.95

SURFMEN AND LIFESAVERS, by Paul Giambarba.

Illustrated straightforward history of livesaving for young and old alike. Paper. $1.95

MYSTIC SEAPORT GUIDE BOOK.

Excellent sketches and descriptive text of all the main exhibits. $1.00 postpaid

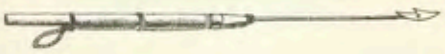
CAPTAIN OF THE PHANTOM, published by The Marine Historical Association.

Description of life at sea in the mid-19th century, told through the letters of a young sailor. $6.00

THE BAY AND THE SOUND

Photographs by Norman Fortier, text by John Parkinson, Jr. The author's description of sailing from Newport to Cape Cod is supplemented graphically by 130 black and white photographs. $10.00

A list of other Marine Historical Association publications is available upon request from the Seaport Stores.



SPECIAL EVENTS

Laboring in light and often non-existent airs, a total of twenty-one entries gathered off New London on September 7 for the Invitational Schooner Race, sponsored by The Marine Historical Association. Early morning fog and a flat calm caused temporary consternation among some skippers who, with their crews, had rendezvoused at Mystic Seaport the previous evening.

Clusters of onlookers viewed the fleet as the schooners, ranging in length from twenty feet to seventy feet, filed down the Mystic River heading for the starting line near Seaflower Reef. Lack of wind forced one postponement, but in due time all three classes were under way on a quadrilateral course that took them first to a mark south of Bartlett's Reef, thence to a mark north of Plum Island, thence to a bell buoy at Valiant Rock, and finally to the finish line. By about 1:30 p.m. the capricious air had dwindled to almost nothing as the scratch boat, *Golden Eagle,* piloted by Ted Charles of the Seven Seas Sailing Club, ghosted across the finish line. A. Gordon Hull's *Morning Light* from Jamestown, Rhode Island, who on earlier legs had worn a handsome green-and-black striped gollywobbler, finished second, but was later declared Class A winner on corrected time, with *Golden Eagle* second. In third place was John Furness' *Madrigal* from Essex, Connecticut sailed by the owner and James Eastland. Dr. Albert E. Hickey's *Tamarack,* the only schooner sporting tan sails, placed fourth; *Adventurer,* sailed by George B. Watts, Jr., was fifth; and H. J. Bonnabel's *Action* was sixth. Clayton H. Atwood's *Starlight* was disqualified.



Sara B., *overall winner of the Invitational Schooner Race.*

The Class B winner was David M. North's black-hulled *Seaward* from Essex, rated lowest in that class, according to the Off Soundings Club formula which was used in determining the handicaps. In second place was *Billy Bones* from Riverside, skippered by John P. Hansel. In third place was Miss Olive Metcalf's *Reamhar Saighe,* another Essex contender. Edward Yeomans, Jr., of Cambridge place fourth with *Amberjack; Sagamore,* owned by Humphrey Barnum of Branford, Connecticut and carrying a spare topsail with a brilliant red Maltese cross, was fifth; and *Talisman,* dressed in a multi-striped psychodelic genoa, took sixth place. *Orn-Air II* and *Lavengro,* owned by Myron C. Darby, Jr., of West Mystic, and R. D. Wilson, of Deep River, respectively, did not finish.

Four of the five entries in Class C also failed to finish. Only Christian Bayreuther, III, of Niantic brought his *Sara B,* manned by his all-family crew, across the line. Calculations by the Race Committee indicated that the little black schooner had the best corrected time in the fleet; therefore she was declared the overall winner of the event, for which her skipper and crew received the R. J. Schaefer trophy at the award ceremonies following buffet dinner at the Seamen's Inne that evening. The trophy was presented by Waldo C. M. Johnston, Director of The Marine Historical Association, who acted as master of ceremonies and made the presentation on behalf of Mr. Schaefer, a Trustee of the Association.

Trophies for the first three winners in Class A were donated by *Soundings* and presented by its editor, John Turner. Walter Juettner, editor of *Motor Boating* (whose article on nautical charts begins on p. 70 of Vol. 20, No. 3 of The LOG) awarded the three top Class B winners

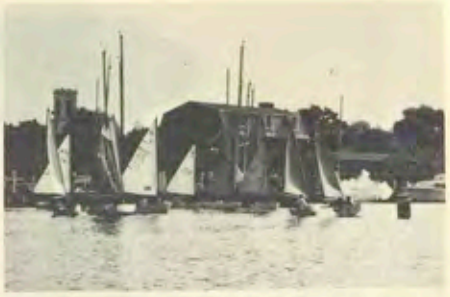
with similar trophies provided by his publication. Trophies for Class C were given by *Yachting*, but *Sara B*, the only boat in that class to finish, was the sole recipient of a trophy also presented by Mr. Johnston in the absence of a representative of the magazine.

