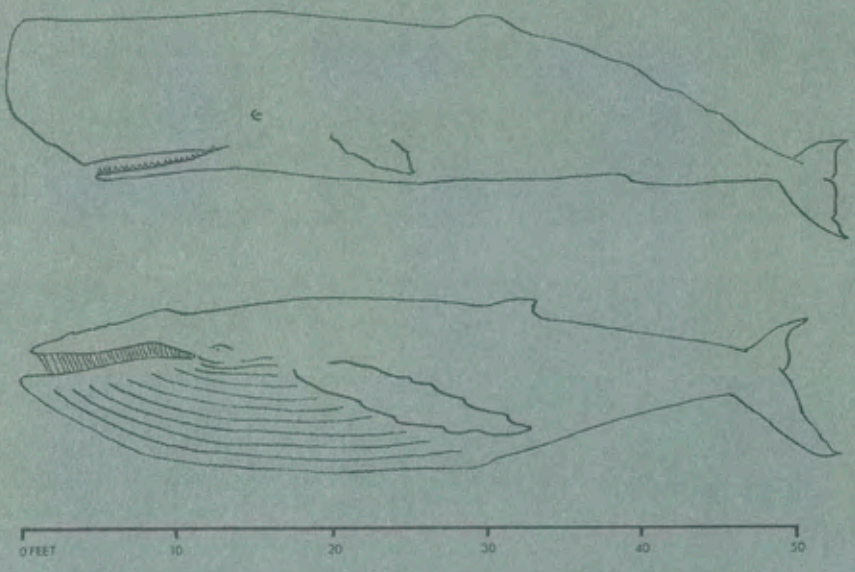
Volume 21
Number 1

THE LOG of MYSTIC SEAPORT

March
1969



The Sperm Whale (above) has much shorter flippers than the Humpback Whale (below).

Scale drawing courtesy
New York Zoological Society

The Marine Historical Association, Incorporated

MYSTIC, CONNECTICUT

Attention all Members!

ANNUAL MEETING

of

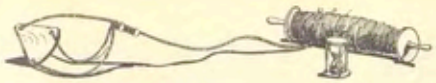
The Marine Historical Association, Incorporated

FRIDAY, JULY 18, 1969

Details will be announced at a later date.

LAST CALL to our sailing members who wish to include photographs of their boats in the Association Members' Yacht Profile Collection in the Sailors' Room at the Seamen's Inne! Approximately one hundred sailing yachts are now on exhibit there in this exciting display. However, there are still some spaces left and we are eager to fill those before the summer season starts. Please send a card addressed to Llewellyn Powell, Mystic Seaport, and request instruction forms for including your favorite sailing champion in this unique and wonderful collection. Remember, though, it is "first come, first served," so hurry—please.

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

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

THE REVERSE OF THIS CARD HAS
BEEN PREPARED FOR THIS USE.

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by Hardin Craig, Jr.
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EDITORIAL

UNDER STAFF NEWS in this issue of
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Editor Helen Grey

and we anticipate this transition with enthusiasm.

This is the 13th issue of The LOG in which my name has appeared as Editor and in closing this Editorial I acknowledge with gratitude the assistance of members of the Mystic Seaport staff, members of The LOG Editorial Board, (both present and those who at one time or another have served on this board since 1966), the indulgence of readers and their many communications and contributions. I invite you all to join me, as I relinquish the title "Editor of The LOG," in extending heartfelt good wishes to the new Editor.

The public relations functions too have expanded and without publications-related responsibilities, emphasis will again be directed to those functions by those of us who are members of the staff of the Mystic Seaport publicity department.

ALMA ESHENFELDER

MEMBERSHIP DIRECTOR
MYSTIC SEAPORT
MYSTIC, CONNECTICUT 06355

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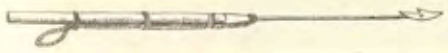
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THE LOG
of
MYSTIC SEAPORT

Volume 21, Number 1 March 1969
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

UNDER STAFF NEWS in this issue of The LOG, is the announcement of the creation of a new department within the organization structure at Mystic Seaport.

Members may not have been thoroughly aware of the urgency of this additional unit. The requirements are many: liaison with American Maritime Library, (the Association's joint venture with Wesleyan University Press); the numerous manuscripts from internal and external sources that are submitted for review and criticism; records of past publications; publications committee meetings; and vast correspondence.

There were many duties facing the Coordinator of Publications when she assumed her post on March 3, but the function of most direct concern to readers of The LOG will be the editorship of this magazine.

Beginning in the June 1969 issue, the masthead will carry the following identification:

Editor Helen Grey

and we anticipate this transition with enthusiasm.

This is the 13th issue of The LOG in which my name has appeared as Editor and in closing this Editorial I acknowledge with gratitude the assistance of members of the Mystic Seaport staff, members of The LOG Editorial Board, (both present and those who at one time or another have served on this board since 1966), the indulgence of readers and their many communications and contributions. I invite you all to join me, as I relinquish the title "Editor of The LOG," in extending heartfelt good wishes to the new Editor.

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ALMA ESHENFELDER

Among Wild Whales

BY
ROGER PAYNE

WHEN WE TALK ABOUT THE OCEAN, we are usually only talking about its uppermost, thinnest film—a small fraction of its total volume. We think of a place with ceaseless motion, bright light, sparkling waves and brilliant sunshine. But beneath the turmoil and the light of the first 600 feet lies a different ocean, a profoundly peaceful place of constant darkness and nearly uniform temperature where there are no waves —only slow, drifting currents. The creatures that occupy this largest of the earth's habitats are fed either by sorties to the surface or by waiting for food to sift down to them. This vertical traffic in food can, of course, go both ways and many surface-dwelling animals obtain their food by diving for it.

Sperm whales are probably the deepest diving of all mammals—going down at least 3,000 feet, and perhaps 4 times that far. On long dives from the surface, whales must find whatever they are after without help from their eyes, even though they may have left the surface in broad daylight. It is also well known that they feed routinely on large squid which are found at depths well below any light penetration. Also, sperm whales produce loud, sharp clicks—the sort of sounds useful for sonar (sound navigation and ranging, the type of echolocation employed by porpoises and bats). All of this lends support to the probability that hearing is the non-visual sense most used by whales.

LARGEST BRAIN

Sperm whales have the largest brain that has ever existed on earth. The combination of a large brain with an elaborate and closely knit social structure is usually found in animals of high intelligence. As well as having large brains, sperm whales are highly social, breeding in large harem herds customarily led by a single bull.

The females in such herds are accompanied by their young of all ages, from infants to adolescents. Because these nurseries are found in equatorial waters, noted for their calmness, it ought to be possible to follow a herd of sperm whales for a long time—perhaps even long enough for the herd to get used to a boat. This is what I want to do: to be among wild whales for prolonged periods and to study them.

If I succeed, there will be many things worth looking for. For example, among the various sounds that have been recorded from whales are some very low tones. Such sounds are reflected well only by large objects such as the most prominent features of the ocean floor—undersea mountains, abyssal plains, wide canyons, the edges of a continental shelf, etc. If one repeatedly noted that a herd



Whales blowing near Bermuda.

of whales changed its heading after a bout of low frequency sound productions, the observation would suggest that echolocation of undersea landmarks was being used for navigation. If, in the process of studying how whales navigate, we also learned their regular migration routes, then we would put our efforts to preserve whales on a much surer basis.

The "Talking Barnacle"

The crucial step upon which my plans depend is to develop a reliable way of keeping up with a herd of whales—even in fogs and at night. The Electronics Department at Rockefeller University and the Woods Hole Oceanographic Institution have developed for this project several compact beacons which transmit radio signals whenever the whale surfaces and sound pulses at all times. These ingenious devices also telemeter back the depth at which the whale is swimming. By attaching such a "talking barnacle" to a whale, I hope to follow it under almost any conditions.

We have tested this equipment in mock chases from various boats. But attaching it to the glistening hide of a frightened whale from the bow of a small and tossing boat is quite different.

In order to do this, I went to Bermuda last May. As a sort of practice warm-up for my future among the sperm whale herds, I tried my hand at attaching beacons to the humpback whales found in Bermuda waters in the spring. Humpback whales reach about 45 feet vs. 50 for an average sperm whale. They differ from sperm whales in that they have baleen plates through which they filter water to find small prey, whereas sperm whales have large teeth and eat big animals like giant squid. Other than this, humpbacks seemed at the time to be a good alternative to sperm whales since they are easily accessible from a shore-based boat and swim at about the same rate as sperm whales.

Unexpected Factor

A humpback would also be more vulnerable to attachment than a sperm whale since it returns to the surface more often for air. In one sense humpbacks are a radical departure from all other whales in that they have thin, flexible flippers that are roughly ⅓ as long as their bodies (by contrast, sperm whales have only small, tab-like flippers). I mention this because even though these large flippers seemed inconsequential to the outcome of my tests when plans were being laid, they proved to be the crucial factor in the end.

After many near misses and fruitless tries, I finally succeeded in attaching beacons to two humpbacks on two different days, and in actually follow-

ing one of them acoustically for a few minutes. What happened next, in both cases, was unexpected. Each whale, using one of its long supple flippers, simply wiped the beacon off its side! (A sperm whale couldn't do this unless the beacon was close to the flipper.) Because those were our last approachable whales of the season, there was no further opportunity of attaching a beacon out of reach of the flippers, and thus the humpbacks won the first round.

Somehow it all seems to be just as it should be since the whales won in such an unexpected way and since I had quite failed to credit them with enough agility. Besides—one of the chief characteristics of any research project is that one invariably has his eye on the wrong ball!

While I was following humpback whales off Bermuda I became interested in the the fantastic sounds they produce. (I once heard, through the bottom of a small row boat, one calling for about 15 minutes.) In the vicinity of Bermuda, humpbacks seem to spend most of their time over a pair of offshore banks (the only ones), lying southwest of the island. Nothing is known of what attracts them to the area, but a good guess from their behavior is that they may be using Bermuda and its adjacent undersea mountain peaks (the offshore banks) as a convenient rendezvous for pairing and mating and as a good place to feed. In what may be courtship, I've seen them leap clear of the water on dozens of occasions and have watched pairs lolling at the surface, with their flippers slapping the water or swaying from side to side like palms bending in the wind.

I have a few tapes of humpback whale sounds recorded off Bermuda by Frank Watlington of Columbia University's Lamont Geophysical Observatory. They are truly extraordinary—they sound like no other earthly thing. The whale produces low sounds containing all the tones that can be heard by people as well as tones that are ultrasonic and infrasonic. Some very preliminary analysis of two of these tapes has led Scott McVay of Princeton University and me to the very tentative and intriguing conclusion that humpback whales may be singing! It's just that they sing a long song, somewhat analogous to the songs of birds (both in style and in function) but lasting minutes rather than seconds.

25,911 Sperm Whales Killed Last Year

As fascinating as my preliminary explorations of whales have been to me, there is another compelling aspect of wild whales which interests me: Will there be any whales alive a few years from now?

It is generally assumed that the passing of the great age of sailing ships was accompanied by the disappearance of whaling. Both were abandoned because they could not compete. Sailing ships lost because a steamboat could never be becalmed, and whaling died out because kerosene gave cheaper light than spermaceti candles. Whaling would appear to be in the hands of historians—a forgotten, quaint, and somewhat barbaric art practiced in a distant past. But the real tragedy of this assumption is that it is entirely wrong. Worse—it is a lethal misconception because

it may well cost the world its whales. The truth is that the 20th century, and not the 19th, is the great age of whaling, and that right now, in the 1960s, is when the greatest slaughter ever made is going on.

For example, 100 years ago an average three-year whaling voyage brought back the oil of 37 whales. This is an average of only one whale killed per month. Today a typical catcher boat averages one whale per day; some, routinely, three or four whales per day. There were, as might be expected, more voyages that were worse than better, but even the best three-year cruise ever made in the 1860s returned only 85 whales. In 1967, 25,911 sperm whales were killed. The total killed of all species in 1967 was 52,046, plus 20,000 porpoises slaughtered by Japan.

