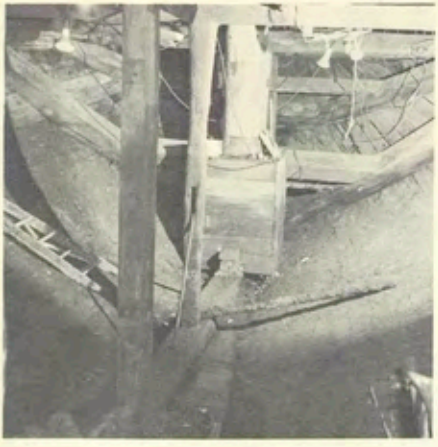
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THE LOG of MYSTIC SEAPORT

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1969









The Marine Historical Association, Incorporated

MYSTIC, CONNECTICUT

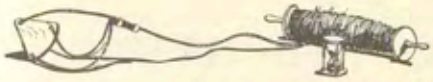
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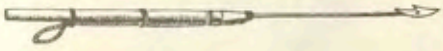
THE LOG of MYSTIC SEAPORT

Volume 21, Number 2, June 1969

THE MARINE HISTORICAL ASSOCIATION

Incorporated 1929

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EDITORIAL

This issue of The LOG is being dummied as Spring comes to Mystic and, along with bursting magnolia buds, daffodils, tulips and the nostalgic smell of freshly cut grass, it, too, looks forward eagerly to new beginnings.

Perhaps it's because I am a newcomer to Mystic Seaport and its slower pace and haven't adjusted yet, perhaps it's because our rapidly changing society—including Mystic Seaport—seems to call for a fresh urgency and fresh planning, that I thought the things I've learned in my first two months here—from attending staff meetings, listening to people enthuse or gripe, reading reports, (in other words, learning what makes this marine museum tick)—might be of equal interest to you, its members. If some of you live too far away to visit often, I hope it will bring Mystic closer to you.

So, some of the things I learned are here, thereby turning this issue into a kind of progress report on things done, things undone and things for future doing. As a special bonus, it includes the Director's Report on his recent trip to England and Scandinavia to check restoration methods.

Finally, no editor can resist making changes: there are a few here and more to come—and I know Alma Eshenfelder won't mind. But since this is a magazine edited for a membership group, I hope you will be vocal readers and let me hear about what you like and dislike. It's discouraging to drop anchor and not have it take hold.

HELEN GREY

Front cover: When ballast is removed, *Morgan* floats free.

Photographs by DeVeau, Woolworth, Martel.

Back cover: Housewives' sailing class on Mystic River.

Photograph by Woolworth.

The *Charles W. Morgan:* Credulity versus Documentation

By Edmund E. Lynch, Curator

"They are grander things than all the art of towns,
Their Tests are tempests and the sea that drowns,
They are my country's line, her great art done
By strong brains labouring on the thought unwon,
They mark our passage as a race of men,
Earth will not see such ships as those again."

John Masefield, *Ships*

What is a ship? Why were ships built? Where were they built? Who built them? How were they built? These are questions only we can answer because we have these ships. This is not their final port of call. We give them new life. They show us the beauty of wood, the skill of their builders and the wisdom of their construction. They stand against the sky as art forms that have enriched our culture. They are a testimony to all who gave them birth, who sailed them and who saved them. Is there a greater satisfaction than to share these original treasures with all men?

A serious mistake often perpetrated by museums is the limited presentations of their collections. Too frequently we fail to capitalize on the myriad of socio-economic relationships within the community of men. Our entire maritime story evolves around the ship. It is the keystone of the future endeavors of this museum, yet we have not attempted to understand the encompassing historical and cultural aspects of our fleet. Our tendency to regard with pessimism their future as exhibit objects has detracted us from the most basic issue. No matter how difficult the decision or how restricted the choice, we must never compromise the one reality—Maritime History is ships.



Louis S. Martel

Cause of Morgan *rerigging job: block with rotted strop that fell from aloft.*

Our fleet is an absolute necessity of the collections, but we have not been prepared to accept the obligations imposed upon us as custodians of history. Ships sap resources and create problems not imagined by any other museum. However, it is the determination of this institution to be a vital force in the dissemination of knowledge about the sea. It is a goal attainable only with ships.

We have been asked why we acquire the old and tired craft of history rather than construct suitable replicas of these vessels. Replicas of traditional vessels would not solve the cost factor. Who among us can accept a lithograph of Winslow Homer if an original water color is available? A reproduction of a half model does not incite the mind to the noise and smells of a shipyard. Museums are not shadows of the past. A vessel soaked in salt and sweat is an extension of man. The spirit that built and sailed the *Charles W. Morgan* and the *L. A. Dunton* is that same spirit which keeps them alive under our custodianship.

The main reason why historical vessels are available for acquisition today is that they underwent minor and major repairs throughout their careers. Certainly our philosophy of conservation in the museum field is that the changes and additions to an item, whether it be a figurehead or a ship, are a true representative history of that object. The institution must make that choice which best suits its purposes and financial situation. A restoration must return the object to its original state or accept the changes as continual contributions to its history. I see no instant solutions.

The *Charles W. Morgan* is indigenous to our success or failure. Practical preservation of the vessel must be a continuing search for her permanency. For several years as Curator of this association I have been puzzled by the lack of understanding of the need for positive action to determine her future.

While we undertake extensive studies[1] of the ship, cosmetic repairs continue and the following list of completed tasks has been reported by Mr. Robert Tatro, former Supervisor of Marine Maintenance, in his Annual Report for 1968.

Work has continued throughout the year aboard the ship. Much of it has been superficial, but all of it has been essential to the overall reconstruction program. Regular maintenance such as painting, deck oiling, caulking, etc., has taken place along with restoration and repair projects.

Specific Projects:

A. The area around the lower main hatch was rebuilt and a 10' section of lower main beam scarphed in and replaced along with new intermediate beams, hatch stringers, coamings, etc.

B. A new set of hatch covers and gratings for the lower main hatch.

C. The area around the forward lower hatch rebuilt and new hatch covers and gratings built.

D. Considerable new deck planking laid in after end of 'tween decks.

E. Two 'tween deck stanchions replaced.

F. A six-foot wide section, the entire length of the 'tween decks, was opened up to ascertain the condition of the main lower beams, their ends, lodging knees, etc. The area was also cleared out and barricaded off.

G. All the ceiling and knees in the 'tween decks were stripped of paint and metal fastenings cleaned.

H. The forecastle bulkhead was removed, bunks, etc., dismantled and the deck torn up to expose the very deteriorated condition of the mast partners, beams, knees, and framing in the forecastle and peak. A large rotted area in the foremast is to be graved and replacement of mast partners and beams is now underway.

I. The 'tween decks and hold were cleared of debris, barrel staves and miscellaneous gear that had collected there.

J. The after cabins were cleaned and painted and lower decks treated with wood sealer.

K. The officers' mess table and benches rebuilt and installed.

L. New mast coats on the main and mizzen masts installed.

M. The entire goose pen rebuilt.

N. New hatch covers and gratings built and installed on main and fore hatch on the main deck.

O. Decks re-oiled, bulwarks, waterways, and rails painted.

P. Ship unrigged and all gear, spars, etc. in process of renewal or overhaul.

Our fears about keeping the *Charles W. Morgan* in her bed of mud and sand have been shared by others. *To my knowledge there is still another way to preserve a ship although I feel rather dubious about it. Quite near the* Joseph Conrad *at Mystic there lies a fine old whaler,* Charles W. Morgan. *But while the former floats on the water, the latter lies in a mud-and-sand bed. I cannot understand how repairs can be effected and upkeep go on when it is impossible to get at the ship's bottom! She is said to be in good condition, and so it may be at present; at least photographs tell me she is well kept above the "water." I cannot believe that such treatment is wholesome for her timbers in the long run. Better then to keep a ship afloat so she can be drydocked and repaired when required.*[2]

In March of this year about 300 tons of rock ballast were removed from her lower hold by Engineered Building, Inc. under the supervision of Mr. Robert Ager, President. It is our intention to replace the rock with lead or pig iron. Moisture given off by the rocks has created a wet condition under the 'tween deck which has caused considerable deterioration of the structural beams and knees. It is believed that we have lessened the continuation of this situation but there remains the question of reconstruction in this vital area of the ship.

In 1966 a small, ineffectual program to reorganize the shipyard was begun as a result of preliminary surveys of the *Charles W. Morgan* and the *L. A. Dunton.* The overall impressions of the surveyor were justifiably critical.



Sandra DeVeau

Washing sand back under Morgan's *hull after she floated free.*

One thinks, on inspection of the Seaport repair facilities that to attempt to carry out any large major repairs or rebuilding, the plant is woefully ill equipped in a number of ways. This could be corrected without undue expense, and proper planning. While it is not the point or business of this report to discuss this further, it is brought up, because if a rebuilding program is put into effect, some of the work at least will be attempted by the Seaport staff. They could well bog down trying to work with what is now available in the way of ship repair facilities.[3]

Although substantial project planning continues on the *Morgan*,



R. L. Christensen

Rigging down the Morgan.

there are no funds available for the construction of the proposed shipyard which will be located on the property behind Seaport Stores, the installation of a lift-dock that has been under consideration for two years, the hiring of an increased shipyard labor force that is desperately needed, or the initiation of an Apprenticeship Program in the maritime trades. If we are going to participate in realistic schedules of maintenance on our ships and small craft, the enactment of these proposals is mandatory. If we continue to have limited facilities, finances and manpower, we cannot implement constructive philosophies nor even partially fulfill our obligations to the conservation of the *Morgan* and other vessels owned by this institution. For years we have asked our staff to compete with the natural ravages of wind, water and millions of visitors and have not given them the tools to control these in-

evitable hazards. We are totally occupied with shoveling sand against the tide. Therefore, I beseech the audience of this museum to recognize the factors involved in the preservation of wooden ships and craft.

One or two riggers have attempted to maintain a dozen vessels in the water when in reality one of these men should be permanently assigned to the *Morgan*. Last fall we rigged her down with the assistance on weekends of six Coast Guard riggers. Without their help we could not have completed this arduous task. Three men spent the entire winter and spring overhauling lines and gear for the *Joseph Conrad* and the *Morgan*.

What about the rigging of the remaining vessels? Another winter has passed and what could have been preventive maintenance rapidly becomes massive replacement and expenditure. Multiply these factors to include the *L. A. Dunton*, *Regina M*, *Nellie*, *Estella A* and various small craft in order to fully understand our drastic situation. Do not forget the rigged small craft displayed on the grounds. If the riggers did not have the assistance of the engineer, shipwrights and boatwrights they would never accomplish their minimal seasonal obligations in preparation for spring visitation and winter hibernation.

I have emphasized though not exaggerated the issue. We have not begun to discuss the situation of the five shipwrights on our marine maintenance staff. There is need for approximately eighteen men of this trade. Our two boatwrights who also assist with the ships should have two apprentices. There are two permanent shipkeepers—we need nine. Our force of three painters must be doubled. The marine engineer should have an assistant. The establishment of an Apprenticeship Program could be an answer to our immediate problems of personnel.