Donald P. Robinson, Operating Administrator at Mystic Seaport, headed the Race Committee which included: Mr. and Mrs. William E. Ames, David Dunn, Michael D. Sturges, Russel Nickerson, and Alfred Wilcox. Following the awards presentation, John F. Leavitt, Associate Curator, presented a slide lecture dealing with the development of coasting schooners, which concluded the evening's activities.

The Newcomen Society in North America held its summer meeting once again at Mystic Seaport, on August 16. Approximately 425 members and guests attended the luncheon which honored this year The Stanley Works of New Britain, Connecticut, Manufacturer of hand tools, builder hardware, automatic door equipment, and steel strapping and strapping systems. Donald W. Davis, President of the company, which is international in scope and reputation, was the guest of honor and featured speaker.

The annual tea for the Volunteer Corps at Mystic Seaport was held on October 24 at the Seamen's Inne. Mrs. Carl H. Hobbs, Volunteer Coordinator, was joined by Mrs. Waldo C. M. Johnston, and Mrs. Seth Barron, President of the Volunteers, in greeting the more than 175 who attended.

A ten-week course in basic weaving techniques for adults will be offered in the Youth Training Building on Tuesday evenings from 7:30–10:00 from January 7 through March 11. Mrs. Jane Keener will be the instructor. Further information may be obtained by writing the Education Department, Mystic Seaport, Mystic, Connecticut 06355, or by telephoning 536-2631, extension 256.



Dhow Derby

At the annual Dhow Derby, on Columbus Day this year, racing for juniors was inaugurated, and youngsters from ten East Coast yacht clubs competed. Mark Griffin of Riverside Yacht Club was the winner.

An unprecedented number of sailing and power craft were rafted along the North Parade and Cruising Club of America Dock, and throughout the afternoon spectators thronged the wharves.

Hosts for this year's event, Manhasset Bay (of Long Island) and Riverside (Connecticut) Yacht Clubs were the joint winners of last year's derby.

Overall winner this year was the American Yacht Club of Rye, New York, and second, the Thames Yacht Club of New London. Mrs. Allen N. Anderson of Ram Island Yacht Club, Noank, won first place in the ladies' race.



MEMBERSHIPS

MAKE

LASTING GIFTS

STAFF NEWS

• The Seamen's Inne staff was increased by seventy-five young people during the summer. Besides helping in the kitchen and dining room at the Inne, the boys and girls also worked in the River Room cafeteria and staffed the Pantry. The Operations Department employed five dock boys and fourteen others who assisted with grounds maintenance, admissions gate ticket sales, information booths, and other duties. The Curatorial Department had the additional help of five school and college young people and the same number were employed as a Junior Security Aid Force to act as guards and interpretation assistants in the Wendell Building, Aids to Navigation Building, and the North Boat Shed. Finally, the Seaport Stores employed an additional twenty-six young people to handle the summer rush.

• Librarian Charles R. Schultz has had his article, "Last Great Conclave of the Whigs," accepted for future publication in the Maryland Historical Society Journal. The article deals with the national nominating convention of the Whig party in 1852.

• Retired Navy Captain J. Donald McLaughlin, assistant to the general manager at Mystic Seaport from 1960 to 1963 and manager of food services at the Seamen's Inne from 1963 to 1965, died on August 4, 1968.

• Susan P. Howell, daughter of noted yacht designer Murray Peterson of South Bristol, Maine, recently joined the Planetarium staff as a lecturer. In addition to assisting with the regularly scheduled daily shows, she taught an astronomy course to junior high school students on Monday evenings from October 14 through December 9, and a beginners' sailing class to area youngsters from September 16 through October 21. A native of South Bristol, she received a B.A. in mathematics from Mount Holyoke College this past June. She was married in August to David Howell, a sonar technician on USS *George Bancroft*, a nuclear submarine stationed in New London. They are presently living in Niantic.

• Flora Fairchild, Assistant to the Publicity Director, was a panel member at the fall meeting of the Connecticut League of Historical Societies. The day-long meeting was held in Guilford on September 28 and delegates from historical agencies throughout the state met to discuss ways in which the League, as a central clearing house, can enable local societies to be of greater service to their communities.

