THE LOG of MYSTIC SEAPORT



The Marine Historical Association, Incorporated

MYSTIC, CONNECTICUT

TRUSTEES OF THE MARINE HISTORICAL ASSOCIATION, INCORPORATED

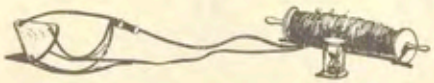
Robert P. Anderson, J. Burr Bartram, John P. Blair, E. Jared Bliss, Jr., Percy Chubb II, Briggs S. Cunningham, John W. Draper, F. George duPont, Henry B. duPont, *Vice President*, Atwood C. Ely, *Treasurer*, James A. Farrell, Jr., William P. Gwinn, Jan S. Irvine, Jakob Isbrandtsen, Irving Johnson, John W. Keeshan, Robert P. Koenig, Harold H. Kynett, George Lauder, *Donald B. MacMillan, Clifford D. Mallory, Jr., *First Vice President*, G. Barron Mallory, Margaret P. Mallory, Philip R. Mallory, *Chairman of the Board*, Richard C. McCurdy, Thomas L. Miller, Sidney C. Moody, Leonard P. Moore, William H. Moore, Henry S. Morgan, Jr., Frederick S. Moseley, Jr., Alfred Ogden, John Parkinson, Jr., Harris B. Parsons, Charles C. Paterson, Ralph A. Powers, Edwin Pugsley, William C. Ridgway, Jr., Critchell Rimington, Francis Day Rogers, *President*, Joseph S. Santin, Rudolph J. Schaefer, Henry A. Scheel, Emil Silberman, Jerome W. Sinsheimer, E. Newbold Smith, Olin J. Stephens II, Henry C. Taylor, Alexander O. Vietor, *Vice President*, Thomas J. Watson, Jr., John R. Wheeler, William Blunt White, *Vice President*, Thomas R. Wilcox

**Honorary Trustee*

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

Copyright© 1969, The Marine Historical Association, Incorporated, Mystic, Connecticut 06355. All rights reserved.

Printed in the United States of America by The Vermont Printing Company.



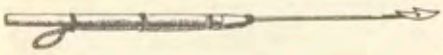
THE LOG of MYSTIC SEAPORT

Volume 21, Number 3, September 1969

THE MARINE HISTORICAL ASSOCIATION

Incorporated 1929

Waldo C. M. Johnston, DIRECTOR



Editor Helen Grey

Editorial Board

The Director, Editor, Oliver Denison III, Alma Eshenfelder, Edmund E. Lynch, Llewellyn Powell, Donald P. Robinson, Charles R. Schultz, Michael Sturges

CONTENTS

The *Emma C. Berry*, June 5, 1866- 86

Shipwrights's Tools, *by John Gardner* 91

Alerion: Captain Nat Herreshoff's Favorite, *by Amory Standish Skerry* 96

Saga of the Schooner *Elvira Ball*, *by Charles R. Schultz* 100

DEPARTMENTS

Annual Meeting 105

Director's Page 109

Education Notes 110

Variable Winds 111

Staff News 112

Recommended Reading 114

Calendar of Events Inside Back Cover

EDITORIAL

While The LOG is a most important part of the Publication Department's activities here at Mystic Seaport, it does have other projects under its wing. And some of these—which I know will be of interest to all members—are getting ready to leave the nest fairly soon.

First of these is the "Mystic Seaport Cookbook," by Lillian Langseth-Christensen, to which so many of you contributed recipes and which Funk & Wagnalls will publish in April 1970. Next comes Jean Colby's "Mystic Seaport: The Age of Sail," in the Hastings House Museum Series: books about museums all over the world that are unique in their contributions to today's knowledge and culture. This is also scheduled for early in 1970.

The joint publishing venture of the Marine Historical Association and Wesleyan University Press, known as the American Maritime Library, has three books racing toward the finish line. Michael Mjelde's "Glory of the Seas," the story of Donald McKay's last clipper ship from her launching in 1869 to burning in 1923, is in the lead and is due to appear in the spring of 1970. John Leavitt's "Wake of the Coasters" —"recollections of men, vessels and ports as I knew them along the Maine coast"—is finished except for the author's superb drawings. And "New England and the Sea," by Robert Albion, Benjamin Labaree and William Baker —which deals with happenings from the Colonial Period into the twentieth century—hopefully should be finished by Christmas.

There will be more details on all these books in the December LOG.

HELEN GREY

Front cover: The *Emma C. Berry*
Back cover: Conrad Training Program
Photographs by Russell A. Fowler

The *Emma C. Berry*, June 5, 1866-

By Arthur Krause

In the winter of 1865 Captain John Henry Berry of Noank, Connecticut contracted with John Latham, a local shipwright, and "Deacon" Palmer, shipyard owner, for the construction of a small fishing vessel to be completed the following summer. Captain Berry wanted a ship designed along the lines of the Noank Smack, an able craft well-known from Maine to the Caribbean: sloop-rigged, carrying a large mainsail, two head sails and for lighter weather—a gaff topsail. The hold was designed to be flooded, thereby forming a wet well in which the catch could be carried to port in a marketable condition.

Using the best local timber available and the skills passed on to them from their fathers, the men of Noank that spring of 1866 built a vessel that was to last over a hundred years. And on June 5, 1866 the *Emma C. Berry*, named for Captain Berry's young daughter, slid down the ways into the Mystic River.

Believed to be one of the oldest commercial sailing vessels in American documentation, here are the highlights of her career:

June 16, 1866, first license, Stonington: mackerel fishing between Montauk Point and Cape Cod.

1869-1894: owned by Henry Chappell, New London fish buyer. The New London Morning Telegraph *of November 5, 1886 announced the* Berry *was to be rerigged as a schooner.*

1894: sold down East. Records are scarce for next twenty-five years, but she sailed from St. George, Thomaston and Rockland, Maine and acquired a gasoline engine.

1918: bought at auction in Portland, Maine by Willis Beal, a Jonesport, Maine lobster buyer. Sailed by Captain Anson Kelly and Captain Lincoln Simmons.

1924: "fished out" and left up on flats at Beals Island.

1926: Milton Beal bought her for coastal freighter. Replaced her midship frames, removed the wet well. Worked the Jonesport, Rockland, Portland, Gloucester area. The depression caught up with the Berry *in the early thirties: her sails lay rotted in their stops, dry rot ate at her timbers and her aged engines coughed and sputtered as they slowly pushed her up the waters of Moosabec Reach.*

1931: F. Slade Dale found the Berry *in Jonesport, bought her and sailed her back to New Jersey where he restored her.*

1935-1950: the Berry *sailed the waters of New Jersey, Barnegat and Chesapeake Bays.*



Russell A. Fowler



Russell A. Fowler

1963: Captain Dayton O. Newton made an agreement with Mr. Dale for more repairs.
1966: the Berry's *dedicated friends sail her back to Noank, Connecticut to celebrate the 100th anniversary of her launching.*
June 1969: Mr. Dale gives the Berry *to Mystic Seaport and plans are made to bring her home to the Mystic River.*

The Voyage Home, compiled by Maynard Bray, Arthur Krause and Michael Sturges:

June 14, 1969: Maynard Bray, Shipyard Supervisor at the Seaport, his wife Anne and daughter Kathy headed for Bay Head, New Jersey in the Seaport's utility boat Two Brothers *to prepare the* Berry *for her voyage to Mystic. Neglected for three years, she needed paint, new rigging, a good cleaning.*
Friday, June 20: After three days of furious painting by the Brays, the Berry *had begun to look like her old self as she was towed up the Inland Waterway to Manasquan Inlet, with Slade Dale as pilot. The rest of the* Berry's *crew arrived Friday evening: Paul Bates and Victor Burdick of Noank, Charles Haines of Mystic, Arthur Krause of Chester, Connecticut and Michael Sturges and Frank Young of the Seaport staff. Near midnight Chester Patterson of Stonington arrived with his power boat* Night

Hawk. *With David Findley of Canton, Ohio as crew,* Night Hawk *was to tow the* Berry *to Mystic.*

Saturday, June 21: A raw day with a strong northeast breeze and heavy sea running outside, making it too risky to get underway, "Bligh" Bray turned his crew to reeving off new running rigging, bending sails and rattling down. During the afternoon, Night Hawk *assisted the Coast Guard in making a hairbreadth rescue of four persons whose boat had capsized to windward of the inlet jetty. Even Charlie and Paul, who turned out to be resourceful ship's cooks, were too tired to go ashore in search of "coozies" (females).*

Sunday, June 22: A magnificent day with a fresh dry northeaster, but the sea still running too high to tow. The crew set to work scraping the masts and painting the deckhouses, and knocked off in the afternoon to explore a few miles of the Inland Waterway. Towards evening the wind veered to the southeast and moderated, hence the decision to get underway at daybreak.