For future projects to be established on a sound financial basis so that our invested dollar is returned in skilled accomplishment, we must give the shipyard craftsmen adequate and efficient shops with permanent funding. No longer is it practical to conduct yard work in a nineteenth century milieu. Chain saws and power sanders conflict with the Shipsmith Shop, Ropewalk and other exhibit craft buildings which provide the visitor with the atmosphere of the past. Twentieth century maintenance is essential if we are to exhibit the vessels that give life to our museum of the sea.

The problem of an operating museum shipyard has been hastened beyond speculation due to the impending demise of the Thames Shipyard, New London, this July. It is the only major yard large enough to haul the *Dunton* and the *Conrad* between New York and Boston. Where do we go for yearly hauling which is an absolute necessity? If the decision to rebuild the *Morgan* is forthcoming, where will she be hauled? There are innumerable gains for the Marine Historical Association in developing its own

facility. It is inconceivable to attempt the care of a fleet of ships and boats under the existing circumstances of our yard. It is fully understood by all observers that sixteen men cannot meet the demands of nine major floating vessels and 140 small craft.

Two years ago Mr. Henry R. Palmer, Jr., Consultant to the Curatorial Department, submitted a memorandum to me regarding shipyard lifting devices for our museum.

This is a 350-400 ton capacity lift designed by Luther H. Blount of Blount Marine Corporation in Warren, R.I., builder of steel cargo ships, ferries, commercial fishermen and so on. It is built of readily obtainable standard materials and can be assembled by any good small boat yard crew. It is made almost entirely of steel, and practically all components are welded together.

I inspected the lift used by the Blount firm in its own yard and watched it operate. It is an extremely smooth running device, is perfectly level and cannot impart the slightest bit of strain on a boat. It is geared to move slowly—lifting time is four and a half minutes— an important factor in hauling deep draft sailing vessels and boats that are "tender" and needing special care.

Power is supplied by a single 50 hp electric motor driving twin hauling gears one on each side. The entire unit is mechanically synchronized, self-locking and air controlled. The system eliminates any possibility of strain falling on less than all lifting points at one time, a fault common to lifts which rely on several motors operating in unison. If one of the latter fails or gets out of synchronization during the hauling operation, strain is imparted on the others with the possibility that their cables will snap. This has occurred on at least two lifts of this type, with obvious serious results.

Here is a general description of this lift and how it is installed:

Sheet metal piling is driven into the ground where the dock is to be located. This starts at the shore line, and works back about a hundred feet. Two rows are driven, whatever width the dock is to be, apart. The two are joined by similar bulkheading across the front end.

The area thus enclosed with sheet piling is then excavated . . .

The lifting platform is fabricated from standard steel beams and is built to fit between the steel pilings. Actually the platform does not come in contact with the pilings although it is suspended by steel cables, four to a side running through steel sheaves and back to the hauling drums at the forward end of the dock.

Operation is simple: the motor is turned on and a switch thrown to start the compressor. Movement of the platform is controlled by one small air valve: pushing this forward raises the platform; pulling it back lowers it. Starts and stops are completely smooth.

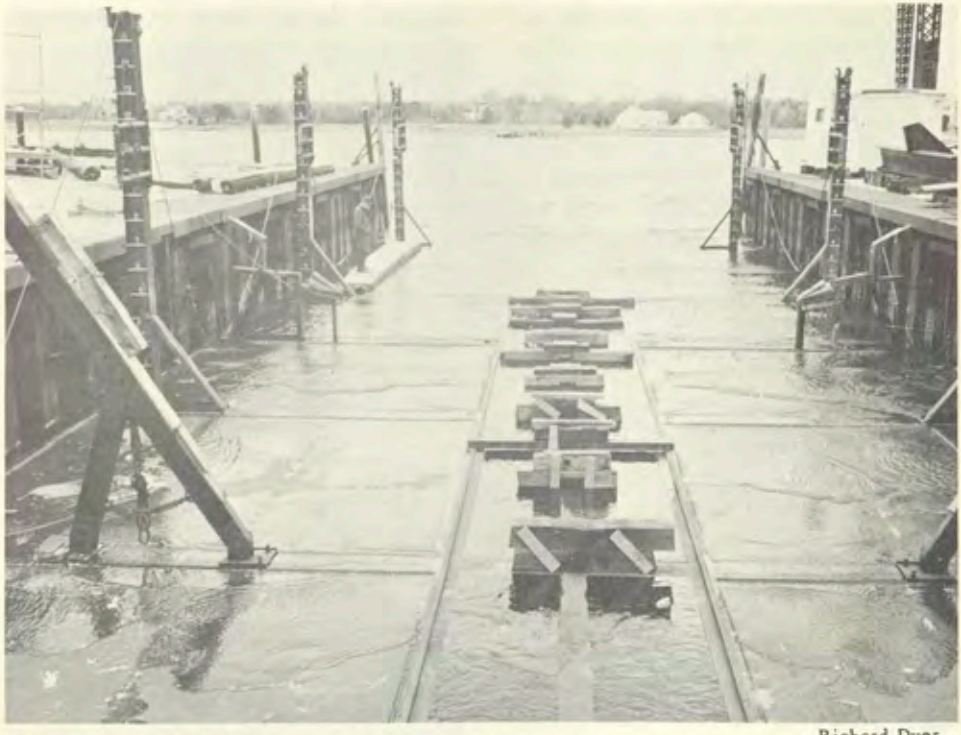
Blount does not sell these lifts. He offers, however, the complete plans plus detailed purchase lists (covering every single item used) for a flat fee of $1500.00. He is available for consultation or supervision

*on a per hour or per day basis, and he can furnish modification drawings if required . . . .**

As mentioned before, there is far less maintenance work on a lift of this sort than on a marine railway. All its working parts are above water. Only the steel bulkheading is subject to wind and water action and even this can be prevented by spray painting or covering with bunker C oil during periods of low water. A marine railway can be and generally is a continual source of trouble. Rails deteriorate rapidly at the wind and water line; bedlogs rot and become worm infested; tracks get out of line and covered with mud; the outhaul sheave wears down and the backing chain often gets snagged, and parts. And since the track system and cradle are generally not observable in the murky water, there is always a risk that something drastic can go wrong with either or both during the tricky grounding operation.

A floating drydock would be an immensely expensive item to obtain and maintain (drydocks have to be hauled, too) and would certainly be completely out of keeping at the Seaport. A graving dock would be very authentic, but its cost would be astronomical. The Blount lift seems to be the answer.

This report is one of many studies submitted which renders us invaluable assistance in determining our



Richard Dyer

Partially submerged lift dock at Blount Marine Corp., Warren, R.I.

course of endeavor. The Museum is indeed most fortunate to have interested, highly competent consultants in the fields of shipyard management, naval architecture and wood technology. We are extremely grateful for the contributions of men such as Thomas Dunn, Robert Allyn, Dr. Bruce Hoadley and our Ships Committee, chaired by Henry A. Scheel.

With all of these realitites in mind, we are investigating an Apprenticeship Program in the shipbuilding crafts. This is yet another phase in the contribution of the ship to Maritime History. She is the classroom, and the arts that created her will keep her sound and alive for future generations. The trades and crafts of the sea are as important to The Marine Historical Association as the ships they supported. Our vessels have little value unless we understand how and why they were created. A tool becomes a curiosity with no meaning if we lack the knowledge of its function. The achievements of the twentieth century are uninspiring if we do not grasp the progression of technology through the ages.

The ability to transmit a philosophy, a technique and a skill into the mind and hands of another is the basis of human relationships. For centuries man sustained his existence through the crafts and for centuries it was the pattern to share this knowledge through a method perfected in the Middle Ages and known as the Guild System.

The Curatorial Department is attempting to create its own guild by encouraging interested men to train in the wooden shipbuilding crafts. We have a number of qualified individuals in the yard who could guide an apprentice through the ranks to journeyman and finally to the satisfying position of craftsman. As long as we have wooden ships and nineteenth century small craft, there will be an increasing demand for skilled shipyard personnel. This system preserved the crafts through the ages and we hope that the same procedures will perpetuate them in the future.

Initial investigations with the Connecticut State Apprenticeship Council have been encouraging. Our thinking is that if a man is willing to train under the guild program, accreditation should be the end result. If we can solve the financial restrictions that beset our Museum, there is absolutely no reason why the Apprenticeship Program cannot continue in the fine traditions that we are attempting to conserve for generations to come. Our future must depend on man to man to every man.

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[1] Waldo C. M. Johnston, Director, has just returned from investigating wooden ship preservation methods in notable maritime museums in Europe.

[2] Lars Grondstrand, *Ships as Museums*, no. 22, (1965) pp. 54–55.

[3] Report on a Survey of the whaleship *Charles W. Morgan* and Fishing Schooner *L. A. Dunton* by R. D. Culler, October 1966.

**Estimated cost of total installation is approximately $175,000.00.*

RESTORATION OF THE *JOSEPH CONRAD*

By Robert F. Tatro

Work on the *Joseph Conrad* has continued without interruption since the completion of the ferro-cement work in the lower hull. Probably the endeavors of the past year have been the most extensive that the little ship has received since she came to the Seaport in 1947.

All the vessel's chain plates were in a serious state of deterioration so the old plates were carefully burned off the hull one at a time and new ones carefully bent and shaped to match the old. The entire rigging of the ship is dependent on the strength of these chain plates.

Considerable repair was necessary on the stern counter, particularly on the quarters where four plates had badly rusted out. These were carefully fabricated, shaped and welded into the hull.

The rigging and spars were crying for help, as most of the gear aloft had received only superficial attention over the years. Close and careful inspection revealed that the lower mizzen mast was rotted beyond practical repair. A new Doug-



R. L. Christensen

Facing off the new mizzenmast head for the Conrad.

las fir spar 45 feet long with a 15-inch diameter was made up and all spar iron work was overhauled, painted and fitted to the new spar. The mizzen lower trestletrees and top were replaced completely, as well as the mizzen topgallant trestletree and spreaders.

Seven original yardarms which had been nursed along over the years by the liberal use of graving pieces, putty and finally, fiberglas, were decayed to the point of being completely unsafe. All seven yards, the three lowers, three topsails, and one fore topgallant were made up, and all the original ironwork was overhauled and fitted to the new yards. The remaining original spars were wooded, closely inspected and painted.

The entire "gang" of rigging was checked and overhauled. This involved opening up all eyes and splices and removing all serving so that the true condition of the wire could be ascertained. The wire was then coated with a metal preservative, wormed, parceled, reserved with marline and tar-coated.

New lanyards of polypropylene replaced the old hemp. Modern polypropylene is far stronger and longer lasting than the scarce, traditional, four-strand hemp. All the vessel's rattlings were renewed as well as all Manila running rigging.

The condition of the deck has long been a source of concern and has created problems for many years. The entire deck is badly worn and will need replacement eventually; however, a thorough and skillful caulking job this past summer has given it a new lease on life. For the time being, at least, the Herculean project of laying a new deck has been avoided.

