The LOG of Mystic Seaport

Spring 1971



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Through Hawsepipe and Cabin Window

By John Briley, Supervisor of Group Services, Education Department

Reeling and Writhing of course to begin with," the Mock Turtle replied, "and the different branches of Arithmetic – Ambition, Distraction, Uglification and Derision." While we smile at the Mock Turtle's words, we also recognize much truth in them. Who has not been sent reeling from the classroom by a yawning lecture on complicated nonessential trivia or has not writhen (wrothen?) under the relentless oppressiveness of a term paper deadline! Few – too few. The value of such education is unacceptably low. Even formal education should be interesting, even fun. Witness *Sesame Street*.

The museum is a valuable tool in accomplishing this. Indeed, the whole purpose of the museum's existence is educational service to the community. For here we have advantages that can be found nowhere else. We can take a person bodily into a nineteenth-century building and let him personally observe and participate in activities of an earlier age. We can teach him to learn through observing, participating, judging, weighing up and deciding on his own – which will be of great value to him for the future. In the nineteenth century, and to a lesser degree even today, a ship's captain became captain having come "through the hawsepipe" as a seaman and foremast hand, or "through the cabin window" as a ship's officer without serving as a seaman, usually due to patronage. Either way, the captain made the grade relying on his talents and capabilities, his ability to learn and apply what he learned.

For the student today and the visitor to the museum, the objects and documents here enable him to do this better than most predigested materials found in many classroom learning situations. We of course concentrate our program on New England's maritime heritage, but what is learned can have universal applicability. Furthermore, as visitors come in contact with the museum through our programs, we also hope to engender enthusiasm for history, historical preservation and their values. After all, as George Edward Woodberry put it, "Education has really only one basic factor, a *sine qua non* – one must want it." Too often this vital

element lies beyond the classroom window.

Springtime seems to be the best time for gazing out that window and searching for a new environment to explore, but it is not the time for children's groups to explore the environment of Mystic Seaport. Summer is even worse. During these two periods of the year there are too many on the grounds, and all want to see the same exhibits. Visits then are hurried, harried, harassed and wholly hapless excursions into exasperation. While the summer months bring the general tourist, the spring months bring many children's groups. At these times of the year there is indeed reeling and writing at the museum, and the purposes we attempt to pursue and the advantages we possess are often lost in spite of our efforts to prevent it.



Photograph: Les Olin

It is, therefore, much more rewarding for all groups to come in the fall, winter or early spring.

This is especially true for a school group. Students can then spend as much time as they need in exhibit areas. The timing is left to the teacher, although we provide a suggested itinerary on confirmation of the visit as well as materials to assist in preparation of the class. Our regular program provides no escorted tour, but rather a brief twenty- to twenty-five-minute preparation session given to the group as soon as possible after arrival. We tell them what they can see at the museum, and then show them how, through discussion, knowledge can be gained from an object. This discussion is currently based on either whaling or nineteenth-century maritime community life and concludes with a pertinent film on the topic – the topic being determined by the day of the week the group visits the museum.

Following the preparation session, the students – in small groups of ten with one adult leader – visit the exhibit areas designated by the teacher. The most important part of a group's visit quite naturally occurs on this museum tour, with our interpreters in the exhibits carrying the major load in the educational process. But it is mainly left to the teacher to decide what the group wishes to see and accomplish while at Mystic Seaport. We also rely on teachers and group leaders to evaluate our programs. This vital step is essential in improving the quality of a museum visit.

One disadvantage of a regular visit in the winter months, outside of the cold, is the fact that some of the exhibits usually interpreted at other times of the year do not have interpreters in them. However, it is precisely at this time that escorted tours can be arranged, and that it is possible for us to devote individual attention to the group. Special arrangements are more easily made then, too, including special interpretation.

We try our best to work with the teacher in these instances to prepare a program that will complement what the students are receiving at school. In October and April we can offer an evening program and special overnight accommodations aboard the sail training ship, *Joseph Conrad*. Such a two-day visit allows for more time in each exhibit area and opens the door to many possibilities for examination of a particular aspect of maritime activity or history. And it provides an opportunity for handicapped groups needing extra time to really dig into this educational opportunity.

However, even these programs fall short of our desired goal and we are constantly trying to improve them. Along that line, the most significant occurrence for Group Services last year was the introduc-

tion of Group Services Aides. The aides are housewives and college and high school students working for us part time, about three to four hours a day, two days a week. They welcome and orient the groups on arrival, present our preparation session in the Meeting House, and assist in providing an orderly flow in the cafeteria at mealtimes. Our regular staff is thus free to devote more time to program and materials improvement which otherwise would not be accomplished. The aides will form the nucleus of our escort staff as our program expands to escorted tours for all children's groups.

We are experimenting with escorting groups this spring and hope to be escorting all groups by next year. Escorts will not replace interpreters in the exhibits. Instead, they will be the interpreters in exhibits where there are none, serving primarily as catalysts and reagents in the learning process of the students, and will help to tie the individual exhibits into a whole that will be correlated to the purpose of the class's visit. Corresponding improvements in our interpretation of exhibits are also being made, since interpreters will continue to be the core of our program.

This improvement will also be felt in our plan for youth and adult groups. As with school groups, the major portion of the program lies in the visit to museum exhibits. Youth and school group programs are almost the same, except that the emphasis of the former's preparation session is on the lifesaving service or whaling. We have no established program for adult groups other than the regular events at the museum on the day of their visit. We recognize the fact that most adults will have their own particular areas of interest where they will want to spend their time.

The various programs we offer, however, are by no means the whole Group Services story, for all who want to visit the museum will never be able to do so. Therefore, we must get the museum's resources to the community, especially to schools. Schools are turning more and more to primary sources for use in the classroom, and a museum such as ours is an excellent resource for such material.

Now in its testing and evaluation phase, a teaching unit on nineteenth-century whaling is being developed for classroom use. This kit takes the children on a whaling cruise based on a voyage of the *Charles W. Morgan,* and is designed to be used over a period of two weeks. The children, guided by workbooks, do much of the learning by themselves and each assumes the role of a crewman. The kit contains artifacts, transparencies, photographs, charts, film and other materials. Production of the kit poses some cost and reproduction prob-



Photograph: Les Olin

lems, but if our testing goes well, we hope to put together two more and make them available for loan this fall to local schools. In the meantime, work is continuing on other audiovisual materials dealing with maritime activities. Slide sets, booklets on sailmaking and rope making, reproductions, posters, improved bibliographies and similar items are among those being worked on and planned for.

We also bring the museum to the community through programs presented by our staff at schools and organizations using films, artifacts, slides, etc., that are not otherwise available. Program content is worked out with the organization concerned. Arrangements can usually be made with sufficient advance notice, but due to staff limitations and obligations, we cannot promise that such a presentation will always be possible.

We do wish to emphasize, however, that we will do our best to provide any program we possibly can – at the museum or elsewhere. Do not feel that the programs outlined above are the only possibilities. If you have an idea, don't hesitate to call us, for we do not want to miss a single opportunity, especially one that will enable us to enrich our program for other groups.

Thus we find our programs and materials gradually coming closer to achieving the goals we have set: not – in the final analysis – learning about history, but rather learning from history. Man's relationship to man, to environment, to product, to world community. Enthusiasm. Learning. We cannot afford not to attain them.

The *Morgan*'s Knees

By Maynard Bray, Shipyard Supervisor
and Edward Ueber, Shipwright

When the art of wooden shipbuilding was at its height, natural or grown crooks, sweeps and knees were used in abundance. These timbers varied from gradually curving sweeps suitable for deck beams to the in-angle hanging knees in the forward end of a vessel, the object always being to avoid cross grain and still get the desired curve or shape. The *Charles W. Morgan* was built with many such timbers but this article will be devoted to the hackmatack knees which strengthen her 'tween deck and tie it to the hull.