Monday, June 23: With a moderate breeze from the southeast the crew roused out at 4:00 A.M. *and made ready for sea. The anchor was aweigh at 6:15 and towed by* Night Hawk, *the* Berry *eased through the inlet surges into the open sea. Once clear of the inlet all sail was set and a course shaped for Sandy Hook. With an increasing breeze New Jersey's beach pavilions sped by like picket fence posts, and just past ten the mainsail was taken in for the dead run up Ambrose Channel to the Verrazano Bridge.*

All sail was taken in for the tow up the East River as the wind was dead on and coming on to blow. With Night Hawk *dodging oil and railroad barges and a strong favoring current, the* Berry *set a sailing record from the Battery to Hell Gate that no New York taxi driver would ever dare to equal.*

Once past Throgs Neck and with a favoring slant, the crew made sail again. While the Night Hawk *refueled, the* Berry *sailed on her own out past Execution Rocks. The tow was soon resumed and at three* America *passed to windward almost hidden in the drizzle.*

As the wind backed suddenly into the northeast and began to kick up a nasty chop, the Berry's *103 years began to tell, and she started to leak at an alarming rate. Engineer Burdick had to start his gasoline pumps every fifteen minutes, and when the backup pump refused to start,* Night Hawk *headed her charge for Stamford.*

A slightly dispirited and soggy crew faced a long night of pumping to keep the old girl afloat. But the Yacht Haven Marina took the schooner alongside for the night and provided two electric bilge



Louis S. Martel



J. Kochiss



J. Kochiss

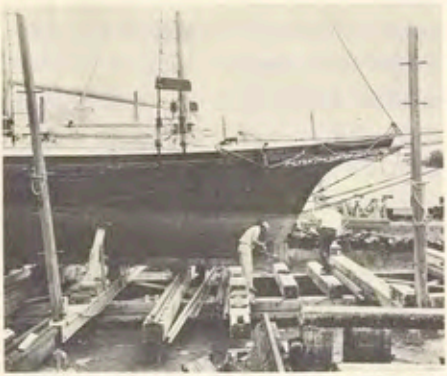
pumps. No sooner had the ship been secured than the two ship's cooks disappeared over the rail—lured by the prospects of roast beef and dry sacks provided by Charlie's sister. After one of Chester Patterson's superb chowders and hot showers, the crew almost didn't mind the prospect of sleeping in soaked sleeping bags in soggy clothes.

Tuesday, June 24: A layover was in order until a reliable backup pump could be delivered from the Seaport. Around eleven the wayward ship's cooks appeared and were sent ashore again to commandeer Charlie's sister's sewing machine to manufacture a magnificent twenty-foot homeward bound pennant out of old signal flags. Anne Bray and Betsy Sturges arrived with a replacement pump around one, and in a flat calm the tow to the eastward was resumed. A few miles out of Stamford, the Two Brothers *had engine failure. While Sturges and Krause tried every trick but the right one and had thoughts of spending the night drifting on Long Island Sound, the* Berry *and* Night Hawk *disappeared into the fog. Before long* Night Hawk *came charging back to the rescue, and for awhile she had both the* Berry *and her errant co-escort in tow.*

With thickening visibility the procession put into Black Rock for the night. The Fayerweather

Yacht Club really turned to and allowed the Berry *to lay alongside their float for the night and provided electric pumps as well as full courtesies for the crew. A local boatyard owner presented the* Berry *with several bags of sawdust for her seams, and a mascot, a little black kitten—Little Emma—for her crew.*

Wednesday, June 25: Being dead down wind from the Bridgeport dump gave all hands real impetus to be off for Mystic and by 7 A.M. Night Hawk *headed the* Berry *into a moderate easterly under threatening skies. Encouraging Little Emma to find her sea legs occupied the crew, plus Seaport researcher John Kochiss, for most of the uneventful tow up the Sound. Arriving off the Mystic River at 4:30* P.M. *the crew made sail for the last time to sail the* Berry *up the river past her birthplace, Noank. But the easterly died and the* Berry *had to be towed up the river with the faithful pump spouting water almost steadily. Many turned out along the riverside to welcome the old girl to her final home. At 6:15 the last lines were passed to the dock on Seaport Street and the* Berry *was home to rest after 103 years of faithful service.*



Louis S. Martel

The Berry *on the ways at Mystic Shipyard.*



J. Kochiss

Waldo Johnston, left, Director of the MHA and Maynard Bray, center, shipyard supervisor of the Seaport, with Chester A. Patterson, Jr., whose Nighthawk *towed the* Berry *to Mystic.*

Shipwrights' Tools

By John Gardner, Curatorial Research Associate

According to Crowell's *History of Essex, Massachusetts*, 1868, the shortest time in which a vessel had been *entirely* built there was when the fifty-ton schooner *July* was started and completed in the month of July, 1837. This feat was accomplished entirely with hand tools without machinery of any sort except that the planks and some of the timbers would have been roughed out in the sawmill before they reached the yard.

In the 5 years prior to 1837, 220 vessels aggregating 12,500 tons were built at Essex. Total hands employed, 120. On an average, then, it took the labor of three men for about a year to complete a fifty-six-ton vessel, including the spars. To do this with hand tools called for a prodigious amount of chopping, hewing, dubbing, sawing and planing, not to mention boring for treenails, bolts and other fastenings.

A great deal of the know-how which built the vessels of the past resided in the tools. Much that the apprentice learned in acquiring his trade he got directly from the tools themselves. Aside from their utilitarian day-to-day employment in the shipyard, these artifacts constituted a continuum of inherited shipbuilding skill and knowledge whose origins were very ancient indeed, extending back to the Greeks, the Phoenicians, the Egyptians and even more remotely to the Neolithic period.

Long before there were naval architects and a literate science of naval architecture, there were tall ships sailing, built by skilled and knowledgeable shipwrights.

Until quite recently the tools of the shipwright's trade have been only casually touched upon in books. And now that many such tools are no longer manufactured or sold, there is real danger that some of them will disappear altogether, and that the skills and trade experience which they embody will be lost.

Considerations which formerly applied with urgency to the rescue of such perishable documents and artifacts as old log books, official records of various sorts, half models, old photographs and the like, apply with equal force today to shipbuilding tools, considered not merely as utilitarian instruments, but as repositories of inherited technical knowledge.

In the last few decades the situation with respect to shipbuilding tools has become critical. The old manufacturers like L. & I. J. White of Buffalo, New York, established

in 1837, or D. R. Barton of Rochester, or the Campbell Axe Company of St. John, New Brunswick are out of business and all but forgotten. Likewise the old established hardware concerns which stocked and sold such tools. And the men who used them for the greater part have retired or are dead. Their tools, those which were not worn out, often lie rusting in cellars, or gather dust in attics, or find their way to the dump, or are misused in ways never intended, as a fine St. John adze recently acquired by Mystic Seaport had been abused as a substitute grub hoe and pickaxe, although fortunately it was not so badly worn and rusted that it could not be reclaimed.

Just as forty years ago Carl Cutler discovered to his dismay that large numbers of irreplaceable ship models had been chopped up and burned, or given to children for playthings, so today we are finding that essential shipbuilding tools which were still to be had in the market prior to World War II have all but disappeared. There is no time to lose, and the search is on. Recent acquisitions by Mystic Seaport are encouraging, particularly in the case of calking kit secured a few weeks ago with some extremely useful trade catalogs from C. Drew & Co., Inc., Kingston, Massachusetts.

This concern founded by Christopher Drew in 1837 at one time manufactured what is generally acknowledged to be the finest calking kit in the world. "Kit" was the term commonly used by New England shipwrights to designate the tools of their trade in general, and calking kit consisted of a variety of "irons" of different shapes and sizes for driving cotton and/or oakum into hull and deck seams, as well as some for clearing out seams or "reefing" them. Besides these many irons, there was the specialized mallet for driving



Louis S. Martel

Beetle; wide hawsing iron for deck seams; old hand-forged ladle. Latter two from Luther Burnham, Essex, Mass.

them, and a larger two-handed mallet called a "beetle" for pounding the heavy "hawsing" irons with which oakum was hammered into the seams of larger vessels.

The head of the standard ships mallet is a cylinder of live oak

(Quercus virginiana), black mesquite or other suitable heavy hard wood, sixteen inches long and one and three-quarter inches in diameter, but swelled larger in the middle to a diameter of two and one-quarter inches to give reinforcement in the way of the hole bored for the handle. On either side of this hole and close to it narrow steel bands called "quarter rings" keep the head from splitting, and outward from these rings for a distance of from three to four inches extend narrow vertical slots. The function of these slots is to absorb some of the shock of the mallet's blow, transforming it into sound. A properly made mallet rings with sharp, clear, often bell-like note when struck against the iron.

The calking mallet is very nearly a perfect tool. A mallet of any other shape, size or weight would all but break a man's wrist and paralyze his arm if he attempted to swing it steadily all day long, day in and day out as calkers must. That the calking mallet is little changed since the seventeenth century can be plainly seen from drawings in Rålamb's *Skeps Byggerij*, published in Stockholm in 1691.