Each deck seam was carefully reefed out, searched and then hawsed down using a heavy mallet called a "beetle." The seams were then caulked, using two strands of oakum, and then repitched. Some butts required repair and planks were "graved" where necessary. So far the decks remain very tight and appear shipshape.

Much time and effort was expended on the mundane chore of chipping rust and paint. Most of the ship had never received much chipping and proper cleaning around the decks, deckhouses, bulwarks and waterways. All chipped areas were carefully primed with red lead and then finish-painted.

The main rail caps were in a sad state of neglect and had to be removed completely from the ship, as rust had built up underneath and the pressure had bent and split the rails. Broken and rotted areas of the rails were scarphed and the rusted areas along the top of the bulwarks were chipped and cleaned so the rail would seat properly. The rails were then refitted to the ship bedded in thiokol rubber to prevent any further problems.

All teak brightwork was wooded and refinished. The topsides were painted and the waterline scribed.

Much work still remains to be accomplished, but the ship is now much nearer the pristine appearance she must have had when sailing in "blue water."

Native Dugout Canoes

By John Gardner

Alone 'mongst Indians in Canoes,
Sometime o're-turn'd, I have been
Halfe inch from death, in Ocean deepe,
Gods wonders I have seene.

Roger Williams, *Key into the Language of the Indians of America*

Quite possibly the oldest vessels at Mystic Seaport, and indeed among those most intimately associated with the early history of this coast, are the two surviving New Haven oyster dugouts now on exhibit in the North Boat Shed.

These two closely similar dugout canoes were donated to the Seaport in 1946 by Ernest E. Ball, a retired Fair Haven oyster dealer. The larger of the two, according to Mr. Ball, then in his eighties, had been brought new through the Erie Canal from Cayuga Lake, New York by John Smith, a veteran of the War of 1812 and a native of Fair Haven. According to one account, this dugout was made in 1824, but E. P. Morris, apparently referring to the same canoe in his *Fore and Aft Rig in America*, New Haven, 1927, makes the date 1832.

By 1820 the Erie Canal had been opened to navigation as far as Seneca Lake, so this dugout could have come through the Canal, as tradition has it. Further corroboration is to be found in Henry Hall's *Report on the Ship-Building Industry*, Washington, D. C., 1884.

In his survey of oyster boats, Hall mentions a Mr. John Smith, who for a time used to bring back to Connecticut each fall a fleet of twenty to thirty pine dugouts from Cayuga Lake. By late Colonial times all the old growth white pine trees large enough for oyster dugouts had been cut along the Connecticut shore, and the canoe builders who supplied the fishermen were obliged to range inland for their timber, going as far as the headwaters of the Connecticut River in New Hampshire. According to Hall, one builder, Zebina Allen, was noted for the large number of dugouts he rafted down the river each spring when the water was high.

As a veteran of the War of 1812, it is not unlikely that John Smith from the seacoast town of Fair Haven might have served in the naval campaign on Lake Erie, and in passing through western New York could have observed the virgin growth of white pine still standing in the vicinity of Cayuga Lake. This is only speculation, of course, yet it is by no means unlikely or farfetched. By 1820 or so the best and most accessible pine on the tributaries of the upper Connecticut had undoubtedly been cut, and besides it would have been easier to bring back dugouts by the way of the Erie Canal and the Hudson then to drive them down through the rapids of the upper Connecticut during the spring floods.

According to Hall, these oyster dugouts averaged twenty-eight feet in length, had three feet, or a few inches more, of beam, and were about a foot and one-half deep amidships. Hall's lines sketch shows long, straight, parallel sides, as might be expected for a canoe made from a single log, what he calls "shovel-nosed" ends, hard bilges, and a flat floor or bottom.

The two Mystic dugouts correspond closely both in shape to Hall's lines, and in size to his dimensions. The smaller is 27′ x 3′ x 1′ 10″; the larger, 31′ x 3′ 6″ x 2′.

Without a load, such log dugouts would float in three inches of water, Hall states, and they drew only nine inches loaded with a ton of oysters in the shell. With three-fifths of the wood in these dugouts, (according to Hall's estimate) concentrated in their bottoms, which were left about three inches thick, the larger ones were fairly stiff under sail in spite of their relatively narrow beam.

The thick bottom also served to withstand the abrasive wear of uncounted tons of oysters shoveled in and out of these canoes over their many years of use. Even so the bottoms eventually wore through and commonly were repaired, as the Mystic dugouts have been repaired, by spiking on a new bottom of short planks laid crosswise. The cross-planked bottoms of the sharpies which in time replaced dugouts in the Connecticut oyster fishery may well have derived from this older method of repairing log dugouts.



R. W. Woolworth

One of the Seaport's oyster dugout canoes, hollowed from single log c. 1824, with new planked bottom.

When the Europeans first invaded these shores log canoes were in common use by all the coastal tribes, and in most cases to a much greater extent, it appears, than bark canoes. From Narragansett Bay southward, these primeval dugouts dominated the Atlantic seaboard in the beginning, being used not for taking shellfish alone, but in all the ocean fisheries, including the Indian whale fishery at the eastern end of Long Island; also, for all manner of waterborne transportation, and for war. Immediately adopting the Indian dugouts, the early settlers proceeded to develop and to improve them, being greatly aided by their use of

iron tools. And dugouts continued to be extensively utilized in commerce, transportation and the fisheries down nearly to the close of the Colonial period. After that their use declined abruptly, except in the Chesapeake, where dugout-derived vessels, notably log sailing canoes, brogans, and bugeyes continued to develop and to be employed commercially on a large scale well into the early decades of the present century.

The earliest reference to Atlantic coast dugouts is to be found in a letter addressed to His Most Serene Majesty the King of France, and written in 1524 on board the ship Dolphin in the port of Dieppe by Capt. John de Verrazzano, describing a voyage of discovery he claimed to have taken along the coast of North America. In one place he tells of native boats twenty feet long and four feet broad, hollowed and shaped from single logs by burning without the aid of stone or iron or other metal. In another, he relates how trees are cut down and hollowed with sharp stones to produce canoes capable of containing ten or twelve persons. Some have thought the locale of the latter observations to be the Narragansett Bay region. Others consider the Verrazzano letter a fraud; that he cribbed his account from Columbus and others, and that his purported voyage never took place as described. Yet what Verrazzano put down about Atlantic Coast dugouts conforms closely to the accounts of later observers whose veracity is not to be doubted.

Thus Captain John Smith in his *Historie of Virginia*, when he describes Indian dugouts which he had noted prior to 1606, had the following to say:

Their fishing is much in Boats. These they make of one tree by burning and scratching away the coales with stones & shels, till they have made it in the forme of a Trough. Some of them are an elne deepe, and fortie or fiftie foote in length, and some will beare 40 men, but the most ordinary are smaller, and will beare 10, 20, or 30, according to their bigness.

What Indian dugouts were like in Massachusetts about this same time is related by William Wood in his *New England Prospect*, London,1634.

Their Cannows be made either of Pine trees, which before they were acquainted with English tooles, they burned hollow, scraping them smooth with Clam-shels and Oyster-shels, cutting their out-sides with stone hatchets. These boats be not above a foot and a halfe or two feete wide and twenty foote long. Their other Cannows be made of thinne Birch-rines. . .

Elsewhere, when Wood writes about the town of Salem, he has more to say about the native dugouts then in use there:

"*Although their land be none of the best, yet beyond those rivers is very good soyle, where they have taken farms, and get their Hay, and plant their Corne; there they crosse these rivers in small Cannowes, which are*

made of whole pine trees, being about two foot & a half over and 20. foote fong: in these likewise they goe a lowling, sometimes two leagues to sea; there be more Cannowes in this towne than in all the whole Patent; every house-hold having a water-horse or two.

Concerning the dugout canoes used in early times by the Narragansett Bay Indians, Roger Williams is our best informant. His observations are set down in his *Key into the Language of the Indians of America*, written all of a "lumpe," as he puts it, on shipboard in 1643 when he was on his way to England.

"Mishoõn an Indian Boat, of Canow made of a Pine or Oake, or Chesnut-tree: I have seen a Native goe into the woods with his hatchet, carrying onely a Basket of Corne with him & stones to strike fire when he had feld this tree (being a chestnut*) he made him a little House or shed of the bark of it, he puts fire and follows the burning of it with fire, in the midst of many places: his corne he boyles and hath the Brook by him, and sometimes angles for a little fish: but so he continues burning and hewing untill he hath within ten or twelve dayes (lying there at his worke alone) finished, and (getting hands) lanched his Boate; with which afterward hee ventures out to fish in the Ocean . . . Some of them will not well carry above three or foure: but some of them twenty, thirty, forty men.*

It is wonderful to see how they will venture in those Canoes, and how (being oft overset as I have my self been with them) they will swim a mile, yea two or more safe to land: I having been necessitated to passe waters divers times with them, it hath pleased God to make them many times the instruments of my preservation: and when sometimes in great danger I have questioned safety, they have said to me: Feare not, if we be overset I will carry you safe to Land.

From this account it seems reasonable to conclude that such dugouts were crank and treacherous, but not all, apparently, for we are told that Chief Wyandanch had a dugout holding forty men in which sea voyages were taken as far as Boston.

The economic importance of native dugouts used as workboats in early Colonial America is generally under estimated, or even lost sight of entirely. These cheap, sturdy, adaptable craft both large and small were readily available from the beginning in great numbers. Without such "water-horses," to quote William Wood, the lot of the early settlers along this coast would have been more difficult, for they would have been hard put to find satisfactory substitutes in the way of planked boats.

But that was long ago, and now most of these once numerous native craft have disappeared and are forgotten. Mystic Seaport is fortunate in having in its small craft collection, besides the two oyster dugouts, two Seminole dugouts from the Florida swamps, a pirogue, and *Fly*, a well-preserved Chesapeake Bay log sailing canoe.

A PRAYER FOR CLIF ON HIS BIRTHDAY



Make me thoughtful, Oh Lord, but not moody; helpful, but not bossy; wise, but not insistent that I have all the answers about all of your seven seas and the ships that sail thereon.

Keep me from thinking I must say something on every conceivable yachting subject and upon every possible occasion.

With my vast store of wisdom about boats and salt water, it seems a pity not to share my expertise with my shipmates; but Thou, Oh Lord, knowest that I want to retain a few sailing friends to the bitter end.

Seal my lips on my many increasing aches and pains, but grant me the grace to listen sympathetically to the laments of contemporary yachtsmen and to endure their gripes with patience.

Keep me, Oh Lord, reasonably sweet, but do not make me a Saint; most of the Saints I have known are hard to live with, both ashore and afloat.

Teach me the glorious lesson that occasionally it is just possible that I, with all my knowledge, experience and maturity, may possibly be mistaken about the force of the wind, the height of the sea, the set and drift of the tidal current.

Finally, Dear Lord, Thou knowest full well that I am getting to be an Old Shellback; so please help me to be grateful to Thee for all the joys of a long and happy life on your great waters that truly have come to me from Thee and Thee alone.

