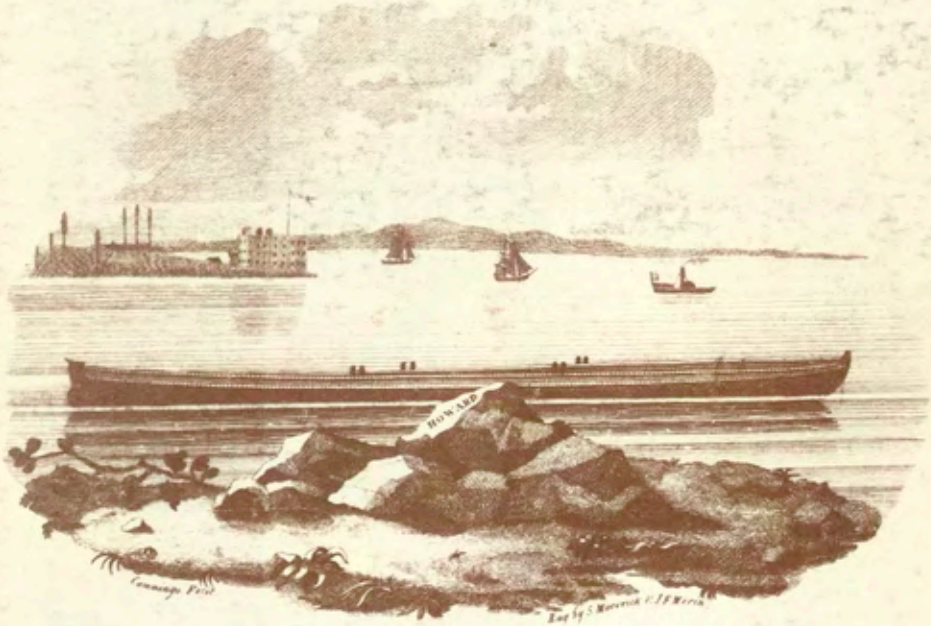
The LOG of Mystic Seaport

FALL 1972



WHITE-HALL, VICTORIOUS MAY 20th. 1825.

The Marine Historical Association, Incorporated • Mystic, Connecticut

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The LOG of Mystic Seaport®

VOLUME 24 • NUMBER 3 FALL 1972

The American Star 74
• JOHN GARDNER

Director's Message 88
• WALDO C. M. JOHNSTON

Forty-third Annual Meeting 91

Acquisitions 96

Book Reviews 98

Letters 103

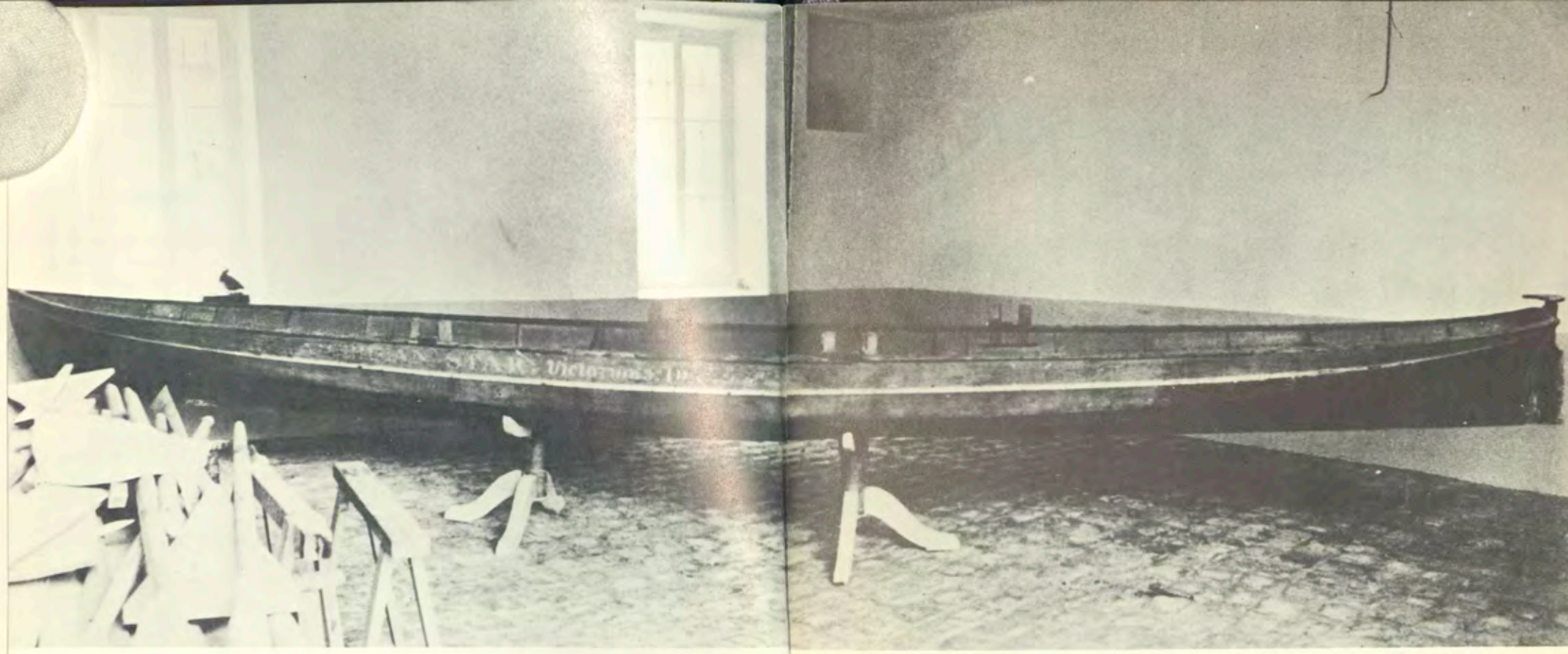
Annual Report 1971 105

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The American Star *in April 1968, photographed by René de Chambrun at La Grange.*

THE *AMERICAN STAR*

By John Gardner, Assistant Curator for Small Craft Studies

Although she is the oldest surviving American race boat, and the victor in an international match race which was one of the most colorful events in the annals of early American sport – one which had the whole city of New York agog over 150 years ago – few Americans are now aware that there ever was such a boat, or that this craft is still preserved and cherished in a fifteenth-century Norman castle tucked away in the French countryside some thirty miles east of Paris.

The boat is the *American Star*, built in Brooklyn, New York by John and William Chambers shortly before 1820,[1] and the castle is the Chateau de La Grange, Bernay-en-Brie, on the family estate to which General Lafayette returned in 1799 to spend the latter years of his life after long imprisonment and exile abroad as a French patriot and liberal.

In 1824-25 the aging Lafayette visited the United States for the last time. He came as a guest of the nation to make what became a triumphal tour. Americans adored him almost as much, perhaps, as they had Washington. They had not forgotten his youthful sacrifices on their behalf, nor his heroic part in their liberation from British rule. He was feted from one end of the country to the other and showered with honors and gifts. In fact, so numerous and varied were the latter that for the purpose of conveying them back to France the American government provided a new frigate which President Adams named the *Brandywine*, after the battle in which the young Lafayette had distinguished himself as a soldier.

None of the many gifts bestowed upon Lafayette during his visit better expressed the affection and esteem of the American people than this boat,

which in winning the previous year from the British challenger had become a symbol of victory and national pride not only for thousands in the burgeoning new waterfront metropolis of New York, but all along the North Atlantic seaboard as well. Peverelly, in his annals of beginnings in American sports, compares the triumph of the *American Star* with that of the yacht *America*, observing that the former did as much for rowing as the latter did for yachting later on.[2]

In the late afternoon on Saturday, July 9, 1825 a balloon ascension in General Lafayette's honor took place from Castle Garden at the Battery on the lower tip of Manhattan. Spectators assembled to witness the event numbered almost 5,000, some of whom had been waiting since early morning. Balloons were new then, the last word in excitement and reckless daring. No sound came from the waiting throng as the General cut the ribband releasing the intrepid aeronaut in his frail wicker basket. As he rose in the air, silken flags streamed from either hand, one the Stars and Stripes, the other banner bearing the name of Lafayette in gold surmounted by tricolor streamers. And as the balloon gained altitude and began to drift across the city, a shower of handbills fluttered down bearing verses in French and English eulogizing the honored guest.[3]

That evening the General was to dine with Colonel Varick at Paulus Hook, the site today of Jersey City. Moored below the Battery at the foot of Whitehall stairs, waiting to ferry him across, was the famous race boat, *American Star*, appointed for the occasion with cushions, crimson carpet and silver-mounted oars. Her crew, the pick of the Whitehall boatmen, were the same who six months earlier had rowed the *American Star* to victory over the British challenger. Having learned of the General's dinner engagement some time earlier, they had asked to ferry him across, and their request had been readily granted. In the meantime it had been decided by the owners of the *American Star* to offer the boat to the General as a gift, and on the return from the Jersey shore the presentation was made. The coxswain, John Magnus, acting as spokesman, expressed the hope that the General would take the boat back to France with him "where it may occasionally remind you of your grateful friends you have left behind, the ingenuity of the mechanics of a country which you assisted to liberate, and also our great naval motto, 'Free Trade And Sailors' Rights.'"

In his reply Lafayette said he was moved by "the proud feelings of an American patriot . . . with the grateful feelings of a friend, I now receive your kind present; no keepsake could be more welcome; the more gratifying, indeed, when offered from the hands of the five victors. It shall be most carefully and fondly preserved. I beg you gentlemen, will accept, and transmit to your companions, the congratulations, the thanks, and the good



From the Eno Collection, Prints Division, the New York Public Library, Astor, Lenox and Tilden Foundations.

wishes of a veteran, heartily devoted to the great naval motto – 'Free Trade And Sailors' Rights.' "[4]

The General proved as good as his word. On his return to La Grange, the *American Star* was placed on exhibit in a building specially designed and constructed for that purpose. Jules Cloquet's quaint account in his *Recollections of the Private Life of General Lafayette*, published two years after the General's death, provides a description.