Also shown in Rålamb is the larger, heavier beetle with its long handle for two-handed swinging. In calking large carvel-planked vessels the seams are first tucked full of oakum which is then "made in," that is, set down and compacted with beetle and hawsing iron. Driving the oakum into the tapered seam with many solid blows of the beetle compresses it and exerts a powerful sidewise wedging force which, besides precluding leakage, binds the several separate planks of the hull structure in a continuous fabric. This stops the



Louis S. Martel

Standard 16" x 1¾" line oak calking mallet, old style end rings, from ship Paul Revere. *C. Drew & Co. calking irons, except one at far left.*

planks from working against one another in a seaway, and adds immensely to the strength of the vessel by distributing the strains received from wave action throughout the whole structure.

The Romans, it appears, as Egyptian shipwrights before them, tenoned ships' planks together

edgewise, depending on the swelling of the wood to make them tight. The subsequent discovery that by means of calking the hull of a carvel vessel could be stiffened and strengthened in addition to being made watertight constituted a real breakthrough in shipbuilding. The calked carvel vessel proved easier, quicker and cheaper to build than the older kinds it superseded, and its development—in which the calking technique was essential—permitted the production of the increased numbers of larger ships required as medieval Europe expanded its horizons. From the fifteenth century onward a flood of New World wealth—South American gold, Newfoundland codfish, Canadian furs, Virginia tobacco—poured into Europe out of the holds of calked carvel ships, transforming its feudal structure and providing the economic foundation for our modern world.

This is not to make excessive claims for the calking technique, yet the calked vessel has played its part in history.

No treatise on calking has yet been written. The calking technique developed and practiced by shipwrights has remained largely a "trade secret." Christopher Drew did not learn to make calking kit from books, but from shipwrights. He himself came from a line of shipwrights. Six generations of Drew shipwrights are known prior to 1800: four generations in Plymouth County, Massachusetts and two in England going back to Sir Edward Drew, knighted by Queen Elizabeth with other Devonshire shipbuilders for their part in repulsing the Spanish Armada.

Besides a calking kit, C. Drew &



Louis S. Mariel

Old shell or nose augers, found in Boston.

Co. made a superior line of treenail augers, tools which greatly contributed to the expansion of wooden shipbuilding in New England in the second quarter of the nineteenth century. The Drew iron works and auger shop in Kingston which Christopher took over in 1837 dates from 1805. Before the invention of the spiral crank auger with the gimlet point, or worm, at the beginning of the century by L'Hommedieu and others, boring for treenails to fasten ship's planking was a slow and laborious process. Pod, shell or nose augers, as the more ancient forms of this boring tool were variously called, had to be pressed hard into the wood to cut, and withdrawn frequently to remove chips, since they did not clear themselves automatically as later spiral twist augers did.

Recently Mystic Seaport has acquired a series of seven unused shipbuilders' nose augers discovered some forty years ago in the loft of an old warehouse, since torn down, on Commercial Street in Boston, where they may well have lain undisturbed since the late eighteenth century.

Among other scarce tools added in past weeks to the growing collection at Mystic Seaport are several large spar shaves once used in Essex, Massachusetts. These oversize drawknives from twenty-six to twenty-eight inches between the handles were used by the sparmaker in rounding a stick after the adze and preliminary to planing it. The best ones were made by L. & I. J. White of Buffalo. The White firm produced a superior line of edged tools including broad axes, adzes and plane irons. They are out of business now, like almost all of the other formerly well-known manufacturers of shipwrights' tools.



Louis S. Martel

Spar shaves: right one crudely made, possibly in early nineteenth century; other two by L. & I. J. White, Buffalo, 1837.

Their once-familiar trademarks are no longer seen and surviving copies of their trade lists and catalogs are rarely to be found. These have now become historical documents, important references for the reconstruction of New England's maritime past. And they are much needed, if any can be found, for the research now in progress at Mystic Seaport.

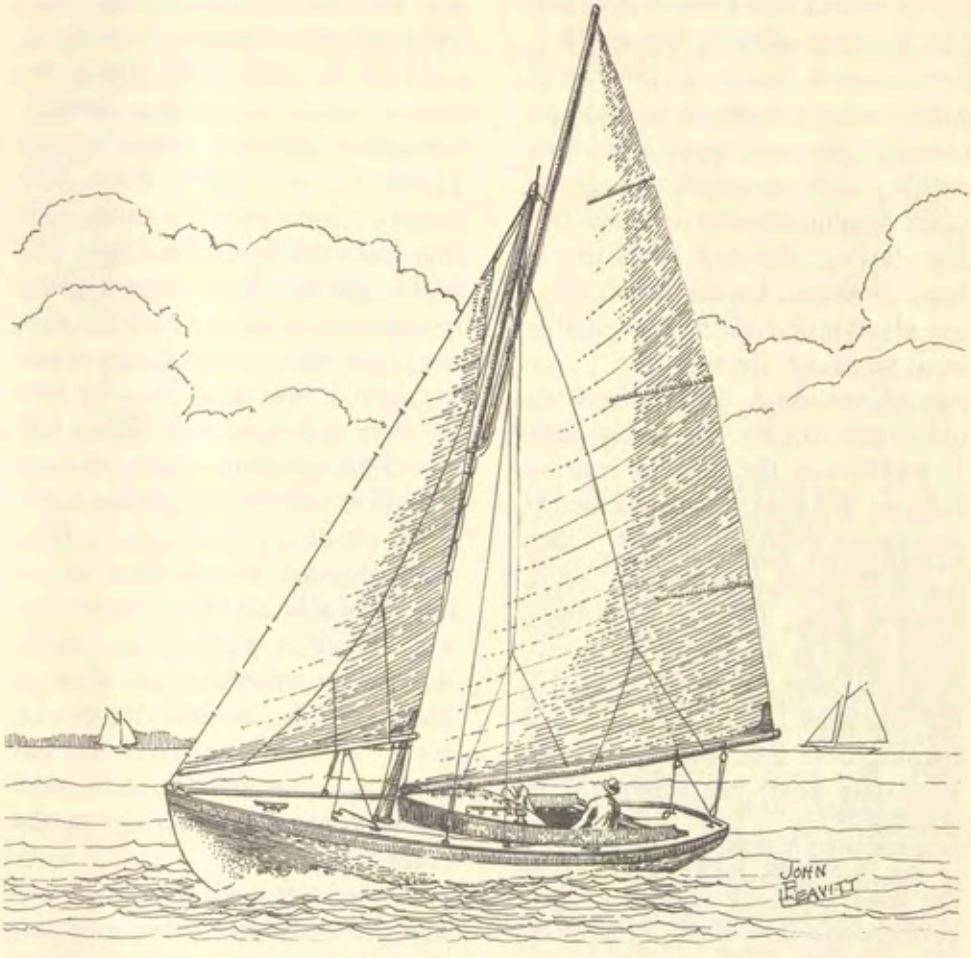
Alerion

BY AMORY STANDISH SKERRY

Early in 1913, Nathaniel Greene Herreshoff, "The Wizard of Bristol," launched at his famous yard the twenty-six-foot sloop *Alerion*. He designed her for his own use to be the most perfect "single hander" of which he was capable. Any one who has sailed *Alerion* knows how well he succeeded. Not only is she a sweet sailer and sweet to handle but, with the exceptions of casting off the mooring or getting the anchor, all functions of sailing take place in the cockpit. With a downhaul on the selftending jib, which together with the mainsail was equipped with lazy-jacks, Captain Nat could douse all sail in short order. Halyards lead aft to the cabin bulkhead; the jib sheet is cleated handy to the helmsman; the running back stays are operated by sliding rods abaft the tiller on port and starboard. If you wonder at *two pairs* of rowlocks mounted on the cockpit combing, I can tell you that they are not primarily for rowing. There is, to be sure, a ten-foot oar stowed in the cabin, but also stowed beside it in a neat bundle is a very light awning made of spinnaker cloth. Its width is the width of the cockpit, while its depth is the distance between the rowlocks set on either side of the combing—about two feet. Supporting "legs" set in the rowlocks are long enough to allow clearance by the boom. So, under this on a hot, somewhat breezeless day, you can sit and sail in comfort yet still be able to see the full luff of the sails.

Alerion at first wore the conventional gaff-headed rig. The Captain had her shipped to Bermuda on a steamer's deck and there he caused some consternation among the authorities by sailing her single handed in circumnavigation of the Island. There, too, he studied the native sloops with their jib-headed, or Bermudian rig. Also he admired the color of their hulls, which was generally a light blue. Convention with us at that time was to paint yacht hulls either white or black or, if mahogany planked, to varnish them. *Alerion* was white.

Sometime after she was brought back from Bermuda Captain Nat changed her rig to a modified sliding gunter. This closely approximated the Bermuda rig: it also did away with one halyard and had other advantages. This change necessitated a new gaff, which is as long as the boom, is about six inches in diameter at its midpoint, but is hollow (as is the mast) and is so light that it can be carried under one arm. He altered her topside color, too. Her topsides became the soft green seen in tropical waters when over a sand bottom, but her beautifully moulded oak sheer strake



75.159

continued to be varnished. Each year, when I went for topside paint, old Tom, the bulbous-nosed boss of the paint shop, would greet me: "Hello, there! You want some Nathaniel green for *Alerion*, don't you." She wore that green for many years with white below the water line until her last private owner reversed the scheme again, painting her white, sheer strake and all.