Much of the *Morgan*'s strength comes from her 'tween deck which is attached to the hull at the end of each deck beam by two, three, and sometimes four massive hackmatack knees. It is our intention to thoroughly rebuild this strength deck, now over half completed, before attempting to float her or haul her out for underwater repair. The present condition of her bottom notwithstanding, with the rebuilt deck she will be stronger than she has been for years.

To date we have driven two dozen through-hull fastenings (there are two for each pair of knees, see fig. 2) which penetrate the outer planking about 16″ below the copper sheathing. They run from the bow along the port side to her quarter and all were driven through and set up on wood which is certainly old and probably original. Her framing and planking in this area are in good condition and should not be affected by any underwater hull repair which might be necessary once the *Morgan* is hauled out.

Many of the original knees are being replaced with new ones of the same size and material, that being hackmatack, known also as tamarack or eastern larch. These trees grow along with evergreens

and in summer look very much like spruce or fir. Although classified as a softwood, its needles turn color in autumn and drop off so that in winter the tree appears dead.

Durability is its chief virtue, in fact many of the *Morgan*'s old knees were perfectly sound but had to be split out to remove deteriorated deck beams.

Washington County, Maine has always been a prime source for shipbuilding knees, so in procuring those for the *Morgan* we went to Frank Morse of Cherryfield. He is a woodsman who in the past furnished hackmatack knees to several New England shipyards – often in large quantities. He tells of digging 800 of them in one winter when they were in demand.

Last year we purchased and consumed over two dozen large knees. About fifty more were procured this year which will be more than enough to finish the *Morgan*'s deck.

As shown in fig. 1 only one knee is obtained from each tree. In addition to the usual right angle knee, we sometimes need out-angle and

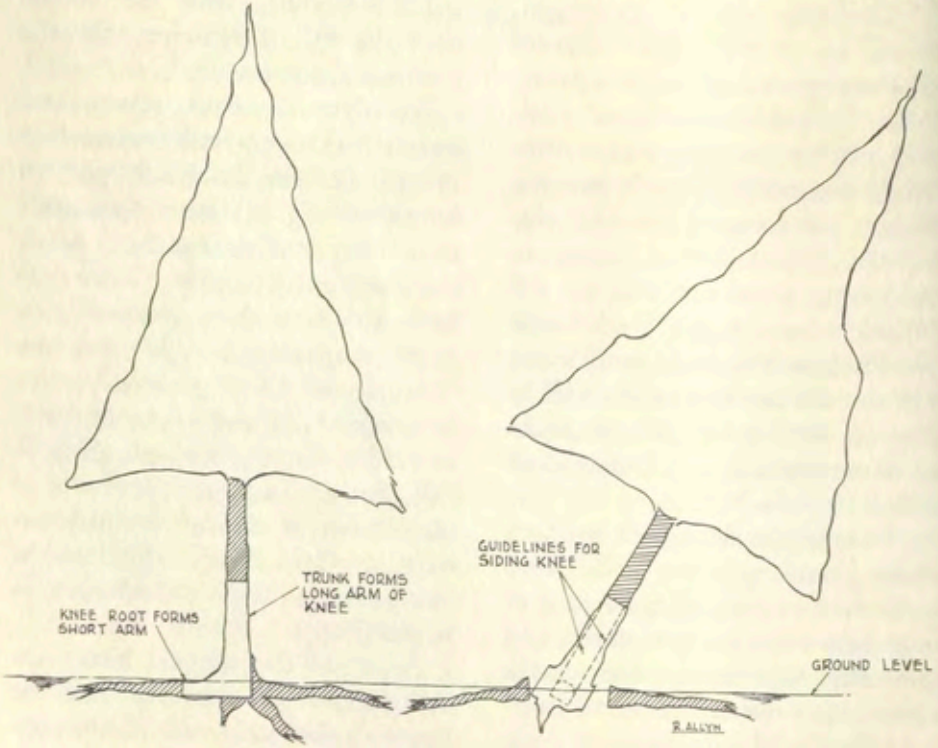


FIG. 1



Frank Morse. Photograph: Maynard Bray

in-angle knees which are much harder to find since they occur as the downhill or uphill root of a tree growing on steeply sloping land.

Once a suitable tree is found its roots are inspected and the best one selected for the knee. Because of its taper, there is a limit to the useable length of even the best root. A typical 8″ thick knee usually has a short arm (root) length of 3′. Swampy areas are easier on the chainsaw but even so there is much hand digging to remove all stones from around the base of the tree.

The chainsaw is then started and the knee root, later to become the short arm, is trimmed and cut to length. Guidelines are now cut up the trunk in the same plane as the knee root which will be used later in siding the knee to thickness. All other roots are then cut away and the tree is felled carrying the knee root over with it. After felling, the small tap root is cut away and the long arm (trunk) measured and cut to length so the knee can be rolled up for siding. Facing the short arm and using the guidelines already made, Frank Morse roughsides the knee with his chainsaw to an inch or so more than the desired finished thickness.

In good ground the process described above takes less than a half hour *providing* the chainsaw doesn't fetch up on a rock and break its chain. An extra chain is taken along and occasional breakages are expected for this is rugged duty for a chainsaw. The blade has to be submerged in water and dirt to get at the roots and requires resharpening for each knee. Now in his mid-seventies, there was a time when Frank Morse did this work with an ax, but for all its problems, he claims a chainsaw is faster and easier.

Delivery to the Seaport is via our truck and trailer, about twenty knees per trip. Once here they are stored in our lumber shed awaiting final shaping and finishing. Sea-

soning of hackmatack is not necessary; in fact freshly cut knees are much easier to dress down.

Probably nowhere in the country is work like this going on. Knees are time-consuming to fit and builders of wooden vessels adopted a less expensive (and weaker) method using straight-grained timber years ago. As it is being done, this work on the *Morgan* preserves and perpetuates a skill, and enables us to record it both photographically and descriptively while maintaining the vessel's authenticity.

It is also significant that the following description is written first-hand by someone who did it, Ed Ueber being one of the men working under Master Shipwright Henry Jarvis on the 'tween deck job for the past year. M. E. B.

Finishing "Tumbling-in" a Knee

There are three types of knees, hanging, standing and lodging, and the *Morgan* has approximately sixty-six lodging and bosom, twenty-four standing and thirty hanging knees supporting and reinforcing the 'tween decks.

An average knee, after slabbing by chainsaw, weighs 200-400 lbs. Before one is selected a template is made of the space between the two new beam ends. Three bevels are taken normal to the plane of the template; one against the hull frames and one against the side of each deck beam. All three bevels are marked upon the template which also serves as the bevel board.

A new rough-cut hackmatack knee is selected which nearly matches the template, after which it is transported to the shop for the first finishing operation.



First flattening pass. Photograph: Louis S. Martel

A 16" joiner (buzz plane) is used to flatten one side by passing first the trunk and then the root over the buzz plane blades. Once this side is level, the other side is treated to the same operation, made parallel to the first side, and taken down to the proper thickness (usually 8 or 9").