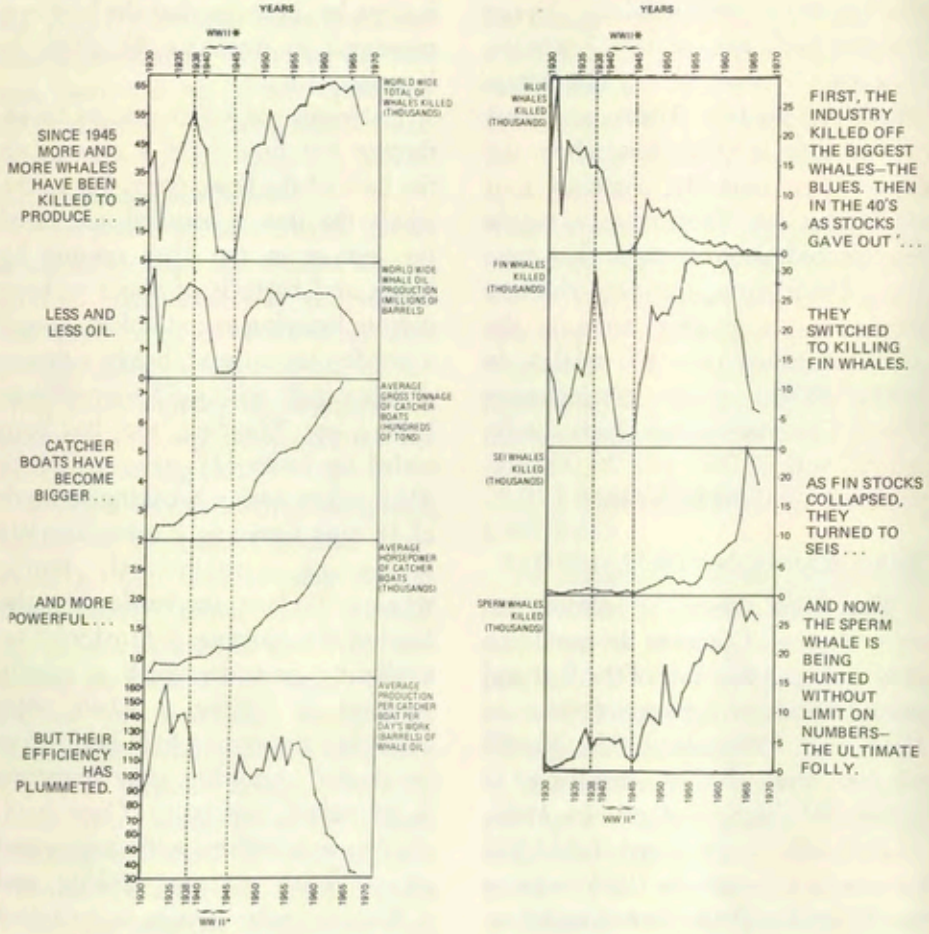
The Technology of Slaughter

The 20th century is almost exactly $^{2}/_{3}$ over. Compare the condition of whaling at the ends of the first and second thirds of the century—i.e. in 1933 and 1966. In 1933, 28,907 whales were killed, resulting in 2,606,201 barrels of oil. In 1966, 57,891 whales produced 1,546,904 barrels of oil—i.e. in 1966 twice as many whales (with almost weird exactness) produced just over ½ as much oil. We can only conclude that each year the whalers must catch smaller and smaller whales in larger and larger numbers. This trend exists despite the fact that there has been an explosive technological improvment in whaling procedures. The most modern technology is now routinely employed by whalers—indeed it is required to keep whaling alive. For example, in all areas where there is pelagic whaling, ship-based helicopters are used for spotting whales. The catcher boats are then radio-guided to the whale from the helicopter. A sonar on the catcher boat can be trained on the whale once it is close by, in order that the boat can maneuver to intercept the whale as it surfaces for air.

Harpoons are, of course, not hand-thrown but fired from a cannon on the bow of the boat. Once fast to the whale the line is handled and cared for, not as in the 19th century by hands and hatfulls of water to keep it from burning as it smoked around a wooden loggerhead, but by a steam-driven winch with a 750-ton ship to back it up. The line, too, has been scaled up from ¾" natural fiber to 1¼" nylon with a breaking strength of 18 tons (even so it is occasionally broken by a particularly frantic whale). To keep the battle short the head of the harpoon is fitted with an exploding grenade which is usually effective in killing a whale after about five seconds (a fight lasting five hours and requiring nine harpoons is on record, however). Once dead, the corpse is inflated with compressed air to keep it from sinking and a floating radio beacon is anchored to it. The signal from this beacon will guide a tow boat to the dead whale, thus freeing the catcher boat immediately for further hunting.

The tow boat drags the body to the factory ship, again using radios and radar if need be. The dead whale is winched up on deck through an inclined slipway in the stern. It is then butchered and melted down, ground up, and stored in tanks.

MODERN WHALING



As wild herds of whales have been destroyed, finding the survivors has become more difficult and required more effort. As larger whales are killed off, smaller species are exploited to keep the industry alive. However, since there have never been species limits, large whales are always taken wherever and whenever encountered. Thus small whales are used to subsidize the extermination of large ones.

*Notice that whaling virtually ceased during World War II. That time of turmoil for people was a time of peace for whales.

It is not surprising that the whaling industry's "improvement" in techniques has all but destroyed the resource it has tooled up to exploit. For no animal population can withstand such a technological onslaught. Indeed, it remains to be seen whether even man can withstand his own technology.



Roger Payne approaches within 150 feet of Humpbacks.

KRILL

The most extraordinary thing about the whaling industry is that it seems to be bent on its own annihilation. It is in such trouble that it may even switch to harvesting krill.

Krill, a shrimp which abounds in the Antarctic ocean, is the principal food of baleen whales. As whales become scarcer, the whaling industry is considering the harvesting of krill for its protein and oil. There are rumors that some krill catchers would exterminate whales to protect krill for man!

This absurd suggestion ignores the fact that sustained harvesting of whales is by far the most efficient way to harvest krill.

Here are the figures: just before World War II, when herds of whales flourished, catcher boats (average weight 260 tons) caught 1.66 whales per hunting day. These whales yielded 26.6 tons of oil and about 49 tons of protein. Krill is 6% oil and 20% protein. If krill fishermen can extract about 80% (highly efficient) they will still have to catch and process between 300 and 550 tons of krill per day to equal the whales—an impossibility with a 260-ton boat!

To date, the Russians' best krill catch rates (achieved only in the densest swarms and from very large ships) has been "6 tons per half-hour of trawling"—not even half fast enough to keep pace with the whales.

Certainly krill harvesting will someday help feed men—but why consider whales as competitors, when they collect the abundance of krill more efficiently than we can hope to? That is like wiping out beef cattle in order to have the pleasure of eating grass-protein-concentrate.

Unbridled exploitation seems to have been the pattern taken by whaling throughout the 20th century. It is unlikely that whaling will ever stop in any region before it has brought stocks below a density at which whaling still pays. With the present highly efficient means for finding and killing whales, it is likely that this density will fall below the level at which 1) males can still find females; 2) enough traditional herd structure can be retained to raise the young; and 3) enough genetic variability exists for species to survive various regional and natural catastrophies (e.g. famines, diseases, etc.). What is obviously needed is some international control of all oceans. And this control must have some teeth to it.

In protecting whales and controlling their slaughterers, the world

would be deprived of no unique food or product. In fact, it is surprising to find what whales are used for. Whales produce two types of oil. That which comes from sperm whales is inedible; that from baleen whales is edible and is used primarily for oleomargarine. The oil collected from all whales during a season is really a raw material. It can be appropriately changed by chemistry to become anything from oleomargarine to lipstick or from shoe polish to transmission oil. There is no hope that one could limit the usages of this oil, since there are innumerable companies that can use it.



The Sovetskaya Ukraina*—a factory ship—is the biggest fishing boat in the world, length 715 feet, 32,000 tons. It can cut up and "process" even the largest whales in about 30 minutes. The relentless killing by factory ships may mean total extermination of all whales within a few years.*

Neither Unique nor Essential

But it is essential to note that there is nothing taken from whales that has any unique property which cannot be duplicated by some alternative natural or synthetic substitute. To get some idea of how large the industry actually is, one can calculate that the entire gross receipts for oil collected in the Antarctic last year was about $9,000,000, less money than New York City spent on snow removal during the same period, or less than $1/16$ of its garbage removal bill.

Rallying Point

Within the present structure there is really no hope of any change coming in time. Without a change in tactics the horizon is uniformly black; storms are in all quarters. To get out of this plight we need to be doing a lot of things that are not being done. In fact, they are not being done anywhere by anybody.

We need to create ways for coordinating international concern—to provide a rallying point for Whale Power. This might be a new organization or a fund within an existing one, such as in the New York Zoological Society. Any tightly organized nucleus with clearly stated aims can become a seed crystal to organize about itself a solid body of united concern. And any group is worth launching if it provides realistic hope for international cooperation among private citizens.

Do people throughout the world care whether whales vanish? We think so; but is such a belief real or imagined? Step one seems to be to poll people to find out whether there is a consensus that something should be done to protect whales. If there is total consensus, we will drive ahead hard—otherwise the effort is perhaps better spent on something else.

Dr. Roger Payne, author of this article, is a research zoologist for the Institute of Research in Animal Behavior, jointly operated by the New York Zoological Society and The Rockefeller University.

Editor's Note:

This article is reprinted through the courtesy of the New York Zoological Society, a nonprofit membership organization. The Society's newsletters are distributed to its members interested in the Bronx Zoo and the New York Aquarium as well as research projects and to nonmembers of the Society whose support of Society objectives is encouraged and welcomed.

THE ALABAMA CLAIMS

BY CARL H. HOBBS III

ON JUNE 4, 1861, JAMES DUNWOODY BULLOCH, a representative of the Confederate States of America, landed in Liverpool, England to procure warships for his nation. With the signing of the order for the construction of the first ship (the *Florida*), the Union's case for what were to be known as the "Alabama Claims" was born.

Bulloch was not the only representative of the Confederacy in Europe. There were at least a half dozen other men in England and on the continent to purchase ships and to further the Confederate cause. Bulloch was the most successful, and the ships for which he was responsible were the most notorious. Of the several ships eventually involved in the Alabama Claims, six—the *Alabama,* the *Florida,*, the *Georgia,* the *Tallahassee,* the *Chickamauga,* and the *Shenandoah*—were actually constructed in Great Britain.[1] The remaining ships, four of which were tenders to the larger privateers, were owned or confiscated by Southern interests in the early stages of the war. Together these ships were responsible for an estimated loss to the Union side of $15,000,000 in vessels and $110,000,000 in trade.[2]

It was the contention of the United States that Great Britain had violated her neutrality by allowing the building and outfitting of the ships within her territories and as such was liable for losses to the American nation and to individual ship owners and for the prolongation of the war. The negotiations and arbitrations of the suit brought by the United States against Great Britain became known as the Alabama Claims.

The first formal action on the part of the United States concerning the outfitting of ships for the Confederacy in Great Britain was a letter from Charles Francis Adams, American Minister to the Court of Saint James, to Lord Russell of the British Foreign Ministry on June 23, 1862.[3] In this letter Mr. Adams informed Lord Russell that a sister ship to the *Oreto* (also known as the *Florida*) was under construction at the Birkenhead Yards near Liverpool. Speaking for the United States, he requested that Great Britain guard her neutrality by preventing the ship from leaving British waters. Following this original letter were a number of communications between these two men and other officials involved with the problem of the *Alabama.*

The *Alabama* put to sea only as a result of the work of F. S. Hull, Bulloch's lawyer, and the sworn testimony of Thomas Miller, master of

[1] Philip Van Doren Stern, *The Confederate Navy, A Pictorial History* (Garden City, New York, 1962), p. 34.

[2] J. C. Bancroft Davis, *Mr. Fish and the Alabama Claims: A Chapter in Diplomatic History* (Boston and New York, 1883), p. 6.

[3] *The Official Correspondence on the Claims of the United States in Respect to the "Alabama,"* British Foreign Office (London, 1872), p. 1.

the tug that accompanied the *Alabama* to sea. The former stated, "The mere building of a ship within Her Majesty's dominion. . . is no offense, whatever may be the intention of the parties, because the offense is not in the building but in the equipping."[4] The latter swore that the ship carried absolutely no war fittings.[5] She did, in fact, leave England unfitted, and received her equipment in the Azores. Later, from 1863 to 1865, the Confederate ship *Alexandra* was prevented from entering the war by numerous trials of Great Britain's maintenance of her neutrality in relation to the building of the ship.[6] Later, at Geneva, the trials of the *Alexandra* were used as part of the American case.[7]

The formal claims began in 1861 when John H. Brower and Co., owners of the clipper ship *Harvey Birch*,[8] sent a request for redress for the burning of the *Birch* by the *Nashville* on November 16, 1861.[9] Again the primary correspondence was handled by Mr. Adams and Lord Russell. Originally the United States government filed claims case by case with the British; but as the number of claims increased they were sent, by the consent of both governments, with diminishing detail. After the war very little concrete action was taken by either side until the ill-fated Johnson-Clarendon Convention of January, 1869, which was a lame attempt at partial financial reimbursement of personal loss to the American shipping industry, with no attention paid to the idea that the British



Permission to reproduce this painting of the Harvey Birch *was granted by the owner, Mrs. Brower Hewitt. The painting is by Samuel Walters the Younger of Liverpool, England. The* Harvey Birch *was named by the son of the owner, John H. Brower, in honor of the character in Cooper's* The Spy. *She was sunk by a Confederate ship, the* Nashville, *during the Civil War.*

owed the American people for the extension of the war. When this convention came up for ratification, it was soundly defeated in the United States Senate with only one vote cast in its favor.[10]

Again the two governments were officially silent until Sir Edward Thornton formally suggested on January 26, 1871,[11] that bilateral meetings be held in Washington to find a means of settling the differences between the two nations. The proposal was accepted.