Alerion would sail herself to windward. You trimmed sail for the course you wanted to steer; then you lowered or raised her centerboard until perfect balance of helm was attained and she would mind herself on course as long as the wind held true.

Since she was designed to be a day sailer, her cockpit is large, but her cabin is not much more than a

cuddy with a seat on each side and only sitting headroom. After sailing her for one season I thought I would like to make some changes to make her more comfortable for cruising. This entailed raising the cabin height, running it about two feet farther aft, and installing a head. I wanted Captain Nat's opinion of what I contemplated doing, so I made an appointment to see him at his home. By this time the old gentleman was extremely deaf. It was before the days of hearing aids, so I sat on the couch beside him and shouted into his ear. When I got through I shouted, "Well, Captain Nat, what do you think about it?" He sat quietly for a moment and then he said, "Well, I'll tell you what I think. If you want a cruising boat sell *Alerion* and buy a *cruising* boat; but *don't change Alerion!*"

So, of course I never did! And the Skerry family cruised happily even though somewhat uncomfortably, in her for ten or twelve years thereafter.

For some years we raced her in the handicap C class on Narragansett Bay. We had all kinds of competitors, including "30-Squares." She was moderately successful, even beating the "30-Squares" when the wind was light. My son and I made many short cruises in her, when she pretty thoroughly covered all the waters from Long Island Sound and the Peconic Bays to the Vineyard and the Islands. After lying one night in Cuttyhunk Harbor we ran out the next morning through Canapitsit Channel. Never again! In my dreams I still see those rocks passing under us. We came back into Buzzards by Quicks Hole. We bucked such a strong current going south through Robinson's Hole that the buoys were almost dragged under, and it was visually clear that we were sailing *up hill*. There followed an excellent lunch of fresh swordfish cooked in Tarpaulin Cove, after which we returned to Buzzards through Woods Hole. Having sailed all four Holes in one day, we crossed to Padanarum, where we spent a peaceful night. Coccles Harbor on Shelter Island was a favorite spot in these days. It was completely unspoiled, and we used to watch the deer playing on the beach at sunset.

Alerion is framed in oak, planked with Port Orford cedar, and finished in Honduras mahogany. There is no thread of calking in her planking, which dries out badly when she is laid up ashore. At the end of the first season I owned her I had her stored at the Herreshoff yard. With slings under her they picked her up with the big pair of shears they used for stepping the masts of schooners and Cup Defenders, and set her down in her cradle on the wharf. They covered her, but there she sat

all winter exposed to wind and sun. In the spring they again picked her up with the shears and dropped her over the side of the wharf to soak up. Of course she was still in her slings, but it was low tide. When next they thought to look at her it was high tide and *Alerion* was submerged up to her cabin top! Gratings, halyard box covers had floated away, and had to be replaced. There were some very red faces! Thereafter I stored her "on the ground," but she always requires a lot of soaking up.

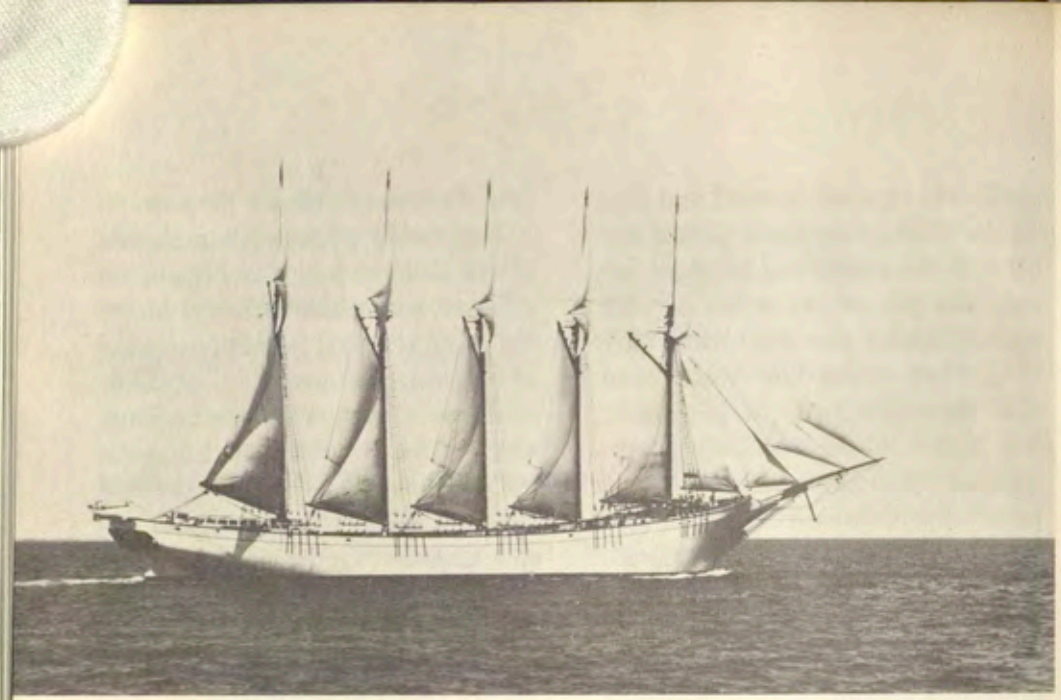
For twelve years *Alerion* was a beloved member of the Skerry family. Then came the war. My son joined the Navy, my daughter got a job, I was busy with the war effort—and *Alerion* languished in dry storage. It was not good for her, so I sold her to a man who could put her in the water and use her. We wept.

Mr. Green sailed her for two or three years, then sold her to Isaac Merriman, Sr. "Ike" apparently had wanted her for a long time—I wish I had known it—for he kept her in beautiful shape. In his will he left her to his son. "Young Ike" (he was always "young Ike," although he was in his sixties at this time) had her rig changed once more, this time to a tall Marconi. He also chromeplated all the distinctive bronze Herreshoff hardware. Finally he made a generous gift of her to the Mystic Seaport.

Fortunately, James Kleinschmidt of the Seaport had had his eye on *Alerion,* and when he heard of the rig being changed he got possession of the old spars and rigging. They are now stored in the Spar Shed, above *Alerion.* Someday I hope it will be possible to restore her and exhibit her in the colors and rig that Captain Nat designed for her—the last boat he sailed and the one he loved so well.



One hot and very calm August day in the 1920s a group of members of the East Greenwich Yacht Club were sitting on the club porch overlooking the harbor. The flag on the clubhouse pole hung limp; the water was like glass. As they watched, a little green sloop rounded the point at the harbor entrance and slowly glided towards them. It passed the club, reached the head of the Harbor, came around and quietly slipped by them and out again. As it passed they could see, sitting at the helm under a little awning, an elderly bearded man wearing a broken down Panama hat. One of the group, a new member, exclaimed, "What kind of a boat is *that,* and what in blazes makes her go?" The answer was, "Why, that is Captain Nat Herreshoff and his *Alerion,* and they *both* make her go!"



Saga of the Schooner *Elvira Ball*

BY CHARLES R. SCHULTZ

Few if any other vessels have duplicated the feat of the small five-masted schooner *Elvira Ball* built in Mystic, Connecticut in 1907. Although her active career as a coastal trading vessel lasted but a scant eighteen months, she did achieve an element of fame. Her greatest accomplishment, however, came after she had been anchored and abandoned in a leaking condition off Cape Henry in February, 1909. After breaking loose from her anchors, the *Elvira Ball,* with her decks awash and almost completely dismasted, drifted—over a period of nearly five months—approximately 3,000 miles across the Atlantic Ocean.

Built by and for the Gilbert Transportation Company at its yard in Mystic under the direction of Mark L. Gilbert, the *Elvira Ball* became the fifteenth vessel the firm owned and operated in the coasting trade. As five-masters go, the *Ball* was small, being only 200 feet long, 38 feet wide and 16 feet deep

and of only 726 net tons. Her smallness notwithstanding, she was said to have been the largest single-decked vessel on the Atlantic coast and the only single-decked five-master at the time of her launching. She reportedly was able to carry 1800 tons of coal or 950,000 feet of lumber.

Local newspaper accounts indicate that the *Ball's* frames were "of the best Connecticut oak" while her planking and ceiling were of Georgia pine. Although the accommodations in the cabin were not as plush as those in some passenger steamers of this era, they were, nevertheless, handsome and of a high quality. Ship joiner A. W. Butler of Mystic did an admirable job of constructing the cabin interior of chestnut, sycamore and spruce. The cabin sole was of quartered oak. Edward A. Potter of Stonington finished all the woods in their natural colors. This factor, along with the highly polished finish applied by Potter, made for a very light and cheerful appearance in the cabin.