"The other building is an elegant pavilion situated under the windows of the library, and covered with a tiled roof supported by slender woodwork. Its pillars are joined together by a wooden grating, and its form, which is extremely lengthy, explains the object of its construction. Lafayette caused it to be built for the preservation of a canoe presented to him by the Whitehallers of the port of New York.

"The canoe had been victorious in a species of sham-fight with the boat belonging to the British frigate, *Hussar* – a contest which sensibly piqued the pride of both nations. The canoe is extremely narrow and lengthy, made for rapid sailing, painted blue inside, and brown with a yellow band out-

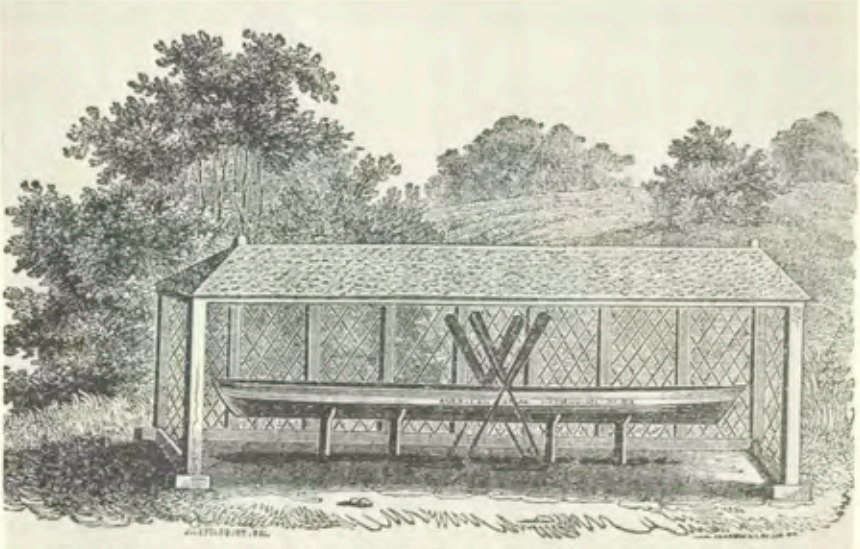
side. On the benches are the names of the sailors who gained the day, and on each side is the inscription, 'American Star, Victorious, Dec. 9th, 1824.' "[5]

The eighty years, more or less, which follow are blank. Apparently during that time Cloquet's "elegant pavilion" fell to ruins or was torn down, and the boat removed to what has been described as a barn or carriage house. This was where Paul F. Cadman of the American Ambulance Corps found it set on wall brackets close to the ceiling when he visited La Grange during World War I. The original color had become a faded gray, yet the name and victory inscription were still visible, and it was quite apparent that the boat remained structurally sound and undamaged, in fact amazingly well preserved for its one hundred years.[6]

Since then, another half century has slipped away, yet the condition of the *American Star* still remains virtually unchanged, except that it has fallen upon better times, and now occupies a room with other Lafayette memorabilia in a small museum on the chateau grounds, where it has been placed so that it is now possible to approach the hull from all sides and to inspect the interior.

Quite apart from the sentiment attached to the *American Star* as a memento of Lafayette, is the technical significance of this boat, for it is the only known surviving example of lightly built American small craft of its period. There is much to be learned from it. It should be possible now

From Jules Cloquet, Recollections of the Private Life of General Lafayette, *1836, Volume II.*



BOAT PRESENTED BY THE WHITEHALLERS OF NEW YORK.

to resolve a number of questions concerning the early Whitehall boat, which so far have remained unanswered. When this boat was presented to Lafayette, it was offered as an example of the "ingenuity of American mechanics," and so it remains, a unique artifact from an era of American craftsmanship long since passed away.

American maritime history has so far dealt almost exclusively with large vessels. "But what of the humble boat," W. P. Stephens asks, "without which the ship would have been useless in those early days when piers were unknown, and the era of steam was far in the future? . . . Situated on an island, New Amsterdam was dependent on close communication with the neighboring shores . . . without the common rowboat in the early days of its settlement, New Amsterdam would have been completely isolated. . . ." Two hundred years later during the Whitehall era, rowboats were just as indispensable, while the uses to which they were put had greatly expanded.[7]

In 1824, at the time of Lafayette's second visit, the population of New York City – America's largest and busiest port and commercial city – had reached approximately 150,000, or double what it had been less than two decades previous. For such prodigious growth, shipping and shipbuilding were mainly responsible. A myriad of boats and vessels both small and large plied the busy waters surrounding Manhattan. Harbor communication and transportation were largely dependent on rowboats, the evolution of a special type of which was well advanced by 1824. These craft operated along the entire waterfront, yet they gathered in greatest numbers in a basin under the Battery wall at the foot of Whitehall Street, whence this celebrated Whitehall boat acquired its name.[8]

Long after the more distant ferries had been taken over by steam, the rowing Whitehalls retained their monopoly of harbor traffic. In fact the Whitehall boats, normally 19′ long and pulled by two pairs of sculls, continued to work around the piers, running lines for vessels and picking up whatever jobs came their way until nearly the close of the century. But in 1824 these boats were in their prime. Without them, or craft like them, the pulsating activity of that busy port must have moved at a much slower pace, if it moved at all.

Incoming vessels, as soon as they had passed the Narrows and had been cleared by the health officers, were surrounded by boats on all manner of business – the owners' agents, friends of the passengers, competing reporters eager to learn from the Master what vessels he had spoken, and foreign news otherwise unavailable before the invention of wireless. Less savory were the waterfront sharks, crimps and keepers of saltwater boarding houses who came aboard with their offers and enticements for Jack Tar, soon to be paid and pleasure bent ashore. Passengers and ships' officers in



Details of the American Star *in April, 1971. Above and following three photographed by Helen Grey at La Grange.*

a hurry to set foot on land engaged these swift harbor taxis. Straining oars frequently overhauled vessels outward bound, perhaps already standing in the stream with sails loosed, to deliver final orders, belated passengers, the latest edition damp from the presses; or a crimp's boat might pull alongside bringing a reluctant addition to the crew, groggy and sick, to be boarded.

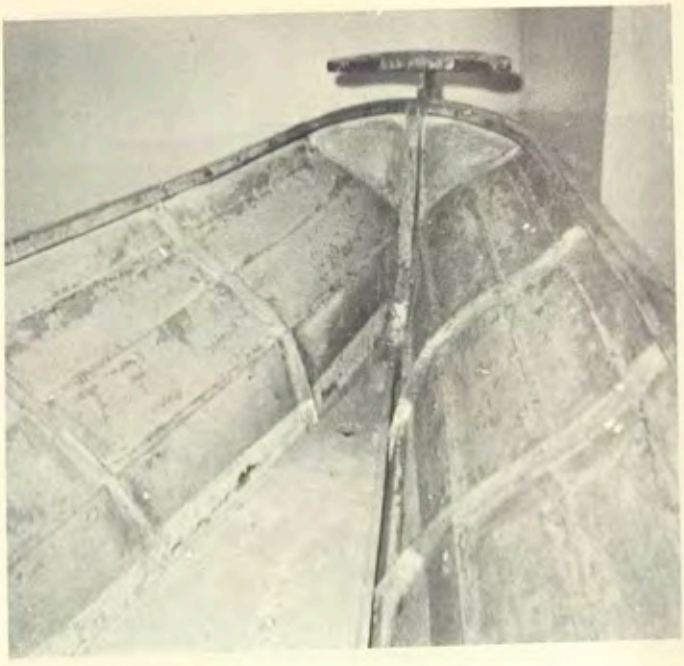
Junkmen combed the waterfront in Whitehalls looking for salvage, and thugs and harbor thieves disguised as junkmen were chased by police in Whitehalls. Steamboat excursions, popular at the time, usually hired a Whitehall to follow behind to pick up passengers who fell overboard.[9]

For all, or at least most of, the uses to which these harbor boats were put, speed was essential, competition brisk and urgent. The nineteenth century in America was a pushing, driving era. Survival was a matter of getting ahead and staying ahead. From the start the pace was fast and kept getting faster. It was only natural that work boats should become race boats, that a new sport of competitive rowing should develop and, attaining wide popularity for a time, should be eclipsed by other competitive sports.