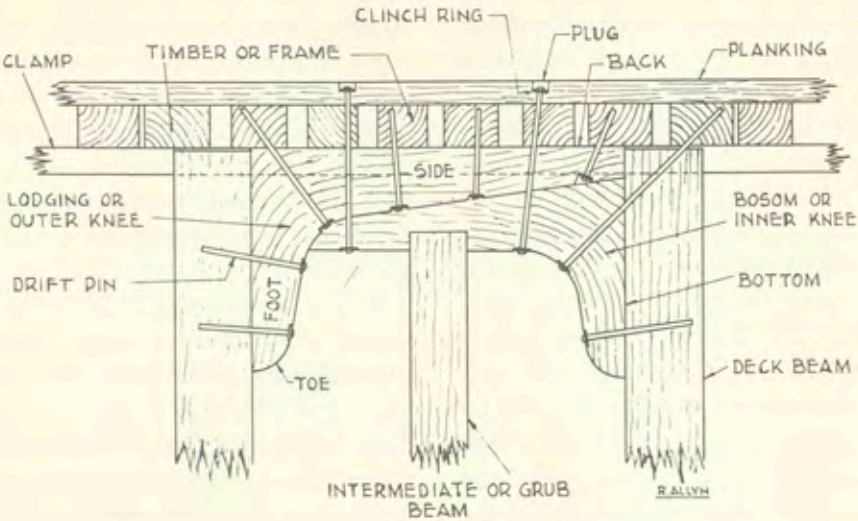
The template is next placed on the sided knee and its outline traced. Most of the work is accomplished by two people, but the

next operation, that of cutting on the band saw, takes three men. One guides the knee and two push and keep it level. After cutting, the knee weighs 150-250 lbs.

All the remaining bark is removed with a draw knife, spoke shave, adze and gouge. The knee is placed back on the joiner where its outside edges are planed to the correct bevels. These are cut by shimming up the high side with a thin batten of the same thickness as the required bevel.

The inside edge of the lodging (or outer) knee is cut square on the band saw; this enables the bosom (or inner) knee to be fitted to it without a bevel on its back edge. The curved inside edge is smoothed with hand plane and slice (3-4" chisel). The toe is rounded to make a smooth and even contour with axe, chisel, and jack plane. Then the knee is cut off with a hand saw to the length and bevel indicated on the template.

Tumbling-in is the process of fitting and securing a lodging or bosom knee between two deck beams. (A standing knee stands on its foot above a deck beam; a hanging knee with its foot overhead supports a deck beam from underneath, whereas lodging and bosom knees lodge on their sides between two beams.) The knee must fit without any space between it, the frames and beams. Care must be taken so the knee does not fall into the bilge, or crash on workers' toes. The tumbling-in is when the ship-



PLAN VIEW
TYPICAL CONNECTION OF 'TWEEN DECK BEAMS TO HULL

FIG. 2

wright uses all his skill and Anglo-Saxon seafaring phrases to their manipulable limit.

The knee is trucked from the shop to the *Morgan,* swung aboard with ship's gear and lowered through the main hatch onto the 'tween deck. A staging is clamped between the two beams and the knee is maneuvered onto it and then slid outboard until it rests on the clamp (fig. 2). After a very tight fit is made, the knee is removed and all wood to wood (faying) surfaces are coated with a mixture of Stockholm tar, boiled linseed oil, Japan drier and turpentine (1, 12, ½, ½). The knee is then refitted into position.

The bosom and lodging knee drift bolt pattern is then drawn on the lodging knee. The drifts must give an even pull to all corners of the knee and go through or into a frame or beam for proper securing. Space must be left for a 9″ wide, 3″ deep intermediate beam mortice on the bosom knee. Drift bolts are 1″ galvanized wrought iron and are clinched with iron clinch washers on the inner face of the knee. A total of 20′ of wrought iron is used in each pair of knees.

A gouge is used to cut a 1″ circle, for starting a 1″ bare-foot auger, 36″ long, which will bore the needed hole for the drift. Four to six drifts will be driven in the lodging knee. Lengths of drifts will vary from 15-35″. Lodging knee clinch washers are recessed by gouging a ½-¾″ deep hole which allows a flush fit of bosom to lodging knee. Wherever the bosom knee will not touch the lodging knee clinch washers are driven tight to and left on the surface of the knee.

The clinch washer is placed on the drift and the drift is started into the boring with a two-pound hammer. The light hammer is used until the wrought iron is headed over sufficiently to hold the clinch washer securely or the drift stops moving. A four-pound pin maul is then used. When the drift stops again, a ten-pound sledge hammer sends it home and clinches the washer in place.

The bosom knee is tumbled in and drifted as the lodging knee was except that two drifts from the bosom knee go through the lodging knee, frames, and outer planking, a distance of 33-36″. These two drifts are clinched on the outside of the ship's hull by heading with a heavy ball peen hammer.

The pair of knees are then tarred and oiled.

The removing of old knees takes two to five days. A new lodging knee takes two to four days to shape and a new bosom knee two to three days. Transporting, tumbling-in and fastening take one to three days per knee. The two knees lock together frames and beams, which gives the ship strength and durability to withstand heavy seas. E. U.

What's A Library For Anyway?

By Charles Schultz, Librarian

To different people a library means a variety of things and serves various functions. This is entirely logical because there are many kinds of libraries. The local public library provides access to the latest fiction plus a smattering of other materials. A college or university library contains a broad coverage of many subject disciplines, depending largely upon the nature of the institution with which it is associated. A research library, such as the G. W. Blunt White Library, is usually limited in the scope of its interest but it collects in great depth. Research libraries frequently contain the raw materials which enable authors to write the books that are found elsewhere.

Just as stone walls do not a prison make, books and manuscripts alone do not make a library. Our 22,000 books and 200,000 manuscripts would be useless and unused were it not for the dedicated staff members who guide researchers to the materials which are germane to their topics. This service is rendered in person, over the telephone and my mail several thousand times each year.

Who then are these users and how do we serve them? Genealogists, mainly amateur, come in to search out information about an ancestor who sailed in, or commanded, this or that vessel. Mostly they feel we have a complete list of every mariner that ever sailed the seven seas with a record of each vessel in which they served. Divers enter our doors in the hope of finding a clue to the location of a long-lost treasure ship. Students, both high school and college, historians and professional writers seek materials, information and advice

for term papers, theses and articles or books. Inquirers from all over the country ask for information on whaling, clipper ships and other maritime matters. Staff members from other departments call upon us for assistance in performing their duties, be they ship- and boatbuilding, rigging, model making, wood carving or any of the other crafts carried out here.

How do we assist those who come to us for help? First, we have card catalogs for both books and manuscripts. In addition, we have rather detailed inventories of some of our important manuscript collections. In many cases these tools will be sufficient, but in others only an intimate knowledge of the collections enables us to steer the researcher correctly. In some areas of interest we have prepared Information Bulletins to simplify responses to frequently asked questions.

Other than these general finding aids, we lead researchers to whatever materials they will need to find the information they are seeking. The genealogist is hardest to assist because nearly all of our records are oriented toward ships rather than men. We have a few indices which help and are at work on others, but the task will be a long one. Divers are shown various annual vessel lists, the annual reports of the U.S. Lifesaving Service and newspapers, especially the *New York Maritime Register*. The last item was published weekly between 1869 and 1948 and contains a wealth of data on vessel movements and all aspects of maritime history. Our file of this vital source is one of the most complete in existence anywhere. Occasionally the treasure hunters make use of the records of the T. A. Scott Company, a New London-based salvage firm. More often than not, however, it is only the college students and professional writers who use manuscripts.

What kinds of manuscripts do we have to make available to researchers? Almost all of them date from the nineteenth century, but both the eighteenth and the twentieth are represented. By far the largest number fall into the category of papers of shipmasters and merchant shipowners and agents. Another large segment consists of records pertaining to shipbuilding. It is rather difficult to categorize these types of people as most masters were part owners in their vessels and many of them acted as agents. Too, most shipbuilders owned shares in the vessels they built and some even managed them.

The shipmasters whose papers we have sailed in almost every kind of sailing vessel and engaged in a wide variety of trades. George B. Wendell, for whom the Wendell Building is named, frequently sailed to India. A large quantity of

letters, both to his employers and to his family, accounts and financial statements and Captain Wendell's private journals thoroughly document his career which included commands of the ships *Piscataqua, Granada, Ganges, Benares* and *Galatea* between 1853 and 1863.