• Miss Janet Burrows of Noank, Connecticut joined the Education Department as an assistant for Group Services on September 26. Miss Burrows attended Bradford Junior College and graduated from the University of Maine, Portland in June. She holds a Bachelor's degree in history and studied under Dr. Robert G. Albion, Director of the Munson Institute while studying at Maine.

Staff Peregrinations

October and November were busy months on the lecture circuit for staff members. Mr. Johnston addressed the Friends of Raynham Hall, Inc. in Oyster Bay, Long Island on October 14 and a week later the Historical Society of Newtown, Connecticut. On November 14 he spoke to the West Hartford Rotary Club.

October 5 found Associate Curator John F. Leavitt addressing a book club in Kingston, Rhode Island and on November 7 he lectured to the South Windsor, Connecticut, Historical Society.

Llewellyn Powell, Membership Director, addressed the New London Kiwanis on October 9 and the State Regents Club of the Connecticut D.A.R. in Madison on October 23.

Mrs. Carl H. Hobbs, Volunteer Coordinator, gave a slide lecture to the Women's Association of the First Congregational Church of Unionville, Connecticut, on November 6.

TRUSTEES' PROFILES

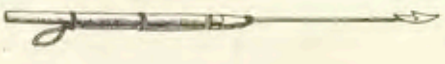
The September issue of The LOG announced the election of three new Trustees and one former Trustee at the Annual Meeting of The Marine Historical Association on July 12, 1968. These four were in addition to the re-election of fifteen others whose terms expired this year. Further information about these gentlemen will be of interest to our members.

ROBERT P. KOENIG was born in New York City and graduated in 1924 magna cum laude from Harvard University, with highest honors in geology. He is President, Chief Executive Officer and a Director of the Cerro Corporation. He also serves on the boards of the following: Southern Peru Copper Corporation, Atlantic Cement Company, Inc., Teck Corporation, and General Time Corporation. He is a Director and Chairman in Chile of the Compañia Minera Andina, S.A., and is a Trustee of the Mutual Life Insurance Company of New York. A member of many mining and metallurgical groups, he is also on the Council on Foreign Relations, and holds membership in the Society of Economic Geologists, India House, and the Harvard Club of New York City. His yachting interests are evident as he is a member also of the Seawanhaka Corinthian Yacht Club, the New York Yacht Club, the North American Yacht Racing Union, and the Yacht Racing Association of Long Island Sound. He has been a member of this Association since 1966. Mr. Koenig is married to the former Angela Pow and lives with his wife and five children in Oyster Bay, New York.

COMMANDER THOMAS L. MILLER, USN (Retired) is a native of Wilmington, Delaware, and a 1937 graduate of the United States Naval Academy. He was first elected to the Board of Trustees of this Association in 1958 and served for three years as Chairman of the Conrad Youth Training Committee. In 1967 his term expired but he was re-elected this past July. A commercial realtor, Commander Miller divides his time between Coconut Grove, Florida, in the winter and Stonington, Connecticut, in the summer. He is a Director of the Washington Trust Company, Westerly, Rhode Island, and is also a member of the Storm Trysail Club, the Sports Car Club of America, the Wadawanuck Club (Stonington), and several Florida clubs. Commander Miller is married to the former Madeleine B. Russel and they are the parents of four children.

HARRIS B. PARSONS was born in Hartford, Connecticut, and attended Deerfield and Cheshire Academies and Babson Institute. He is a manufacturer's representative for builders' hardware with the firm of Morton & Parsons in Needham, Massachusetts, and is Secretary of the Fishers Island Utility Company. Among his club affiliations are: the Rhode Island Country Club, Fishers Island Country Club, Hay Harbor Club, Off Soundings Club, and Fishers Island Yacht Club. He is a member of the Boston chapter of the Producers Council and of Architectural Hardware Consultants. He has been a member of this Association since 1952. Mr. Parsons is married, has five children, and makes his home in Barrington, Rhode Island.

THOMAS R. WILCOX was born in Bronx, New York, and graduated in 1940 from Princeton University. He is Vice Chairman of First National City Bank in New York. On the Board of Directors of The Boeing Company, Colgate Palmolive Co., National Distillers, and Chemical Corporation, he is also a Trustee of Mutual Life Insurance Company of New York. He holds memberships in the following clubs: Bohemian Club (California), the Sky Club (New York), the University Club of New York, Gardners Bay Country Club on Staten Island, and the Shelter Island Yacht Club. He has been a Marine Historical Association member since 1966. Married to the former Jane Collette, Mr. Wilcox lives with his wife and their three sons in New York City.