The High Commissions for each nation consisted of five persons: for the United States were Hamilton Fish, Robert C. Schenk, Samuel Nelson, Ebenezer Rockwood Hoar, and George H. Williams; the Queen's representatives were George F. S. Robinson, Marquis of Rippon; Sir Stafford Northcote; Sir Edward Thornton; Sir John MacDonald; and Montague Bernard.[12] The work of these men, the Treaty of Washington, was signed on May 8, 1871, ratified on June 17, and proclaimed on July 4 of that year.[13]

The treaty may be divided into five parts. The first established the methods of arbitration to be used in settling the Alabama Claims, the second set a new commission to handle the claims of injuries on either side during the war, and the remaining three parts dealt with fishing regulations, reciprocal free navigation, and the Canadian boundary. Arbitration was to be through a five-man tribunal that would try the case on the basis of a set of "rules" which defined the manner in which a neutral government should act. The arbiters were to be appointed by the President of the United States, the Queen of England, the King of Italy, the Emperor of Brazil, and the President of the Swiss Confederation. If one of these rulers were to decline to make an appointment, the King of Sweden and Norway would be asked to make the appointment.[14] The rules for neutrality required that a neutral nation should use care to keep a foreign power from building and providing equipment that would be used to wage war against a nation with which the neutral nation was at peace. A neutral nation should see that its territories were not used as bases for such equipment and that its people should not violate these rules.[15] Each of the two nations concerned in the Alabama Claims suit was to submit a statement of its case to the Tribunal

4 Stern, *Confederate Navy*, p. 36.

5 *Official Correspondence*, p. 20.

6 Stern, *Confederate Navy*, p. 167.

7 *The Case of the United States to be Laid before the Tribunal of Arbitration, to Be Convened at Geneva under the Provisions of the Treaty between the United States of America and Her Majesty the Queen of Great Britain, Concluded at Washington, May 8, 1871* (Washington, 1871), p. 161, 260.

8 Built by Irons & Grinell of Mystic for J. H. Brower & Co., Carl C. Cutler, *Greyhounds of the Sea* (New York, 1930), p. 347.

9 Frank Warren Hackett, *Reminiscences of the Geneva Tribunal of Arbitration—1872—The Alabama Claims* (Boston and New York, 1911), p. 46.

10 *Ibid.*

11 Caleb Cushing, *The Treaty of Washington; Its Negotiation, Execution, and the Discussions Relating Thereto* (New York, 1873), p. 20.

12 *Ibid.*, p. 11.

13 *Ibid.*, p. 257.

14 *The Treaty of Washington*, p. 26.

15 A paraphrase of Article VI, *The Treaty of Washington*.

and to the other nation as soon after the Tribunal convened as possible. Later, counter cases and arguments could be submitted. Using the rules for neutrality and the statements of both Great Britain and the United States, the Tribunal was to make its decision.

On December 15, 1871,[16] the Tribunal[17] came to order. On this day the two parties submitted their cases and it was determined that the counter cases should be filed by April 15, 1872.

Naturally the American aim was to show that Great Britain had not conducted herself as a neutral should have during the American Civil War and that this dishonesty had cost the people and the nation of the United States much time and money. The approach was to be a well-written, easily readable account showing the British cause for aiding the Confederacy and a statement of cases where the British had given specific aid and had thus harmed the Union. Basically, the United States was acting as the plaintiff in a civil suit.

The chapter titles of the case give a reasonably accurate indication of the course pursued by the United States. Some of the titles are, "The Unfriendly Course Pursued by Great Britain toward the United States from the Outbreak to the Close of the Insurrection," "The Duties which Great Britain, as a Neutral, Should Have Observed toward the United States," "Wherein Great Britain Failed to Perform Its Duties as a Neutral," and "The Tribunal Should Award a Sum in Gross to the United States."[18] The authors of the case described England's traditionally unfriendly attitude toward the United States from the post-revolutionary years to the Civil War, and by so doing set before the Tribunal Great Britain's motive in aiding the Confederacy. Once the motive had been set, they began, almost apologetically, to give specific examples of British aid to the Confederacy and the subsequent harm to the United States and its citizenry.

The British case was written much as its American counterpart. Presented in a highly dignified and distinguished tone, it was very careful to be most complimentary to the United States Government. The case made little or no attempt to defend the British position. This was left to the counter case. Rather it tried to show that the United States was derelict as a neutral in its dealings with other nations.

The counter case, as well as being a defense, was highly critical of the tone of the American case which many British citizens found highly insulting. Bulloch has been quoted as saying:

> "No one can read the Case of the United States and the Arguments in support of it, without perceiving that the chief object was to prejudice the Arbitrators by disparaging the institutions and laws of Great Britain, and by impugning the motives of the British Government, and seeking to cast reproach upon the particular Cabinet Minister whose office it was to administer the foreign affairs of the country . . . Earl Russell is arraigned before

[16] Cushing, *The Treaty of Washington*, p. 26.

[17] Charles Francis Adams, Alexander Cockburn, Frederic Sclopis, Jacob Staempfli, and Baron d'Itajuba.

[18] *The Case of the United States.*

the Court of Arbitrations as a Minister who 'evinced a consistent course of partiality towards the insurgents,' and he is charged with specific acts of delay in acting upon the information furnished him by the United States Minister, which, it is insinuated, arose from a friendly feeling towards the Confederate States."[19]

At this point the negotiations were almost broken off. The British Government, because of a misunderstanding of the term "indirect claims" in the Treaty of Washington, because of a fear that they would lose the arbitration and be forced to pay the United States an exorbitant sum, and because of resentment for America, seriously debated withdrawing from the Tribunal and risking the consequences. It was only through the diplomatic work of Hamilton Fish, John Davis, their British counterparts, and the board of the Tribunal that the roughness was smoothed over and the terms satisfactorily defined.

On the 17th of July the Arbitrators began the study of individual cases, and on the 22nd the first decision was reached. The charges concerning the *Florida* were found against Great Britain and in favor of the United States. It now was obvious that the majority of the cases would end in the same way. With this realization the British representative launched a heated, thoughtless protest that greatly offended several members of the Tribunal. Their sense of outrage was so great that it undoubtedly inflenced the further decisions and almost caused the Tribunal to refuse to hear the rest of the British arguments.[20]

In short, the Tribunal found against Great Britain. The problem of the amount of payment was presented. The decision was that a "sum in gross" should be awarded rather than a sum set by an independent board of assessors.[21]

As would be expected, there were debates concerning the amount to be paid; the differences were on such things as prospective earnings of the damaged ships (disallowed) and in interest on the claims since their incurrence (allowed at six per cent). The only major differences during the determination of the award were due to temperamental outbreaks caused by the long hours of hard work.

On September 2, 1872, the Tribunal determined that a sum of $15,500,000[22] should be paid to the United States. This sum, if calculated to include the six per cent interest, falls evenly between the British and American estimates of damages. A week later the final drafts of the decision of the Tribunal of Arbitration were presented. Three days later, the 12th, they were signed at formal, open ceremonies. The only dissenting member of the Tribunal was, understandably, Sir Alexander Cockburn, the Queen's representative.

Following the formal rendering of the award all that remained was the actual payment of the sum by Great Britain. As this was a lump-sum payment to the United States, the

[19] Hackett, *Reminiscences*, p. 34, quoting Captain Bulloch as footnoted from *The Secret Services of the Confederate States in Europe*, vol. II, pp. 301–302.

[20] *Ibid.*, p. 289.

[21] *Ibid.*, p. 316.

[22] *Ibid.*, p. 325.

Congress had to distribute the $15,500,000 to the individual claimants. This was done by a congressionally-appointed Court of Commissioners for the Alabama Claims.

A further result of the Tribunal was a strong feeling of comradeship among the majority of the men who had been actively involved with the Alabama Claims. Cockburn, the exception, left behind a bitter taste as well as his written dissent. Several people, especially Caleb Cushing, held strong animosity toward Sir Alexander.[23]

The Alabama Claims is a rare and highly interesting segment of Anglo-American relations. Two nations solved grave difficulties through a privately-appointed board of arbitrations whose decision was binding and was accepted graciously, in most cases, by all parties. Generally the meetings of the opposing sides during the course of the Tribunal were cordial and friendly, a far cry from the war that could have been fought to settle the dispute. The results of the Tribunal of Arbitrations at Geneva showed the growing maturity of the United States as a world power. While not lessening Great Britain's strength as a nation, her loss at the Tribunal did somewhat decrease her stature. Finally, the Tribunal demonstrated that arbitration, if the acceptance of the results is guaranteed, is a workable, plausible means of settling international differences.

[23] Cushing, *Treaty of Washington*, pp. 136–149.

EDITOR'S NOTE:

Carl H. Hobbs III, author of the foregoing article received a B.S. degree in geology from Union College, Schenectady, New York, in June 1968 and is currently doing graduate work at the University of Massachusetts in Amherst. His family has been actively associated with Mystic Seaport since its founding. His mother, Mrs. Carl H. Hobbs, is Coordinator of Volunteers, his grandmother Mrs. Brower Hewitt was president of Volunteer Captains until 1967 and his grandfather, Mr. Hewitt was Treasurer of The Marine Historical Association from 1954 until his death in 1958 and served uninterruptedly as a Trustee from 1929.

Mr. Hobbs' interest in the subject of the Alabama Claims stems from the fact that he is a descendant of John H. Brower, whose firm owned the Harvey Birch.

REMINDER:

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

LLEWELLYN POWELL
HARBORMASTER

The *William Bell,* A New York Pilot Boat

BY HARDIN CRAIG, JR.

PILOT BOATS IN THE DAYS OF SAIL had to be very fast and handy, because the first pilot on the deck of an incoming ship got the business. There are stories of pilot boats going on distant missions, even across the Atlantic, when speed was essential. The proudest boast of the profession was the racing schooner *America,* herself a pilot boat designed by the well-known builder George Steers, which won the famous race around the Isle of Wight in 1851 and thus inaugurated the long series of exciting races for what was to become known as the America's Cup. The *America,* like many of the subsequent challengers, British and American, had to cross the ocean on her own. She went over under the sails of another Steers-designed pilot boat, the *Mary Taylor,* with her racing sails in the hold. It was fitting and almost inevitable that her skipper should have been the great Dick Brown, considered to be the finest of Sandy Hook pilots of his day.

One of the pilot boats of the 1860's, the *William Bell,* ventured too far out one day in 1864 and was captured and burned by the Confederate raiding steamer *Tallahassee.* Her owners later filed claims for compensation on the strength of the Alabama Claims award; of concern to this study, however, is not so much the recovery of damages as the information about New York pilotage in general, and of one typical boat in particular, which was brought out in the course of the testimony.* To make good their claims, the owners had to show in detail what they had paid for their vessel and for the replacement, as well as a statement about their earnings. The G. W. Blunt White Library of The Marine Historical Association at Mystic Seaport has among its documents and manuscripts on the Alabama Claims a special folder on the *William Bell* case with both the printed testimony and a great array of bills and statements to substantiate the question of costs.

It was a point of primary importance to establish that pilot boats were vessels of special construction, and the evidence, which is paraphrased here, made this clear. Pilot boats were the most expensive vessels of their size except for first class yachts, for they were intended to combine speed with strength. Since there was so much competition among the Sandy Hook pilots, they cruised off the port of New York in

* Claims were made in the form of a suit of the owner as claimant *vs.* The United States as respondent, each side being represented by counsel. The *William Bell* case was heard in February, 1883, before a Commissioner in New York. The Court of Commissioners of Alabama Claims, which sat in Washington, had been reconstituted by Act of Congress to hear cases which had not been admitted in the first sessions of 1873–77.

all kinds of weather, sometimes going out as far as 500 miles in summer and 300 in winter. James Callahan, one of the four pilot-owners, stated that he had been out as far as 650 miles, and the *William Bell* herself was 70 miles E.S.E. of Sandy Hook when she was captured. Yachts were tried for the pilot service, but they did not have the necessary seakeeping qualities.

The *William Bell* was described as an expensive boat even of her class. She was built of white oak, live oak, red cedar, locust, hackmatack, yellow pine, and white pine. Her deck was "without a butt or knot," fastened with galvanized spikes, and was made of "single length stuff," which indicates exceptionally long and fine planking. All trimmings on deck were of mahogany or brass; her cabin, which alone cost $1800, was of "rose wood, zebra wood, tulip and satin wood." The mast partners (the thick planks or even logs through which the masts passed), the coamings of the hatchways, and the skylights were worked out of solid mahogany. No iron was used in her hull, which was copper fastened from keel to top of rail, meaning that the bolts and trunnels were of copper instead of iron, since iron would have reacted badly with sea water and copper sheathing. As to the sheathing, this extended only along and somewhat below the waterline, this apparently being the practice for these vessels. All in all, the *William Bell* was a perfect pilot boat, and her builder obviously took pride in reporting that he had sold the plans of her lines for $250, for a similar vessel to be constructed on the Delaware.