Over twenty years in the career of Charles C. Sisson of Mystic are unraveled in a letter copybook and logbooks of the ships *Bridgewater, Jeremiah Thompson* and *Thomas Dana*. Captain Sisson virtually covered the seven seas.

George W. Lee of Norwich sailed principally across the Atlantic to Europe. Letters, accounts, bills and receipts record his command of the brigs *Hero, Jerome, Plato* and *Lexington* and the ship *Six Brothers* during the 1820s and 1830s. Many of these vessels flew the houseflag of N. L. and G. Griswold, a couple of Nutmeggers who operated out of New York.

Two shipmasters who became merchants, Anthony Smalley of Nantucket and Peter Strickland of Montville, Connecticut, dealt most often with Africa. Smalley commanded the bark *Jennie Cushman* and the schooner *Emma C. Latham* before settling in St. Vincent, Cape Verde Islands and Goree, Africa about 1876 as agent for Francis C. Butman of Boston. Charter parties and letters and telegrams to Smalley shed much light on trade in fruit and hides. Strickland sailed to



Captain George B. Wendell

Africa several times as master of the brig *Robert Wing* and the barks *Rapid* and *Zingarella* before accepting an appointment as United States consul at Goree and Dakar, Africa. That he also carried on a very active trade in tobacco is revealed in his letter copybooks, diaries and account books.

Captains Nathaniel Mathews of Yarmouth, Massachusetts and Horatio Nelson Grey each had one unusual voyage among their several commands. Mathews commanded the missionary brig *Morning Star* in 1871-1872, whereas Grey commanded the ship *Sophia Walker* in 1854-1855 when she carried a large group of Negroes back to Africa under the auspices of the American Colonization Society.

While neither set of papers is



Lawrence & Co. wharf, New London, by Thos. Peterson in Fisheries Exhibit Building

large, the records we have of two whaling captains are quite interesting and important. The journals of Henry Green of Sag Harbor, New York between 1821 and 1843, record his voyages in the *Abigail*, *Hannibal*, *Hudson*, *Huron* and *Phenix*. Benjamin D. Cleveland's papers are of particular interest since he commanded the *Charles W. Morgan* in 1916 and 1917. They also contain some very detailed outfitting accounts of some of Cleveland's other commands.

While others roamed the high seas trading in far-off and exotic places and chased after whales, other shipmasters were engaged in the less glamorous, but equally important, coasting trade. Among them was Benjamin F. Noyes, whose career in the schooner *Charmer* between 1872 and 1875 is thoroughly documented in logbooks, accounts, bills, receipts, crew lists, bills of lading and an account book. It is difficult to imagine a more complete record anywhere.

Collections of merchant shipowners and agents are less numerous than those of shipmasters, but usually they are larger because the former were frequently concerned with several vessels simultaneously, while the latter were interested in only one. One of our best and most important collections is that of Charles W. Morgan of New Bedford. Through all kinds of account books, a wealth of correspondence and a fine run of diaries, a researcher can delve into the multifaceted career of this well-known Quaker whaling merchant. Unfortunately, we have only half of the available Morgan papers, the remainder being owned by two Massachusetts libraries.

Other whaling firms represented in our library are Lawrence & Co. of New London, and N. & W. W. Billings, who lived in Stonington but whose vessels sailed out of New London. The papers of Lawrence & Co. consist of outfitting accounts, slops accounts, logbooks, account books and correspondence between the 1820s and 1880s. Many of the Lawrence & Co. vessels made very successful and profitable sealing voyages to Desolation and Heard Islands. Only account books, dated 1828-1856, exist for N. & W. W. Billings, but they record the expenses of outfitting and provisioning whaling ships as well as the sales of their cargoes of oil and bone.

The Mallory family has long been associated with Mystic shipping and The Marine Historical Association and it is only fitting that the pertinent maritime records produced through four generations should be in our library. Of particular importance are the diaries of Charles and Charles Henry Mallory, the letter copybooks of the latter, minute books and financial reports of the New York & Texas

Steamship Company, 1886-1908, and a large amount of correspondence. Research based largely on these papers has resulted in a history of the family's involvement in shipping which will be published in the American Maritime Library series in the near future.

Elihu Spicer commanded several Mallory ships early in the nineteenth century and later became a partner in the firm of C. H. Mallory, which managed the affairs of the New York & Texas Steamship Company. For a brief period after the death of C. H. Mallory, Spicer served as president of the firm. The most valuable documents in his papers are the numerous monthly trial balance sheets, which give detailed information of the financial condition of the Mallory interests.

Another merchant, whose papers we possess and who also has a connection with Mystic and this Association, is John H. Brower. One of his descendants, Mrs. Brower Hewitt, is honorary president of the Volunteer Corps and another, Mrs. Carl Hobbs, is presently Coordinator of Volunteers. Many of the surviving Brower papers deal with efforts to receive indemnity for the loss of his ships *Sylvester Gildersleeve* and *Harvey Birch* at the hands of Confederate commerce raiders during the Civil War. Other papers deal with Brower's involvement in shipping cotton to Europe and the operation of the famous Mystic-built clipper ship *Andrew Jackson*, considered by many to have been the fastest sailing vessel ever built.

Trade in cotton plays a large part in the papers of another merchant shipowner, Enoch Silsby of Boston. The collection contains a great many letters from merchants in Liverpool and several cities in the South regarding the sale of cotton. Also of interest are the construction accounts of the brig *Caspian* in 1816 and the outfitting and provisioning accounts of several other vessels, including particularly the ship *Parthion* in Liverpool in 1821.

Records of several Maine merchant shipowners and agents have been acquired recently. Among them are E. P. Treat & Co. of Frankfort, Edwin F. Littlefield of Winterport and Hiram Balch and Samuel Staples & Son, both of Trescott and Lubec. The Treat papers contain many letters from captains of vessels owned or managed by the company which deal mostly with trade to the West Indies and South America between 1860 and 1880. Edwin F. Littlefield was concerned principally with the management of the ships *Jenny Lind*, *Callender*, *Joseph Clark*, *William Wilcox* and *Alert* and the schooners *Morris W. Child*, *Jennie Lockwood*, *Lilia Smith* and *Josephine Ellicott* between 1850 and 1890. His maritime papers consist of let-



Clipper ship Andrew Jackson

ters, accounts, bills and receipts for these and other vessels.

Letters from masters of the schooners *Carl D. Lathrop, Catherine Wilcox, Charles E. Sears, Clara Jane, Del Norte, General Meade, Lark, Leopard, Nellie J. Dinsmore, Samuel Ford* and *Willow,* mostly between 1858 and 1900, comprise the greatest bulk of the papers of Samuel Staples & Son. The vessels were engaged mostly in coasting and fish is the cargo mentioned most frequently. Hiram Balch, like many of his contemporaries, had two careers and both are reflected in his papers. Those of a maritime nature deal with the operation of the brig *Hanna Balch* and the schooners *Peru, Augustus, Dingo* and *Susan Sturges* in the middle of the nineteenth century. Other papers depict Balch's activities as a public servant in Maine, principally as Treasurer of Lubec.

The papers of Joseph Williams of Norwich document the problems encountered by many of his contemporaries. Williams was active in shipping along the coast and to the West Indies during the 1780s and 1790s. Like many of the

merchants of his day, he had a vessel and her cargo seized during the quasi war with France. He and his descendants spent much of the nineteenth century attempting to obtain indemnity in what is known as the French Spoliation Claims.