Amen

Mystic Seaport
February 15, 1969

Anthony Anable
Senior Ninety-sevener

Editor's Note: On the occasion of his seventy-second birthday a group of close friends presented a Dyer Dhow to the Mariner Program in honor of Clifton Hipkins, a well known Long Island Sound yachtsman. In speaking of the gift which was a complete surprise to him, "Clif," as he is known to his many friends, recited the above prayer composed especially for the occasion by Anthony Anable. Shown above: Clif and The Press on Regardless.



Integrity: Profile of a Packet Schooner

Norman Fortier

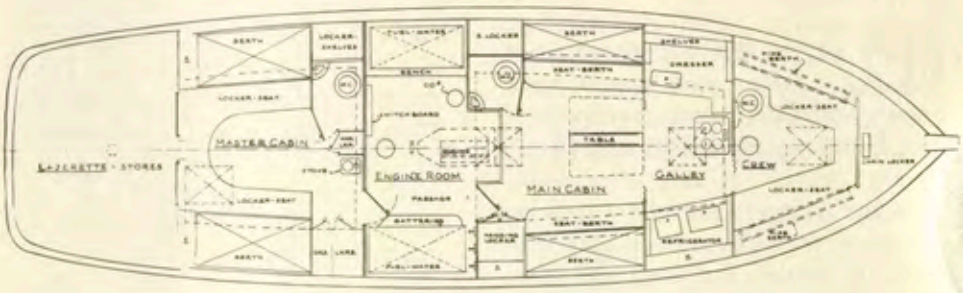
BY WALDO HOWLAND

IT HAS ALWAYS BEEN MY BELIEF that a boy was fortunate indeed if he could grow up on a working farm. Failing that, a few years on a sailing vessel would stand him in good stead. So, since I have four boys and a boatyard but no farm, it is not surprising that a vessel had been a serious dream for years.

My friend of long standing, Captain Culler, was mainly responsible for the design of *Integrity*. She is similar to many of the small packet schooners that worked the coast in the late 1800s except that her foresail is bigger and her mainsail is smaller. This is because I prefer to be pulled down wind at sea rather than pushed. Under Captain Culler's supervision, we built *Integrity* ourselves in the old time-tested way, out in the open on a hillside where Concordia Boat Yard (Concordia is the name of a New Bedford whaleship owned by two Howland brothers who refrained from fighting over her name) has its sheds for building the wooden Beetle Cat Boats. (And Beetle, by the way, is the name of the family who formerly built the famous whaleboats and later developed the

little 12′ cats.) Construction was begun in the fall of 1961.

Captain Harold Hardy from Deer Isle helped us to build our vessel (us being all members young and old of the Howland family) and, being an old schooner captain, was the very man to "beat our heads up against that mast" if we didn't obey schooner ways and



schooner orders. Traditional sawn frame construction and native materials were adhered to without compromise.

Integrity is 52′ between perpendiculars, has a beam of 14′, draws 7′ of water and displaces about 30 tons. Total sail area is some 1500′. This is fairly equally divided between main, foresail and headsails. Her bottom planking is oak, and she has hard pine topsides and houses and white pine decks. Spars are native pine, and fastenings are galvanized iron, as they most always were.

She was launched on a very frosty winter morning in December 1962, on the exact spot where the whaleship, *Charles W. Morgan,* had been enshrined by the "Witch of Wall Street's" son, Colonel Edward Howland Robinson Green. And it was from here that the *Morgan* was later towed away to Mystic Seaport.

Thanks to Colonel Arthur Herrington, *Integrity* has been on every summer cruise of the Cruising Club since she was built, going up the St. John's River to Grand Lake, down to Nova Scotia and the Bras D'or Lakes, and to Maine many times. During the winter of 1967–68 —as the result of some happy joint planning with Commodore Percy Chubb and others, *Integrity* cruised down through the Inland Waterway to Morehead City, then to the Virgin Islands (eight days and twenty hours) and then by slow stages to the Grenadines. This summer plans are being made to sail to Ireland and England, and then back via Portugal, the Canaries and Grenada.

As I see it, the wind and waves have not changed too much in the last one hundred years, and a little packet schooner still works along well with these elements and with those who like cruising.

July 4 1849 at Sea

From the "Journal" of Harvey G. Brown, member of the Fremont Mining & Trading Co., in the bark Selma *bound from New York to San Francisco.*

How different from any 4 of July I have ever experienced before—off Cape Horn confined on board ship rolling and tossing about at the mercy of the wind, the weather so cold that one wants on two or three coats to keep comfortable, the nights are long the days short the sun rises at 8 and sets at 4. We have to look to the north to see the sun. At noon the sun appears just above the water. To day the sea is conpareitively smooth to what it useualy is in this Lat (47° 47′ S). Our Company feeling anxious to celebrate the memorable 4 in some way as becomes free born Americans, accordingly the stares and stripes ware flung to the Breze, our ensign was run up to the maintop, minuet guns ware fired, the Company collecting in the after Cabbin, Doct. Brown (Samuel G. Brown of Hartford, Conn.) calling them to order, the Decliration of Indipendence was read, and a hym sung composed by Doct. Brown. Then the Doct. gave us a brief and interesting address, Spoke of our company being under similar circumstances to the Company that came over in the May Flower and hoped we should be goverend by the same motives and principles. We then set down to the table which was supplied with the best our market could furnish namely hard bread, dried Hering, Raisins, and wine. Thare ware 13 regular toast given some of which are the following: The Day, The President of the U.N.S., The Fremont Mining & Trading Co., The Barque Selma, Old Connecticut, & California. The Band winded off by playing Yanke dodle and the Star Spangld Banner. Thus the day passed off all seeming to enjoy it with out saying anything about some that got over eager (?) and rolled about the Decks and had to be put to bed.



July 4 1873 in Mystic

Independence day in Mystic was one of the quietest of the season. No public celebration of any kind was held, and the general rush out of town, to witness or engage in the doings at neighboring villages, left the streets more cómpletely deserted than ever on the Sabbath. Literally nothing was to

be seen on Main street, save now and then a small boy, with hand in pocket fondling that half-pack of fire-crackers reserved for the evening fusilade, and wishing dull daylight away, or perchance another small boy, with ten cents left, rushing frantically to Brigham's for another bunch of torpedoes, to keep him from spoiling till night. A number of sailing parties left in the morning and returned at night. We hear of but two or three gatherings in a social way in the village, though there were probably more. Miss A. A. Murphy's school picniced on the Academy grounds, and the Denison family had their annual gathering with Mrs. Lavinia Denison, with an out-of-doors dinner and chowder.

At Stonington the boat-race was the main attraction and drew a large crowd from Mystic and the neighboring villages, and the statement of our Stonington correspondent that it was the best regatta ever held at that place is corroborated by those who went from Mystic. The names of the winning boats are given with the Stonington items. The performance of the *Richmond*, the new boat owned by Messrs. H. R. Mallory & C. P. Williams, was exceedingly satisfactory to her owners and builder. Though she was only just completed, having been sailed but two or three times before the race, she took the *first prize* in her class, and not withstanding her great spread of canvas she stood up as well as any boat in the fleet. Mr. J. O. Cottrell who sailed her showed that he had lost none of his skill in the art.

The prize won by the *Richmond* was a substantial silver set, comprising water cooler, goblets and salver, and cost $107.

At Ledyard, on the 4th, the monument erected by Ledyard Bill—to the memory of Ledyard's patriot sons who perished in the late war—was formally presented to the town, and dedicated. Addresses were made by Col. Hoyt, Senator Buckingham, and Rev. J. A. Gallup, and letters read from Gov. Ingersoll, Ex-Gov. Hawley, and others, and the Union Cornet Band of Mystic "assisted" on the occasion. "Meeting-house Hill" presented a wide-awake appearance. The monument which stands on the green fronting the church, is of granite, twenty-five feet high, having on its West face two swords crossed and a suitable inscription—on the other faces are the names of those in whose honor the monument is erected.

At Centre Groton, the picnic on John B. Haley's grounds was a huge success. Several hundred persons "assisted" in disposing of an abundance of fish-chowder and other eatables, and at the more laborious fun of dancing to the music of a string band.

At Westerly, the Catholic Picnic in Mastuxet Grove drew a large crowd from the above place as well as from Stonington and Mystic. Those who went reported a good time. Music by the new Catholic Band of Westerly.

Reprinted from the Mystic Press, *July 11, 1873.*



Lt. Comm. William E. Pearce, MVO, Royal Navy, Commanding Officer of H. M. S. Victory; *Mr. T. F. Davies, constructor; Mr. Warner, yard superintendent (both attached to the Admiral Superintendent's staff at Portsmouth who maintain the ship); Mr. Basil Greenhill, Director of the National Maritime Museum at Greenwich. Mr. Greenhill will be the guest speaker at the MHA's annual meeting July 18. (All photographs by Waldo Johnston.)*

Director's Report

OLD SHIPS, FUNGUS AND THE DEATH-WATCH BEETLE

It has been said that whenever men congregate the talk turns to politics, religion and women. This is not the case at Mystic Seaport or other maritime museums throughout the world where the topic of ships has become the all-absorbing subject of interest and conversation. Particularly is this true at Mystic, where so much of our effort and concern is directed toward our fleet. Our greatest assets and most treasured possessions, our ships and small craft are not unlike frail dowagers who, having weathered many a gale during their long lives, now require tender care and skillful nursing.

The fact that preservation of old wooden ships is a new science may come as a surprise to many people. To satisfy his pack rat instinct Man has ever collected and saved objects of special interest and affection—old spears and armor, a lock of great-grandfather's hair, idols, paintings, family heirlooms, etc. But ships were never on his list. Ships were built to be used—sailed hard for a relatively short period of time for war or commerce, and when the day came that their maintenance costs became excessive, they were destroyed and replaced by new vessels. While men loved their ships and depended on them for their livelihood and their very own safety, their love was ephemeral and fickle. And so this powerful urge to save and preserve old wooden ships is new, and with the exception of the *Constitution* and *H.M.S. Victory* goes back only a few decades.

Preservation of our old ships at Mystic Seaport, therefore, presents new and challenging problems. Some of these develop because the ships were not designed or built to last, some develop from the difficult environmental conditions which surround them, but much is caused by the simple fact that the science and technology of ships preservation are so new that we simply have not developed the skills, techniques, facilities and preservatives to meet these needs and assure success of our efforts. In this incredible age of science and technology we are still resorting, to a large extent, to the old and tried methods of ship repair that were used a century ago to keep a ship alive for one more voyage. We are waging a limited war, using obsolete weapons in a holding action, while searching for new ways, new preservatives, new methods to overcome infestation, dry rot, fungus, beetles and develop our

own science of ships geriatrics. This is why Ole Crumlin-Pedersen, Director of the Danish National Museum at Roskilde, said to me not entirely in jest, "The most assured way to save the *Morgan* would be to sink her in the Baltic, thereby eliminating all infestation in her timbers, for a century or two until we have developed new preservative techniques."