The ballast of pilot boats was cast of, iron expressly for each vessel, in order to fit trimly along the keelson and between the frames. There was no haphazard piling in of rocks, as the uninitiated might expect. The *William Bell* carried some 28 tons of ballast, parts of which cost $65 per ton to cast, and all of it $40 or more. The canvas for the mainsail, foresail and jib cost $1 per yard, and a foresail alone would use 274 yards of of this heavy cotton duck. A set of signal flags, no doubt essential in the business, cost no less than $222.

The *William Bell* was rigged as a two-masted schooner, with a length of 78′9″ at the waterline, 20′6″ breadth, also at the waterline, and 8′3″ depth of hold. She had been built in 1863 by Edward F. Williams of Brooklyn, who also built the replacement, a second *William Bell*, in 1864–65. Mr. Williams was obviously a master-builder, and he gave evidence about both vessels at the hearings. It was said of him that "he got all four qualities combined into a small vessel, which no one else could do; he got a good sea boat, a fast boat, very roomy boat, and a handsome boat with fine lines."

As to the life expectancy of pilot vessels, Mr. Williams said that they should last a long time, being constructed of special materials and with superior workmanship. There were boats in service which he had built a quarter-century ago, and they were as good as when they went off the stocks. He added, "if they keep them sweet and clean and well ventilated, there is no reason why they should not last 50 years."

It was necessary to establish not

only what the *William Bell* had cost, but also why the *William Bell II*, built to the same specifications, had cost more; also why the cost of a finished vessel was so much more than the basic cost of the hull. Mr. Williams had made a "hull and spars" contract for the first vessel for $6500, and the second, a year later, for $8500. It was explained that costs had gone up 35% in a year, to the highest point during the war, and this statement went unchallenged. Payment was to be made in five equal installments: "when the keel is laid, when the frame is raised, when the beams are in, when planked and decked, and when launched."

Mr. Williams testified that the hull and spars usually cost from ½ to ⅔ of the whole, but that in the case of the *William Bell* the total cost would come to three times the basic builder's charge. His contract called for him to furnish only those parts and trimmings which were attached to the outside of the hull; it did not include any of the joiner work below decks, the companionways, tanks, or lockers. As he put it, "we leave the inside part of the ship unfinished, just as a carpenter leaves a garret."

When asked if the second *William Bell* was an exact replica of the first, Mr. Williams replied that he had made her two feet longer and six inches wider, but at his own expense and to get more speed: "I did it for my own reputation." He put the value of the original *William Bell* at $25,000 and said that he could have got that much for her if he had built her as a speculation. Mr. Richard Poillon, shipwright, who had had extended experience in building all kinds of vessels, estimated $21,600 as the replacement cost, not counting the copper sheathing nor taking into account that, as he said, the vessel was worth more than her original cost, since she had proved herself as a successful model. Pilot Callahan put the cost of the *William Bell II* at $23,000, and the receipted bills mentioned above were produced to substantiate this figure.

Captain Callahan owned $^{5}/_{16}$ of the vessel, and he petitioned for $8,212: $7,500 for the vessel as such, and $712 for loss of earnings. He also asked an extra amount for the loss of his clothes and personal belongings, since he had been in charge of the vessel at the time when she was captured. The total actual expense for building the first *William Bell*, as given at the end of the printed testimony and itemized by name of firm, not of materials supplied, was $15,302.10. The final award, made on 5 June 1883, gave compensation of $6,170.31 to Pilot Joseph Henderson, who also had owned $^{5}/_{16}$ of the vessel. The others must have received comparable amounts, which would make each $^{1}/_{16}$ worth $1,234, for a total award of $19,744. Although this was less than the amount claimed, it was probably a reasonable settlement, because some of the estimates of higher costs and extra values must have seemed a little inflated. The partners did not receive the full amount, however, because they had agreed with a lawyer for him to see the case through in return for 5% of what might be recovered up to $20,000, and 10% of anything above that figure.

In the course of the hearings it

came out that the pilot boat earned a gross of about $1,577 per month; after paying the wages of the hands and deducting the cost of the stores, 25% of the net earnings was set aside for the owners, according to their shares. The remainder was divided among the six pilots who were attached to the vessel, of whom four were the pilot-owners. As put more specifically in the testimony, an average of $348 per month was divided among the owners, and each pilot received an average of $148 per month. The owners were responsible for repairs and renovation, and this would have come to some $2,000 per year had the *William Bell* lived so long; tragically enough, this beautiful little vessel was afloat only six months.

One of the most interesting facts brought out in the testimony was that the *William Bell,* and evidently many of her sisters, had a business manager. This was John W. Avery, who was in the general grocery and ship stores business. As he put it, "I have been a collector and disburser for a great many of the Sandy Hook pilots, . . . collecting and disbursing their earnings as pilots." He had been in the business for fifty years, and it is evident that the pilots left the management of all their accounts to him. The whole cost of the *William Bell* had been paid through him or under his supervision; at intervals he rendered statements to the owners. He said that the owners would make their own arrangements, as for example "they go to Mr. Alexander [John Alexander & Co.] and say how much will you furnish ballast for, they make the bargain and then endorse the bills, and I pay them." This man then was manager, banker, and supplier in one. He may have contributed to the building of the second *William Bell,* since it was brought out in the hearings that the pilots had collected what they could among themselves and received help from some of the merchants, although it was not specified who these were.

In addition to the informative details which can be gathered about costs, procedures, and materials, there is a great antiquarian interest in examining old bills and advertisements; in the case of the *William Bell II,* which is the subject of all the bills actually preserved in the G. W. Blunt White Library, the modern reader is pleased to discover a bill from Roger & Brother ("silver plated goods") for one dozen table spoons; from Lord & Taylor ("dry goods") for twenty-five yards of linen; and a statement from E. & G. W. Blunt for a number of useful instruments, including a spy glass, an aneroid barometer, and two charts on muslin, one showing the coast from New York to Halifax, the other from New York to Hatteras.

William Bell II was launched in February, 1865, but she did not sail on pilot service until early August. One of the last bills was for the traditional "Sailing Party," with refreshments supplied by Mr. Avery himself. It was presumably a happy occasion, although there had been no insurance, and of course as yet no awards. The new *William Bell* was floated on a tide that included three gallons of bourbon, two cases of claret, and a supplement of brandy,

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Director's Page

"The Riddle of the Sands"– Mystic Style

FOR MORE THAN SIXTY YEARS, Erskine Childer's superb mystery, "The Riddle of the Sands," has remained one of the greatest whodunits of the sea ever written. Now, right in the center of Mystic Seaport, we have our own mystery buried in the sands—a mystery that must be disclosed.

For over twenty years the lower hull of the *Charles W. Morgan* has been hidden in the sands, and her backbone screened from view by more than 200 tons of stone ballast.

What effect have time and tide had on the *Morgan*'s stout keel and rugged timbers as they have slept the years away beneath the sand? Have they remained unmolested by the ravages of rot and worm, strong and sound, able to withstand the compressive weight of the ship they must support, the savage strains of gale winds against the spars and yards and miles of rigging? Or are they, imperceptibly, "a-mouldering" in their sarcophagus of sand, slowly disintegrating to a point where they can no longer endure the weight and strain they were fashioned to bear?

This is the mystery beneath the sands at Mystic.

As we begin our own archeological "dig," we have some cause for cautious optimism to help offset concern. We recall that the *Wasa* lay safely hidden for more than two centuries under the mud in Stockholm's harbor, and the skeletons of Viking ships were preserved in peat bogs; only last year Peter Throckmorton, Research Associate of the University of Pennsylvania Museum, uncovered the wooden skeleton of a Roman merchant ship preserved for centuries beneath the sands in the Gulf of Taranto. Our concern for the *Morgan* of course arises from evidence of her hull pulling away and settling, disclosed by our examinations of the ship. Hopefully this is nothing more than "Dowager Slump."

Until we uncover these riddles in the sands and discover the true conditions of our ship, we cannot plot the next course of action. Painstaking calculations of displacement, strain, and tonnage must accompany meticulous removal of ballast and patient exploration in the sand. Simultaneously we shall seek advice from marine archeologists, museums, and researchers throughout the world.

Thus as our riddles unfold and our knowledge increases, we shall be able to examine possibilities, discard alternatives, and develop plans that will be imaginative, realistic, and precise. Only by these means can we do justice to the *Morgan* and assure her preservation. The search and the solution will occupy much of our time in the months, perhaps years, ahead.

Walde Johnston

TRUSTEES' PROFILES

REN



Several months ago the Editorial Board of The LOG was planning to run a Trustee Profile on Rensselaer W. Bartram, Jr. in the Christmas issue; however it was decided to postpone the profile until the following issue so that it would coincide with the museum's formal occupancy of the new small craft storage building given to the Seaport by Mr. and Mrs. Bartram.

Then tragedy struck, and Mr. Bartram was taken from us in the split second of an automobile accident.

The Editors still want the profile, and I have been asked to write it. I hope I can be excused, however, if I write it in somewhat different fashion —not as a profile—or eulogy—but as a reflection of a very rare person, a knowledgeable trustee, and a warm friend.

Years ago this quiet man saw to it that formal titles relating to him were dropped around the Seaport; he earned the right from all hands to be known simply as Ren, just as his wife is June.

Born in New York City in 1903 and educated at St. Paul's and Yale, Ren joined the brokerage firm of Stephenson and Bartram and became a limited partner. New York City, however, and the world of finance offered something less than a fully productive life to him, and following service in World War II as a Lieutenant Commander in the Navy, Ren moved into the Captain Nathaniel Palmer House in Stonington and turned his attention to Mystic Seaport. In 1946 he joined the staff of volunteers. As the years sped by, he became a full-time volunteer member of the Curatorial Staff, and he and June occupied the ground floor office in the Bartram Building. In 1962 he was elected a trustee of The Marine Historical Association.

I first met Ren and June shortly after I became Director in 1965. They were known and loved throughout the museum, and I had not been on board many hours before Juddy MacDonald led me over to meet them.

I encountered two excited people who had just returned from first viewing the miniature ship models

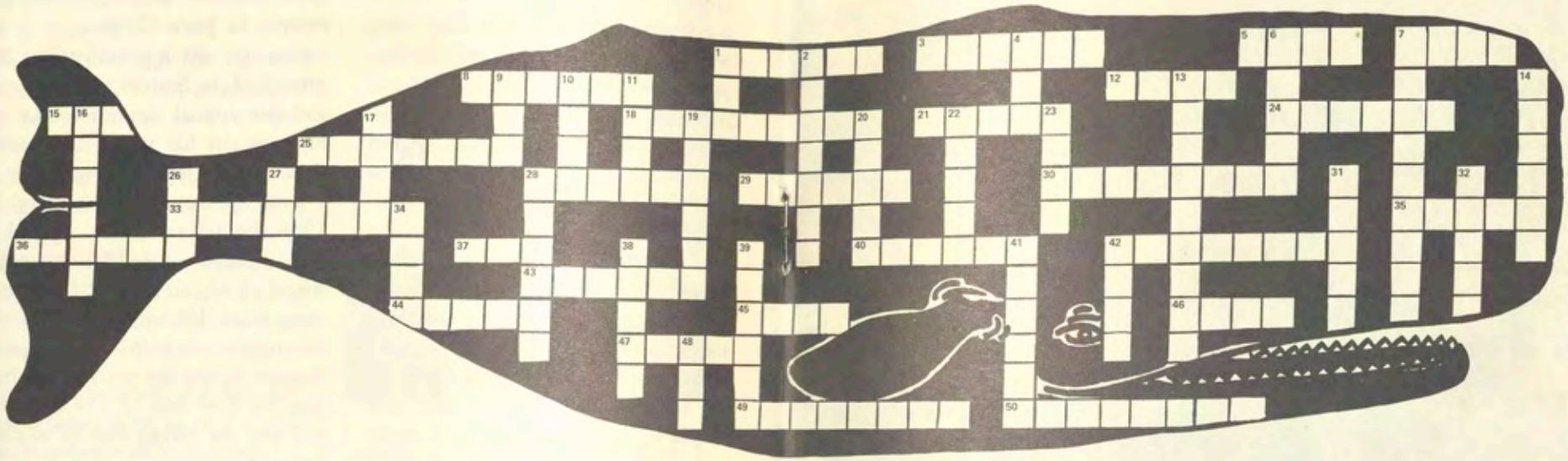
created by Mr. Alexander G. Law—a collection which a year later they were to acquire and give to the Seaport. I recall this meeting because it so vividly portrays Ren's intense interest in Mystic Seaport. Not only did he work as a full-time volunteer, but also he gave generously to the museum. The Bartram Building, the Law Collection, the Curatorial Storage and Facility Building, the Small Craft Storage Building are all testimonies of Ren's devotion and perception. He was one of those most unusual of men who saw a need and sought to fulfill it without fanfare; in fact he would have preferred to remain anonymous.