Of the major categories of manuscript collections, records of shipbuilders are the sparsest in our library. Two small groups of papers are important because of their relationship to two of our vessels. Jethro and Zachariah Hillman of New Bedford left only a small number of records, but among them are spar dimensions for several of the ships they built, including the *Charles W. Morgan.* Their document on the *Morgan* indicates that her superstructure was slightly taller than it now is. James A. Latham was a builder in Noank for many years. One of his smack-sloops, the *Emma C. Berry,* launched in 1866, has been added to the museum's fleet of historic vessels. Latham's papers consist chiefly of account books and diaries.

Geo. Greenman & Co. of Mystic built nearly one hundred vessels between 1836 and 1880. Reference to many of them is made in the account books and letter copybook which we have. Also included in the Greenman papers are records of the Seventh Day Baptist Church, now the Aloha Meeting House; accounts of the Greenmanville General Store, the shipyard's company store; and records of the Greenmanville Manufacturing Company, the textile mill which is now the Stillman Building. Much of the museum stands on the former Greenman shipyard.

Other Connecticut shipbuilders whose papers we have are James and David Beckwith of New London, A. Irving & Company of Mystic, Gildersleeve Shipbuilding Company of Gildersleeve and Nathan G. Fish of Maxon & Fish. All of these collections are rather small, but contain important information.

Our two largest shipbuilders collections are the papers of Joseph Holmes of Kingston, Massachusetts and Josiah Holmes of Mattapoisett, Massachusetts. Joseph Holmes obtained a college degree and had served as a minister of the gospel prior to becoming a shipbuilder about 1801. He, like many of his contemporaries, built not only on contract for others, but also for himself. His sons, Alexander, Edward, Horace and Paraclete, all entered the firm as they reached maturity. Their papers include correspondence, accounts, bills, receipts, bills of sale and other documents. During sixty years of activity, this family built at least seventy-five vessels, a sizeable portion of which are recorded in the papers. Josiah Holmes also took his sons, Jonathan and Josiah, Jr., into partnership. The correspondence, account books, and other papers they

retained record the costs of building and operating a large number of ships, including several whalers. Among the most important account books are three volumes of time and payroll records which can be used to calculate the fluctuations in labor costs.

In addition to the collections described above, we also have large quantities of miscellaneous account books, letter books, logbooks and papers of other types bearing on all facets of maritime history. Included are such interesting items as the account books of Levi Spicer, ship chandler from Noank. In one volume Spicer recorded all his bad debts. Neatly inscribed in red ink beside each entry is "Dead Beat," "No Good" or "Black List." There is also the letter copybook for 1727-1735 of the Philadelphia Quaker merchant, Israel Pemberton. In a letter to his brother, Justin Martin described whaling as "the most dogish life that ever fell to the lot of mortal man to follow."

Several logbooks and journals recording voyages of the *Charles W. Morgan* are among our most prized possessions. Other logbooks record voyages along the coast, around the Horn to California, across the Pacific to China, over to Europe, as well as to many other places in vessels of all types from small sloops to majestic clippers. They range in date from the 1730s to the 1930s.

Having thus described briefly a few of our manuscript collections, perhaps a few words about our hopes and aspirations for the future are in order. First, we hope to continue collecting the same types of material mentioned above. Second, we would like to acquire more records of twentieth-century companies, ships, brokers and agents, and perhaps even maritime unions. Third, we intend to obtain copies of many important government records which exist in the National Archives. When we have accomplished these objectives, we will have taken a great stride toward achieving our goal of becoming the finest research library in American maritime history.





Photograph: Claire L. White

GATEWAYS

"Something there is that doesn't love a wall."

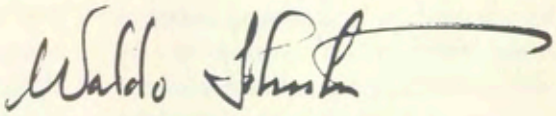
Man, in his uncongenial way, has for centuries fenced himself in. Fences have kept goblins out and cattle in. Moats and keeps gave Macbeth a false sense of security, fragile wooden palisades provided limited protection for our early settlers, and stones from rocky New England pastures formed boundary lines between neighboring farmers. Miles of broken walls through New England's forests and fields attest to man's constant effort to fence something in or something out. Their rustic beauty sometimes belies their basic unfriendly origin.

The fences at Mystic Seaport serve ineffectively as deterrents to trespassers – but more importantly they provide guidelines of beauty leading to gateways that open and beckon visitors to enter, to escape for a moment the clamor of the present, immerse themselves in reflections of the past and gain new strength to face the challenges of the future.

Mystic Seaport's gateways are open to all. They are open because generous and dedicated members have given time and treasure to develop this place that has come to mean so much to so many.

We face the uncertain economic courses that lie ahead with one single purpose – to keep our gateways open.

And with your continuing help we will!



New Boatbuilding Class

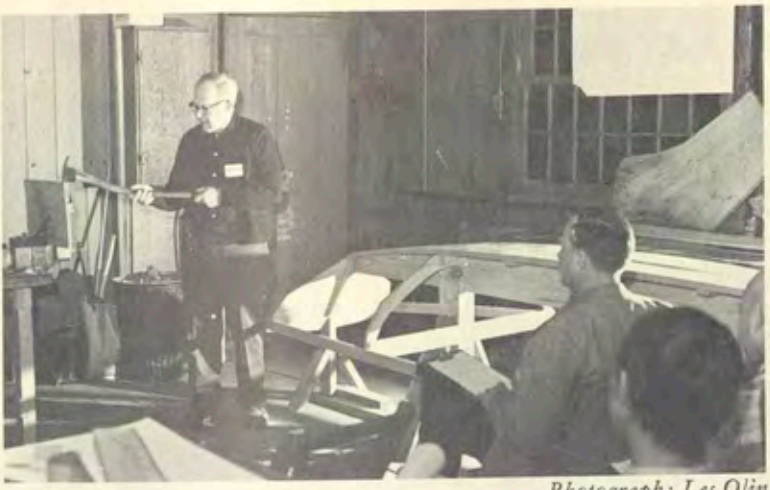
By JOHN GARDNER, Research Associate

Why should anyone want to build a boat, for recreation, that is, often at considerable difficulty and expense, and sometimes in the oddest places? There are many and diverse reasons, no doubt. But what we have recently found here at Mystic Seaport is that a surprising number of persons in all walks of life, for whatever reasons, are building boats these days, or would like to be.

Without fanfare, almost surreptitiously, we announced group instruction in recreational boat-building to start after the New Year, to meet for two hours on Tuesday evenings throughout the winter and into the spring. This was something new and experimental, and we thought it best to limit the group to fifteen, if as many as fifteen were to sign up, for that number seemed to be about as many as could function effectively in the somewhat cramped quarters of the building now serving as a boatshop.

Before the week was out the group had filled, with more coming. And they have kept coming. Almost before we knew it, we had more than enough for two groups, and to date total applicants number close to sixty. In the face of such demand we decided to hold a second group on Thursdays, and to slip a few extra into each. Even so, more than enough remain on our waiting list for a third group which, regretfully, we cannot possibly manage this winter.