LETTERS

EDITOR'S NOTE:

An unexpected and happy repercussion of Captain Alan Villiers' National Geographic Magazine *article about Mystic Seaport has been the receipt of many letters. Two are reprinted with the authors' permissions. The purposes of the letters are similar and self-evident; but more than that they demonstrate a heart-warming generosity and willingness to share in the efforts of The Marine Historical Association, for which the museum is always grateful beyond measure.*

Gentlemen:

I have a letter from 1849 which was authenticated by the N.Y. Historical Society some years ago as having been written by a Capt. William D. Salter, recommending caulkers for the San Jacinto (a 6-gun screw built in 1848).

After reading of your museum in the recent National Geographic, I would like to offer to donate this communication to your museum if you would have a place to display it and wish to have it. It belonged to my father, who is now deceased, and who helped raise the Battleship Maine in Havana Harbor after it was sunk. The picture of the raising I donated to our local University historical library last year, but kept this paper in hopes it could go to a sea museum.

Will you please let me know about this.

Diane Thomas
Phoenix, Arizona

Dear Sir:

The excellent story with accompanying pictures which appeared in the National Geographic magazine has prompted this letter. My mother is a direct descendant of James D. Driggs, whose carpentry and shipfitter's shop you have removed from New Bedford to your historical seaport.

She has in her possession an original ledger of the shop which she would be happy to donate to you if you are at all interested. While some of the earlier pages were used by her as a young girl for the purpose of pasting materials cut out of magazines and other things of that nature, the other pages contain the original entries of the shop.

We also have one or two other documents you may find interesting, which could probably be made available. I enclose a photostatic copy of the first page of a four page Bill of Sale between the firm of Dean & Driggs to James D. Driggs, concerning a bark called the *Sea Fox*.

John G. Putnam, Jr., *Buffalo, New York*

Dear Mrs. Eshenfelder:

The purpose of this letter is to send you a little tid-bit from an old volume which recently came into my Civil War library. . . .

THE GALLANT TAR

William Reid, an old sailor and man-of-war's-man, who was on board the *Owasco,* was one of the heroes of the fight at Galveston. During the hottest moments of the battle between the *Owasco* and the revel batteries, this man received a severe wound while in the act of loading his rifle. His two forefingers on his left hand were shot away, and the surgeon ordered him below; but he refused to go, and, tying his pocket hankerchief around his fingers, he remained on deck, and did good execution with his rifle. Not more than thirty minutes after, another shot struck him in his right shoulder, and the blood spirted out through his shirt. Master's Mate Arbana then ordered him to go below, and have the surgeon dress his wounds. The brave old fellow said: "No, sir; as long as there is any fighting to be done, I will stay on deck!"

After the engagement was over, the noble-hearted sailor had his wounds dressed and properly attended to. He remained on board the *Owasco,* and whenever they beat to quarters, William Reid was at his post ready for orders. He was told one day by the captain himself to go below, as he was on the sick list, and his place was in the hospital. He was displeased with this remark, and replied: "No, captain, my eyes are good, and I can pull a lockstring as well as any of 'em." The lockstring is a lanyard connected with the cap that fires the gun.

—From Captain John Truesdale, *The Blue Coats* (Philadelphia, Jones Brothers & Co., 1867) pp. 497–498.

Myron J. Smith, Jr.
Emmitsburg, Maryland

A THREE-WEEK TOUR OF MUSEUMS IN ENGLAND is under consideration by The Marine Historical Association for its members in May 1969. To ensure maximum maneuverability and to minimize confusion, the tour must be limited to thirty persons. The proposed itinerary would include visits to maritime museums in Greenwich, Buckler's Hard, and Portsmouth, as well as the American Mu-

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Before giving more specific details such as the price for such a tour (which would include round-trip air fare, all accommodations, meals, theatre tickets, transportation, gratuities, and admissions), it is necessary to learn of sufficient member interest. Those who are definitely interested are asked to so indicate by writing Flora H. Fairchild, c/o The LOG of Mystic Seaport, Mystic Seaport, Mystic, Connecticut 06355.



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THE MARINE HISTORICAL ASSOCIATION, INCORPORATED
Mystic, Connecticut 06355

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