One reason that Ren loved the Seaport was because he loved the sea. Early on he asked me permission to "take Mondays off" so that he could go out on his boat, *Exchange*. Invariably, however, *Exchange* would end up by coming to the Seaport on Mondays so that her skipper could be back at his beloved museum. As a member of the New York Yacht Club he was many years ago asked to serve as the Club's representative over the affairs of Station Ten; with such fidelity and TLC did Ren perform this responsibility that he became, without portfolio, a sort of Perpetual Commodore of Station Ten, and he who chanced to raise the Club burgee with the star upside down faced the prospect of a fatherly dressing down from Ren.

Ren was a "trustees' trustee." Quiet sensitive, unobtrusive, and perceptive, he knew the museum as few trustees are privileged to know it. The growth of the Seaport as an historical and educational institution was ever foremost in his mind, and toward these ends he labored unceasingly. In a letter to me dated December 16, 1968, his fellow trustee, Harold H. Kynett, summed it, "Ren was a real friend of Mystic Seaport for a great many years. His anonymity concealed the tremendous help he has given the Seaport during the years, and I hope that the next issue of The LOG will pay him the tribute that he so richly deserves."

But it remains to us, his fellow workers in the vineyards, to provide the final paragraph. Ren was far more than a trustee, a hard-working volunteer with a rich sense of humor, and generous contributor. He was one of us—one whose heart and soul were as deeply embedded in this museum as any. Kindly, unassuming, understanding, Ren was a practical visionary. His unshakable belief in this place, his firm conviction in progress through sound museology, his pride in our accomplishments, his faith in our future, and his full support of our endeavors were inspirational. In his several capacities, pragmatist, trustee, knowledgeable member of the staff, selfless contributor, and steadfast friend, he served Mystic Seaport as few men are enabled to do. Truly Ren was Mystic's "Man For All Seasons."

Waldo Johnston



ACROSS

1. USED TO HOLD A VESSEL IN PLACE.
3. BARREL STAVES BUNDLED TOGETHER.
5. A BARREL.
7. A SQUARE RIGGED VESSEL WITH THREE OR MORE MASTS.
8. A SHIP'S KITCHEN.
12. THE COLLECTIVE TERM FOR SHIP'S EQUIPMENT.
15. IN THE STERN OF A VESSEL.
18. USED IN PERFUMES TO PREVENT TOO RAPID EVAPORATION.
21. TO GO OR BRING ON BOARD A VESSEL.
24. AN INN WHERE ALCOHOLIC DRINKS WERE SERVED AS WELL AS FOOD.
25. _____ PIECE; A LARGE PIECE OF BLUBBER CUT FROM THE WHALE IN THE INITIAL CUTTING-IN PROCESS.
28. TO MELT, AS WITH WHALE BLUBBER BEING HEATED, RESULTING IN WHALE OIL.
29. ONE WHO MAKES BARRELS, TUBS, AND ITEMS OF SIMILAR CONSTRUCTION.
30. A PERSON WHO SUPPLIES EQUIPMENT AND PROVISIONS TO SHIPS.
33. THE SHIP'S PAPERS.
35. A GEYSER OF VAPOR THROWN UP BY A WHALE WHEN IT EXHALES.
36. A COPPER OR GALVANIZED METAL TANK CARRIED ON DECK NEAR THE TRY WORKS OF A WHALER INTO WHICH THE HOT WHALE OIL WAS LADLED BEFORE IT WAS PUT IN CASKS.
37. A SMALL CASK OR BARREL.
40. A VERTEBRATE SPECIES OF ANIMAL THAT GIVES MILK TO ITS YOUNG.
42. A FORE-AND-AFT RIGGED VESSEL WITH TWO OR MORE MASTS.
43. A SYSTEM OF RINGS OR HOOPS SO ATTACHED TO ONE ANOTHER AS TO ALLOW A SUSPENDED OBJECT TO REMAIN LEVEL.
44. A MAMMAL LIVING IN THE SEA THAT RESEMBLES A LARGE FISH.
45. A LARGE ROOM IN THE UPPER STORIES OF A BUILDING.
46. THE LEFT SIDE OF A SHIP WHEN FACING FORWARD.
47. A BLACKSMITH'S HEARTH WHICH CONTAINS COAL THROUGH WHICH AIR IS FORCED TO PRODUCE A HOT FLAME.
49. TO DIRECT A SHIP'S COURSE.
50. A LONG COVERED BUILDING WHERE LINE IS MANUFACTURED.

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DOWN

1. A FERMENTED LIQUOR BREWED WITH MALT AND THE ADDITION OF HOPS.
2. A SPEAR-LIKE INSTRUMENT WITH A BARBED HEAD USED FOR FASTENING ONTO WHALES OR LARGE FISH TO CAPTURE THEM.
4. A LONG POLE WITH A BROAD BLADE AT ONE END USED TO PROPEL OR STEER A BOAT.
6. THE FARTHEST AFT OF TWO OR MORE OBJECTS.
7. THE WHALEMAN'S ART OF CARVING OR ETCHING WHALE TEETH, BONE, AND BALEEN.
9. IN, NEAR, OR TOWARD THE STERN OF A VESSEL.
10. ROPE.
11. A LONG HORIZONTAL SPAR SET AT RIGHT ANGLES TO THE MAST USED FOR SUPPORTING SAILS.
13. THE MIDDLE PORTION OF A VESSEL.
14. THE FLOOR OF A FIREPLACE.
16. A NAUTICAL MEASURE EQUAL TO SIX FEET.
17. A SHIP'S OFFICER.
19. A BULGING CONTAINER WITH A FLAT, CIRCULAR TOP AND BOTTOM AND CURVED SIDES; USUALLY MADE OF WOODEN STAVES HELD TOGETHER WITH HOOPS.
20. A LARGE SPECIES OF TOOTHED WHALE THAT HAS A DISTINCT SQUARE-HEADED SHAPE WITH ITS JAW LOCATED UNDERNEATH THE HEAD.
22. FIBRES OF TARRED HEMP USED FOR CAULKING SEAMS.
23. A HORIZONTAL SURFACE OR FLOOR THAT IS A MAJOR PART OF THE SHIP'S STRUCTURE.
26. THE SUBSTANCE APPLIED TO FIBRES OF HEMP TO MAKE OAKUM.
27. THE ARRANGEMENT OF A SHIP'S MASTS AND RIGGING.
28. ONE WHO INSTALLS RIGGING.
31. AN UNUSUAL OR STRANGE OBJECT.
32. THE WHALEMEN'S TERM FOR A WHALE'S DIVE.
34. TO PUT AWAY OR STORE.
38. AFT OF.
39. A THIN STRIP OF A HORNY SUBSTANCE, SIMILAR TO FINGERNAILS IN TEXTURE, FOUND IN THE UPPER JAWS OF CERTAIN TYPES OF WHALES.
41. A SMALL ROOM, CLOSET, OR CUPBOARD USED FOR STORING SHIP'S GEAR.
42. A ROUND TIMBER USED FOR MASTS, YARDS, BOOMS, ETC.
48. TO EQUIP A SHIP WITH MASTS, SAILS, RIGGING, ETC.



THE CONRAD MARINER PROGRAM

requires three instructors to teach sailing and related subjects during the summer of 1969 from June 1 to August 31. Candidates may obtain applications and arrange for an interview by writing to Howard E. Chapman, Mariner Program Supervisor, Education Department, Mystic Seaport 06355.

The chief instructor may be male or female (male preferred) at least 23 years of age, with extensive experience in sailing, seamanship, and related subjects required. Supervisory ability is essential, as is congeniality and the ability to get along well with young people and adults. Previous experience as a sailing instructor or counselor is also essential.

The two subordinate instructors (female preferred) should be at least 20 years old and have had some experience in teaching sailing as well as a general knowledge of seamanship and related subjects. They must have the same qualities of congeniality and compatibility with all ages. Previous experience in youth work would be desirable.

ACQUISITIONS

Of major interest and importance to the future Life-Saving Service exhibit is the half-way house recently brought to Mystic Seaport to be set up on the south waterfront when the new exhibit is activated. The small building, only 8′ x 10′ x 12′, formerly located halfway between the Cahoon's Hollow and Pamet River life-saving stations on Cape Cod was one of the many such structures where men of the beach patrol of the U.S. Life-Saving Service met to exchange brass tags indicating their patrols had been completed.

The little building had not been in use for several years and was half-buried in sand. Negotiations took place between Curator Edmund E. Lynch and Mr. Stanley C. Joseph, Superintendent of the National Park Service at South Wellfleet and arrangements were made to have the building transferred to The Marine Historical Association. Since it was located in an area remote from the main road and almost impossible to reach with a truck of sufficient size, its transportation to Mystic presented difficulties. Here, however, the U.S. Marine Corps came to the rescue and through the cooperation of Major Frederick J. Cameron, USMC, of the Naval Air Station at South Weymouth, Massachusetts, a large helicopter was pressed into service for an "air lift."

Members of the curatorial staff of Mystic Seaport spent three days digging the sand away from the structure and rigging slings in preparation for the move. When it was ready, the helicopter settled down, hovering just above the building and hooked into the eyes of the slings. It was a matter of only a few moments to fly it out to the main road where a trailer truck waited to take the load. The cooperation by Mr. Joseph and his National Park Rangers and Major Cameron and his Marine Corps personnel was largely responsible for the success of the operation.

In addition to the half-way house, other material relating to the life-saving service has been acquired from time to time, and among the items recently purchased were a marked powder chest for use in connection with a Lyle gun, a coston signal, a beach cart lantern, and a medicine chest, all acquired from the Cape Code area.







HISTORIC MYSTIC

Reprinted from—The Mystic Pioneer
Mystic Bridge, June 11, 1859

FORT RACHEL

Previously to the war of 1812, there was no fortress whatever on the banks of Mystic river. In fact, until that time, there was no considerable village demanding one. There are inhabitants still living who can recollect when there were not above twelve dwellings on both sides of the river where now stand the two large and growing villages, Mystic River and Mystic Bridge, and when no cluster of houses adorned the hillsides of Noank. These villages, however, started and nurtured by the bold enterprise of the hardy sons of the soil, who chose

> "A life on the ocean wave,
> And a home on the rolling deep,"

with their rapidly growing fleet of swift smacks, sloops, schooners and ships, built and fitted on the Mystic's banks, soon made it necessary to have a stronghold for the defense of their dwellings and their keels against a maritime enemy. On the breaking out of the last war, and especially during the blockade of the coast by Commodore Hardy, when the English barges were continually plotting against Mystic, and had even stripped one vessel and burned her, near Pine Hill, a fort became indispensable. And as the Federal Government had neither the time nor the disposition to erect one, the citizens, ever ready to meet the largest demands of duty, took the work in hand themselves.

The Great Architect that scooped the river's bed, and threw up the rough rocks and high hills along its pleasant banks, had reared in a happy place a fortress almost complete in itself. One of the hills on the west bank of the river, south of the village, was small in diameter, of good elevation, and precipitous on three sides, the east, south and west; on the north, it sloped gradually to the village. The eminence is, in fact, a natural rampart of rock, with an area at top of about seventy-five feet diameter.

On this height the citizens of Mystic centered their labors of common defense. Walls of stone were constructed to bring up all the sides to a level, and to furnish a bulwark, enclosing an area of sixty feet diameter. The surface of the rock within the walls was floored with earth. The walls were topped and rounded with heavy sods of sedge and marsh, resembling at a distance a wall of huge bricks, or blocks of red sandstone. The whole was suitably furnished and ornamented with green sward. For an extemporaneous piece of engineering and military architecture, wrought by voluntary efforts, it was really highly creditable.

The fort was built in 1813. Sailors, farmers, merchants, mechanics, men and boys —all the citizens—readily toiled in the patriotic task. The labor occupied less than a month. Immediately the fortification was furnished with a four-pounder, that could readily sink barges as far away as Mason's Island, and could sufficiently annoy them at Sixpenny Island and the Riding Way. Sentinels occupied the fort during the continuance of the blockade.

For nearly a month, in the winter of 1814, a regularly organized guard of fifteen men, having their headquarters in the house belonging to Jonathan Miner, and lately occupied by Abel Eldredge, held the fort and guarded the village.

This guard consisted, so far as we have learned the names, of the following persons:

Roswell Packer, Captain of the Guard.
Nathan Rathbun, 1st Corporal of the Guard.
George Packer, 2d Corporal of the Guard.
Elam Packer, Joseph Fitch, Eldredge Wolfe, James Sawyer, Peter Rowland, Oliver Dewey, John Burrows, John Fish.

The names of the four remaining members have not yet been obtained.

During the service of the Guard, no incident of battle transpired, and no event worthy of record, unless it be the unfortunate burning of the guard-house, which occasioned more smoke and mirth than lamentations.

But how came the fortification styled Fort Rachel? What patriot woman or heroine was thus immortalized? What partiality was it that passed by the names of

heroic men, and gave a woman's name to this stronghold? Future chroniclers and the lovers of the curious may thank us to give the explanation of this almost unparalleled circumstance. Well, to please the curious, we will give the exposition, especially since it aptly illustrates how much is often found in

"That great thing, a name."