Two things about this aggregation of boatbuilders and would-be boatbuilders are notable enough to mention. One, their diverse backgrounds both as to age and occupation. Second, the distances from which some of them come – as far away as Boston, Hartford and New Haven. To drive such distances at night over winter roads to attend a class in boatbuilding indicates more than casual motivation. As for the composition of the groups, they include businessmen, college students, a clergyman, a retired physician, a retired naval officer, apprentice boatbuilders, a part-time lob-



Photograph: Les Olin

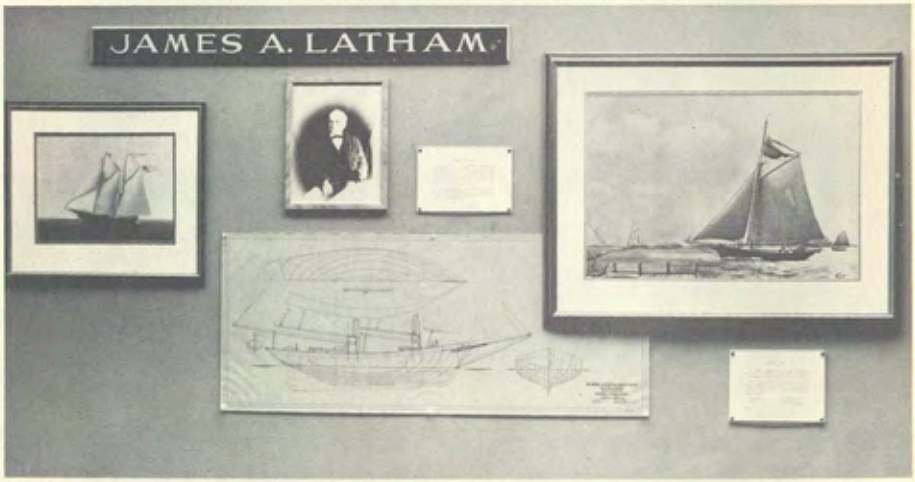
ster fisherman, two housewives and others. Interest in boat construction, it appears, is pandemic and cuts across the usual dividing lines.

Such instruction in recreational boatbuilding as we have planned it has not been attempted before, to our knowledge. Naturally, we are thrilled by the initial response, the extent and force of which we must own we did not at first expect. But we are sobered as well by the problems involved. There is represented in these groups such a broad range of experience and, possibly, of aptitude. Some already have well-equipped home shops, have been building boats successfully for years, and have even designed them; others have not yet put a tool to wood. How to carry these people along together, to deal with them effectively as a group, and yet to meet individual needs and expectations?

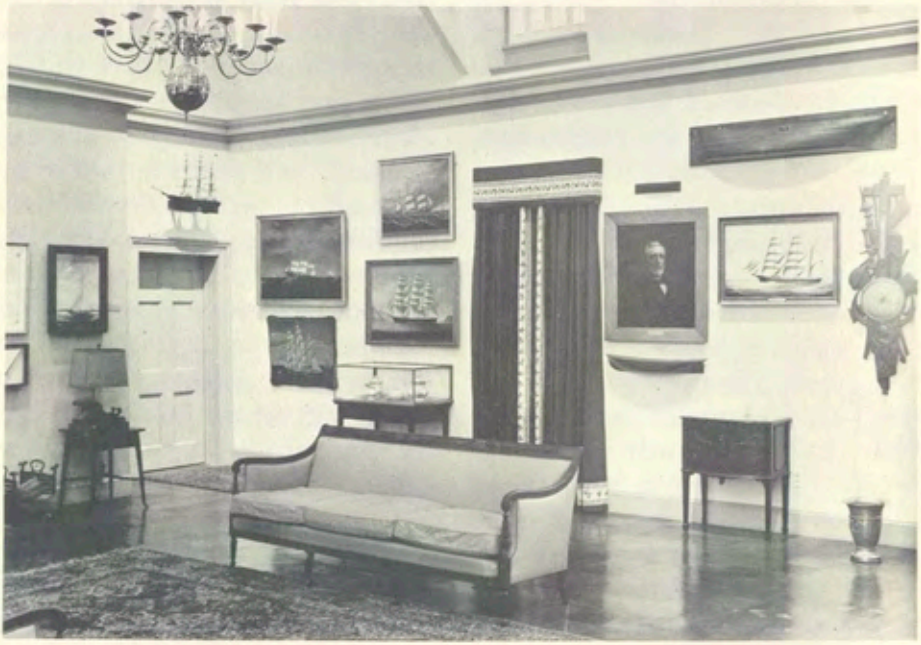
Limitations in teaching space and equipment, not unusual for a new program of instruction set up on an experimental basis, have already been alluded to, and will require some improvisation. What to include and what to leave out is not easy to decide, for it is plain that the whole gamut of boatbuilding skills and know-how cannot be crammed into fifteen two-hour sessions.

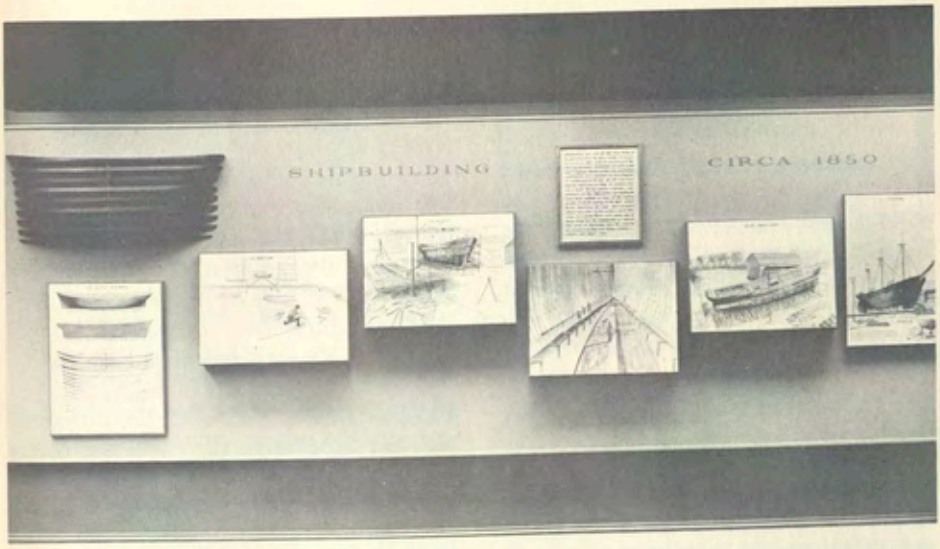
In short, we find ourselves on the firing line, so to speak, where the living edge of this nation's maritime heritage makes contact with present-day experience. Much talk is heard about a "generation gap," but where boats are concerned, apparently no significant generation gap exists. There is a great deal, these days, pulling this country apart, but it is becoming abundantly clear that boats are one of the things pulling us together.

New Exhibits



The C. D. Mallory room, below, concentrates on the family, while the two levels of the P. R. Mallory Wing, above and opposite, relate the story of shipbuilding on the Mystic River and the Mallorys' role in it. Photographs: Russell A. Fowler, below. All others: Les Olin.




SHIPBUILDING
CIRCA 1850


GEO. GREENMAN & CO.
DAVID CROCKETT

Recommended Reading

EXPLORING OCEAN FRONTIERS by Frances and Walter Scott. Introduction by Jacques Piccard. *Parents' Magazine Press, New York, 1970.* $4.95.

By now, the wave of interest in the sea that mounted in the sixties, like a seventh wave in a seventh series, has crested, broken on the shelving shore, spent its force seemingly, and recoiled in a swirl of brack, leaving flotsam and jetsam in the shape of broken dreams, unfulfilled promise and bankrupt companies in its wake. "Inner Space," "the last frontier" – all the brave words publicists and believers used to describe this surge – ring today like the bell of a sea buoy, mournful and hollow. Do we really need more words on the subject?

As for ocean waves, the receding of this wave may be illusory. Our future prosperity may indeed lie in the sea, as the publicists used to proclaim, just as our past prosperity came from it. If it does, if the wave returns, stronger than ever, it behooves us to think of how it will come to pass, and of the background and structure on which we will have to build. Who owns this vast and heaving treasure trove – surface, seabed and water column – we have so long taken for granted? Frances and Walter Scott, in this unassuming, informative handbook – sailing direction, if you will – provide the answers, such as they are to date, and along with them the background that will enable landlubbers, and seagoing folk as well, to form their own judgment on the Law of the Sea. Their book is a compendium of relevant facts from the long history of the sea, and particularly from the last hectic decade; the facts that lie behind our position on such vital questions as the limits of the territorial sea, the United Nations debate on the peaceful uses of the seabed, fishing rights and offshore oil drilling rights.