Although rowing races for match stakes occasionally seem to have taken place in this country as far back as the French and Indian Wars,[10] rowing as sport emerged rather gradually at first from the occupational competition of the Whitehall boatmen, and did not attain widespread, organized form until after 1830.[11]



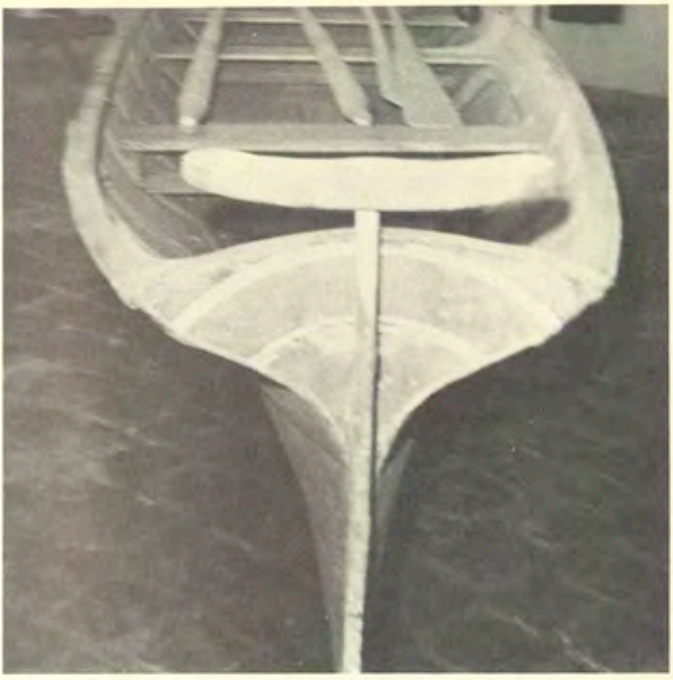
The first recorded race of any consequence was rowed in the summer of 1811 between the *Invincible,* built by John and William Chambers of Brooklyn, formerly of London[12] where the brothers had learned their trade, and the *Knickerbocker* from the Water Street boatshop of John Baptis, leading New York City boatbuilder of his day.[13] The race was rowed in rough water and against a strong wind down the North River from Harsimus, New Jersey to the Battery flag staff, a distance of two-and-one-half miles, with the *Knickerbocker* ahead all the way, easily winning by a long lead. This race caused much excitement in the City, and so stirred popular interest that the *Knickerbocker,* painted white with green gunwales and a gilt stripe, was placed on exhibit in Scudder's Museum, and a public benefit arranged for Baptis. Later transferred to P. T. Barnum's American Museum at 220 Broadway, the *Knickerbocker* was unfortunately destroyed by fire when that museum burned in 1865.[14] No measurements, detailed description, or drawing of the *Knickerbocker* have come down to us. But an incidental reference in the *New York Gazette* in 1824 mentions her as a gig, and we know from contemporary accounts of the race that the crews of both boats consisted of four oarsmen and a "setter,"[15] as the coxswain was then called. W. P. Stephens is in error when he states in his account of the race that the boats were pulled by four pairs of sculls.[16] More credible is Peverelly's description of these craft as "four-oared boats," and in fact there



is every reason to believe that these 1811 race boats were very little different from the four-oared gig *American Star* which followed in less than ten years.

It was in the late fall of 1820 that arrangements were made for a match race between the *American Star* by John Chambers of Brooklyn and owned by "a company of gentlemen of that place," and the *New York*, newly built by John Baptis of Manhattan for the Knickerbocker Club. The forthcoming event roused great local interest. Rivalry was strong. A purse of $1,600, a lot of money at the time, was collected, and an "elegant flag" made up as a trophy for the winning boat; in addition, side bets variously estimated from $3,000 to $10,000 were placed. The course agreed upon ran from the upper dock of the Williamsburg Ferry down the East River to a stake boat anchored abreast of Castle Williams on Governors Island, a distance of about three miles.

At two o'clock Saturday afternoon on November 11, with snow in the air and a strong wind blowing from the northeast, the race started. The New York newspapers reported an "immense concourse" of spectators lining the pier heads and vessels lying at the wharves along the East River as far as the Battery. According to the *New York Evening Post* it was a "handsome performance and much skill was exhibited by the rowers on both sides . . . the *New York* won with apparent ease . . . about fifty yards ahead." The *Commercial Advertiser* in its account reprinted from the



Gazette cuts the lead of the winning boat to twenty yards, and reports the time as twelve minutes.

After the race the *New York*, with the coxswain seated in it and displaying the victory flag, was lifted from the water at the foot of Whitehall stairs, and placed on the shoulders of the winners' friends. This jubilant procession headed by a band then proceeded from Whitehall through Broadway to the Fulton Hotel on Fulton Street, where refreshment and entertainment were waiting. "The party spent the evening in great glee," and the winning boat, suspended in front of the second story of the hotel, remained on exhibit for all the city to see for several days.[17]

According to the report in the *Evening Post*, both boats were 27′ long, which recent measurement has verified for the *American Star*. Both were four-oared gigs and apparently not dissimilar in design, but possibly the *New York* was the better sea boat. This could have been the difference between Baptis boats and Chambers boats. When the *Invincible* lost to the *Knickerbocker*, heavy seas were running and strong winds were encountered just as happened when the *American Star* lost to the *New York*. According to Peverelly, the *Knickerbocker* was a better sea boat, winning with greatest ease because of this. In smoother water the results might well have been different in both races.

There can be no doubt that the *American Star* was a fast boat: her sub-

sequent victory over the famous British gig established that. The lines of the *American Star* show a hull slimmed and lengthened for speed, with flat sheer and scant freeboard – the evolution from workboat to race boat well advanced.[18] What the Baptis boats were like we shall never know – nothing remains of any of them. The ashes of the *Knickerbocker* were scattered long ago, and the *New York*, sold South shortly after her triumph to be raced in Mobile with a slave crew, must have long since rotted away.[19]

If the *American Star* had not been highly esteemed as a race boat we may be sure that she would never have been picked to uphold the honor of the Whitehallers and their City against the British challenger in December 1824. Although the *New York* was no longer at hand, and the *Knickerbocker* could not be removed from Scudder's Museum,[20] there must have been other boats in the city which could have been used. The *General Lafayette*, newly built by Baptis for the *New York Gazette* office as a press boat, and winner over the *Mapes* from Staten Island the previous March,[21] was a fast boat, but obviously too small to be considered at only 22′ overall with a crew of two, each pulling a single long oar.

In the late autumn of 1824 the British frigate *Hussar* dropped anchor in New York harbor, reporting the rescue of a New York vessel from freebooters off Cuba. Captain George Harris was welcomed in the City's best clubs were he was wined and dined in style. As the after-dinner port passed, according to one account, Captain Harris let it be known that he had a fast race boat on board which had won on the Thames and in the West Indies.[22] Another version has it that the pilot who brought the *Hussar* into the harbor spotted a rakish race boat stowed on the foredeck, and in conversation with the captain ventured that there were boats in the city that could give her a contest.

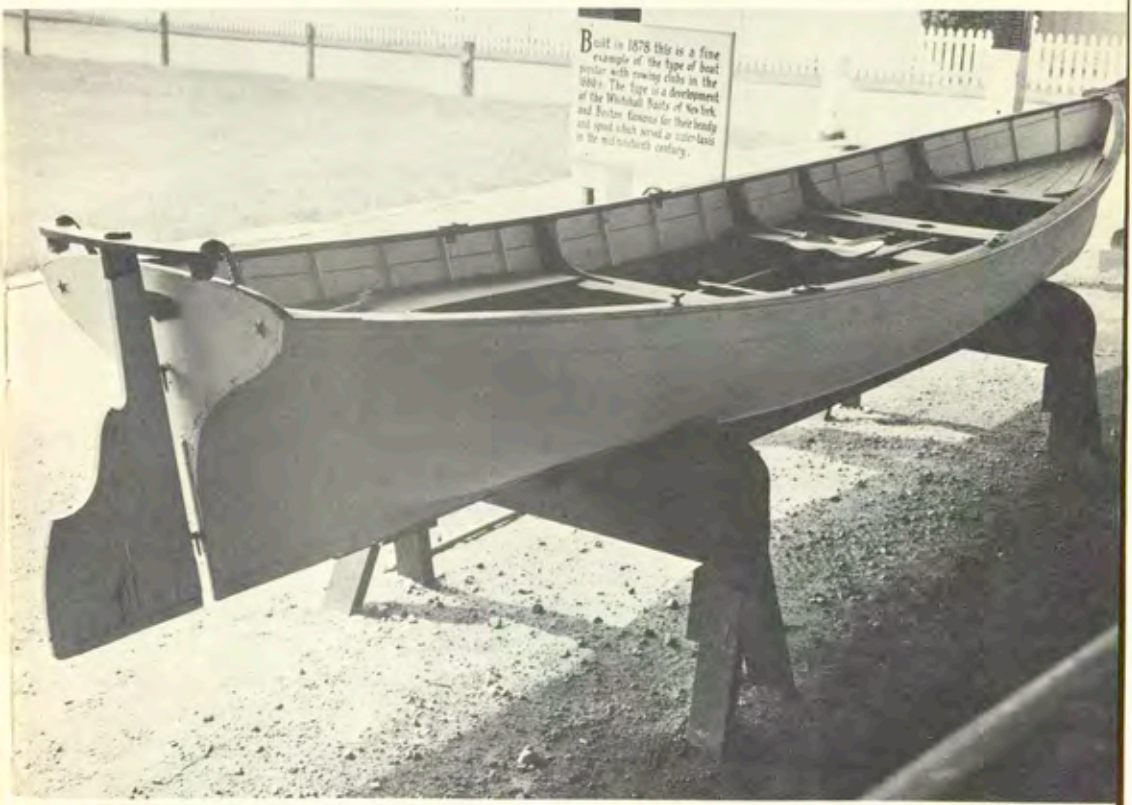
In any case on December 4 the *Gazette* printed a communication from Harris stating that inasmuch as the boatmen of the City had learned that he possessed a "fast row-boat," he was prepared to row his boat "on the first fair day after Tuesday next . . . against any one that can be produced, not excepting the one I have seen at the Museum."

The fat was in the fire. Local partisans immediately put forward the *American Star*, and no time was lost in concluding arrangements for a race with a purse of $1,000 put up by Captain Harris. Two days later the *Gazette* reported "great excitement" in the city, but "no unmanly feeling," adding that "debasing conduct" was not anticipated from either side, and it was mutually agreed that the winner should "treat the losing party to an entertainment."[23] Yet tension must have continued to mount, for on the eighth the *Gazette* printed a statement from Captain Harris regretting "that his public offer to try a New York boat should have been construed as a chal-

lenge . . . his only object was to gratify those . . . fond of aquatic sport."[24]

The race was rowed on the morning of December 9 in rough water with a strong wind blowing – weather "Captain Harris deemed unfavorable to the best speed of his boat . . . yet [he was] determined not to disappoint public expectation."[25] The city waited tense and expectant, with 50,000 spectators lining the wharves and the Battery, by far the largest crowd up to that time, and for some time after, to view an American sporting event. Flying a small American flag from her bow, the *American Star* glistened from polishing. Her crew, dressed for the occasion, wore white guernsey shirts, blue handkerchiefs on their heads, and blue pants. The British boat, *Dart*,[26] whose sobriquet was Sudden Death, carried her national colors with her crew dressed in their naval uniforms. Captain Harris acted as coxswain.