Beneath the hill, hard by the sedgy shore, in cottage, hut, or house, as one may please, like classic-fabled Jack and Jill, there lived an humble, yet well-known pair. Quite unencumbered with weight of worldly wealth, they subsisted on the bounteous revenue of channel, flats and sandy shore, with herbs and bulbs that sprung from lawn and garden near their door. They had their hardy, prattling "wee things," of whom one in his day was famous. His fame was *capitally* won, and smacked of *hosiery*; but the mother won the nobler palm of fame.

Aunt Rachel, for such all called her, was favored greatly with the gift of speech. She was social and communicative, and could be grave or gay, philosophic or patriotic, according to the exigencies of the times. Moreover, she was an adept in the choice and use of potent herbs, in the detection of omens, in the translation of dreams, in the exposition of current superstitions, and such like practical affairs. The fortunes of young men and maidens, alike with the councils of our country, were detected and revealed by her horoscope.

Aunt Rachel was born under a benignant star. She dwelt beneath the hill when the fort was in process of erection, and so fell on a historic period. The weary workmen on the fort often descended the hill to imbibe, from the bubbling spring near Aunt Rachel's door, refreshing draughts, with animating drops commingled. As in duty bound, they generally extended the hospitable cup—always welcome to heart and lips, as adding inspiration to the oracular gift—and in return they imbibed new lessons of wisdom, and gathered new incentives to their patriotic task. And as a friendly recompense for the edification and cheer received, the patriots, jocosely at first, but effectually and irrevocably at last, perpetuated their regard for the generous gifts and graces of their Delphic priestess, by giving to their fortification the name of Fort Rachel.

RECOMMENDED READING

THE WHALE
by Leonard Harrison Matthews and others
Published by Simon & Schuster, New York, 1969

The Whale by Leonard Harrison Matthews and others carries a foreword by Philip F. Purrington, Curator of the Whaling Museum, New Bedford, Massachusetts. It attempts to deal with all species of whales from an historic and literary point of view as well as scientifically and pictorially. Ultimately, the whale emerges as a creature infinitely to be pitied, much beleaguered by man's brutal assaults, and the book is filled with a varied spectrum of illustrations to prove it. The Association has made a special arrangement with the publisher so that members may purchase this book through The LOG for only $15. The regular retail price in book outlets throughout the country is $20. This offer expires April 15. Checks made out to The LOG of Mystic Seaport must accompany your order. F.H.F.

BALEIA! BALEIA!
by Bernard Venables
Published by Alfred A. Knopf, New York, 1969

Baleia! Baleia! by noted British naturalist Bernard Venables brings yet another aspect of whales to our attention. Whaling in the Azores is the author's concern and the primitive methods of hunting in boats launched from the shore rather than from ships is but one illustration of the many anachronisms that lend a mystical charm to the Portuguese Islands. Here the whale is depicted as a candidate for compassion rather than as a dread, vicious monster and the author's highly poetic word usage further enhances the notion. For those who would also learn more of the islands themselves and the life thereon, this book fills the bill. F.H.F.

ETCHINGS OF A WHALING CRUISE
by J. Ross Browne
Edited by John Seelye
Published by The Belknap Press of Harvard University Press, Cambridge, Mass. 1969

January 1969 would appear to be a season for whales, at least in the publishing world. Three books on various aspects of the whaling industry appeared simultaneously in that month. John Seelye, associate professor of English at the University of Connecticut (who last summer taught the first course on the role of the sea in American literature at the Munson Institute) has edited *Etchings of a Whaling Cruise* by J. Ross Browne, originally published over a hundred years ago. Herman Melville's review of it, which appeared on March 6, 1847, applauds the book for its myth-dispelling factual account of whaling. Apparently this de-emphasis on the romantic aspects of a perilous way of life was one of the first attempts to depict the taking of whales in a matter-of-fact manner. Another virtue of the book was its revelation of abuses suffered by the men aboard whaleships, beginning with the devious methods by which young men were "persuaded" to join a whaleship's crew and continuing through all-too-graphic accounts of the harsh realities of midwinter night watches, foul-tempered captains, inadequate diets, and uncongenial shipmates. F.H.F.

The Lighter Side —

Picture of a Sailor



THE BAY AND THE SOUND
Text by John Parkinson, Jr.
Photographs by Norman Fortier
Published by Little Brown & Co., Boston, Mass. 1968

By William J. Foote

It is the time of year when the boatowner's only occupation is remembering the silver past, planning the golden future and paying shipyard bills. The planning, of course, begins as soon as the boat is laid up for the winter—as does paying the bills. But I find that the memories of past seasons begin to crowd in about this time of year when fitting-out time is still an eternity away and the Christmas books about yachts and yachtsmen and yachting are around the house to start the long recollections ticking.

One such book that has given me more pleasure than most is "The Bay and the Sound" by a venerable sailor, John Parkinson, Jr., with the most notable collection of ship and sea photographs by Norman Fortier that I have seen in years. The Bay is Buzzards Bay, that long, clean, frequently troubled stretch of cruising water between the Rhode Island coast and the Elizabeth Islands. The Sound is in reality two Sounds—Vineyard Sound between the Elizabeths and Martha's Vineyard, and Nantucket Sound, that great triangular area bounded on the north by the south shore of the Cape and on the south by the Vineyard and Nantucket. The Bay and the two Sounds and the ports, harbors, refuges and gunkholes on their coasts are the Happy Hunting Grounds for cruising in sail, and the book and particularly its pictures do full justice to the area.

Two of the pictures are offered without explanation. One shows the Vineyard port—if you can dignify it by that name —of Menemsha Bight with a tiny Alden schooner name *Tyche* moored in it. The other, which I reproduce here, shows the owner of the *Tyche*, the late Rodman Tod Swift, aboard her.

EDITOR'S NOTE:

This review is reprinted with permission from the Hartford Courant *of January 8, 1969. The author has been a member of The Marine Historical Association for a number of years and has many close associations with Mystic Seaport, not the least of which is that he is a nephew of Trustee Edwin Pugsley.*

As you can see from the picture, Tod Swift looked like a hard character, and in some ways, I suppose, he was. He sailed *Tyche* single-handed until he died; he lived on her alone year-round in his later years, sailing her to Florida which he loathed in the winter and bringing her north to Menemsha or the outer harbor of Padanaram in the summer. He had a reputation of being the most asocial man on the coast. But he was a relative of mine and I know better.

Tod Swift was graduated from Harvard around the turn of the century, and before his diploma was dry, he had shipped aboard one of the last of the Standard Oil square riggers which carried petroleum products from the East Coast around Cape Horn and eventually to China. The conditions were hard and the ship was undermanned; Tod had stories of fighting down sail in a gale of wind that made my young flesh creep.

The food was incredibly awful and got worse as they crossed the Pacific.

Finally, the men took to threatening the cook, who, Tod said, never dared leave the galley without a meat cleaver in his hand. But finally the crew caught him unarmed and forced him to run the gauntlet, with each seabooted sailor taking a kick at him as he ran past. The unfortunate cook never finished the test. He was so badly injured that he had to be carried below and stowed in a hammock where he remained for the rest of the voyage.

As the youngest of the crew, Tod was drafted to substitute for the cook. So in addition to the arts and crafts of the sailor which he mastered on the voyage, he acquired a real gift for cookery, specializing in disguising the taste of salt beef and other staples of the sea.

While the two-year voyage out and back must have been a nightmare, during it, Tod acquired a love of the sea that he never lost. He tried a land job in Boston but it nearly killed him. Then he joined up with a firm that built and operated diving bells, which gave him an income and kept him near, on, or under the water until he retired to spend all his time on *Tyche*.

As I recall her, *Tyche* is only about 28 feet overall, but Tod ran and maintained her as though she were a clipper ship. He scorned modern rigging—she had hemp stays that needed constant attention and I suppose she was the only Alden schooner whose masts were regularly slushed with grease. And Clifford Ashley, who learned his knots on a ship out of New Bedford, once said that Tod Swift was the only man who knew as much about knots as he did. I'm glad his memory is preserved in the book.

"The *William Bell*, a New York Pilot Boat"

Continued from page 18

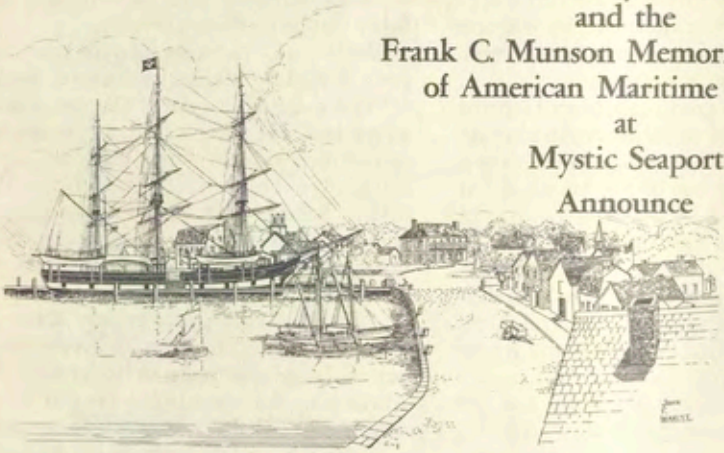
champagne, lager beer, and old sherry, in addition to "segars" and such comestibles as cheese, butter, pickles, raisins, and lemons. The total bill was for $192.84, but some of the unopened champagne, claret, and sherry were returned for credit, leaving a balance due of $176.84.

It would be satisfying to record a 50-year life for the second *William Bell*, but true life often falls disappointingly short of fiction. The only record preserved in the papers is the statement by James Callahan, an old man in 1883, when he was asked what had become of the vessel: "she was lost in 1868 or 1867, I think."

EDITOR'S NOTE:
Hardin Craig, Jr. is Professor of History at Rice University, a graduate of Princeton University, and holds graduate and doctoral degrees from Harvard University. After attending the Munson Institute as a student in 1967, he returned in 1968 as a member of the faculty and will serve in the same capacity in 1969.



The University of Connecticut
and the
Frank C. Munson Memorial Institute
of American Maritime History
at
Mystic Seaport
Announce



Seminars in American Maritime History and Literature
June 23 - August 1, 1969

THE COURSES

AMERICAN MARITIME HISTORY. History 332, six credits. A study of the development of American merchant shipping from Colonial times and its relationship to American political, economic, and cultural history. The course includes lectures, readings, and research projects.

RESEARCH SEMINAR IN AMERICAN MARITIME HISTORY. History 390, six credits. Open only with consent of instructor. Hours by arrangement. It is strongly recommended that History 332 be completed before taking this course, which is a seminar involving research in primary source materials of American Maritime History.

AMERICAN LITERATURE AND THE SEA. English 343, three credits. Hours by arrangement. A study of the writings of Cooper, Dana, Poe, and Melville, with particular attention to sources and backgrounds. Relevant works by Smollett, Scott, Byron, and Coleridge will be discussed. The course includes lectures, readings, discussions, and research projects.

THE FACULTY

Dr. Robert G. Albion, Harvard University, Director
Dr. John H. Kemble, Pomona College, Associate
Dr. Hardin Craig, Jr., Rice University, Associate
Dr. John Seelye, University of Connecticut, Associate

INFORMATION ON:

Applications and admission requirements may be obtained from:
Stuart Manning, Director
Summer Sessions Office U-56 M
University of Connecticut
Storrs, Connecticut 06268

Accommodations and scholarships may be obtained from :
Office of the Director
Frank C. Munson Institute
Mystic Seaport
Mystic, Connecticut 06355

EDUCATION NOTES

NEW SCHOOLS PROGRAM

In its continuing efforts to enhance the educational program being offered at the museum for schools, the Education Department last fall conducted a pilot program involving a two-day visit to Mystic Seaport. The program was designed to increase the students' learning ability through examination of primary evidence and reasoning for themselves and to present to them a comparison of the lives of the people of the 19th century with the students' lives in the 20th. Groups were limited to thirty students. Escorts were provided to further stimulate this learning process, and special presentations were given at the exhibit locations. Students received extensive orientation prior to their visit.



Students from the Fenn School, Concord, Massachusetts look on as a classmate tries his hand at the shipsmith's forge.

The two school groups taking advantage of this program were the Fenn School of Concord and the Shepherd Knapp School of Boylston, both in Massachusetts. Cadette Girl Scout Troop 702 of Portsmouth, Rhode Island also participated in the program.

After arrival in the early afternoon, the group was given a briefing. The purpose of the tour was outlined. The tour continued until the evening meal, with appropriate breaks in the tour for relaxation. After dinner the group sang sea chanties in the Youth Training Building, saw the movie "Captains Courageous," and after a snack of hot chocolate and doughnuts retired to the ship *Joseph Conrad* where they spent the night. The following morning the group continued the prescribed tour and completed it after lunch.

While this program is currently offered on a very limited basis, the Education Department continues to work closely with schools desiring this or other special programs for their students.