Contained in the cabin, which was thirty-two feet square, was the Captain's stateroom which measured 14′ by 11′ and was furnished with a brass bed, bureau, chairs and a couch. Also included were the dining saloon, 12′ by 16′; the mate's stateroom, 7′ by 14′; the steward's room, 7′ by 9′; two pantries; two spare staterooms; a bathroom; and the Captain's office. The bathroom was equipped with open nickel-plated plumbing, a tub, a lavatory, and a closet; the Captain's office was fitted with a roll-top desk, chairs, and a couch.

The forecastle was finished in hardwood and provided accommodations for five seamen. It also contained the galley and the engine room. In the latter was a forty-horsepower engine to operate a Hyde steam windlass to hoist the sails, weigh the anchors and to load and discharge cargo.

Each of the *Ball's* five masts was made of Oregon pine and was ninety feet tall. Her topmasts were fifty-foot pieces of Maine spruce. Booms and gaffs on the fore, main, mizzen and spanker masts were each thirty-nine feet. On the driver mast, the boom was fifty-eight and the gaff forty-one feet long. The bowsprit was a piece of Oregon pine twenty-nine inches square and forty-seven feet long, while the jibboom was sixty-five feet long and twenty inches in diameter.

The *Ball* carried two Baldt anchors weighing 3,500 and 4,000 pounds, and had 105 fathoms of two-inch stud link chain in each chain locker. She also was equipped with a yawl-boat powered by a Lathrop engine.

You may say, then, that the schooner was a well-constructed vessel with several conveniences

which would add to the comfort of the officers and crew and would assist them in performing their tasks. It would appear that her owners expected her to serve them well for several years. They must justifiably have felt very proud of their new vessel as construction was completed and the details of launching worked out.

Launching of the *Ball* on August 24, 1907, went almost without mishap and was attended by an estimated 3,000 persons who refused to be deterred by the drizzling rain that fell in Mystic that summer day. Among those in attendance were the members of the Jibboom Club of New London. People had come by trolley, private cars and various types of boats. At precisely 10:15 A.M. Mark L. Gilbert gave the signal for the workmen to commence to "wedge her up." A scant eleven minutes later she started to slide down the ways with colors flying from every masthead and amid the deafening cheers of the gathered throng and the whistles of tugs in the Mystic River and factories ashore. At just the proper moment, Miss Elvira Ball of Holyoke, Massachusetts broke a bottle of champagne over the schooner's port quarter and christened the vessel with her own name. Once the *Ball* was in the water, workmen dropped her anchors, and a tug warped her into her berth. Immediately gangways were placed between the vessel and the dock to permit visitors to go aboard. Only the prompt action of workmen on the dock prevented a serious mishap when one of the gangways broke with several people standing on it. This slight incident was the only thing which marred an otherwise perfect launch.

After the vessel was safely launched and visitors had had an opportunity to examine her, the Gilbert Transportation Company entertained invited guests in the hold of their new schooner. Approximately 500 people were served, with S. H. F. Ross of Stonington being the caterer. A few days later the schooner set sail on her maiden voyage under the command of L. B. Stanton, former master of the *Catherine Monohan*, also of Gilbert Transportation Company's Fleet.

This first voyage of the *Ball* established a pattern which she was to follow for all of her career. After a brief passage from Mystic to Philadelphia, she was loaded, probably with coal, and sailed for Mayport and Brunswick on September 6. Her return northward began at Jacksonville on September 29, and she arrived at her destination, New York, on October 10. The cargo on this passage was undoubtedly lumber. During the next sixteen months, the *Ball* steadily plied the waters of the Atlantic coast from Jacksonville to Bath, making six voyages from

North to South and back plus three passages between Philadelphia and her home port of New London. While she was in New London on January 8, 1908, a scow broke adrift and collided with her, causing only slight damage. In addition to those already mentioned, the following ports were entered by the *Elvira Ball* during her brief career: Newport News, Boston, Norfolk, Baltimore, Savannah, Washington, D. C., Coosaw, South Carolina.

The schooner's final trip began at Jacksonville, where she had loaded lumber for Boston, on February 4, 1909. Only four days later she was abandoned off Cape Henry after striking an unidentified obstruction. Her crew was taken off by the schooner *Thelma,* bound from New York to Savannah, and carried to Norfolk. Since the crew had anchored the *Ball* before abandoning her forty miles east of Cape Henry, the vessel's agent confidently sent the tug *John Scully* out to tow her into Norfolk. When the *John Scully* was unable to locate the *Ball,* other vessels were sent to search for her: Among them the derelict destroyer *Seneca,* the revenue cutter *Mohawk,* and the T. A. Scott & Co., Inc. tug *Tasco,* which steamed out of New London on February 21 with sufficient provisions for ten days. The justification for all this action lies in the fact that the *Ball* was a serious menace to navigation and that she and her cargo were worth an estimated $100,000.

In the meantime, some light was shed on the location of the elusive schooner. The Austrian steamer *Georgia,* which arrived in New York on February 20, reported that on the 18th she had passed the *Ball* in latitude 38° 34′ N and longitude 68° 45′ W. Thereafter she was encountered three times in March. On the 7th she was seen in latitude 40° 58′ N and longitude 62° 19′ W by the Danish steamer *Philadelphia;* on the 15th she was met by the same vessel in latitude 40° 45′ N and longitude 50° 03′ W; and on the 19th she was passed in latitude 40° 46′ N and longitude 54° 58′ W by the British steamer *Cevic,* which set fire to her. This was not an uncommon method of ridding the commerce lanes of derelicts. In this instance, however, the attempt to burn the schooner failed as is demonstrated below.

During April the *Ball* was sighted by five vessels, two of which saw her on the same day. On April 3 she was passed in latitude 41° 47′ N and longitude 46° 49′ W, on the 11th in latitude 42° 06′ N, and longitude 44° 18′ W and in latitude 42° 16′ N and longitude 44° 19′ W, on the 17th in latitude 39° 01′ N and longitude 38° 11′ W by the British steamer *Headley,* and on the 28th in latitude 39° N and longitude 37° 05′ W by the Ger-

man steamer *Keonig Albert*. Thus it may be noted that the derelict schooner had drifted approximately 32° eastward in a little over two months.

Nearly a month passed before the *Ball* was sighted again. Nevertheless, she was spotted three times in May. On the 26th the steamer *Finland* saw her in latitude 37° 48′ N and longitude 30° 56′ W; on the 29th the British steamer *Norman Prince* passed her in latitude 38° 30′ N and longitude 30° 40′ W; and on the 30th the British steamer *Tioga* encountered her in latitude 38° 20′ N and latitude 30° 52′ W. Hence, she had drifted over 7° farther toward the east by the end of May.

About the 3rd of June the British steamer *Saranac* reported having passed the *Ball* in latitude 37° 40′ N and longitude 30° 50′ W. Nothing more was heard of the elusive schooner until June 26 when she was towed into Fayal by the British steamer *Beaver*. In Fayal the *Ball* was pumped out, but she quickly filled with water again even though she reportedly was only slightly damaged.

When the owners in Mystic received word of their vessel's safe arrival in Fayal, Osgood A. Gilbert, President of Gilbert Transportation Company, announced his intentions of going to the Azores to examine the schooner. The *Stonington Mirror* of July 2, 1909, concluded its account of the incident with the optimistic statement that "as soon as she arrives in Mystic it will be as big a day as it was the day she was launched, as everybody will be anxious to view the craft."

In spite of the optimism of the paper, nothing appears ever to have been done for the schooner. *Merchant Vessels of the United States* for 1909 merely reports her as having been abandoned on February 8. Interestingly enough, the *New York Maritime Register* continued to list the *Ball* in its compendium through December 8, 1909, after which it dropped her without comment.

Thus, the brief but exciting career of Mystic's small five-masted schooner *Elvira Ball* drew to a close. Her active working career was almost without excitement, but what she accomplished after having been abandoned off Cape Henry causes her to be remembered today, nearly sixty years after her unusual trip across the Atlantic Ocean. Had the *Ball* remained active on the coast for a number of years as her owners undoubtedly anticipated she would, she probably would have been forgotten long ago by all except the most enthusiastic lovers of vessels of her type.

Bibliography

Stonington Mirror, August 21 and 28, 1907; and July 2, 1909.

New York Maritime Register, August 28, 1907—December 8, 1909.

Fortieth Annual Meeting

Preparations for the Annual Meeting began weeks before July 18. Since the new Philip R. Mallory Wing—made possible by gifts from family, friends and associates to honor the Chairman of the Board of Trustees—was to be dedicated before lunch on Friday, there was a bustle to get it finished in time. New lawns were made—practically overnight; fences were painted—a boy to each side; new walks laid, shrubbery planted, lawns mowed, flower beds weeded; boys swung—roped—through trees with electric buzz saws in one hand, in a tree-grooming spree.

The Seaport sparkled under blue skies and white clouds, members poured in by plane, boat and car. All available dock space was taken; luncheon tickets —limited to the first 500—were sold out. The temperature was in the nineties as the CBS Television Network set up headquarters in and around the Sail Loft for four special network reports on visitors' reactions to the achievements of Apollo XI July 20 and 21. Worldwide transmission via satellite from Mystic Seaport, with a television tower across the river—what would the Founders think?