The New York boat pulled out to the frigate to meet her rival, and the race started at the sound of one of the frigate's guns. The course lay to a



A fancy Whitehall in the Seaport's collection, probably built in the 1870s. For pleasure use, it derives from the famous working Whitehall. Photograph: Louis S. Martel.

stake boat moored off Hoboken Point and back to finish at the Battery, a distance of four miles. The *American Star* sprang ahead at the start and held the lead all the way, finishing some 300 to 400 yds. ahead of the *Dart* which came in all but waterlogged.[27] Time: twenty-two minutes.[28]

That evening both crews appeared on the stage of the old Park Theatre, where they were cheered by the audience and treated to a "perfect ovation." In the days which followed, victors and vanquished strove to outdo each other in the exchange of compliments and amenities. It was suggested that the *American Star* be presented to Captain Harris so that on his return England might get an idea of the advanced state of boatbuilding in America, and he was actually offered the boat, but just as gracefully he declined. On his part, the Captain presented a purse to the winning crew containing a gold half eagle for each of them.[29] Never did a contest of this sort end more happily and with more good feeling on either side, an accurate reflection of the state of the political and economic climate.

Commenting on the two boats before their race, the *New York Gazette* called both "fine specimens of art," adding that both were built very much alike, although the *Star* was somewhat longer. The British boat, this account continued, had been built some two years previously by a man in his eighties who had built hundreds, but considered this his masterpiece.[30] As Chambers, builder of the *American Star*, had learned his trade in London, it may account in part for the similarity of the two boats.

It was generally agreed at that time that the two boats, as boats, were quite evenly matched, and that it was the difference in the styles of rowing which decided the day. The British crew pulled with a long, sweeping stroke, "by throwing back their whole bodies as if they were towing a man-of-war," as one account put it, while "the Whitehallers sat straight, moving with quick, short strokes, and drawing back with a jerk." The *New York Evening Post* gave the number of strokes per minute for the *Star* as forty-six as against thirty-nine per minute for the *Dart*. This was many years before the introduction of such refinements of rowing technique and equipment as sliding seats, outrigged oarlocks and spoon oars.

That the *American Star* is still in existence, and in sound condition, is something of a minor miracle. No other race boat of that early period has survived. No lines, specifications, or detailed dimensions for such boats are known to exist. Leaving sentiment aside, the importance of the *American Star* not only for small craft history, but for the more general history of technology as well, can hardly be overestimated.

Notes:

1. *New York Evening Post*, November 13, 1820; *New York Gazette*, December 10, 1824 and Robert F. Kelley, *American Rowing*, 1932, p. 16.
2. Charles A. Peverelly, *American Pastimes*, 1868.
3. *New York American*, July 11, 1825.
4. *Ibid.*
5. Jules Cloquet, *Recollections of the Private Life of General Lafayette*, 1836, vol. II, p. 37.
6. Allan Forbes and Paul F. Cadman, *France and New England*, 1925, vol. I, p. 60.
7. W. P. Stephens, "Old-Time Boat Building In New York," typescript, G. W. Blunt White Library, Mystic, Conn.
8. Rodman Gilder, *The Battery*, 1936.
9. Stephens, *op. cit.*
10. *New York Mercury*, April 26, 1756; *Boston Weekly News Letter*, May 6, 1756.
11. John Gardner, "Early Days of Rowing Sport," *The Log* of Mystic Seaport, Winter, 1971.
12. *New York Commercial Advertiser*, June 22, 1807, July 2, 1810, November 13, 1820; *New York Evening Post*, November 13, 1820.
13. *New York Gazette*, March 13, 1824.
14. Peverelly, *op cit.*
15. *New York Gazette*, December 6, 1824. Editorial note.
16. Stephens, *op. cit.*
17. *New York Evening Post*, November 11 and 13, 1820; *New York Commercial Advertiser*, November 13, 1820.
18. Approximate dimensions of the *American Star* from measurements by René de Chambrun in 1967 and John Beeuwkes, 1968. LOA 27′. Beam amidships and inside planking, 4′. Depth amidships, 17″. Four oars, length, 12′9″.
19. *New York Gazette*, December 10, 1824. Kelley, *op. cit.*, p. 7, "The *New York* was sold to a wealthy resident of Mobile, and went South for a career in the most obscure of our early racing periods, the period of slave racing . . . unprecedented since the days of the Roman galleys!" See also James P. Baughman, *A Southern Spa: Ante-Bellum Lake Pontchartrain, Louisiana History Journal*, Louisiana Historical Association, Winter 1962, vol. III, no. 1.
20. *New York Gazette*, December 4, 1824. Editorial note.
21. *New York Gazette*, March 12 and 13, 1824.
22. Kelley, *op. cit.*
23. *New York Gazette*, December 6, 1824.
24. *New York Gazette*, December 8, 1824.
25. *New York Gazette*, December 10, 1824; Kelley, *op. cit.*
26. Cadwallader D. Colden, *Memoir, Celebration of the Completion of the New York Canals*, 1825, p. 235.
27. *New York Gazette*, December 10, 1824.
28. Kelley, *op. cit.*
29. *New York Gazette*, December 13, 1824.
30. *New York Gazette*, December 8, 1824.
31. *New York Evening Post*, December 9, 1824; *New York Gazette*, December 10, 1824 and Kelley, *op. cit.*
32. Kenneth Durant, *American Star*, typescript and notes, G. W. Blunt White Library, Mystic, Conn. Much of the basic research, including collection of illustrations and investigation of newspaper sources, done by Durant.

!FLASH – AUGUST 15, 1972!

Mystic Seaport was granted accreditation by the American Association of Museums. Details will follow in the December *LOG*.

Director's Message

Talk Given before the Governors at the New England Governors' Conference at Mystic Seaport, July 6, 1972

In welcoming you to Mystic Seaport, I also welcome the opportunity to share with you, as leaders of New England, some personal concerns about our future as a nation rich in her heritage but burdened by the ensuing responsibilities. Back in 1967 our President realized that the loss of a people's culture erodes a people's will, and he called upon the cultural institutions of America, through the American Association of Museums, to conduct a study and report to him. The result of this study, known as *The Belmont Report*, was published in 1969 and its opening paragraphs provide a solemn warning. To quote:

"This is a report on a priceless national treasure – the works of art, the historic objects and the scientific collections in the custody of America's museums. In scope and magnitude this treasure is unmatched by that of any other nation, and it has enriched the minds and lives of countless Americans. Once lost, it can never be replaced.

"Today the institutions which have this treasure in their custody are in serious trouble. The totally unpredicted popular success of American museums has strained their financial resources to the breaking-point, has compelled them to deny service to much of the public and will require many of them, unless help comes, to close their doors."

Today, three years later, the situation is far more critical. Not only has the financial plight of our museums gone past the description of "desperate," but new problems are arising. These problems, growing out of the dire straits overwhelming our cities and urban centers, are very real. We all know them and I shall not attempt to dwell on them.

What I would dwell on, however, is the human instinct to acquire ever-increasing funds in an effort to slow the mounting deficits in city budgets. Thus there are those whose eyes are turning to eleemosynary institutions – our colleges, hospitals, our churches and our museums – as a source of new revenue through taxation to plug temporarily, at best, the widening holes in the dikes. Only this year an effort was made to introduce bills in the legislature of a New England state that would have imposed taxes so burdensome that many philanthropic institutions would have had to close their doors.

Never before in our history has the need to preserve our past been greater. We are in grave danger of becoming a society without taste, without culture and without faith. A nation without these values loses its spirit and, in so doing, jeopardizes its existence. The idolatry of worldly goods that denigrates spiritual values is eroding our national will – and by damning as irrelevant the traditional structures of religion, education, individual discipline, family life and the laws of the society on which this country was founded, our youth is wasting its energy and losing its guidelines for future responsibility.

Understanding of the past provides faith and courage and direction for the future. Knowledge of our inheritance develops pride and initiative. Nowhere can the evidence of the strength and endeavor of our forefathers be better demonstrated than in our cultural institutions, like Mystic Seaport. Here for all to see is a living remembrance of the self-reliant men and women of New England whose courage, devotion and hardy industry set an example of useful achievement and paved the way to the founding of this nation. Mystic Seaport has been established "to testify in years to come that a people, inspired under God, with a sturdy sense of individual worth and personal responsibility can work out their destiny unaided and unafraid."

Americans today are seeking solace and encouragement in our national historic sites and museums. Over 500 million a year, from every state and hamlet, visit our museums. They are searching for strength, for reassurance, for understanding, for values that are vanishing. We cannot let these places disappear!

Let me cite some examples of the service this institution renders the State of Connecticut. The figures I quote are very conservative and I would wish them to be so.

According to research we have made, and which we have interpolated into the detailed studies made by the AAA of what a visitor spends per day on vacation, we *know* that we bring to Connecticut $7.7-8.2 million in revenue a year. Broken down, the dollars directly spent in restaurants, motels, shops, gas stations, tolls, etc. amount to from $5.5-6 million.

The Seaport itself plows into its community $1.5 million in payroll per year alone. Another $675,000 is spent in purchases – utilities, supplies, food, lumber, etc.