There are some spaces available for individual applicants in the Conrad Mariner Training Program. The training period for boys (ages 13–18) will be July 13–19; for girls (ages 13–18) August 3–9. Full information and applications may be obtained from the Mariner Program Supervisor, in care of the Education Department, Mystic Seaport, Mystic, Connecticut 06355.

Planetarium attendance in 1968, a total of 47,518 persons at 926 shows, was an increase of 9.8 per cent over the 1967 total of 43,293.

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

MEMORANDUM RE GROUP VISITS

TO: Our Members FROM: Michael D. Sturges, *Director of Education*

In 1968, the Education Department processed more than 50,000 young people and over 18,000 adults in organized groups. To make a visit to the museum a meaningful experience, especially for the young, and to reduce over-crowding, particularly in the spring and summer, it is necessary to impose certain limitations and regulations on visiting groups. Occasionally members have been disappointed when groups of which they were a part were turned away or otherwise restricted because they were unaware of group visitation policies and regulations. Those currently in effect for group visitation are herewith set forth to avoid future misunderstandings:

SCHOOL AND YOUTH GROUPS

1. To qualify for the group rate, a group must make reservations by telephone *at least* three weeks in advance (a month or more in the spring and summer is advisable) so that pre-visit material, including group visitation regulations and procedures, may reach group leaders well in advance of the visit.

2. There must be one adult leader for every ten children. Leaders are entitled to the group rate in this ratio. Extra leaders pay the adult group rate. Leaders must remain with their groups at all times while on the grounds, and groups will not be admitted to exhibits without leaders. All large groups must be separated into units of nine students and one leader.

3. There is a strict quota of 350 students and teachers per day for school and youth groups. Every effort is made to schedule a group for an alternate date if the date first requested is booked. Normally, the maximum size of a group from any one school or organization cannot exceed 120 in a single day.

4. Unscheduled groups (those without advance reservations) may be turned away or admitted at full admission rates, and they will be admitted only with adequate adult leadership.

ADULT GROUPS

1. Advance reservations are urgently requested but not mandatory to qualify for the adult group rate. There must be a minimum of 25 persons in the group to obtain the adult group rate.

2. There is no quota or size restriction on adult groups, but very large groups may be asked to spread their visitation over several days, or come when attendance is reduced.

3. Adult groups cannot be met or oriented except in special cases.

Two points bear emphasizing. First, the vast majority of groups come in the late spring and throughout the summer. Mystic Seaport is open year-round, and all types of groups will have a much more meaningful visit if they come to the museum off-season. Association members connected with groups planning to visit the museum should suggest strongly that the visit be arranged for off-season. Secondly, advance reservations are mandatory for school and youth groups, and are most helpful for adult groups too.

The Education Department will be glad to assist any member in arranging a group visit. Full details on procedure and available programs, especially for schools, may be obtained by writing or phoning the Supervisor of Group Services at Mystic Seaport.

MEMORANDUM RE MARINER TRAINING PROGRAMS

TO: Our Members FROM: Michael D. Sturges, *Director of Education*

In answer to the many inquiries received from members concerning qualifications, applications, and selection criteria for the Conrad and Brilliant Programs, the following policies governing them are currently in effect:

QUALIFICATIONS:

The Conrad Program is open to organized groups or individuals between the ages of 13 and 18. Applicants must have completed the eighth grade. Prior experience is unnecessary but applicants should exhibit a sincere desire for the training offered in this program.

There are two types of training periods. In the spring and fall two-day weekend programs begin at 4:00 p.m. Friday and end at 4:00 p.m. Sunday. Six-day programs during the summer months begin at 2:00 p.m. Sunday and end at 9:00 a.m. Saturday. The Conrad Program can accommodate up to sixty mariners and leaders. Respective costs are $25 and $55 per person.

The Brilliant Program is presently open to organized groups only but consideration is being given to accepting qualified individuals. Applicants must be between the ages of 15 and 18, have reached their 15th birthday by January 1, and completed the 9th grade, and have participated in the Conrad Program or present satisfactory evidence of equivalent basic experience. A group for the Brilliant Program must consist of one leader and nine mariners.

The Brilliant Program offers four-day weekend cruises in spring and fall, beginning Friday morning and ending Monday afternoon; and six-day training cruises during the summer, beginning Sunday afternoon and ending on Saturday morning. Respective costs are $45 and $75 per person.

Scholarship assistance for deserving individuals or groups in both programs is available

APPLICATION POLICY

Preliminary applications for either program may be filed at any time, and they are held on file until late fall when a preliminary schedule is compiled. On or about January 1, all applicants are notified of their acceptance or rejection.

In selecting groups, preference is given first to applications from organizations, councils, troops, or geographical areas that have never participated in either program; second, to applications from organizations, councils, troops, and geographical areas that have not sent groups to either program in recent years; third, to groups from organizations, councils, troops, or geographical areas that have consistently sent groups on a regular basis. If all considerations are equal, preference is given in order of application.

Due to summer school and other involvements, many request training periods at the beginning or end of the summer. Naturally, it is impossible to accommodate all of these and selections for these choice periods are based on the above criteria. Groups that cannot be fitted into the periods of their choice are offered alternate dates in which there are openings.

For the Brilliant Program there are far more applicants than spaces. Those that are turned away are placed on a waiting list in order of receipt of their application and are notified of any withdrawals or cancellations.

Groups and individuals are booked for different training periods as the methods used in teaching are necessarily different.

Full information and descriptive booklets concerning the programs will be sent upon written request. Please address inquiries to Howard E. Chapman, Mariner Program Supervisor, Education Department, Mystic Seaport, Mystic, Connecticut 06355.



VARIABLE WINDS

• The June 1968 issue (Vol. 20, No. 2) carried an announcement of the establishment of Corporate memberships in The Marine Historical Association. The Association is pleased to report that to date ten Corporate memberships have been taken in the three classifications:

BENEFACTOR
C. D. Mallory & Company, Inc.
The P. R. Mallory Company Foundation, Inc.

ASSOCIATE
Mystic Oceanographic Company
Connecticut Light & Power Company, Mystic
Crum & Forster

FRIEND
Connecticut General Insurance Corporation
Cosmopolitan Shipping Company
Greene Plastics Corporation
John Blair & Company
Yachting Publishing Company

• A foreign visitor to Mystic Seaport on November 16 was Mrs. Madupe Okin, National Secretary of the Girl Guides of Nigeria who was the week-long guest of the Connecticut Trails Girl Scout Council.

• In mid-December, Olin J. Stephens, II, noted naval architect and a Trustee of The Marine Historical Association, received the 1968 Marine Aluminum Ocean Racing Trophy, presented by the chairman of the Marine Aluminum Committee of the Aluminum Association, David A. Smith. Although primarily known as the designer of the wooden Twelve Meter America's Cup contenders *Columbia, Constellation,* and *Intrepid,* Mr. Stephens and his firm Sparkman & Stephens are responsible for the design of such renowned aluminum-hulled yachts as: *Dyna, Palawan, Cyane, Kialoa II, Germania VI,* and a host of others.

• Mystic Seaport was featured in three television programs during the last quarter of 1968. On October 12, a program entitled "Mystic Seaport—History at Anchor," one of a series of programs shown on Saturday evenings under the series title of "Connecticut Illustrated" was presented over WNBC-TV Channel 4 for metropolitan New York viewers.

The première of the series "The Undersea World of Jacques Ives Cousteau on the ABC television network, shown on November 15 included scenes of Captain Cousteau on board the *Charles W. Morgan* and Seaport Street as the celebrated marine scientist began his narration on whales.

Finally, NBC Project 20's hour-long color special "Down to the Sea in Ships," pre-empted from its originally-scheduled viewing date of December 11 by President-elect Richard M. Nixon's announcement of his cabinet, was aired twice later that week. It was first seen on NBC network channels on Friday, December 13 and over Metropolitan New York channels on Sunday, December 15. A good many of the sequences were filmed at Mystic Seaport. The Educational Enterprises Division of NBC are sole distributors of the film, which will be available for rental to organizations, schools, and groups wishing to use it for special programs.

• The Marine Historical Association released in January the second supplement to the third edition of Dr. Robert G. Albion's "Naval and Maritime History, An Annotated Bibliography," published for

the Frank C. Munson Institute of American Maritime History by the Association. Dr. Albion, Gardiner Professor of Oceanic History and Affairs, Emeritus, at Harvard University, is Director of the Munson Institute, the six-weeks summer graduate program accredited by the University of Connecticut and held each year at Mystic Seaport. The supplement is available at Mystic Seaport Stores and is priced at $2.00.

• *Yachting* magazine has been carrying a series of articles entitled "From Coast to Coast" by Esther Newmark, wife of the owner of *Eventide* which was the subject of the Yacht Profile in the July 1968 (Vol. 20, No. 2) issue of The LOG. Mrs. Newmark's articles describe their long-range voyage made from Los Angeles to Maine and back again via the Panama Canal.

• The Lyman Allyn Museum, in conjunction with the New London Branch of the American Association of University Women presented an exhibition entitled "Whalers Out of New London" from November 10 to December 1, 1968. Approximately forty items from the collections at Mystic Seaport, including scrimshaw, prints, lithographs, watercolors, and assorted gear from the Mystic Seaport Ship Chandlery, were loaned for the exhibit. The Smithsonian Institution in Washington, D.C. also enjoyed a three-month loan of other museum articles for an exhibit depicting the 1852–1855 Japan expedition of Commodore Matthew Galbraith Perry.

• Mystic Seaport played host after hours on November 13 to members of the 26th Symposium on Underwater Acoustics sponsored by the U.S. Government's Underwater Sound Laboratory in New London.

• William H. Ewen, Director of Advertising Services of Borden, Inc. and a Trustee of this Association, was elected Chairman of the Board of the Association of National Advertisers on October 31.

• James Fanning, landscape architect for Mystic Seaport, has recently been named Garden Editor for *House and Garden* Magazine. Mr. Fanning, brother of Leo Fanning, Plant Properties Manager here, has been in charge of arrangements for the annual Flower Show in New York City in recent years and has designed the landscaping for several resort hotels in the Caribbean.

• The December issue of The LOG (Vol. 20, No. 4) carried an insert listing previous Marine Historical publications being made available to members at no charge. Response to the notice was surprisingly lively and members may be interested in seeing the distribution according to requests received.

Name of Publication	Number Requested and Sent
Five Hundred Sailing Records of American-Built Ships	167
Memoirs on Steamboats of the U.S.A.	110
Captain Prescott and the Opium Smugglers	90
White Mist to Rio	86
Maritime Mystic	73
The Ship *Ann Alexander*	55
The Long Arctic Search	42
White Star Journal	41
Champion of the Seas Times	24
Pieter Holm and his Tobacco Box	20

• The completed manuscript of *The Mystic Seaport Cookbook* by Lillian Langseth-Christensen has now been delivered to the published, Funk & Wagnalls. Member response to our request for possible recipes was splendid, and much appreciated by the author. A number of these recipes have been included in the book. The publication date will be announced in a later issue of The LOG.



STAFF NEWS

All publications of The Marine Historical Association will be coordinated within a new department instituted in the organizational structure at Mystic Seaport on March first. Director Waldo C. M. Johnston announced that Miss Helen Grey had been named to head the department and her title will be Coordinator of Publications.

Miss Grey's editorial background includes work in the film library of the Museum of Modern Art, *Coronet* Magazine, *Town & Country,* and most recently *Modern Bride* where she was Managing Editor.

Miss Grey has also been agent and editor of several books including two by Captain Edward L. Beach (U.S.N. Ret.), *Submarine* and *Run Silent, Run Deep* and Eleanor Palffy's *The Lady and the Painter,* all best sellers.

She is a member of the Society of American Travel Writers and lives at Mason's Island in Mystic.

Publicity Director and Editor of The LOG Alma Eshenfelder attended the annual convention of the Society of American Travel Writers held this year in Austria during the early part of October. In mid-December she attended a meeting of SATW's Committee on Conservation and Preservation in Annapolis, Maryland. The agenda was devoted to environmental qualities and specific restrictions on non-profit agencies.

An April meeting of this committee, of which Mrs. Eshenfelder is a member, will be held at Mystic Seaport. Conservation and environmental specialists in the New England states have been invited to participate in discussions of this committee.

Deborah and Lans Christensen, one of several husband-and-wife teams on the Seaport staff spent three weeks in England and Austria over the Christmas holidays. Debbie is secretary to the Publicity Director and Lans is a member of the Photography staff.

Mrs. Clifford D. Mallory, Sr. and Mr. and Mrs. Waldo C. M. Johnston were hosts to the staff of Mystic Seaport at a Christmas party in the River Room of the Seamen's Inne on December 19. Husbands and wives of staff members were also invited and approximately 400 people attended. Of additional significance was the fact that Mrs. Mallory had, the previous day, celebrated her 83rd birthday!

On January 2, Mrs. Victor (Kathleen) Burdick of Noank, Connecticut joined the staff of the Education Department as receptionist and secretary for the Group Services Division. Mrs. Burdick is responsible for the scheduling of all types of groups visiting the Seaport. A graduate of Fitch Senior High School, Mrs. Burdick has three children and is a native of Noank.