At Mystic as we battle to make headway against the forces assaulting our ships, we are encouraged that many men in many institutions throughout the world are striving as feverishly as we on similar problems and searching for new solutions. The *Balclutha* in San Francisco, the *Constitution* in Boston, vessels in England, Spain and Scandinavia are subjects of meticulous attention. Aided by Forest Products Laboratories and scientists in industry, ships' conservators are working against time in the knowledge that if their ships die, there are none to take their place. It is a tragic fact that none have adequate funds to work with full effectiveness.

The staggering costs of old ships restoration and maintenance can perhaps be demonstrated by the *Vasa*. Since 1956 the costs of restoration are approaching $3,000,000. Not until 1971 or 1972 will her 25,000 cubic feet of wood be fully preserved, and it will be probably another decade before she is completely ready for exhibition. The battle against the death-watch beetle in *H.M.S. Victory* has cost many hundreds of thousands of dollars. An awareness of these costs for individual ships can give some indication of the problems we face in preserving a fleet at Mystic. This explains why we are engaged in a holding action as regards our fleet and concentrating on the queen, the *Charles W. Morgan*, until such time as we can develop funds, facilities and manpower to proceed more rapidly and effectively.



The death-watch beetle, enlarged thirteen times.

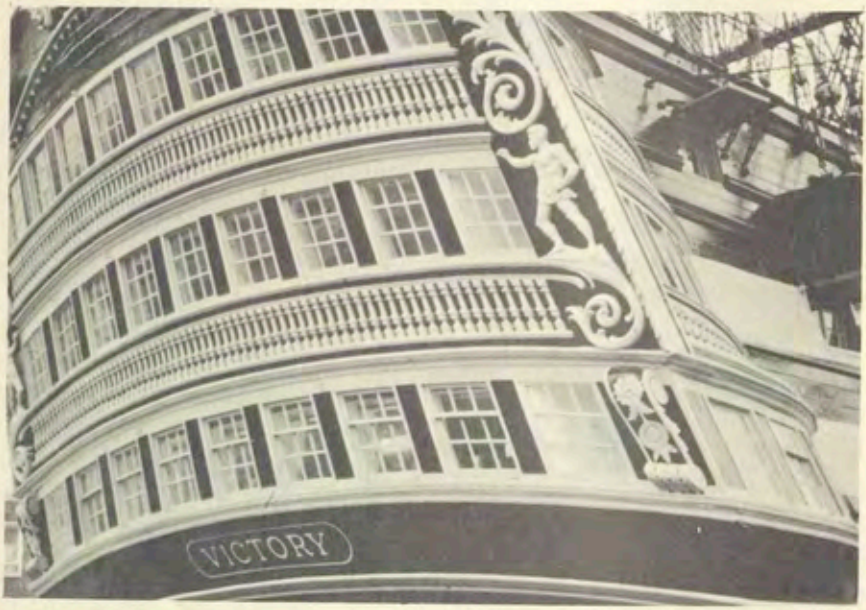
As readers of The LOG know, we have made progress with the *Morgan* and are completing examinations of her lower hull. We are thus ready to take the next step and reach a long-range decision. Five options are open to us, each having its own strong advantages and disadvantages. By examination and elimination, I believe we can select from these options the one most practicable and most likely to assure the *Morgan's* continuing existence. These options are:

1. To build a house over the *Morgan* like the *Vasa* and *Fram* in Scandinavia.
2. To place her in a graving dock like *H.M.S. Victory* and *Cutty Sark* in England.
3. To haul her ashore for a rather complete restoration that will enable her to return to her natural habitat in floating condition, like the *Constitution.*
4. To use her lower hull below the waterline as a mold to be filled with concrete and stainless steel strappings to provide a completely rigid, permanent base for the upper hull and rigging.
5. To replace the stone ballast with a higher density substance and leave her in her bed of sand and brackish water.

Quite obviously, the selection of any one of these options will determine the course of action in the preservation of the *Morgan* for the next several decades at least. The need to study these possibilities with minute care and an open mind led to my decision to go to England and Scandinavia where the action is, to study at firsthand the ships and methods being used in their preservation and talk at length with those responsible for the work in progress and use their advice as a cornerstone on which to develop our own final conclusions. Only in this way did I believe I could widen my experience and understanding of our problem and develop ultimate recommendations for the Board of Trustees.

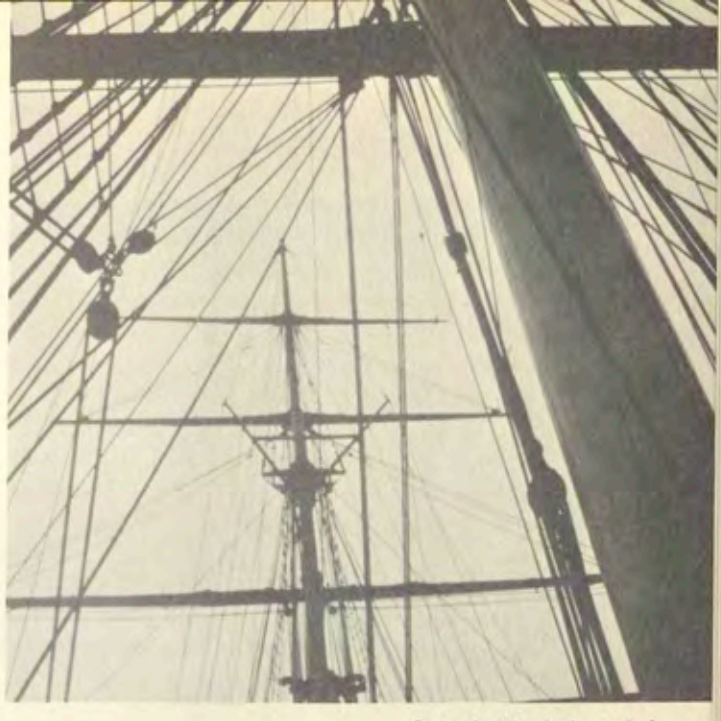
Armed with a briefcase of questions, camera and tape recorder, I departed for England on March 17th where I visited, in quick succession, the *Cutty Sark*, Beaulieu, the American Museum at Bath, *Victory* and the National Maritime Museum at Greenwich. In anticipation of these visits, the directors and staffs had set aside as much time as I required for consultation and examination. The warmth of our welcome and the cooperation extended to us were overwhelming, and particularly am I indebted to Basil Greenhill, Director of the National Maritime

Museum; Captain D. M. Reid of the *Cutty Sark;* and Lieutenant Commander William E. Pearce of *H.M.S. Victory* for making available so much information and placing their staffs at my disposal. Also, Admiral Sir John Frewen and Lady Frewen, Frank Carr, Lord and Lady Montagu, Molly and George Nicholl for the time they so graciously extended and their hospitality.



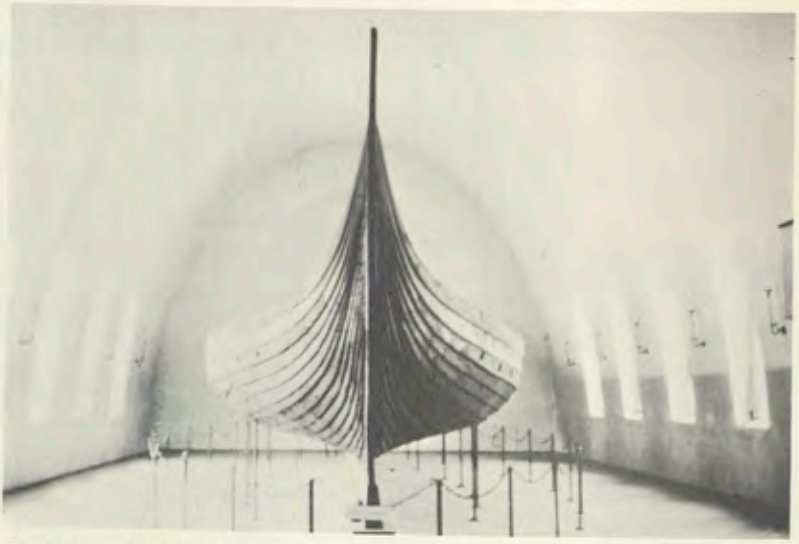
Lord Nelson's flagship,
H. M. S. Victory, *at Portsmouth.*

The state luncheon given in my honor in Lord Nelson's cabin on board the *Victory* by Admiral Frewen would be a highlight of anyone's itinerary. Many absorbing hours were spent crawling about the lower holds of *Cutty Sark* and *Victory* and examining both ships throughout, and many more in consultation with those responsible for restoration and maintenance of these vessels. Frank Carr was particularly gracious and helpful in giving me the benefit of his years of experience on the restoration of the *Cutty Sark*. On the *Victory* our discussion soon turned, quite naturally, to the death-watch beetle and the frightful ravages of this voracious little beast in the stout timbers of English oak. The costly damage inflicted on *Victory* over the years by the death-watch beetle far outdistanced damage from all other causes and made injuries sustained at Trafalgar seem unimportant.



Cutty Sark's *rigging etched against the sky at Greenwich.*

One of the major lessons learned by the British from their studies of *Victory* and *Cutty Sark* was that it was absolutely necessary that an old ship be maintained either completely wet or completely dry. The difficulty in keeping an old hull partially submerged or afloat is that she has a dangerous area of her hull which is never fully saturated or fully dry, an area made even more critical because the moisture content of the wood is uncontrolled and constantly changing its humidity variance. A dry ship, well ventilated, can best withstand the normal forces of decay. Another lesson the British learned was the importance of using only well-seasoned timbers in ship construction and timbers free from any evidence of infestation. When the *Victory* was built in 1759, she was built of the stoutest English oak available. Her total cost, by the time of her launching in 1765, was approximately 63,000 pounds. Even though built of well-seasoned wood which had an opportunity for further seasoning during the long period of her construction, it was necessary for her to undergo extensive and costly repair from infestation between her launching and commissioning in 1771. From that time on, up and until the present, a relentless battle has been waged against shipworm, fungus and the death-watch beetle, and even today the costly battle continues. Constant surveillance of her entire hull, the use of only new timbers treated with preservatives, and minimal use of wood enjoyed by the death-watch beetle have kept *Victory* intact.



The reconstructed Gokstad ship,
in Viking Ship Hall at Bygdøy, Oslo.

It was interesting to learn that both *Victory* and *Cutty Sark*, even after years in the graving dock, are still drying out; this slow drying out process is essential to keep the wood from shrinking but, of course, requires maximum care to control fungus as the moisture content of the wood reaches a dangerous point. Many techniques and usages have been developed by the British to control these forces, but the wood technologians have yet to find the perfect solution.