A dinner Thursday evening attended by Trustees and their wives, Director and Mrs. Johnston and staff members at Seaman's Inne started off the festivities. After dinner, three films were shown: two, brought by William P. Gwynn, Chairman of the Board of United Aircraft Corporation, were on the Flight of Apollo X and training for Apollo XI; the third, about discovery of a different kind, *The Viking Ships of Roskilde Fjord.*

Friday was a busy day, with staff and volunteers helping in every way

Two experts at work in the Herb Garden: Mrs. Adelma Simmons of Caprilands and Louis Pelligrino, Seaport Head Gardener.

Sandra DeVeau



William Haskell, of WTIC-TV, in Hartford, interviewing John Leavitt, Associate Curator of the MHA during the CBS Moon coverage at Mystic Seaport on July 20.

Russell A. Fowler





Basil Greenhill, Director of the National Maritime Museum at Greenwich, England and guest speaker at the Annual Meeting. Photographs, Sandra DeVeau.



Philip R. Mallory, right, with his daughter, Mrs. Ward Grantham; his son, H. Rogers Mallory, at left; and Francis Day Rogers, President of the MHA.

possible. While the Board of Trustees was meeting in the Munson Room of the Library, their wives and the wives of department heads toured the Fred Hewitt house and grounds in North Stonington. At 11:30 the Philip R. Mallory Wing was dedicated, with remarks by President Francis Day Rogers and cutting of the red, white and blue ribbon across the door by Mr. Mallory. An exhibit relating to Mystic River shipyards in operation during the mid-nineteenth century—including the Mallory Yard, founded and operated by Charles Mallory—had been set up in the building, featuring a group of water colors by John Leavitt and his painting of the *Emma C. Berry* (our cover girl), along with photographs, half models and rigged models. The Memorial Service was held at noon in Aloha Meeting House, and after this the Member's Reception began on the North Green.

The big striped tents were full to overflowing with members and guests greeting old friends and exchanging gossip. Luncheon tables were gay with flower arrangements by the Groton Garden Club, Navy Chaplain R. A. Propst gave the invocation, sea chanteys by the Seaport Carillers accompanied lunch, with *Rolling Home* producing wet eyes and soggy handkerchiefs, and then came the speeches.

Director Waldo Johnston spoke briefly of the Museum's progress, the new science of ship restoration, and of the strong continuing bond of affection between the Seaport and its members. He announced that the Caron House had been renamed Dickerman House in honor of Marion Dickerman, former Education Director and consultant from 1945 to 1968.

President Rogers told of the records made by the Museum in 1968 in spite of rising budgets, and of his wish to keep the Museum as strong and onward-looking as it was when he became president. He announced that counsel had been employed to assist the Development Committee in a fund raising drive for operating and capital purposes: the preservation of the ships and small boats and the Seaport's unique artifacts, meaningful exhibitions, security, salaries. And he concluded by referring to the Museum's membership as "our crown of glory—13,000 strong—providing annual support and interest."

Basil Greenhill, Director of England's Maritime Museum at Greenwich, was the principal speaker, and he

made a most interesting suggestion:

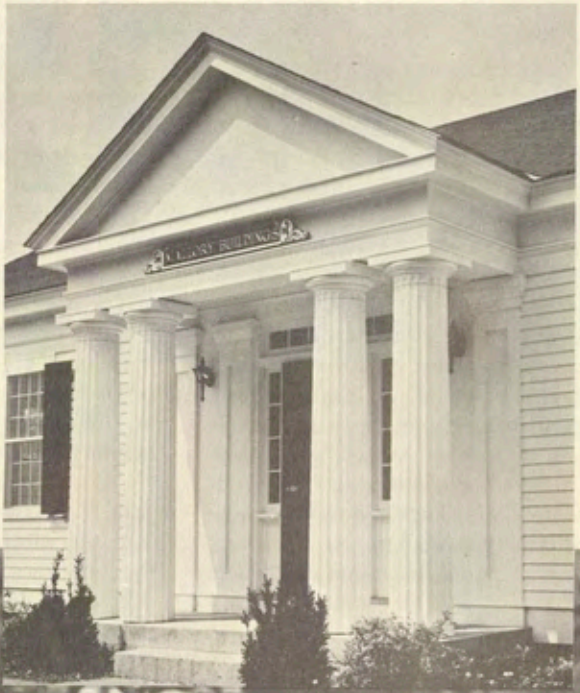
"I take this opportunity of suggesting that it is time we in the maritime museum world with, for all our diversity, our strong common interests, our common problems, our common ignorance of one another, should make a move to draw closer together, which might be of great benefit to us all. I propose that you at Mystic and we at Greenwich, England, consider together the establishment of an international meeting of maritime and associated museums, held perhaps every three years and in a different country each time, as a device towards sharing our ideas, experience and knowledge, as a means towards the better acquaintance which can sometimes lead to mutual assistance, even perhaps to active and constructive cooperation in such matters as competition for acquisitions. After all, we can't all monopolize everything, even in our specialist fields. If, on consideration, this idea appeals to you and you would be willing to join us in sponsoring such a development, I am authorized by the Trustees who, on behalf of the Prime Minister determine our policy at Greenwich and the manner of its execution, to say that they would welcome the holding of a first meeting on these lines at Greenwich in 1972 if we and you could organize jointly together, and that we would be very pleased to be hosts and provide facilities and be responsible for the administrative arrangements. I won't go into more detail about this proposal now, but I hope that we can together make progress on these lines, and I am sure that such a gathering held every three years could become an important factor in the development of maritime museums throughout the world."

After the benediction by Navy Chaplain F. E. Slejzer, a Trustees meeting for the election of officers took place as follows: Chairman of the Board, Philip R. Mallory; President, Francis Day Rogers; First Vice-President, Clifford D. Mallory, Jr.; Vice-President, Henry B. duPont; Vice-President, Alexander O. Vietor; Vice-President, William B. White; Treasurer, Atwood C. Ely; Secretary and Assistant Treasurer, Oliver Denison III.

Emil Silberman, President of The Mystic Seaport Stores, Inc., was named to the Board of Trustees.

Photograph below, Charles Gibson





Director's Report

The dedication on Annual Meeting Day of the new wing on the Mallory Building marked a significant milestone in the history of this museum. Given as a testimonial to Philip R. Mallory by his children and friends, the Philip R. Mallory Wing stands today as a tangible symbol of the love of one man for this place and his single-minded dedication to "Whatsoever things are true."

For the past thirty years Mystic Seaport has never strayed far from P. R. Mallory's thoughts. Together with Carl Cutler, he mixed vision with courage, leadership with conviction, initiative with vigor, enthusiasm with that rare ingredient of the human spirit that compels others to join with him and follow in his wake.

As President of The Marine Historical Association, P. R. Mallory was deeply involved in the decision to acquire the *Morgan* in 1941 which lead to the development of the concept of an outdoor living museum with exhibits of nineteenth century trades and crafts associated with ships and the sea. It was his wisdom that saw the role of this museum as a scholarly institution dedicated to research and the education of youth.

Since 1961, P. R. Mallory has served Mystic Seaport as Chairman of the Board, and from this position as Admiral of the Mystic Fleet he continues to encourage us all to greater resolution and quiet confidence that our labors will succeed.

The P. R. Mallory Wing is a bright candle on our Fortieth Birthday Cake. It bears testimony that the unwavering love of a man can indeed lead to the creation of a miracle—Mystic Seaport. That it was dedicated even as *Columbia* and *Eagle* were approaching the Sea of Tranquility, and CBS-TV cameras were being installed at Mystic Seaport to record for the world via Telstar a visible affinity between Man's past voyages into unknown waters and the dawn of a New Age of Exploration was not insignificant evidence of P.R.'s personal achievement.

Waldo Johnson



Photographs, DeVeau and Martel.

EDUCATION NOTES

On July 31 the Munson Institute graduated a record class of twenty-four students. Thirteen of these were enrolled in the survey course, History 332; four in the research seminar, History 390; and seven in the course on American Literature of the Sea, English 343.



Louis S. Martel

Munson Institute faculty with graduates of history course 332. In back row: Drs. Kemble, Albion, visiting Professor Lewis. Third from left in middle row: Dr. Craig.

The majority of the students are engaged in or intend to enter the teaching profession; many—including several doctoral candidates—are furthering their graduate studies. The list of graduates follows:

History 332: Lawrence Clayton, Tulane University; Robert J. Devlin, Catholic University of America; Sandra Diehl, Southern Connecticut State College; Jeffrey E. Friedman, University of Wisconsin; Ernest J. Haas, Southern Connecticut State College; John J. Kelly, University of Maine; Howard McCracken, Teacher; Lt. Tumnu Nateroj (Royal Thai Navy), University of Indiana; Janet W. Smith, Elmira College; Alan Treworgy, Teacher; Robert L. Ueberbacher, Teacher; Charity Vanderbilt, George Washington University; Roland Vinyard, University of Connecticut.