The authors' aim is noble. The sea around us is bright and appealing, as the followers of Jacques Cousteau, Jacques Piccard, Edwin Link and other explorers and innovators of the new ocean frontiers have found. The gold that glisters can be in the cargo of wrecked galleons, in copper-rich manganese nodules, or merely in the satisfactions of scuba-diving, but it is there. More prosaically, it can lie in Fish Protein Concentrate to feed the hungry of the earth, or in the oil and gas that lie so abundantly beneath the North Sea, the North Slope of Alaska, and apparently even the deep ocean bed, as the *Gloma Challenger* so dramatically showed. So vast and varied are the prospects that the mind boggles. It is difficult to cast a net about them.

Frances and Walter Scott are well equipped for the task. He is an engineer for Grumman Aircraft, and was intimately involved in the highly successful Gulf Stream Drift Mission of the *Ben Franklin* described in the book; his wife is a librarian and former naval officer. They have obviously read widely in the field, and they do a creditable job in taming their heterogeneous material. The conclusions they draw are sound, if not startling.

Exploring Ocean Frontiers is concerned mostly with ocean engineering

and ocean exploration, as distinct from oceanography. It is popular in style and content, not scientific or highly technical. Simply stated, it is a skillful digest of the ocean engineering press of the sixties, arranged against an informed background. It covers all the major aspects of our great ocean adventure: diving; the rash of small submersible building; salvage; offshore oil drilling; ocean fisheries – from sealing and whaling through the Russian trawlers and Japanese deep water tuna boats of today; deep sea habitats from the early Cousteau dives through Sea Lab III and *Tektite;* aquaculture and pollution control.

All this is fascinating, though by now perhaps all too familiar to many. What holds it together is the authors' recognition of the deep need for a new and complete Law of the Sea, one that will recognize and allow development of its resources, but in a way that will prevent the extinction of species, the despoiling of the sea bottom by indiscriminate dumping and, hopefully, the siting of weapons on the deep seabed – the common heritage of mankind – in the ringing words of the United Nations. Presidents Truman, Johnson and Nixon have all espoused an enlightened policy for the peaceful uses of the seabed, as proposed by Ambassador Arvid Pardo of Malta to the United Nations General Assembly. Frances and Walter Scott go a long way towards showing the non-specialists among us why that policy is just and good.

TALIAFERRO BOATWRIGHT
Research and Development Manager,
General Dynamics Corporation/
Electric Boat Division

A PICTORIAL HISTORY OF OCEANOGRAPHIC SUBMERSIBLES by James B. Sweeney. *Crown Publishers, Inc., New York, 1970.* 420 illustrations. $9.95.

Anyone hoping to get authoritative information about submarines or oceanographic submersibles from this large, impressive-looking book had better turn elsewhere. Even the nonprofessional reader will be dismayed by the number of errors, substantive and typographical, which will inevitably come to his attenton (e.g. the slang name "Tilting Hilton" for Sea Lab II is rendered "Tilton Hilton"). The serious student with some background of his own will be totally appalled at the general slovenliness the book exhibits as to both research and writing. The Confederate submarine *H. L. Hunley,* for example, a hand-propelled true submarine which could and did submerge, is erroneously referred to as a *David,* a type of non-submersible steam-driven torpedo boat which was designed to attack in the awash condition and of which the South built a number.

The profusion of excellent illustrations, most of which are contemporary photographs, ought to be a redeeming feature, but even these are marred by careless captions, not to mention outright misidentification. All picture captions, therefore, must be viewed with suspicion. (In four illustrations spread over seventeen pages, a Simon Lake submarine is twice identified correctly as the *Protector,* and twice incorrectly as "a Holland submarine." This despite a readable name on the bow of one of the mislabelled craft.)

In the main, the language of the text

appears to be directed at children, but even though children may get their history in childish doses, in this reviewer's opinion they have the right at least to have it accurately. Mr. Sweeney would have the reader believe, for example, that the British liner *Lusitania*, the torpedoing of which had so much to do with the entry of the United States into World War I, was sunk sometime in 1916. The correct date was May 7, 1915, as the most cursory check of World War I history books would reveal, and it is important because of all the things that went on between the sinking of the *Lusitania* and the entry of the United States into World War I: Germany's renunciation of unrestricted submarine warfare, the Mexican plot, the Zimmerman telegram, the resumption of unrestricted warfare, the reelection of President Wilson.

Most irritating of the many examples of bad scholarship is the author's habit of giving as much weight to farfetched submarine schemes of the early days – often so impracticable that their only marks upon history are drawings preserved as curiosities – and real honest-to-God submarines actually built and tested. There must have been hundreds of impracticable submarine designs suggested during the latter years of the nineteenth century, and it is clear the author intended their descriptions to be amusing. It would nevertheless be useful to be able to tell from the text whether or not a particular submarine boat was actually seriously attempted, for it is upon these that judgment of the past must really be made.

But note this passage: "In 1888, a sleek and slender submersible, the *Gymnote*, was built by M. Gustave Zede, a Frenchman. She was the first of that country's official naval submarines and really had her beginning in the mind of an engineer, M. Dupuy De Lome who died before he could realize his plans." Poor Dupuy De Lome! For the better part of half a century he was the Engineer-in-Chief of the French navy, responsible for design and construction of many new warships and the author of many innovations, for which as a result he was in his day the most famous naval designer in the world. The fact that the famous Dupuy De Lome sponsored the *Gymnote* put that early submarine into a class by itself, a distinction well borne out by *Gymnote*'s operational success over many years.

This reviewer cannot resist also calling attention to Sweeney's description of the salvage of the *Royal George*. He says "She was a 108-gun British ship that had sunk in 65 feet of water over a half century before. The victim of a somewhat stupid accident, she became flooded while at anchor inside the harbor at Portsmouth. Because her loose gear continually floated ashore, her location was well known, and attempts at salvage were forever being tried. In one such effort, a cradle was rigged between two ships, and an effort was made to lift her bodily off the bottom. This failed because she was locked in the cradle of the deep." Just what it was that locked the *Royal George* in the cradle of the deep, along with the famous British Admiral, Kempenfelt, whose grave she became, will never be discovered from Sweeney. The British Admiralty, however, has documented the whole history of the disaster, and the subsequent salvage attempts, for it was one of the great naval catastrophes of the time.

And on page 127, the Battle of Jutland of 1916 is dismissed with a statement that "British ships lost 11,025 tons against the Germans' 6,180 tons." These figures hardly square with the destruction of three great British battle cruisers,

the *Invincible*, *Indefatigable* and *Queen Mary*, for a total of approximately 70,000 tons and, on the German side, *Lutzow* of approximately 25,000 tons, and give no hint of the reason why that last battle of the great dreadnaughts has been shrouded in controversy ever since it took place.

One is unavoidably forced to the conclusion that Sweeney must have written most of his text late at night when he was tired, for it bears little evidence of effort to check either accuracy or the sense of what was being said. Inasmuch as the author is attached to the forward-looking Naval Oceanographic Office – indeed, he is the public relations officer thereof – significant improvement in the last third of the book, which is devoted to oceanographic research, was expected. There was perhaps some improvement, for this section of the book carries many lengthy quotations from other publications, some of them "official." The transitional paragraphs, unfortunately, have all the faults observed in the earlier, more original section. The result is uneven, poorly coordinated, and lacking in coherent sequence. In short, the after one-third of the book is useful only for the plethora of photographs, most of them excellent, to the point where it could be taken for an advertising brochure for the modern oceanographic occupation. It is possibly from exactly such sources that much of the author's material in this section of the book was taken.