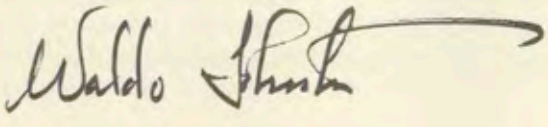
In Scandinavia, I discovered much the same problems exist—except the death-watch beetle is notably absent—that is, fungus infestation remains the number one enemy. The Scandinavians, however, have faced in general a different problem leading to a different method of restoration because most of their ships have been brought up from the bottom of the Baltic or clay mounds. Because the low saline content of the Baltic does not permit the existence of the limnoria or teredo and because saturated wood is free from attack by fungus and dry rot, these ships have remained intact for centuries—but the moment they are exposed to air and atmosphere, the wood begins to disintegrate. Thus, the Scandinavians have developed new techniques to control the stabilization and drying out of wood, while at the same time applying preservatives such as various boric salts and arsenic solutions to prevent infection. Particularly in Sweden, where the entire nation has gone to work to find ways to preserve the *Vasa*,

laboratories and technicians are engaged in a large scale effort to find new and better solutions to our ageless problems. While the *Vasa* is being constantly sprayed with polyethylene glycol 4000 to replace the water in her wood for stabilization—really a holding action to prevent the disintegration of the ship—Swedish scientists continue search and experimentation in wood chemistry for new solutions. Their experience and results were made readily available to me, and these were most helpful.

The Scandinavians, as had the British, did everything possible to assist me, and particularly I am indebted to Ole Crumlin-Pedersen, Director of the Danish National Maritime Museum in Roskilde; Munthe af Morgenstierre, Director of the Naval Museum in Copenhagen; Knud Klem, Director of the Museum of Trade and Shipping in Elsinore; Per Lundstrom, Director of the Vasavarvet in Stockholm; Svein Molaug and Lauritz Pederson at the National Museums in Oslo and Bergen. They and their staffs were immensely helpful.

I returned from this trip with several very strong impressions. First of all, the great European museums are research institutions. Research is the keyword on which the entire institution rests. Active research in all phases of museum operation is conducted at the highest level of professional skill and knowledge. Most of the Scandinavian museum directors are marine archeologists, who spend much time in their summers on their own research projects. Most of these projects center around the location and examination of underwater wrecks, measuring, photographing and removing significant objects from these hulls, and making soundings, reports, etc., that will subsequently be used if the ship is ever brought to the surface. Incidentally, I asked one who was on the prowl for a curator what kind of man he was looking for, and he responded, "The man must be a diver, a diplomat and, of course, an archeologist or historian." Secondly, the foremost museums are supported by the government and have, by our standards, access to large government grants. Thirdly, European museums are without clutter. They exhibit few objects extremely well so that a visitor is not overwhelmed by a plethora upon entering a room. This has a strong psychological effect and makes one want to linger rather than hurry through. Fourthly, historical accuracy and integrity are trademarks in European museum work which, in turn, is the result of meticulous research; and finally, European museums, like ours, are constantly studying exhibits and display techniques to bring them, as one director said, "up to twentieth-century standards."

I learned so much that it will take time to absorb and organize my thinking. With particular reference to the *Morgan* and our ships in general, I have developed a belief that ship preservation, more than any other kind of conservation, requires an open mind. By the very nature of the problems ships present to conservators, we must be ready to compromise because the major question we must constantly ask ourselves is: "How can we show our public for many years to come an old sailing ship like the Morgan?" The principal purpose is to keep her in existence—alive, intact, viewable, able to be seen and admired, able to be boarded, to be touched, to be loved—so that future generations can enjoy her beauty, can gain some sort of impression, some insight of what life aboard must have been, can sense the courage those earlier seamen possessed, the hardships they endured, and share their times of exploration and adventure. The preservation of the *Morgan* for this purpose must be our goal—and to achieve it, we must be willing to make some compromises, even occasionally swallow our persistent sense of the perfectionist. It may not always be money alone that guides our decisions; it must be our own impartial judgment and skill which directs our thinking; develops our conclusions and formulates our plans. A ship in service was constantly undergoing change and renewal of rigging, planking, frames and timbers, and men did not question the use of new materials and new techniques to keep her going for another voyage. Likewise, we must study all possibilities, keeping firmly in mind that the *preservation of the Morgan, her very existence as a living entity for the edification of future generations must ever be our goal.* This may require some change or drastic use of some brand-new material—be it concrete in her hold or something else. If such treatment will give added assurance to the ship's longevity, if some compromises are necessary to give the old dowager renewed strength to fight the battle of time and tide so that her spars and rig remain etched against the sky and her decks and 'tween decks are there for all to see, enjoy and study—if we accomplish this, we are fulfilling our responsibilities, and we should not hesitate to examine every possibility anywhere in the world that might offer success to this undertaking.



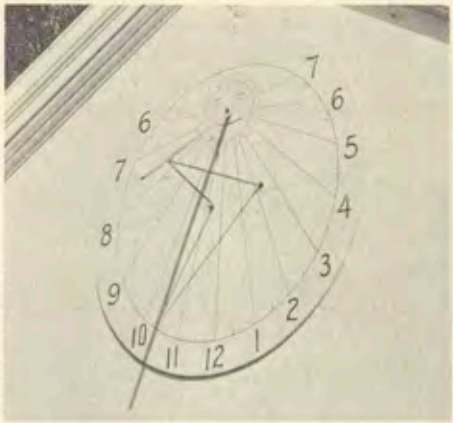
EDUCATION NOTES

The Seaport Planetarium began its tenth year of operation on May 14, 1969. In preparation for this event, a kind friend provided a much-needed air conditioner for its auditorium, and the Planetarium staff did some corrective work on the colors and magnitudes of the bright stars, bringing them into close agreement with the ones in the heavens. To date over 9,000 shows have been presented to audiences of more than 330,000 persons.

Two Planetarium courses proved extremely popular with younger students this past winter and spring. "To the Moon and Mars," a six-week course in January and February under the leadership of Mrs. David Howell, attracted twenty-three boys and girls from the fifth and sixth grades. Past and projected space travel within the solar system was summarized and, with the help of two films borrowed from NASA, a study was made of our manned and unmanned space probes. Rocketry, types of orbits, the possibility of life on other planets and a look at the longer ranged planetary missions of NASA were discussed, and an evening observing session, on February 2, even brought out the students' fathers. A second group of twenty students in grades two through four enrolled for "The Stars Around Us" class in March and April. This star study, conducted by Donald Treworgy, included classroom work, demonstrations in the Planetarium and telescope observations.

Two Planetarium Courses for Fall 1969 have been announced:

Practical Celestial Navigation is a fifteen-week course, for adults, dealing with the problem of determining a ship's position by celestial observation when out of sight of land. Topics included are the use and adjustment of



Louis S. Martel

the sextant, reduction of observations and plotting of results. Tuesday evenings 7:30–9:30 from September 9–December 16, 1969.
Instructor: Donald Treworgy, Planetarium Supervisor.
Tuition: $30.00.
Textbook: *Primer of Navigation* by Mixter, fifth edition, $12.50. Enrollment limited to 21 students.

Astronomical Instruments and Methods of Observation is a ten-week course for high school students which will cover telescopes (optical and radio), the spectroscope and the astronomical camera. Students will make observations with optical telescopes, while other instruments will be illustrated with moving pictures and slides.

Monday evenings 7:00–8:15 from October 13–December 15, 1969.
Instructor: Mrs. David Howell, Planetarium Lecturer.
Tuition: $15.00.
Enrollment limited to 15 students who have completed one year of algebra.
To enroll for either course send student's name, mailing address and telephone number with a check (payable to the Marine Historical Association) for the proper tuition to:

Seaport Planetarium
The Marine Historical Assoc.
Mystic, Conn. 06355

RECOMMENDED READING

THE HISTORY OF NANTUCKET
by Alexander Starbuck. *Charles E. Tuttle Co., Rutland, Vt. and Tokyo, Japan. $15.00.*

Originally published in 1924 by C. E. Goodspeed & Co. of Boston, this new edition is no less prodigious a work than its predecessor. Its 832 pages, amply footnoted, are filled with the most minute and detailed data pertaining to the island's history. Also included are a formidable genealogy and lists of whaling ships and voyages from Nantucket. Mr. Starbuck's research is lengthy and he weaves source materials in and out of his narrative to lend undoubted authenticity and immediacy to the work. For all those who love Nantucket Island and regard its special appeal as a way of life, no more explicit or complete statement about its origins and development can be found. Perhaps the only drawback is the sheer size and weight of the volume—both are truly awesome. F.H.F.

THE SEA YEARS OF JOSEPH CONRAD
by Jerry Allen, *Doubleday & Co., New York, 1965. $6.95.*

Countless people are aware of Joseph Conrad and his work. In the earlier years of the twentieth century preceding World War I, he was one of the literary giants of the world and has always continued to be so to a certain extent, although new writers appeared to claim the public attention. After his death some of the popularity which had been so widespread diminished. Lately he has been "re-discovered."

In 1965 Jerry Allen, a former reporter, editor and biographer wrote a book entitled *The Sea Years of Joseph Conrad*. It would be more accurate to say it was published that year by Doubleday & Co. and that Miss Allen had spent several years in research and writing. She had previously written a full biography of Conrad, *The Thunder and the Sunshine*, published in 1958.

In the later book, however, she presented Conrad the seaman, limiting the work to a detailed study of his career in the ships, several of which furnished the locale for such masterpieces as *Youth*, *Nigger of the Narcissus*, *Shadow Line* and *The Secret Sharer*. Out of that sea career had come the collection of essays which appeared in 1906 under the title of *Mirror of the Sea*. Many people who are familiar with the fiction Conrad wrote have never read the essays, and this is an omission which should be remedied.

For those who love the sea, its life, its ships and its men, one could recommend no better reading through the long winter than Jerry Allen's book to be followed up with those of Conrad's stories known to be biographical. Conrad was an experienced, practical seaman before he was ever a writer, and to read the results of Miss Allen's research and writing adds a whole new dimension to the world of Conrad and makes him well worth re-reading. J.F.L.

INCIDENTS OF A WHALING VOYAGE
by Francis Allyn Olmsted, *Charles E. Tuttle Co., Rutland, Vt. and Tokyo. $15.00*

Highly recommended to our membership and others interested in the history of whaling is a modern reprint of a book first published more than 120 years ago. It is entitled *Incidents of a Whaling Voyage* and is the journal of Francis Allyn Olmsted, a literate young graduate of Yale who in October 1839 boarded the whaling bark *North America* at New London in the status of a

passenger making the voyage for his health. He had hoped to become a doctor of medicine but "a chronic debility of the nervous system," as he termed it, caused him to seek to regain his health by taking a sea voyage. Why he chose to make his odyssey aboard a whaler is something of a puzzle. Obviously educated, refined and fastidious, he deliberately chose a form of seafaring which was among the roughest in the world. Possibly because his family had roots in New London, then a famous whaling port, he did not hesitate over going to sea in a "blubber hunter" as some other youths less familiar with them might have done.

The voyage covered over forty thousand miles in the Atlantic and Pacific Oceans including his return home from Hawaii in a merchant vessel. His health apparently improved and he took great interest in the activities aboard ship and in Hawaii and other places where he went ashore. He was a keen observer and apparently got along as pleasantly with the crew as he did with the officers. He became an artist of a skill equal to that of many commercial illustrators of his time and the journal is illustrated with his drawings of whaling activities and scenes ashore in Hawaii, the place that most appealed to him.