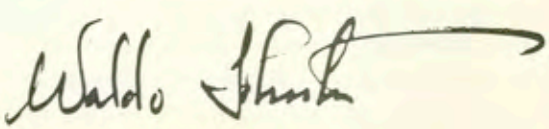
During a five-year period ending December, 1971, over 2.5 million people came to the community to visit this museum. Many seek to return.

Mystic Seaport employs 178 people fulltime, 141 part-time, and during the summer an additional 106, totalling 425 employees. Surprisingly, only 33 of these are beyond retirement age. The museum, with its separate corporations, the Seamen's Inne and Mystic Seaport Stores, pays real estate taxes of $36,700 into the community each year. Its staff holds positions of leadership on town committees, in the fire department and ambulance service.

Some 60,000 schoolchildren and youth groups visit the museum each year. Another 1,000 participate in the *Conrad* and *Brilliant* programs. Another 7,500 visit the Planetarium for special shows and another 100 selected children take highly specialized courses in navigation, astronomy and meteorology here. At the Gengras Planetarium in Hartford our staff conducts extension courses for Hartford children. To provide these services and operate even at curtailed levels, we have budgeted a 1972 deficit of $120,000.

Certainly I wish to emphasize my own recognition of the awesome economic needs in this country, but I would equally emphasize that these needs cannot be filled by the small amount (by national standards) of additional revenue such taxation of museums would provide; should such levies be imposed, we would lose our culture and our inheritance. Once lost, it will be lost forever.

This museum is one of many in New England. Almost all of them, like Mystic Seaport, receive little or no state or federal funds. Their doors and their services are open to all. We believe our existence is vital to the strength of our country and the engendering spirit of future generations. I hope that each of you, facing the enormous responsibilities you bear, will keep ever in mind the importance we play and the promise we hold for the future of this land.



Forty-third Annual Meeting



Senator Clairborne deBorda Pell.

The forty-third annual meeting of The Marine Historical Association, Incorporated breezed along with a breeze from the river – a businesslike performance with short, crisp speeches. The date – July 21 – was chosen because it was the 131st anniversary of the launching of the *Charles W. Morgan*, our prized exhibit and a National Historic Landmark.

A memorial service at 11:30 A.M. in Aloha Meeting House, conducted by the Reverend Orin E. Dice, was followed at noon by a members' meeting and by a short meeting of the Board of Trustees for the election of officers and the appointment of committees. Four new trustees were elected: Merrill Stubbs, Jacques D. Wimpfheimer, Donald B. Kipp and H. Irving Pratt. Members of the Executive Committee were reelected. And President Ridgway announced an agreement to purchase the Rossie Mill property.

At 12:30 P.M. the members' reception began in the smaller of the two striped tents, both gay with hanging baskets of flowers. Out on the river, where all the Seaport's and the visitors' ships were dressed for the occasion, the Seaport was showing off its new look for the summer: demonstrations of

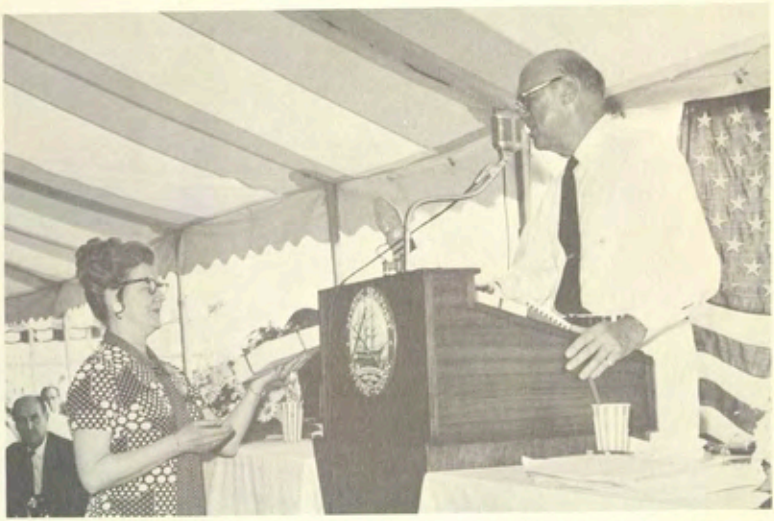


In front of the Morgan, *in usual order: President Ridgway, Mrs. Ridgway, Mrs. Johnston, Senator Clairborne Pell, Chairman of the Board Rogers, Director Johnston.*

whaleboat rowing, and sail setting and sail furling on the *Conrad*, while on land fish drying, net-making and the breeches buoy drill took place on the Village Green. Through all the crowd the chanteyman played and sang his leisurely way to serenade the reception guests.

Lunch began at 1:15 P.M., with Senator Claiborne Pell, Rhode Island's junior United States Senator since 1961, the main speaker. A member of the Committees on Foreign Relations, and Labor and Public Welfare, he was the author of the bill establishing the National Foundation for the Arts and the National Endowment for the Humanities, and has also sponsored legislation increasing the scope and funding authority of the National Museum Act. Through his efforts museums are now recognized under Federal law as educational institutions, thus making them eligible for federal education programs.

Senator Pell began his speech by noting the close parallel between the goals of Mystic Seaport and his own: the operation of a museum (Fort Ticonderoga, which the Pell family has run for about 150 years), his involve-



Three members of the Seaport staff, Sylvia Whitford, above, Edward Watson and Doris Herman, below, were given spikes from the Morgan to mark their fifteen years each at the Seaport, while two others, Alma Eshenfelder and Eileen Ames, received acknowledgement of their twenty years here.







Reception gathering with Mrs. Jan S. Irvine, left; the Director, Trustees Jan Irvine, Margaret Mallory and John Parkinson, Jr., (back to camera), right.

ment in education (as chairman of the Subcommittee on Education) and in the relationship between the oceans and our national life (he is a member of the Subcommittee on Oceans and International Environment).

"Based on my work with these various committees, I would like to offer a few observations on each of these areas – the museums, education and the oceans – all of which have been fused, focused and re-fused here at Mystic Seaport. Let's think for a moment about our national maritime heritage and its importance to our nation today. Actually our nation is one of the greatest maritime nations in history in terms of naval strength, ocean commerce, fisheries, ocean resources and national geographic position. What is truly remarkable . . . is that we don't think of ourselves as a martime nation – obviously everybody in this room does, but outside . . . not too many people really do. We are inclined to think . . . in terms of industrial capacity . . . of highways or prowess in space and aeronautics or great achievements in agriculture or even tremendous military capacity for producing death. Largely as a result of this lack of recognition of our maritime status we do not as a nation give

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THE MARINE HISTORICAL ASSOCIATION

Mystic Seaport



Senator Pell with Mohican Princess Red Wing. All photographs: Les Olin.

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At the close of his speech, the senator was given a standing ovation, and presented with a resolution from the Board of Trustees "expressing their sincere gratitude . . . for the outstanding contribution he has made to the welfare of this land and the continuing strength of America."

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Reception gathering with Mrs. Jan S. Irvine, left; the Director, Trustees Jan Irvine, Margaret Mallory and John Parkinson, Jr., (back to camera), right.

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Senator Pell with Mohican Princess Red Wing. All photographs: Les Olin.

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ACQUISITIONS



Empty Sea, a 42' Bayhead Skiff sleeping seven, and the most completely equipped power boat we have seen in a long time, was given to The Marine Historical Association by Michael L. Haider of Essex, Connecticut. It will be offered for sale in early 1973, and the proceeds will be of enormous benefit to the museum's work. Photograph: Claire L. White.

The G. W. Blunt White Library has recently acquired the following manuscript material:

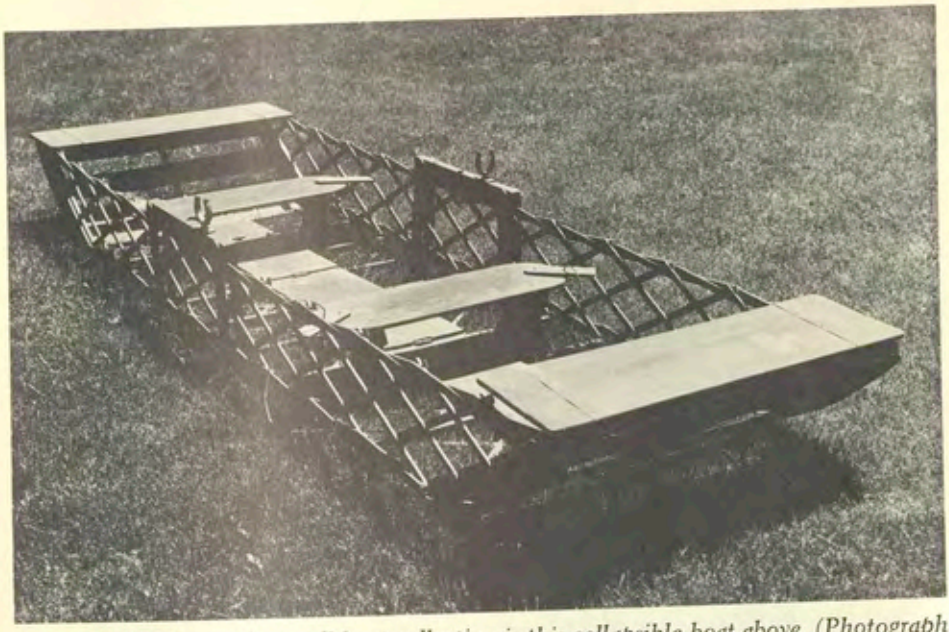
Four marine insurance policies issued by Peter Chardon Brooks of Boston in 1794 for the brig *Leonard* to Cadiz, the schooner *Governor Carver* to the West Indies, the ship *Diana* to Bristol, and the ship *Maria & Elisa* to London.