History 390: Bonita Coro, Teacher; Lucille Showalter, Teacher; Helen L. Winslow, Teacher; Mrs. Thomas Eyles.

English 343: Mary Drummond, Mrs. JoAnne Fuerst, Frances Hatch, University of Connecticut; Mrs. Gail M. Hurd, Central Connecticut State College; Kevin J. Keyes, University of Connecticut; Theodore Steever, Cornell University; Helen C. Vergason, Teacher.

The faculty was headed by Dr. Robert G. Albion, Harvard University. Associates were Dr. John H. Kemble, Pomona College; Dr. Hardin Craig, Rice University and Dr. John Seelye, University of Connecticut.

VARIABLE WINDS

On June 17 a group of corporate real estate managers, industrial brokers, developers and engineers from New York and New England, who had been visiting prime industrial sites in southeastern Connecticut, toured Mystic Seaport as guests of the Connecticut Development Council.

The 54-foot yawl *Helen of Howth* (pronounced oath), the lone Irish entry in the 1969 trans-Atlantic Race to Ireland, put into Mystic Seaport three days prior to the June 22 start from Newport, Rhode Island. On board were her skipper and owner, Percy Howard Greer of Dublin, and other members of the all-Irish crew. The 2,750-mile race was co-sponsored by the Cruising Club of America and the Royal Cork Yacht Club, the oldest yacht club in the world, celebrating its 250th anniversary this year.

The Mystic Women's Club sought and received permission recently to use a drawing of the *Charles W. Morgan* on their membership card.

Foreign language translations of the Mystic Seaport grounds map were made available for the first time this spring. A German version appeared first, followed by one in French and one in Spanish. A Japanese translation and one in Swedish, Norwegian or Danish will be made available in 1970. Promotional folders in the same foreign languages will also be distributed this autumn.

On May 27 in Manhattan Director Waldo C. M. Johnston presented to Peter Stanford, President of the South Street Seaport, a Certificate of Merit on behalf of the Municipal Art Society of New York. The certificate cited the South Street organization "for its imaginative role in reviving an awareness of New York as an historical seaport, thus encouraging the city as a whole, and lower Manhattan in particular, to take measure of itself in human terms."

The Fisheries Exhibit, housed in the former Whaling Room of the Aids to Navigation Building, was opened to the public on June 23.

Captain Alan Villiers, former owner of the *Joseph Conrad*, re-visited his old ship one Sunday in late spring. Accompanied by Associate Curator John F. Leavitt he made a thorough inspection of the *Conrad* and had nothing but enthusiastic praise for the restoration job.

The spring meeting of the Society of American Travel Writers' Conservation Committee was held at Mystic Seaport. Alma Eshenfelder, a member of the committee of which writer Michael Frome is chairman, hosted the session.

Members of the Visiting Committee and their wives paid their second visit to Mystic Seaport on June 3, 4 and 5 to work with the Director and staff as

an advisory committee on various aspects of the Seaport operation. Members of the Committee present were: Dr. Louis C. Jones, Director of the Farmers' Museum in Cooperstown, New York and the New York State Historical Association; George H. Hamilton, Director of the Sterling and Francine Clark Art Institute, Williamstown, Mass.; Walter J. Heacock, General Director of the Eleutherian Mills-Hagley Foundation; Richard B. Seawall, Master of Ezra Stiles College, Yale University. Sheldon Keck, former conservator for the Brooklyn Museum, was unable to come.

On April 12 and 13 a group of thirteen Girl Scouts from the Overbrook School for the Blind in Philadelphia, Pennsylvania spent the weekend at Mystic Seaport, staying overnight aboard the *Joseph Conrad*. John Briley and Janet Burrows of the Education Department staff prepared the program along with the interpreters and escorted the group while here. Their tour included visits to the Shipsmith Shop, Sail Loft, Cooperage, Chandlery, Woodcarver's Shop, Weave Shop, Ropewalk, the *L. A. Dunton* and, of course, the *Charles W. Morgan*. They examined a model of a full-rigged ship to help them get a fuller perspective of the ship, went into the working areas of the exhibits they visited and examined at firsthand the tools and materials involved. In many instances they were able to figure out for themselves the use or purpose of the tools by handling them, and actually participated in the exhibit, such as weaving in the weave shop and operating the bellows for the shipsmith. It was a worthwhile experience both for the Scouts and our staff. We regretted their limited time and hope to see them again soon.

STAFF NEWS

Waldo Johnston, Flora Fairchild and Alma Eshenfelder represented The LOG at a press conference on June 21 aboard the H.M.S. *Valiant*, the first all-British-built nuclear fleet submarine. *Valiant* came in to the Submarine Base at Groton, where her skipper, Commander G. Robin King of the Royal Navy, had spent the years 1960 to 1962 as British Exchange Officer.

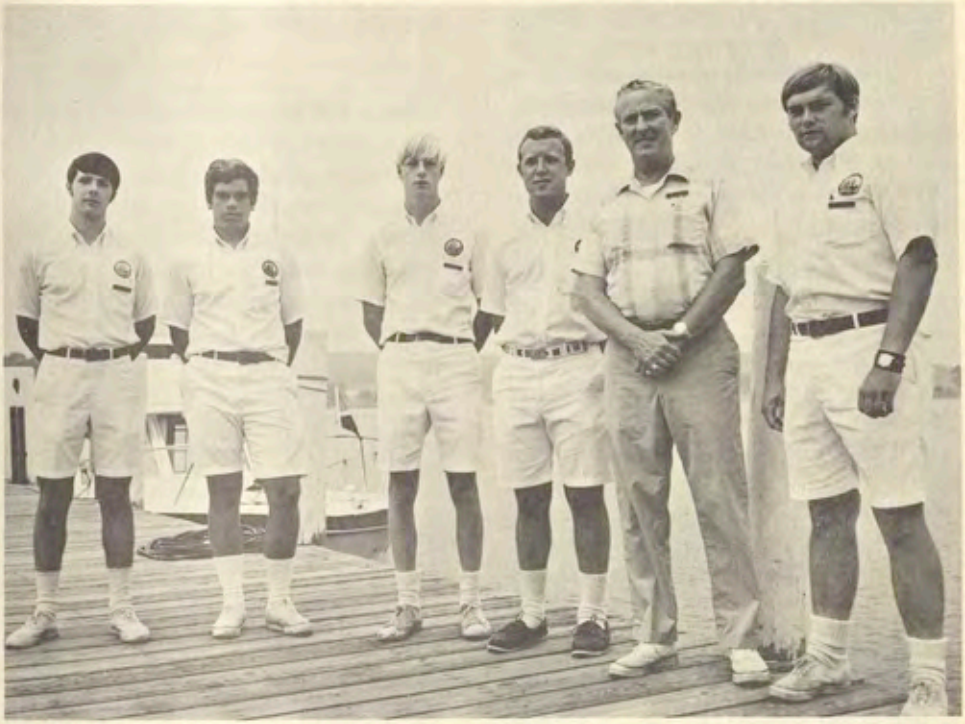
Since the activities and general work load in the Office of the Registrar have expanded, Philip Budlong has assumed the post of Registrar with Mrs. Harry C. MacDonald as Assistant Registrar. Assisting in that office for the summer were Caroline Berry of Noank and Susan Ginsberg of New London.

J. Revell Carr, who received his M.A. this year from the University of Pennsylvania, joined the Education Department as a Research Associate on June 2.

In May Librarian Charles R. Schultz was elected corresponding secretary of the Connecticut Valley Chapter of the Special Libraries Association.

Richard V. Palmer, Supervisor of Collections, took part in a six-week Seminar for Historical Administrators held at Colonial Williamsburg from June 15 through July 25.

Dock boys on Lew Powell's "waterfront patrol" are: John Anderson, Supervisor and Senior Dock Boy; David Forgue, Bosworth Powell, Robert Edmondstone and John Allanach.



Russell A. Fowler

Lou Powell, Membership Director of the MHA, with his dock boys.

Alma Eshenfelder will attend the annual convention of The Society of American Travel Writers in October in Las Vegas, and will make side trips to Phoenix, Scottsdale and San Diego.

John F. Leavitt, Associate Curator, addressed The Noank Historical Society on June 11 on "Deep Water Sailing Vessels."

David Darby of Titusville, New Jersey, joined the Collections Division of the Curatorial Department in early July. Summer additions to the shipyard include Bob Rodgers, Bryan Burdick, Leigh Bayreuther and Rod Smith, all area residents. Robert Farwell of Old Mystic assisted with an exhibits project for several weeks in June and July.

STAFF PEREGRINATIONS

Director Waldo C. M. Johnston presented a slide lecture at The Southold (Long Island) Historical Society. He also spoke on the problems of preservation of wooden ships at the 22nd annual Seminars on American Culture sponsored by the New York State Historical Association at Cooperstown, New York, on July 8. John Gardner, Curatorial Research Associate, spoke at the Essex Yacht Club June 6 on ferro-cement as a yacht building material.