Although only a "green" youth, he must have studied his environment and shipmates diligently, for his detailed and vivid descriptions of the ship, its gear, whaling methods and people are among the finest ever written. To give an accurate idea of life aboard a whaler at that time, Olmsted surpasses Melville, so far as technicalities are concerned. In fact, his journal was for some years considered the definitive work on whaling and even today its somewhat old-fashioned and pedantic style of writing can not hide the precision of his observations nor the truth of most of his reflections.

Unfortunately, the improvement of his health was not permanent and after a fruitless trip to the West Indies in 1843, he returned to Connecticut in the early summer of 1844 and died on July 19, five days after his twenty-fifth birthday.

Certainly any student planning to write on the subject should read Olmsted's journal as primary source material, and even those reading at home for general interest or to pass away an evening will find this small volume difficult to put down once they have started it.

W. Storrs Lee has written the preface to the new edition. J.F.L.

Although Christmas has passed, the gift giving season is always with us.

A useful gift
to be enjoyed throughout the year is membership in
The Marine Historical Association, Incorporated. It's
just the thing for family and friends!

Drop us a card or call the Membership Department at Mystic Seaport (203-536-2631).

Let us solve your gift problems with a membership.

Giving this way brings joy all year long and helps as well to support the perpetuation of one of America's proudest historical treasures.



VARIABLE WINDS

Approximately a hundred observers turned out for the 10th annual Corinthian Frostbite Regatta at Mystic Seaport on March 23. Six races were run off in moderate to fresh northwesterly breezes in which the Philadelphia team quickly established leadership. They placed first in all six races, accumulating an unassailable total of 335 points. New York took second in four races and two thirds for a total of 216 points, while New England took two seconds and four thirds to win 149 points. Mr. Jack Spangler acted as chairman of the race committee, while Howard Chapman and "Biff" Bowker of the Seaport staff manned the launches, rigged dinghies and set markers for the course with the help of Bob Agar and Donald Wilkinson, students in the advanced class for area youngsters.

The Canadian flag was flown in early March in honor of H. Francis Cunningham, United States Consul General, Quebec who visited the Seaport with Mrs. Cunningham.

Mr. Johnston flew to Europe on March 19 for talks with specialists in the field of wooden ship restoration in England, Norway and Sweden. His plans included visits to historic vessels such as the *Cutty Sark*, *H.M.S. Victory*, *Vasa* and *Fram*. Addressing his energies and time to finding the best solution to restoration problems facing our major vessels, Mr. Johnston had arranged to meet with people who had already been confronted with the need for making similar decisions. It is expected that their findings will figure prominently in whatever course of action is taken at Mystic Seaport.

A print of the NBC Project 20 film "Down to the Sea in Ships" is now in the possession of the Marine Historical Association, and it was shown on five consecutive evenings to Adventure Series subscribers and other interested members of the Mystic community in mid-March.

The New England Regional Conference of the American Association of Museums will be held at Mystic Seaport on Friday, Saturday, and Sunday, November 14, 15 and 16, 1969. The theme of the conference will be Museum Development. Details concerning the agenda will be published in the September issue of The LOG. Michael D. Sturges, Director of Education, is in charge of arrangements for the Seaport.

An illustrated article titled "Whaler in Cellophane, an impression of Mystic Seaport," was published in the spring issue of *Yacht Sport*, the official magazine of the Austrian Sailing Association. The piece was written by Franz Strebinger, a Viennese, who visited Mystic Seaport a year ago during a world tour.

Yacht Sport, like *The LOG*, is a

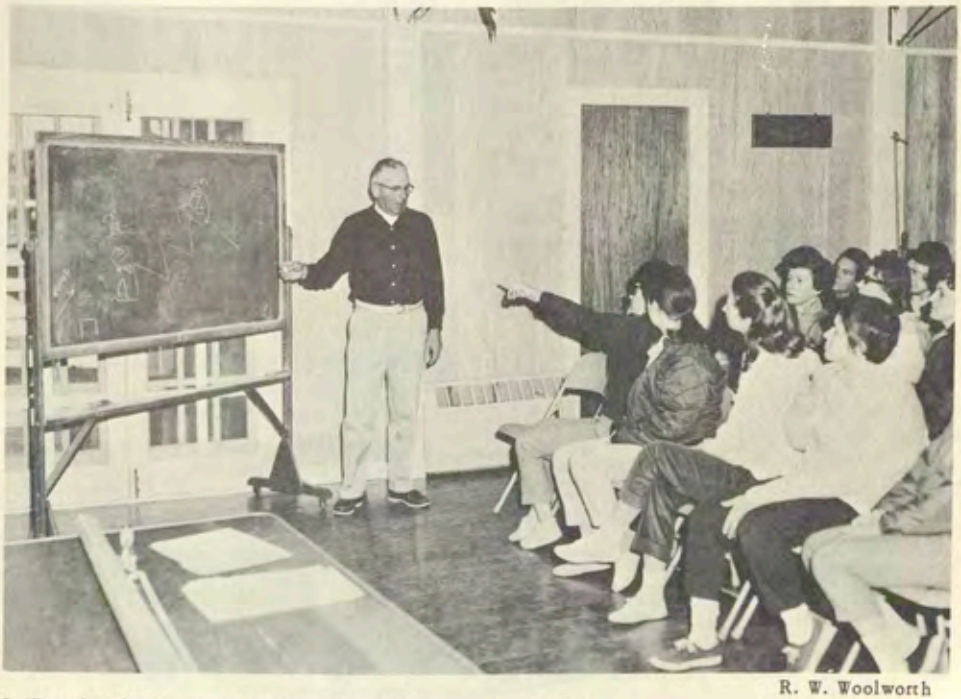
membership publication, issued to the several thousand members of yacht clubs affiliated with the Austrian Sailing Association. The author heads Yacht Club Podensdorf on Neusiedler See.

"The New Jersey Chapter of the U.S. Submarine Veterans of World War II has ended its mission to find a Mark 14 torpedo for the proposed monument at Sandy Hook State Park as a memorial to the men and officers of World War II 'still on patrol.' The mission lasted more than three years.

"The Navy has donated the 'fish' on display at Mystic Seaport Museum, Mystic, Conn.," State Commander Herbert Georgius of Paramus says. (From the March 21, 1969 issue of the *Morning Call*, Paterson, New Jersey.)

The Newcomen Society in North America will hold its annual luncheon meeting at Mystic Seaport on August 8, 1969.

The sailing program at Mystic Seaport acquired a new look this spring as twenty-two dauntless housewives in the Mystic area met on Wednesday mornings from mid-March until the end of May for sailing instruction under Howard Chapman, Mariner Training Program Supervisor. The first several sessions dealt with basic concepts of sailing, rules of the road, knot tying, sail handling and how to rig a Dyer Dhow. By the end of March the ladies were on the river and those with previous experience soon bolstered the confidence of the novices by their deft handling of the dinghies.



R. W. Woolworth

Sailing class for Mystic housewives, Howard Chapman instructing.

YACHT RENDEZVOUS

Each year Llewellyn Powell, Membership Director, dons another hat shortly after January 1 when his duties as Harbor Master begin, and he becomes responsible for arranging dock reservations for the many yacht clubs, power squadrons and other associations planning to rendezvous at Mystic Seaport. Groups numbering anywhere from three boats to forty make their needs known to him and his office performs remarkable logistical feats in arranging accommodations. A partial list of yachting organizations, dates and numbers of craft already confirmed for the summer include:

May 17—Essex Station, Cruising Club of America—approximately 10 boats

July 3—Broadwater Cruising Club—approximately 15 boats

July 13—Lule Temple Yacht Club—approximately 12 boats

July 20—Freeport Yacht Club—approximately 15 boats

July 21—New England and Long Island Multihull Associations—approximately 16 boats

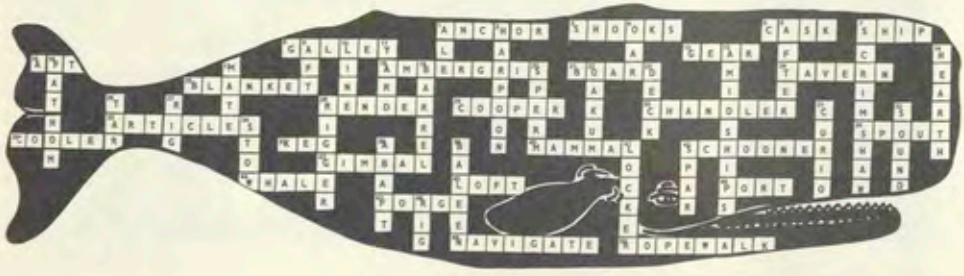
July 22—Northern New Jersey Power Squadron—approximately 17 boats

July 25—South Shore Power Squadron—approximately 40 boats

August 5—Mr. Voorhees of New Jersey with approximately 12 boats.

Although Mr. Powell repeatedly advises people that they must reserve dock space in advance, there are always those who don't know about this, which results in a certain amount of last minute juggling of space and boats. Reluctant to turn anyone away, he still has to do this occasionally. Outspoken admiration greets the skill with which he and his dock boys maneuver sailing craft and power boats alike to safe berths in the slips at the newly-relocated Hobey's Dock, along the South and North Parade Wharves, and at the Cruising Club of America Dock. Visiting yachtsmen this summer will be pleased to find that laundry and showering facilities identical to those at New York Yacht Club Station 10 will be available at the South End of the grounds. Association members will be permitted 24 hours free dock space as usual; others will be charged a modest fee according to overall length of craft. Additional details helpful to the yachtsman are available in the office of Llewellyn Powell, Harbor Master, Mystic Seaport, Mystic, Connecticut 06355; Area Code 203, 536-2631.

SOLUTION TO CROSSWORD PUZZLE



STAFF NEWS

A newcomer to the Curatorial Department, Thomas Dunn has been working on "new things" for naval and commercial ships—including nuclear power submarines and surface ships—at General Dynamics for the past thirty-eight years. He says that while the problems he faced there were vital and interesting, his Seaport job—consultant for the Charles W. Morgan restoration project—is equally challenging. This brings him to the conclusion that the solution of problems is what makes the world go round, and in this respect, he thinks that modern industry and the Seaport are very similar. In Mr. Dunn's spare moments, he is planning a salad garden.

A naval architect and ship designer who has spent over thirty years with General Dynamics, Robert C. Allyn comes to the Seaport as a ship draftsman and designer. His special interests are in early American ships, scrimshaw and whaling paraphernalia, which makes the Seaport a natural place for his retirement projects.

Maynard E. Bray, of Woolwich, Maine is now Shipyard Supervisor at the Seaport. A marine engineer and naval architect, Mr. Bray is an alumnus of Electric Boat and Bath Iron Works.

John Gardner, technical editor of *National Fisherman* since 1959, is a new research associate in the Curatorial Department. A boatbuilder, with an intense interest in small craft, his name is also well known to readers of *Yachting*, *Skipper*, *Popular Boating*, *Maine Digest* and *American Sportsman Quarterly*. He is a member of the Society of Small Craft Designers, an associate of the Peabody Museum, in Salem, Mass., and small craft consultant to the Adirondack Museum at Blue Mountain Lake, New York.