Fishing journals, 1853-1860, for ten vessels out of Kennebunk, Maine, to substantiate a claim for cod fish bounty. Included are the schooners *Life Boat, Merced* and *Dianna*, and the sloops *John Howard* (?), *Rosanna, Flying Cloud, Swan, Charles C. Clark* and *Nelly*.

Papers, 1862-1917, of Edward Lupton of Williamsburg, New York, relative to claims against the Navy Department for overruns in the construction of the double-ended wooden hulled steamer *Lenapee*.

Papers, 1863-1886, of Isaiah Gifford of Provincetown, Massachusetts, including letters, accounts, bills, receipts and agreements pertaining to the schooner *Watchman* and the steamers *Atlantic* and *Indian*.

Papers, 1826-1898, pertaining to Edmund J. and W.S. Blunt, including agreements, patents and letters.



A recent addition to the small boat collection is this collapsible boat above. (Photograph below, taken at the Mystic drawbridge around 1890, shows how a similar boat looked when fitted with its canvas cover.) The gift of Everett E. Scholfield of Deep River, Connecticut, it belonged to his father, E. A. Scholfield of Mystic (1843–1930). Photograph: Mary Anne Stets.



BOOK REVIEWS

ARCHITECTURA NAVALIS ET REGIMEN NAUTICUM by Nicolaes Witsen. *Uitgeverij Graphic, Amsterdam*, 1971. H fl. 160 (about $50).

Of the several Dutch, English and French books on shipbuilding published during the seventeenth century, Nicolaes Witsen's *Aeloude en Hedendaegsche Scheeps-Bouw en Bestier* (Ancient and Present Day Ship-Building and Managing), which appeared in 1671, was outstanding. Dr. R. C. Anderson of England noted in *The Mariner's Mirror* in 1924 that "it would be difficult to overestimate the importance of this book."

Nicolaes Witsen, born in Amsterdam in 1641, was closely connected with shipping activities in the Netherlands and held the office of burgomaster of his native city thirteen times before his death in 1717. In this great book it was his intention, as may be seen from the title, to produce not only a treatise on ships and shipbuilding but one on the shipping business as well. In setting down the technical details on the construction of ships "he was assisted by Jan Jacobszoon Vijzelaar of Harlingen."

Witsen continued to collect information after 1671 and in 1690 published a revised and expanded edition bearing the new title *Architectura Navalis et Regimen Nauticum;* its subtitle was the title of the first edition. Unknown to modern researchers until 1913, only four copies of the revised edition have been found. It is this rare 1690 edition that Uitgeverij Graphic has had the wisdom to reprint for late-twentieth-century researchers.

As the work is in Dutch, and old Dutch at that, researchers into the business of shipping will have more difficulties than technical researchers who will find drawings of nearly all the parts of a 136-foot ship, and illustrations of the tools commonly used by shipwrights in fabricating them. Many of these drawings were copied widely and appeared in several late seventeenth- and early eighteenth-century books on shipbuilding, and thus have been available to researchers not fortunate enough to have access to Witsen's books. Along with the drawings of ships parts and tools are tables giving hull proportions, dimensions and a few illustrations. All "hedendaegsche" researchers will be aided by a glossary of technical marine terms and expressions which, when it appeared in the 1671 edition, was the first of its kind in the Dutch language.

The value of Witsen's work is not limited to the immense amount of detail on Dutch vessels, for he included material on Spanish, French and English shipbuilding. Along with the latter is a plate from Sir Robert Dudley's *Dell' Arcano de Mare* (Florence, 1646). Witsen published considerable information on Mediterranean galleys and on Russian, Indian and Oriental craft. Underwater archaeology with the discovery of many wrecks gives late-twentieth-century researchers an advantage over earlier writers on vessels of ancient Greece and Rome, but it is interesting to note that Witsen investigated the thorny problem of the seating of rowers in triremes and the larger oar-propelled vessels.

Not everyone is interested in seventeenth-century shipbuilding and shipping

management, but for the few this reprint of Witsen's second edition is a bargain at about eight cents a page. This is about the cost of a xerox copy and considerably less than the $1,000, more or less, asked for copies of the poorer 1671 edition.

William A. Baker, Curator
Hart Nautical Museum
Massachusetts Institute of Technology

Scrimshaw and Scrimshanders; Whales and Whalemen by E. Norman Flayderman. N. *Flayderman & Co., Inc. New Milford, Connecticut*, 1972. 320 pp., 500 illustrations. Regular edition $19.95. Deluxe $39.95 boxed.

Although scrimshaw is believed to have originated by about 3000 B.C., almost two additional millenia were to pass before the first full-dress book on the subject made its appearance. To be sure there have been dozens of magazine articles, the greater part of which treated the whole field as if the practitioners were a group of romantics who went to sea as a pastime. Mr. Flayderman has not fallen into the trap but coolly has written his book with a sound objective knowledge of the whaleman's trade. Granted, the first chapter devoted to President Kennedy's collection does sound the soft lights and sweet music of the sentimentalists, but the tune changes with page 4 where the author begins to define the term. Quotations from about every narrative of a whaling voyage have been brought to bear and here there is cause for differences of opinion. This reviewer can't include the work of Chinese professional ivory carvers, French prisoners-of-war, straw and bone workers, Barbadian seashell gatherers, and English needleworkers in the same boat with the men who killed their boredom by contriving jagging wheels, decorating sperm whales' teeth and the like.

But, if we skip these portions of the book which do not seem to be pertinent, there is ample to gladden the heart of the most unbending purist, and one thing stands out above all others: scrimshaw is the work of a group of individualists. There are no schools, no "influences," every man was on his own. Of course, a few excelled either in the design or the draughting or the actual engraving or the coloring, but there were no Rembrandts, no Vermeers nor Reynolds among them. In fact, comparatively few personal names can be assigned to pieces of work. The best known of all, Frederick Myrick, the creator of the famous "Susan's Teeth," hardly enters the first rank of scrimshanders, since practically all of his work is like the proverbial pea in the pod. There are now nine known "Susan's Teeth" – not seven as Mr. Flayderman states, but perhaps he is counting only those of positively authenticated provenance. Good or bad in that respect, there is nothing in the workmanship to set them apart in size or quality.

With a few exceptions, the illustrations are well-printed halftones which draw on most of the large public and private collections of scrimshaw; many have been especially made for the book and those including figures of persons show old friends from Mystic Seaport dressed in sea-going costumes, while those depicting a vessel make good use of the *Charles W. Morgan*. The book is well printed and bound and will prove to be a reference volume for collectors for years to come.

M. V. Brewington, Director
Kendall Whaling Museum
Sharon, Massachusetts

MARK WELL THE WHALE by Frederick P. Schmitt. *Kennikat Press, Port Washington, New York, 1971.* $6.95.

The intriguing title of this informative book compels the reader to become aware of "the Leviathan of the deep." Sir Walter Scott in his "Lay of the Last Minstrel" urged all and sundry to "go, Mark him well" when speaking of a man who did not love his country. Whalemen had better mark him well, lest they destroy the largest mammal of all time. And they did mark him so well that some species of whales now approach extinction.

Whereas most writers tell of whaling procedures and experiences from the largest and best known whaling ports, Mr. Schmitt describes the life and action of the nine ships and their crews that went awhaling from Cold Spring, Long Island. Cold Spring "spawned some 44 whaling voyages and ranked 25th among the 19th century whaling centers," he writes. A study by Charles R. Schultz, former librarian of the G. W. Blunt White Library, gives two criteria for determining rank: first, by number of vessels and second, by number of voyages. By this reckoning, Cold Spring was 28th by the first, and 26th by the second.

Mr. Schmitt relates how a whaling company was formed in Cold Spring in 1839. One of their nine ships was the *Sheffield*, the third largest in the whaling industry, commanded by the famous Captain "Nat" Palmer of Stonington, Connecticut. In those days a whaling ship cost from $10,000 to $20,000 to rig and fit out. And it took several thousand items – from a galley stove to chewing tobacco for the crew – to fulfill a ship's necessities.

Some items of interest: about one-half of the crew of the *Monmouth* were illiterate, and their average height was 5′ 7″. They were paid by a "lay" (share of the profits) at the end of the voyage; but by law all who deserted their ship lost all the pay due them by the time of their desertion. And "the crew was subjected to probably some of the worst meals ever prepared."

Try works were built en route, rather than when the ship was fitted out. Pets are mentioned, as well as uninvited occupants of the forecastle – cockroaches, vermin and rats. Even though as far back as 1790 the law required all ships to carry a medicine chest, but did not stipulate a doctor must be aboard, gripping toothaches were relieved by the carpenter's pliers with no pain killer, except a strong slug of grog or rum. Crewmen who had to use medicine had the cost of it deducted from their pay. And Mr. Schmitt devotes a chapter to "the most daring whaleman of them all" – Captain Thomas Welcome Ray.

How chance enters into whale hunting is exemplified by the *Sheffield* in 1851. She cruised on whaling grounds for seven months and ten days, and caught no whales, no oil. Then, in two months they took in 2,000 barrels and ended their voyage in eighteen months.

All voyages come to an end and the author describes it: "they have left their mark, however small, in whaling history . . . and so passed an industry."

And so ends this review, with the belief that you will have so well marked the whale, the whaling ships and the whaling men that you will have a clearer understanding of those days, those men, those ships and THE WHALE.

HOWARD K. WILLETT
Interpreter
Charles W. Morgan

DIVING FOR SCIENCE, THE STORY OF THE DEEP SUBMERSIBLE by Edward H. Shenton. W. W. *Norton and Co., Inc., New York, 1972.* $8.95.