Director of Education Michael Sturges and Group Services Supervisor John Briley attended a two-day conference on museum education at Colonial Williamsburg on January 23 and 24. These conferences, held every six months at various eastern outdoor museums, are designed to provide a free exchange of ideas on problems in education that confront museums today, and improve understanding and communication among the attending institutions. Mr. Sturges and Mr. Briley also spent several days in Williamsburg prior to the conference studying the crafts program there. They went on to visit Old Salem in Winston-Salem, North Carolina following the conference.

Captain Francis ("Biff") Bowker, skipper of the schooner *Brilliant,* delivered a lecture on coasting schooners to Masons of the Pawcatuck Lodge, Pawcatuck, Connecticut on November 14.

Waldo C. M. Johnston, Director of The Marine Historical Association, addressed Rotary Club members in Cooperstown, New York, and in West Hartford and Groton, Connecticut, during the winter.

SPECIAL EVENTS



Members of the Visiting Committee and their wives enjoy a hearty breakfast on board the L. A. Dunton *as part of the two-day observation sessions held at Mystic Seaport October 16 and 17. Members of the Committee seen clearly at left are Dr. Louis C. Jones, Director of the Farmers' Museum at Cooperstown, New York and Richard B. Sewall, Master of Ezra Stiles College at Yale University. Other members not shown include: Sheldon Keck, former conservator for the Brooklyn Museum; George H. Hamilton, Director of the Sterling and Francine Clark Art Institute in Williamstown, Massachusetts; and Walter J. Heacock, General Director of the Eleutherian Mills-Hagley Foundation in Wilmington, Delaware.*

TRUSTEES' MEETING

For the second successive year the semi-annual Trustees' Meeting, held at Mystic Seaport December 6 and 7, was hailed as a great success by all participants. A meeting of the Planning Committee at four o'clock Friday afternoon was the first of a series of committee sessions. Following this there was an informal meeting in the Munson Room of the G. W. Blunt White Library where Trustees and their wives were invited to hear Director Waldo C. M. Johnston, Operating Administrator Donald P. Robinson, and Elmer Johnson, special consultant on personnel matters, discuss the re-organization of the Mystic Seaport staff structure. Dinner at the Seamen's Inne found Trustees and wives joined by department heads and wives, after which Mr. Johnston presented an illustrated review "1968—A Look at Ourselves."



Trustees in the Morgan's *'tween decks listen intently as Associate Curator John F. Leavitt and Curator Edmund E. Lynch (at left) discuss ship reconstruction.*

Saturday morning's Trustees' meeting was in two parts. The first portion was held in the Munson Room at 9:15 and the second at 11:30 on board the *Charles W. Morgan* where Curator Edmund E. Lynch and members of his staff discussed "The *Morgan,* Her Present and Future." While the Trustees were in session, their wives met in the Youth Training Building where, after being served coffee, they participated in a round table discussion led by Director of Education Michael D. Sturges and members of his staff on the subject "The Seaport's Investment in Tomorrow's Citizens," which dealt with what Mystic Seaport has to offer youth.

Following lunch at the Seamen's Inne, the meeting adjourned at 2:30 p.m.

COMMUNITY CAROL SING

The annual Community Carol Sing, held this past Christmas time on Sunday, December 22, saw approximately 5000 visitors throng the Seaport grounds. Taking advantage of the fact that admission fees were waived that day, the crowds began to arrive in earnest about 1:00 p.m. Warm, cloudy weather, hardly evocative of the Christmas season, failed to mitigate against the holiday spirit which was engendered by the sight of wreath-bedecked buildings, tree-trimmed ship topmasts, lighted Christmas trees, and the sounds of ancient carols echoing from one end of the grounds to the other. Once again, as in previous years, brightly decorated Christmas trees, the handiwork of children from the Mystic Oral School, could be glimpsed inside the Buckingham and Greenman Houses, lending a "lived-in" look to the old houses.

The Seaport Carollers, led by Donald Janse, Director of Cadet Musical Activities at the U.S. Coast Guard Academy in New London, moved about the grounds, pausing at several locations to sing carols.

This was Mr. Janse's initial appearance as conductor of the group of approximately twenty-four area residents. A native of upstate New York, his duties at the Academy include training both Protestant and Catholic choirs, acting as chapel organist, directing the Glee Club and singing group known as the Idlers, and advising the Cadet Marching Band.



Other festive music was provided by the Groton Recreation Department Little Singers, a group of youngsters who performed Christmas carols from foreign lands. Immediately preceding the Community Carol Sing, there was a concert of familiar Christmas music in the Aloha Meeting House played by the Norwich Civic Band, under the direction of Robert Gero. As visitors gathered on Stillman Circle, they were welcomed by Director Waldo Johnston. Mr. Janse and the Carollers, standing on the steps of the Mallory Building, accomplished by Lois Chesebrough at the organ, led those assembled in the time-honored Christmas carols.

Catboat Association

Approximately 150 people attended the Seventh Annual Meeting of the Catboat Association held at Mystic Seaport on January 25. After registration at the Seamen's Inne, a business meeting was held in the Morgan Suite. Cocktails and luncheon were served in the River Room, where Director Waldo Johnston and Operating Administrator Donald P. Robinson both made welcoming remarks to the group. Following presentation of the John Killam Murphy award, made this year to Oscar C. Pease of Edgartown, Massachusetts, Fenwick C. Williams, last year's award winner, spoke on "Design Elements of a Catboat."

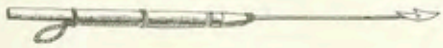
Leo Fanning's crew had assembled six bulletin boards which carried post cards from Catboat Association members, photographs, and other catboating memorabilia. Loaned for the day's display were two catboat half-models owned by Adrian Lane of Noank, member and former staff member of The Marine Historical Association.

Memberships

Make

Lasting

Gifts



Members may be interested to see the statistics below:

Though December 31	*1967*	*1968*
Attendance	437,798	550,493
Membership	12,050	12,556

LETTERS

EDITOR'S NOTE:

The following five letters are a result of the lead article in the last issue of The Log. The first is from the owner of Maid of Honor, *the others from a previous owner and persons who have, in one way or another, been part of her history and who supplied much of the necessary background for the story.*

Dear Miss Eshenfelder:

The copies of The Log arrived—it is a gay cover and the article is marvelous!

We are really delighted and thank you so very much.

Hope you have a Merry Christmas and a Happy Holiday.

Most sincerely,
Mrs. Pierre S. duPont

Dear Mrs. Fairchild

It was very kind of you to have sent me The Log of the Mystic Seaport with the article on my old Barge—it gave me, my family, and many of our friends of that period the greatest pleasure.

This letter brings my best wishes for the continued success of your splendid venture.

Yours sincerely,
Charles Madden
London, England

Dear Madam,

Thank you very much for your letter of the 6th December enclosing a copy of "The Log" with the article about the Maid of Honour which I read with much interest.

There is one small point on which the record should perhaps be corrected, viz. in respect of the paragraph on page 100 in which you refer to the Rodney as being one of the old 'R' class battleships. In fact the Rodney was built as a sister ship of the Nelson some 10 years after the 'R' class battleships were constructed at the beginning of World War I.

As I am sure Sir Charles Madden would be interested perhaps you could let me have another copy of "The Log" which I could pass on to him.

Yours sincerely,
George Bull
London, England

Dear Mrs. Fairchild,

Thank you very much indeed for your letter of December 5th, with which you kindly enclosed a copy of the December 1968 issue of "The Log" of Mystic Seaport. Your story is very well told. There is only one slight error and that is on page 102, because she was carried by special truck from Southampton to London Docks, and it was on this voyage that several power lines had to be taken down.

2. I regret to see that the correct spelling of "Maid of Honour" has been changed.

Yours sincerely,
J. H. Millar
Principaute de Monaco

Dear Mrs. Fairchild,

It was most kind of you to forward the Log containing the article concerning the "Maid." I found it most interesting reading, and a most fascinating book.

You will see by my address I have been promoted and appointed to Scotland as The National Sea Cadet Officer. I was very sorry to leave "The Victory."

All the very best to you and all at the Mystic Seaport for 1969.

Yours sincerely,
Dick Whittington
Edinburgh, Scotland

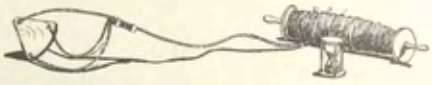
Dear Alma:

I liked your current December '68 issue of "The Log" very much, and would suggest that we are doing our best to help support the restoration of the Charles W. Morgan, (as well as the Marine Historical Association in general), by editorial presentations such as the cover of our current WINTER '68–'69 edition of THE YACHTSMAN'S WIFE, and the "Tree At the Topmast" by your Flora H. Fairchild.

Best Holiday Wishes, and for all of 1969.

Cordially,
Richard Manning
Editor and Publisher

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THE
LOG
of
MYSTIC SEAPORT

Volume 20 **1968**

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THINGS WE NEED

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

Office Supplies

Desks, desk chairs, side chairs, tables, and bookcases

Fireproof files—fire and drop-proof
(underwriter designation C)—all sizes

Supply cabinet—28″ x 22″ wide, any height

Education Department

E I C O portable volt-ohm meter (model 556 or similar)

De-humidifier—25 pint capacity minimum

Standard 15-minute yacht-racing timer

Dinghy—L.O.A. 10′4″ x 4′ x depth at transom 2′

Dictaphone, belt type and transcriber

40 folding chairs

Curatorial Department

36″, 42″, or 48″ foot operated metal shear

Model makers tools

Wood clamps

18″, 20″, and 30″ band saws

Electric planer, 8″–12″

Hydraulic jacks (20 tons)

3-phase electric motor (3½ h.p.)

Belt sander—4″

Mill files

Sound movie projector—16 mm.

Operations Department

Panel truck and station wagon

Bench disc sander—12″ or 14″

Assorted hand tools

Library

Microfilm reader printer with attachment for microfiche

Recordak magnaprint reader model PE-1A

3M company motorized reader-printer model 400M

Publicity Department

Combination color TV, radio, record-player
(not for amusement—for monitoring increasing number of productions in which Mystic Seaport is involved.)

Tape recorder

Set of IBM Selectric type elements

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



Second Annual Mystic Seaport Invitational Schooner Race

will be held on

Saturday, September 6, 1969

Entry blanks will be sent out by early summer.

Requests for information or for placing names on the Schooner Race mailing list should be addressed to:

Michael D. Sturges
Chairman of the Schooner Race Committee
Mystic Seaport
Mystic, Connecticut 06355



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

Name	Address	City, State, & Zip
Name	Address	City, State, & Zip
Name	Address	City, State, & Zip
Name	Address	City, State, & Zip

Signed _____

Address _____

City & State _____ Zip _____

MAY 2	spring weekend program on *Joseph Conrad*	OCT 18	Annual Dhow Derby
MAY 16	Opening date for spring weekend program on *Brilliant*	NOV 3	Interpretation program winter schedule begins
JUNE 8	Opening date for summer programs on *Joseph Conrad* and *Brilliant*	NOV 2,3,4	*"Sweden—Mountains to the Sea" Dr. John D. Bulger
JUNE 23	Frank C. Munson Memorial Institute of American Maritime History opening day	NOV 23,24,25	*"Mexico South into Guatemala" Philip Walker
JULY 18	Annual Meeting The Marine Historical Association	NOV 27	Thanksgiving Day Mystic Seaport is closed.
AUG 1	Frank C. Munson Memorial Institute of American Maritime History closing session	DEC 14,15,16	*"The Sea in Your Future" Owen Lee
AUG 4	179th Anniversary U.S. Coast Guard	DEC 21	Community Carol Sing opens Mystic Seaport holiday season
AUG 30	Closing date for summer programs on *Joseph Conrad* and *Brilliant*	DEC 25	Christmas Day Mystic Seaport is closed

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MYSTIC SEAPORT

MYSTIC, CONNECTICUT 06355

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Mystic, Connecticut 06355



Calendar of Events

MEMBERS MAY WISH TO MARK THEIR CALENDARS

MAR 23, 24	*"Russia" Dick Reddy	SEPT 5	Opening date for fall weekend programs on *Joseph Conrad* and *Brilliant*
APR 5	Off Soundings Club Annual Meeting Little Off Soundings Club Regatta	SEPT 6	Invitational Schooner Race at Mystic Seaport
APR 13, 14	*"Yugoslavia" William Sylvester	OCT 6	Closing date for fall weekend programs on *Joseph Conrad* and *Brilliant*
APR 19	Interpretation program summer schedule begins	OCT 12, 13, 14	*"New England" John Roberts
MAY 2	Opening date for spring weekend program on *Joseph Conrad*	OCT 18	Annual Dhow Derby
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In the foreground is the newly-completed Small Boat Storage Shed, the gift of the late Mr. Rensselaer W. Bartram and Mrs. Bartram, who previously gave the Curatorial Storage and Restoration Facility seen at the right.

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

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