In conclusion, the book is interesting for the number of fine pictures it contains, but anyone who expects value from the printed words around or beneath the pictures will be sorely disappointed.

EDWARD L. BEACH

Editor's Note: *Captain Beach, a resident of Mystic and a member of the MHA, spent thirty-two years in the U. S. Navy. A submariner of note and the author of four books about the navy and navy life, he is perhaps best known for* Run Silent, Run Deep, *a submarine novel which has been published in ten foreign languages and has sold several million copies worldwide. Currently he is Staff Director of the Senate Republican Policy Committee and has his office in the Capitol. On the side he is working on another novel about submarines.*

Attention all Members!

ANNUAL MEETING

of

The Marine Historical Association, Incorporated

Friday, August 6, 1971

Guest Speaker: F. G. Walton Smith, President of the International Oceanographic Foundation

Acquisitions



An Important Collection—III

The United States naval training brigantine *Boxer* was the fourth vessel of that name in service. Naval records list her as being of 346 tons displacement and measuring 125′4″ long, 29′9″ beam and 9′2″ draft. She was launched October 11, 1904 at the Portsmouth Navy Yard and commissioned May 11, 1905, her first commander, Lieutenant H. H. Royall.

The *Boxer* served at Newport, Rhode Island as a training vessel until October 20, 1912 and was then ordered to the U. S. Naval Academy at Annapolis, serving there until June 25, 1914. She returned to Newport and was stationed there until May 14, 1920 when she was transferred to the Department of the Interior for use in Alaska.

J. F. L.

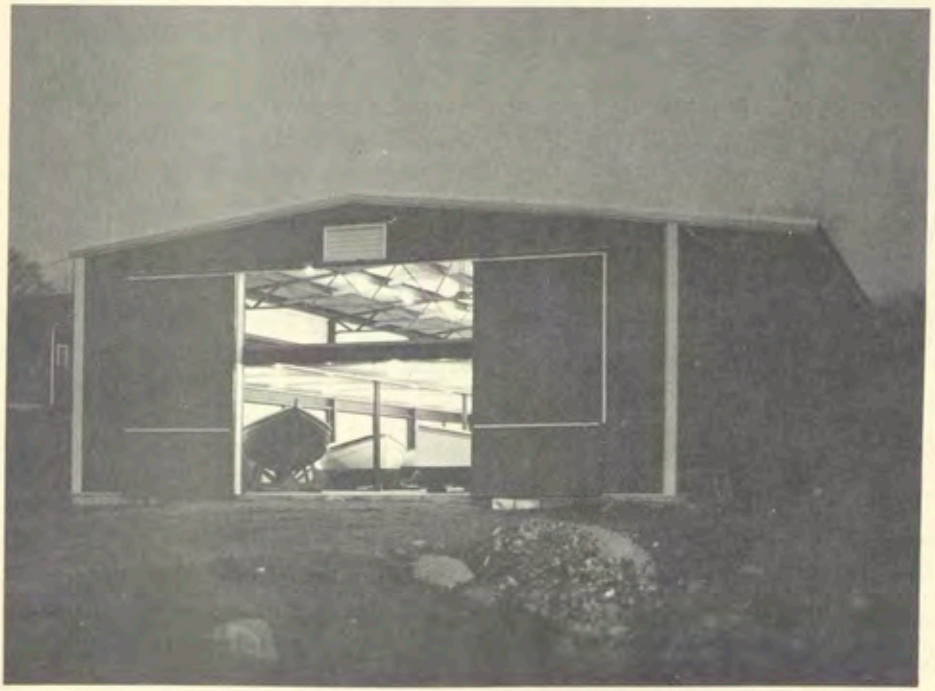
Small Craft Storage Building

One of the most important recent acquisitions of the museum is not an object for the collections, but a much-improved storage area for a portion of them. Several years ago a small craft storage building was built through the generosity of the late Rensselaer W. Bartram, Jr., but this building could only hold about half of the important small boats here. Last fall Mrs. June Bartram authorized the addition of a second floor in the storage building which has doubled its capacity. In addition the interior was painted and electric lighting was installed. Through this interest and concern of the Bartrams we now can properly store all of the major small craft which are not on exhibit. More importantly, with this new facility we are able to arrange the boats in a logical order and visitors with a serious interest can be admitted to the area for study.

In order to provide information on these boats, a volunteer student of small craft has been gathering information on each one and compiling this in booklets which will be stored with them.

Unfortunately our storage problems with small craft are not all solved and we still have some of the less important stored off the grounds. We look forward to the day when we will have sufficient exhibit and storage space for our entire collection, which is one of the foremost in this country.

Along with this work, the boats that are in need of restoration are being worked on and, as groups of them are completed, will be rotated between storage and exhibit to provide variety for the frequent visitor. Photograph: Les Olin.





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THE
LOG
of
MYSTIC SEAPORT

Volume 22 1970

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THINGS WE NEED

that you might like to donate for continued service

at Mystic Seaport

CURATORIAL DEPARTMENT

Exhibits Workshop

Metal Shear–cutting edge 36" to 48"
Old or used dental surgeon's or eye doctor's tools; i.e. tweezers, scissors, scalpels, clamps and locking clamps to be used for model repair and other restoration work
A three- or five-drawer map or art cabinet
A camera lucida
One opaque projector

Shipyard

2-cylinder, 2-cycle, 9-HP, make & break KNOX gasoline engine to duplicate the one originally installed in the Friendship sloop *Estella A*, in 1904. No other type engine is wanted
A back hoe, heavy duty, on a pneumatic-tired tractor

Ship Technical Office

Pattern-making tools: planes, carving tools, chisels, squares, vise, spokeshaves, small hammers, hand drills

Architectural Division

Nineteenth-century architectural trade catalogs
Books pertaining to architecture and engineering

OFFICE EQUIPMENT

Large work table
Full suspension file cabinets (either legal or letter size)
Office furniture
Typewriters
Standard elite typewriter (small print)
Duramach 10 automatic typewriter

PHOTOGRAPHY

8-12-cubic-foot upright or chest freezer for film storage. (The freezer will enable film to be stored indefinitely without decay)

EDUCATION

Seashells for Junior Museum
Small handlooms for weaving classes
Adding machine: 9-button type

PRINTING OFFICE

Pitney-Bowes postage meter, automatic feed (Present one we use is twenty-four years old and restrictive)

OPERATIONS

Assorted hand tools (carpentry)
Chain saw

Offers and descriptions should be forwarded to the attention of C. William Stamm

Please enter my order for the following books at the 10 percent discount to members of The Marine Historical Association:

____ *Glory of the Seas* at $8.95 ($9.95 list price)
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This model of a small war junk from the Yangtze River area is from the new exhibit on clipper shipmaster Captain George Blount Wendell which is going into the Wendell Building. The focal point will be Capt. Wendell's personal items used during his years at sea, while the rest of the exhibit depicts the China trade with oil paintings of the treaty ports, water colors of the tea industry in China, ship models and objects brought back by Capt. Wendell and other mariners.

Front cover: Seaport Street. Photograph: Russell A. Fowler

Back cover: Stillman Wing. Photograph: Les Olin

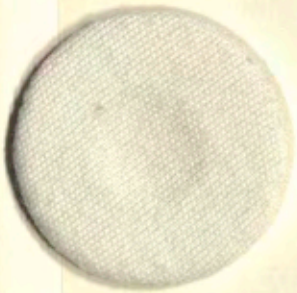
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OFFICE EQUIPMENT

Large work table
Full suspension file cabinets (either legal or letter size)
Office furniture
Typewriters
Standard elite typewriter (small print)
Duramach 10 automatic typewriter

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8-12-cubic-foot upright or chest freezer for film storage. (The freezer will enable film to be stored indefinitely without decay)

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