In the past three decades, especially the most recent one, two major technological developments have expanded enormously man's interest in and knowledge of the sea. One is the aqualung, vastly increasing our ability to explore and perform useful work in the shallow waters of the continental shelves. The other, the deep submersible, has taken man into the depths – in fact to the ultimate known depth – and is the subject of this excellent book.

Mr. Shenton begins by tracing the development of these remarkable vehicles from their early crude forms to today's highly sophisticated versions. With brisk text and line sketches he takes us from Da Vinci through Bushnell, Fulton, Beebe and others to Piccard (the elder) and Cousteau, who may be said to have opened the door to the modern era upon which the remainder of the book focuses.

There is a fine chapter on how a modern submersible is designed and how it works. The descriptions and explanations are in just enough detail to satisfy the general reader without losing or boring him. Writing clearly and avoiding technical jargon – a glossary is provided – he explains the requirements and design constraints of each major component, such as the hull and the propulsion system, and describes – with reference to particular vehicles – the various ways in which these have been met. In conjunction with an appendix presenting sketches and major characteristics of some seventy modern submersibles, this chapter provides a solid basis for understanding and appreciating the remaining chapters.

"Work for the Manned Submersibles" introduces us to the nature of the tasks for which submersibles can be and have been employed and describes the approaches, instrumentation and operating techniques involved. Best known, perhaps, are the uses to which they have been put by marine biologists (e.g., investigation of the deep scattering layer), and marine engineers (pipeline surveys, retrieval of lost equipment), but they have seen extensive employment also by marine geologists (most notably in exploration of canyons), physical oceanographers and geophysicists. The chapter assesses objectively the capabilities and limitations of the submersible in these various roles, leading logically to the following chapter in which particular missions, records and exploits are described. Mr. Shenton points out that by far the major user has been the United States government, particularly the navy. Major coverage is given to the *Alvin* of the Wood's Hole Oceanographic Institute, Reynold's *Aluminaut*, Westinghouse's *Deepstar 4000*, and Perry's vehicles. Presumably these are the ones which, in the author's judgment, have been most successful, for, as he introduces the chapter, "those that have best been able to do the work set out for them and have done it consistently are discussed in some detail. Other vehicles that have had too little use to prove their value are briefly mentioned." Unfortunately the reader is left to ponder the question of why the latter group has had too little use. More importantly, he remains in ignorance as to those vehicles which have been tried and found wanting.

A short chapter on vehicle certification and testing interrupts the logical flow at this point, but then comes the final chapter, "The Submersible – Vehicle of the Future?" Unfortunately, the title belies

the contents, for the bulk of this chapter consists of an account of recent developments in this country and an overview of activity abroad. There is some attempt to appraise the future, but it is inadequate and somewhat superficial. The future should be assessed and planned in large measure on the basis of what has been learned from the past, but for deep submersibles the past is an enigma which the author does little to explain before proceeding to assess the future as bright. As he himself points out, however, it also looked bright in 1965 – bright enough to impel the construction of thirty-five submersibles in this country in the following five years. Yet, by the end of that period half the available force was unemployed. Most of the vehicles built by private enterprise were in storage or had been otherwise unprofitably disposed of. Why? The author suggests, as is undeniably true, that the budgetary impact of the Viet Nam involvement played a major part, as did government construction of its own vehicles. Then, too, construction and, in particular, operation of submersibles proved more costly than had been anticipated. With rather circular logic, the author also suggests that too many vehicles were built. All of this may be true, but it leaves the reader – or, at least, this reviewer – unsatisfied. Perhaps the roots of this dissatisfaction lie in the author's earlier failure to explain why so few submersibles have proved consistently useful. Did the useful vehicles share certain necessary characteristics which were lacking in the others? Or perhaps the others shared some undesirable features which had been avoided in the useful vehicles. Mr. Shenton's failure to explore such questions is disappointing and seriously undermines his optimistic projection for the long-term future, but otherwise the book provides an entertaining and instructive view of a fascinating subject.

PETER FREEMAN

Editor's note: *A captain in the naval reserve and a member of the MHA, Mr. Freeman is a former regular naval officer and submarine commanding officer. While on the staff of an industrial consulting firm, he performed numerous studies of the design and employment of deep submersibles. Now a member of the staff of the Center for Naval Analyses, he is currently Chief Civilian Analyst for Submarine Development Group TWO and lives with his family in New London.*

Christmas seems to get earlier and earlier every year.

So we're going along with the trend and suggesting you consider now a gift membership in The Marine Historical Association for friends who care as much as you do about the ships, arts, trades and traditions alive and cared for at Mystic Seaport.

Annual dues are:

Individual	$15	Participating	$ 50
Resident Family	20	Sustaining	100
Family	25	Associate	250

Write early and avoid the rush!

Flora H. Fairchild, Executive Secretary
Membership

LETTERS

Dear Mr. Johnston:

I was amused to note in the letters section of the summer issue of *The LOG* the controversy between the Detroit Boat Club and the Atlanta Boat Club as to which is the oldest rowing club in America.

What amuses me is that I believe they are both wrong and that the Narraganset (as it used to be spelled) Boat Club of Providence antedates both.

A pamphlet in the records of the Rhode Island Historical Society printed in 1838 entitled "Constitution, By-Laws and Drill" of the Narraganset Boat Club indicates it was "Instituted July 4, 1837." A later copy of the Charter of the Club (published after its incorporation on June 2, 1871) indicates it was "Organized March 6, 1838." Either date is before Detroit's date of February 18, 1839.

The 1838 pamphlet listed twenty-two members (including the four officers). The "Drill" comprised the commands of the coxwain and the appropriate responses of his crew. The By-Laws, among other things, prohibited boats being taken out of the "house" on the Sabbath.

The present boathouse of the Club (its fourth) is on the banks of the Seekonk River (formerly the R. I.-Mass. boundary). It is still quite active: in fact only yesterday I saw two members single-sculling, if that is the correct word.

Roger T. Clapp
Providence
Rhode Island

Dear Miss Grey:

Referring to Ruth Bryant's letter about the *Tusitala*, she (and others) might be interested in a bit of little-known personal type history of the vessel which, during occasional visits with him, my late friend and shipmate Capt. Felix Riesenberg has told me over a gamming cup of midwatch coffee.

In 1922, Chris Morley invited Riesenberg to a preview showing of *Down to the Sea in Ships* at the old Cameo Theater on West 42nd. Street in New York City. While watching the *Charles W. Morgan* tacking, wearing, chasing whales and doing glorious sailing, Riesenberg turned to Morley and remarked that it would be a marvelous adventure if they could find an old sailing ship and make a cruise in her. (Incidentally, it was in this picture that the *Morgan* first wore a port stripe "because it looked more authentic" and which she carries to this day, although she never had it during her commercial whaling life.) Morley had a love for ships and sailors though he was not, himself, a seafaring man. He mulled over the idea, wrote it up and made comments in his Bowling Green newspaper column with the result that numerous people showed sufficient interest to send him donations which totaled about $5,000.

The idea progressed so far that eventually Riesenberg and a master mariner friend were "elected" to go to Hampton Roads, Va. where their ship-owning friend Robert Boissevain knew of some laid-up sailing craft. The $5,000 was put down as half payment on the ship *Sophie*, she being the least deteriorated of the lot. Further attempts to raise the additional moneys were unsuccessful and as a last chance, being in danger of losing their investment, Morley gave Riesenberg a telephone introduction to Newcomb Carleton, president of Western Union and well known for his ship model collection and sailing ship interest. But his enthusiasm didn't extend beyond a $100 donation and upon request, a couple of

letters to other big businessmen. By chance, Riesenberg decided to try James Farrell next. He was a busy man, head of U. S. Steel, but at mention of "a sailing ship" he granted an interview, the upshot of which was his check to cover the amount required to complete the purchase.

And so she was bought, registered at the Custom House in the name of Felix Riesenberg as owner. Under her new name of *Tusitala*, suggested by Chris Morley, the vessel was incorporated and then the "owner" turned her over to the Three Hours For Lunch Club, a group of artists, writers and other such bon vivants among whom were Capt. David Bone, William Benet, Oliver H. Perry and Don Marquis. The club's idea was to make its own cruises in the vessel and between times charter her out to "paying guests" or other commercial ventures. The plans, however, didn't work out and she was to be laid up as a loss, but Farrell had enough interest in the old ship that he bought out the club's ownership (no contributor lost a nickel!), put her under the Isthmian Line house flag and operated her as his own private nostalgic venture until he died.

Robert G. Herbert, Jr.
East Northport, Long Island

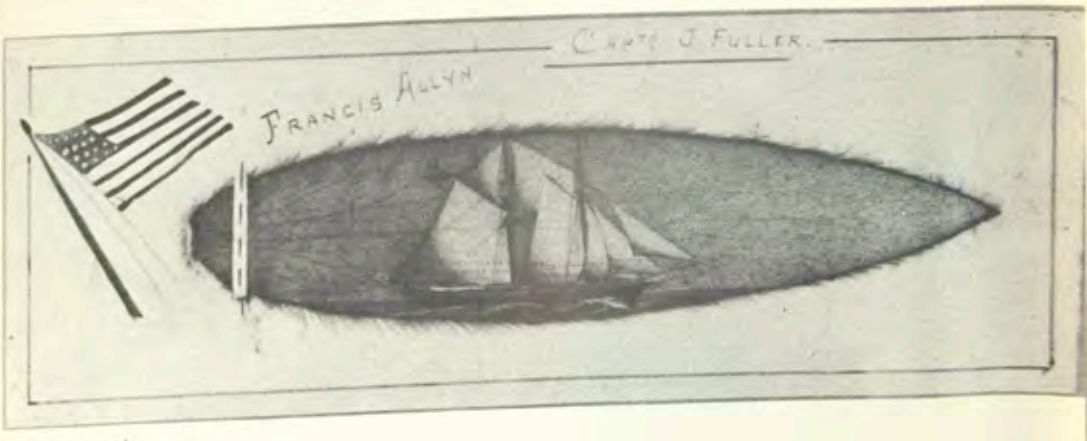
Dear Miss Grey:

The donation of the papers of Captain Joseph J. Fuller mentioned in the *Spring LOG* was very interesting to me, because between 1885 and 1896 my father, Captain James B. Coffin, was American consul on the island of St. Helena. Captain Fuller gave my father a very fine painting of his schooner, the *Francis Allyn* . . . done on a six-inch-long leaf of a St. Helena tree. This leaf, when I was a boy, was a beautiful silver color and has turned brownish with age. . . . My mother told me Captain Fuller painted the picture.