Edward Watson, Seaport Security Officer, was the guest speaker at the West Haven (Conn.) Rotary Club in early June.

RECOMMENDED READING

J. Ross Browne: His Letters, Journals & Writings. Edited by Lina Fergusson Browne. *University of New Mexico Press, Albuquerque, New Mexico. $10.95.*

The decade of the 1840s was one of agitation for reform and improvement of the lot of the laborer, be he mill worker, farmer or seaman. During these ten years, Richard H. Dana published his classic *Two Years Before the Mast*, and Frederick Engles his *Conditions of the Working Class in England*. Trade unions were declared lawful, the first homestead bill was introduced, New Hampshire passed a ten-hour law for workers, Great Britain repealed her Corn Laws and the first Woman's Rights Convention was held at Seneca Falls, New York. J. Ross Browne played a significant role in this era. His *Etchings of a Whaling Cruise* (reviewed in the March 1969 Log) appeared in 1846.

Through a judicious, skillful selection of excerpts from Browne's letters, journals, *Etchings* and other writings, Mrs. Browne (widow of Browne's grandson) has done much to help the reader obtain a better understanding of an interesting American of the last century.

Besides his *Etchings*, Browne produced several travel books based largely upon his travels in Europe, the American West and the Far East. His employment varied from clerk to customhouse inspector to Indian agent to ambassador, in addition to writer and lecturer. His writings influenced two of America's best-known literary figures of the nineteenth century, Herman Melville and Mark Twain.

C. R. S.

They Live by the Wind
by Wendell P. Bradley. *Alfred A. Knopf, New York, 1969. $7.95.*

In a mechanized maritime world on the verge of becoming atomic, it is refreshing to find a book such as *They Live by the Wind* on the bookstore shelves. Its author, Wendell P. Bradley, loved the world of sail as few others of his generation have. Many people love sailing much as others love golf, tennis or football. To them it is a sport—the pleasure of life—but Bradley regarded it as did Conrad, as the life itself. Unfortunately, he died in one of man's mechanical contraptions, an automobile, in 1967. His reflections on the sailing way of life, therefore, are more to be read and treasured since there will be few others with his love and perceptiveness.

He was comparatively young when his life ended—only about forty. His experiences, however, included a transatlantic race in a square-rigged Norwegian school ship, a stint in Grand Banks fishing schooners, oyster dredging in the Chesapeake Bay skipjacks, and a delightful interlude with the native Bahamians in their handsome, picturesque little sloops. His work is not the recitation of the technical virtues of these vessels in which he sailed. Rather it is an attempt to present to his readers the men who conceived, built and sailed the last vessels which live and move by and in the wind and sea. He has recognized the technical superiority of these working craft and points it out, but it is an impression of his warmth, understanding and kinships with those who sail them that this reviewer gained from the pages. One gets the impression that he lived in

accordance with his love and had found what was for him the one major goal in life.

Perhaps he was fortunate in his untimely death. He will not be here to contemplate a maritime world become coldly efficient in operation by slide rules and sophisticated instruments. It will be a world perhaps taken over largely by rockets operated by push buttons and computers in which there may be no longer any place for men and vessels whose domain is the sea and their propulsion power the wind. Even sailing for sport may become a mechanized process in which the seagoing inheritance from countless past generations will be lost.

Bradley's book is, therefore, well worth reading for it is an expression of deep sincerity on a subject which seldom has such a gifted champion in these times. His voice is worth listening to.

J. F. L.

THE WAVERTREE: AN OCEAN WANDERER. From the Narrative of Captain George Spiers, with a foreword by Alan Villiers, *South Street Seaport, New York, 1969.*

In the late afternoon of merchant sail toward the close of the last century, a number of British shipowning firms, for reasons historians have not yet fully explored, chose to build Gargantuan iron square-rigged sailing ships. Alan Villiers writes they were "whoppers and some of them were giants," and all were "bruitish" to work. For upwards of three decades, and for some even longer, these leviathans carried cargo and defied the elements on all the far-flung sea lanes of the globe.

One such ocean wanderer was the *Wavertree,* an iron square-rigger 279 feet long and grossing 2170 tons, built at Southampton in 1885. Her career in sail lasted with ups and downs until 1910 when she was dismasted rounding the Horn, following which her hulk was sold for a tow barge. Fifty-six years later in 1966, Karl Kortum, Director of the San Francisco Maritime Museum, found her iron hull still intact and in use hauling sand at Buenos Aires.

Without recounting all that has since transpired, suffice it to say that the *Wavertree,* rescued from her long servitude, will come to South Street Seaport in New York City for restoration as a permanent waterfront exhibit. In his preface Jakob Isbrandtsen tells us, "The cargo she brings to the city is her history." A foretaste is provided by this book.

In his introduction Alan Villiers places the *Wavertree* against a background of historical fact and generalization, raising more than one question which scholarship will eventually have to grapple with. But the main portion of the book, eighty-nine pages out of 134, is given over to Capt. George Spiers's narration of his recollections of a voyage around Cape Horn in the *Wavertree* in 1907-08. The tale is skillfully and vividly told. It seizes interest and transports the reader back to those doughty, "red-blooded, windjammer" days, to borrow Villiers's words.

As an historical source, however, Capt. Spiers's account must be approached with caution. How much is derived directly from contemporary records and how much is a product of the storyteller's art is not quite clear. All we are told is that Capt. Spiers, now eighty and living in Queenstown, South Australia, is writing his memoirs. Did he keep a diary on board the *Wavertree?*

We should want to go to it directly. How else was he able to recollect precisely across a gap of some fifty years the various casual conversations quoted directly in this account, not to mention the numerous incidental details which provide his free–flowing narrative with realism and flavor? This is not to doubt the essential integrity of Capt. Spiers's recollections, but rather to indicate the clear line which must always be drawn between popularization and the austere requirements of historical scholarship.

J. G.

CORNISH SHIPWRECKS: THE SOUTH COAST, by Richard Larn and Clive Carter, *Taplinger Publishing Co., New York. $8.50.*

This book dealing with shipwrecks on the rugged Cornish Coast of England is one which should fill a special niche in any marine library. It inspires hope that someone with the same interest will make the same painstaking effort to produce a similar work dealing with some dangerous areas of our own coastline.

The account is geographical in form with maps of each section of the coast showing the position of the various wrecks. Excellent photographic illustrations of the more recent wrecks and reproductions of old prints add much interest to the text.

There is an appendix quoting the British law on wrecks and salvage and an extensive bibliography. There are two indexes, one general and another listing the various ships and the dates of their wrecks. It is not, of course, a book to interest the casual reader, but it can be highly recommended to those students of maritime history attempting to build a complete library in that field.

J. F. L.

A membership in The Marine Historical Association is the perfect gift for sons and daughters learning to sail, for friends and business associates who love boats and the sea, for anyone who just likes to read about The Age of Sail and takes pride in our maritime heritage.

Membership Classifications:

Active	$10.	Sustaining	$ 50.
Family	$15.	Advisory	$100.
Contributing	$25.	Fellow	$250.

Other memberships are: Association Life Membership, $500; Patron, $1,000; Benefactor, $5,000; Corporate Benefactor, $1,000; Corporate Associate, $500; Corporate Friend, $200.

Please make your membership check payable to The Marine Historical Association and for full details concerning benefits and privileges write to: Llewellyn Powell, Membership Director, Mystic Seaport, Mystic, Conn. 06355.

Calendar of Events

MEMBERS MAY WISH TO MARK THEIR CALENDARS

OCT. 6	Closing date for fall weekend programs on *Joseph Conrad* and *Brilliant*
OCT. 12, 13, 14	* "New England" Adventure Series lecture: John Roberts
OCT. 18	Annual Dhow Derby
NOV. 3	Interpretation program winter schedule begins
NOV. 2, 3, 4	* "Sweden—Mountains to the Sea" Adventure Series lecture: Dr. John D. Bulger
NOV. 14, 15, 16	New England Conference, American Association of Museums
NOV. 23, 24, 25	* "Mexico South into Guatemala" Adventure Series lecture: Philip Walker
NOV. 27	Thanksgiving Day Mystic Seaport is closed
DEC. 14, 15, 16	* "The Sea in Your Future" Adventure Series lecture: Owen Lee
DEC. 21	Community Carol Sing opens Mystic Seaport holiday season
DEC. 25	Christmas Day Mystic Seaport is closed
JAN. 18, 19, 20	* "Australia and New Guinea" Adventure Series lecture: Spence Crilly
FEB. 15, 16, 17	* "Bali" Adventure Series lecture: Chris Borden
MARCH 8, 9, 10	* "Africa's Vanishing Wilderness" Adventure Series lecture: Dr. Arthur C. Twomey
APRIL 19, 20, 21	* "The Magnificent Mountain" Adventure Series lecture: Dennis D. Gray
JUNE 6	Meeting of the New England section of Naval Architects and Marine Engineers

**Adventure Series lectures by subscription only*



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

Non-Profit Organization
U.S. POSTAGE
PAID
Mystic, Connecticut
Permit No. 18