Mr. William Perry was appointed Assistant to the Plant Properties Manager at the end of January.

One of the Association's most active Trustees, Henry A. Scheel, has left Mystic and moved to Florida. His decision to return to the field of yacht design was received with mixed emotions at Mystic Seaport where staff members will miss his wry wit and keen perception of a variety of problems. But Mystic's loss is Florida's gain and Harry and Jean Scheel take with them the best wishes of everyone at Mystic Seaport.

Other departures from the Mystic scene should be noted: the husband-and-wife team of Deborah and Lans Christensen, who resigned to assume new roles in Essex; and Gerard Aycrigg, who left his job in the Curatorial Department to take a position in St. Petersburg, Florida.

Russell Fowler, of Noank, is replacing Lans Christensen in the Photographic division of the Curatorial Department.

STAFF PEREGRINATIONS

Miss Dorothy Spofford, Library Cataloger, attended a meeting of the American Library Association in Washington, D.C. in January, and in March lectured at Rutgers University's Graduate Library School on the international aspects of library service. Michael D. Sturges, Director of Education, was a member of a panel discussion of "The Age of Sail," one of a series on historic Mystic sponsored by the Mystic Community Center. Associate Curator John F. Leavitt gave his slide lecture on coasting schooners to members of the Clinton (Connecticut) Historical Society on March 7. Director Waldo C. M. Johnston spoke variously to the Hartford Rotary Club, the Lackawanna Power Squadron (New Jersey), and the Groton Kiwanis in the month of March.

SPECIAL EVENTS

On April 5 the Off Soundings Club "winter" meeting complete with regatta and special activities took place at Mystic Seaport. Approximately 150 members participated in the GOSH—Giant Off Soundings Handicap—races during the afternoon, while wives and offspring looked on. A Planetarium show at 4:15 P.M. and a showing of "Down to the Sea in Ships" at 5:00 P.M. claimed the attention of non-sailors. The Board of Governors met in the Munson Room at 4:30 P.M. and the Annual Meeting followed at 6:00 P.M. in the Meeting House.

Cocktails and dinner were attended by approximately 350 in the Seamen's Inne. John E. English was named Commodore to succeed the retiring Benjamin B. duPont, Henry A. Scheel replaced Mr. English as Vice Commodore and elected to Rear Commodore was Geddis Parsons.

Following dinner, films of the 1968 Off Soundings Races were shown, Mr. Scheel adding his incomparable commentaries on both series. Highlight of the evening was the presentation to the Association of two silver tea and coffee services given by the Off Soundings Club in memory of Melvin D. Southworth, Commodore from 1940 to 1950, and Marine Historical Association Trustee from 1953 to 1965.



R. Fowler

William Blunt White, MHA trustee, accepting the gift for the Association; Mrs. Melvin Southworth; Benjamin B. duPont, retiring Commodore.

Presentation of perpetual trophies was made as follows: G. W. Blunt White Trophy for best combined results for two successive years in Class A-1 and A-2, *Rhubarb*, Benjamin B. duPont; Stan Bradford Trophy for Class A-1, *Madrigal*, Albert Barnes Boardman II; Kenneth B. Millett Trophy for Class A-2, *Meridian*, Robert B. English, Jr.; Samuel Pepys Trophy for Class B-1, *Black Arrow*, William L. Ames; Charles J. Koch Trophy for Class B-2, *Savili*, E. Carleton Granbery, Jr.; Beauford H. Reeves Trophy for Class C-1, *Kangaroo*, Allen Berrien; and Byron N. Durfee Trophy for Class C-2, *Renegade*, William J. Baxter, Jr.

If you want to visit an ootukahkuktuvik, there's a new one in Kotzebue, Alaska. Ootukahkuktuvik is Eskimo for a "place having old things"—a museum. Eskimo artifacts, gathered in the area, are on display.



And if you'd like to see a yurt, there's one in the Harvard Yard. This circular wooden structure with a fluted piecrust top sits on a foundation of stakes, and was built for about $450 by William S. Coperthwaite, a student in the Graduate School of Education. Yurt is Mongolian for hut, and Mr. Coperthwaite lives in another yurt he built in Westwood, Mass.

LETTERS

To the Editor:

In regard to the discussions of Mystic ships and their adventures in the Civil War, I wonder if the following quotes might be of interest to your readers. They originate in *The Military and Civil History of Connecticut During The War of 1861–65* by W. A. Croffut and John M. Morris, Illustrated, Published by Ledyard Bill, New York 1868. (Our own book.) Directly following the fall of Fort Sumter, "war meetings" were held throughout southern Connecticut.

At Mystic, a great Union meeting was held in Flora Hall; and war-speeches were made by Col. Amos Clift, Hiram Appelman, Lucius M. Slade, Rev. S. S. Griswold, and others. Chauncey D. Rice of the Pioneer was secretary. A sub-scription was opened; and Isaac Randall, George Greenman & Co., Silas B. Randall, and Charles Mallory & Sons, gave a thousand dollars each for the prosecution of the war. Others subscribed largely. Twenty-four young men volunteered, and became the nucleus of a company, that, three weeks later, joined the Fourth Regiment. The Mallory boys offered their yacht, of a hundred tons' burden, to the government, free of expense during the war; and she was accepted. A flag was raised from the ramparts of Fort Rachael by the hands of Capt. Jonathan Wheeler, a veteran of fourscore, who commanded the guard on duty at the fort in 1812; and its appearance was hailed with cheers and music, and saluted with cannon. (pp. 48–49)

The authors of the book do not mention the name of the "Mallory boys' ship," nor are they explicit in another passage which is provocative of future discussion, but offers substantiation to the idea that several from Mystic were lost during the War.

The Confederate leaders were, at this time (1861-spring) obtaining their main army-supplies from their English friends by blockade-runners. In October, the government resolved on a novel plan of closing, temporarily at least, the ports of Charleston and Savannah, from which the long, low, swift craft plied their trade. The Navy Department, after consultation with many gentlemen familiar with shipping, committed the whole business of purchasing, loading, and sending out the vessels, to Richard H. Chappell of New London, giving him general instructions, and leaving details to his discretion. The first order was for twenty-five vessels, of from two hundred to four hundred tons each. Before these were loaded, twenty more were ordered; making a fleet of forty-five sail, to be dispatched at once. The entire coast of New England was traversed to find forty-five suitable vessels at prices within the limits named by the government. Mr. Chappell availed himself of the services of J. H. Bartlett & Sons of New Bedford, and Vernon H. Brown of Boston. Ships, barks and brigs were purchased in New York, Fairhaven, New London, Mystic, Sag Harbor, New Bedford, Nantucket, Boston, Gloucester, and Portland. A large part of them were old whale-ships.

Does this give us further insight into the rarity of the Morgan?

Great dispatch was required: the vessels were concentrated for needed repairs, and for the better facility of loading and clearing, at New London, New Bedford, and Boston. Large numbers of workmen were employed at these ports in stripping, loading, and rigging; and numerous teams engaged in hauling stone to the docks. The foundation-rocks of several New England farms were speedily shipped to a Southern market. Masters, mates, and seamen eagerly accepted a chance to go down and see the edge of the Rebellion. For a time, all was activity and bustle: even the teamsters caught the spirit of the enterprise, carried the Amer-

ican flag at the head of a line of teams, and sang patriotic songs in chorus. The arrangements for prompt sinking of the vessels when the right position consisted of a large hold under the stern, made before loading, stopped by an outer and an inner plug secured by an inside screw. This screw could be instantly withdrawn, and the vessel would fill with water in a few minutes.

The first fleet of twenty-five sailed from their respective ports Nov. 21, 1861; while the second fleet of twenty followed on the 11th of December. Thirteen of these went from New London; the commodore for the cruise being the veteran Capt. John P. Rice, well known as a competent shipmaster. One or two of the fleet put back from accident; but nearly all were delivered to the naval commanders off Charleston and Savannah. A majority were used as at first designed, and, with their masts cut away, were, for a time, ugly customers for the keel of a blockade-runner to encounter as she tried to dodge in or out on a dark night. Some were used by the Navy Department as store-vessels in various places; others constituted the foundation for temporary wharves at Port Royal, or in the inlets where our navy was employed: not one, it is believed, 'lived' to return.

The excessive use of punctuation is the printer's, not mine . . . the colorful phrases seem quite up-to-date, and the results of the expedition as detailed in the next paragraph are as contemporary now as then, except for the finale, which does exhibit a gentlemanly attitude long gone from the mores of our public life.

Foreign sympathizers with the Rebellion denounced this as an act of vandalism more atrocious than the bombardment of a city. (!) In the results, the moral effect was evidently greater than the physical: the rebels and their friends were badly frightened, and this 'feeling of the enemy' drew their fire. In a few months, the obstructed channels were replaced by new courses for the water; and probably, at present day (1868) hardly a trace of the stone fleet remains. Blockade-running was checked, driven to Wilmington and other ports, and rendered less safe and profitable. Mr. Chappell's account of disbursements was accepted by the government, and settled at once; and he was thanked for the promptness, integrity, and efficiency he had displayed." (pp. 140–142)

Sincerely yours,
Shirley McNally
Pelham Manor, New York

Attention all Members!

ANNUAL MEETING

of

The Marine Historical Association, Incorporated

FRIDAY, JULY 18, 1969

Guest speaker: Basil Greenhill, Director of the National Maritime Museum, Greenwich, England

Details will be announced at a later date.

Calendar of Events

MEMBERS MAY WISH TO MARK THEIR CALENDARS

JUNE 8	Opening date for summer programs on *Joseph Conrad* and *Brilliant*	OCT 12, 13, 14	*"New England" Adventure Series lecture: John Roberts
JUNE 23	Frank C. Munson Memorial Institute of American Maritime History	OCT 18	Annual Dhow Derby
JULY 18	Annual Meeting The Marine Historical Association	NOV 3	Interpretation program winter schedule begins
AUG 1	Frank C. Munson Memorial Institute of American Maritime History closing session	NOV 2, 3, 4	*"Sweden—Mountains to the Sea" Adventure Series lecture: Dr. John D. Bulger
AUG 4	179th Anniversary U. S. Coast Guard	NOV 14, 15, 16	New England Conference, American Association of Museums
AUG 8	Annual luncheon meeting of Newcomen Society in North America	NOV 23, 24, 25	*"Mexico South into Guatemala" Adventure Series lecture: Philip Walker
AUG 30	Closing date for summer programs on *Joseph Conrad* and *Brilliant*	NOV 27	Thanksgiving Day Mystic Seaport is closed
SEPT 5	Opening date for fall weekend programs	DEC 14, 15, 16	*"The Sea in Your Future" Adventure Series lecture: Owen Lee
SEPT 6	Invitational Schooner Race at Mystic Seaport	DEC 21	Community Carol Sing opens Mystic Seaport holiday season
OCT 6	Closing date for fall weekend programs on *Joseph Conrad* and *Brilliant*	DEC 25	Christmas Day Mystic Seaport is closed

**Adventure Series Lectures by subscription only*



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