In 1933 I was at my wife's mother's home in Mystic and read in the New London *Day* . . . the following article of 50 years ago from the *Day* of February 18, 1883: "C. A. Williams & Co. received a cable from Cape Town from Capt. R. H. Glass of the ship *Francis Allyn* that he had received the crew of the company's schooner *Pilot's Bride* wrecked on Desolation Island in the Antarctic in 1881. The marooned men included Capt. Joseph J. Fuller."

It would seem that my picture was given to my father by the Captain whose records you have received.

Grover C. Coffin
Taunton, Massachusetts



72.54

ANNUAL REPORT

For the year ending December 31, 1971

This Annual Report of the Marine Historical Association for 1971 is being presented in abbreviated and different format. There are a number of reasons for doing this, including a purely economic one of incorporating the Report in *The LOG* rather than luxuriating in an expensive separate printing at a time when the Association is operating at a deficit.

There are other reasons, however, that persuade me to change the presentation, and two in particular will govern the thoughts that follow.

First, the year 1971 was not a year of great change at Mystic Seaport, nor was it a year marked by notable individual achievement; rather it was the year in which the final chords of the overture were played and the curtain call was sounded to herald a new Act in the history of this institution. It was a year of continuing progress toward goals that had been established under my aegis with the approval of the Board of Trustees. It was a year also of growing concern over the rising costs of operation – a concern shared by all American museums. It was a year during which Mystic Seaport and similar institutions could see all the tangible and intangible elements that make up the complex operation of the modern museum converging on a collision course with inflationary trends and a confused economy in the country. It was a year in which the momentum of past achievement must be geared to future needs – needs that must be perceptibly identified and painstakingly evaluated if the museum were to maintain its position of strength and vitality in a changing society. "To be or not to be" was only a part of the question; *what to be* and *how to be* became the dominant issues as the closing notes of the overture signaled the beginning of the play.

Second, this is my seventh Report. I offer it as a seventh-inning stretch in which to record and evaluate progress that has been made – or not made – under my administration, and to present the preliminaries to the decisions and developments that must inevitably follow in the immediate years that lie ahead. It is a good time to take stock of my stewardship.

Shortly after taking office in 1965 I said, "We must grow better, not bigger." Subsequently I have discovered the fallacy in this reasoning, for you cannot accomplish one without accepting the inevitability of the

other. The bringing together of a young, energetic, ambitious, professional staff required the enlarging of facilities and expansion of programs. These youthful museologists were both catalytic and abrasive to my own thinking, as together we strove to develop higher standards of performance and service. Invariably these efforts required increases in personnel and refinement of activities. We simply had to grow bigger if we were to grow better. Ooops! I've eaten crow!

In January 1966 I wrote, "all our skill, all our determination and all our present resources are not enough to assure the future of our ships – and if they die, only photographs and memories remain.... We must redouble our resolve while the choice is yet ours." Over the succeeding six years we have done just that. With the positive backing of the trustees we have completely reorganized our shipyard staff, and 1971 saw the Henry Belin duPont Ships Preservation Facility reaching completion, a milestone in the development of Mystic Seaport. We have added to our small staff of shipwrights and riggers. We have developed a restoration program for the *Charles W. Morgan*. We have instituted a program to restore and return to floating condition many of our small craft, and in 1971 we completed the restoration and relaunching of the *Emma C. Berry, Glory Anna II, Nellie A. Ryle, Fiddler* and *Estella A*. The outline of the lift dock became visible and work on the *Morgan* continued on schedule amid mounting excitement among staff and trustees in anticipation of THE DAY when the old ship is again launched.

In 1967 I ventured to remark, "Truth is the trademark of this museum. In its discovery and in its application we are dedicated to quality performance to the limits of our skill and capacity." To this end we have addressed ourselves. The Library is becoming a center of maritime study and research. The Munson Institute has again proven its value as a center for maritime research and study, and plans progressed apace in 1971 toward promoting undergraduate study at the Munson Institute during the academic year. With the Wesleyan University Press we have undertaken a noteworthy publishing program. Under John Gardner we have inaugurated a unique program of research and teaching the history and construction of small craft, and we have expanded our small craft collection to a point where it has no peer in the world. In 1971 our evening courses in small boat building attracted students from distant places and enrollment was heavily oversubscribed. To keep down the numbers attending our Small Craft Workshop Weekend, we had to limit attendance to 400 people who brought eighty boats to the conference. We have discovered a whole new group of zealous boatmen whom we are uniquely qualified to serve. Our Curatorial Department has undertaken an ambitious program of research,

filming, recording and publishing of vanishing maritime skills in nineteenth-century New England fishing industries and boatbuilding, and our Education Department has conducted a systematic study of our village buildings and crafts. In line with its findings, the department has inaugurated an annual course of instruction for our interpreters so that they in turn can better inform our visitors. In 1971 these projects were in full swing.

As we sought within every department and at every level to perfect our capabilities and improve the quality of our exhibits and services to the general public, it became increasingly clear that a long overdue master plan for the future would have to be constructed and new sources of revenue would have to be found. Foreseeing this, I wrote in 1968, "Quite possibly we must consider the establishment of an office of development at the Seaport to promote fund raising programs and to coordinate long-range planning." In 1971 we took two major steps toward accomplishing these objectives: First, the trustees created the position of Associate Director for Development and I appointed Franklin Kneedler to this position. Second, in November I appointed a special Staff Planning Committee to make an in-depth study of our needs and produce a long-range plan with recommendations to present to the Board of Trustees. Maximum priority was assigned to this report with a target date for completion set for the spring of 1972. These events alone in 1971 could well provide the prelude to our future, for they indeed would set our course and speed for the years ahead. They echo our continuing need to grow and change as expressed in 1969, "no museum can afford to stand still in this day of great social and economic change, and no museum can afford inflexible goals that cannot adapt themselves to the changing mores of the world around it." And again, a question in 1969, "do we continue moving ahead, developing better facilities to maintain our collections and our fleet, improving our programs to better serve the public interest? Or do we lose way, fall back? There is no other alternative – no way to stand still!"

Thus I believe that in 1971 the overture has drawn to a close and a new era in the museum's history is about to begin. Seven years of effort have gone into the refinement of our operations, the definition of our capabilities, the building of our staff. To strive for perfection is a costly business; yet we can commit ourselves to nothing less. In 1971 Mystic Seaport made this commitment in the certain knowledge that greater commitments lie immediately ahead. No one would wish it otherwise.

The stage has been set.

WALDO C. M. JOHNSTON
Director

REPORT OF THE SECRETARY

During the year 1971 the following official meetings were held:
Members – August 6
Board of Trustees – August 6 (two); December 4
Executive Committee – February 17; April 21; May 19; August 5; October 21; December 3

Minutes of these meetings were kept and are on file in the official records of this association.

Oliver Denison III
Secretary

REPORT OF THE TREASURER

The usual financial statements appear on the next few pages, showing receipts and expenditures for 1971 and our position at December 31. Of the total expenditures in 1971 of $1,967,528, operating budget expenses amounted to $1,680,899, or $29,483 less than budget, while operating budget income actually realized was $1,744,780 or $33,836 in excess of budget. Of the excess so generated $50,000 was voted by your Trustees to reduce the outstanding bank loan to $150,000. This payment was made early in 1972.

Endowment funds and funds functioning as endowment increased in book value by $143,787 for a total of $2,697,343 as of December 31, 1971, representing a market value of $3,850,846.

Finally, property funds (tangible assets excluding museum artifacts) totaled $4,753,548 as of year end.

Atwood C. Ely
Treasurer

JOHNSON & WILLIAMS
CERTIFIED PUBLIC ACCOUNTANTS
WATERFORD, CONNECTICUT 06385

ACCOUNTANTS' OPINION

The Marine Historical Association, Inc.
Mystic, Connecticut

We have examined the balance sheet of the Marine Historical Association, Inc., as of December 31, 1971 and the related statement of income, expense and appropriations; schedule of changes in endowment funds, funds functioning as endowment and property funds; and schedule of specific projects funds.

Our examination was made in accordance with generally accepted auditing standards and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion, the accompanying financial statements present fairly the financial position of the Association at December 31, 1971 and the results of its operations for the year then ended in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

Johnson & Williams

April 25, 1972

Exhibit "A"

THE MARINE HISTORICAL ASSOCIATION, INC.

BALANCE SHEET

As of December 31, 1971

ASSETS

CURRENT FUNDS	
General	
Cash	$ 32,835
Accounts Receivable	105,523
Prepaid Expenses	10,969
Total General	$ 149,327
Specific Projects	
Cash	$ 212,922
Inventory - Shipyard	6,497
Due from General Fund	46,833
Accounts Receivable	1,575
Investments (quoted market value approximately $439,338)	437,528
Total Specific Projects	$ 705,355
TOTAL CURRENT FUNDS	$ 854,682
ENDOWMENT FUNDS	
Cash	$ 108,740
Investments (quoted market value approximately $3,652,645)	2,522,483
TOTAL ENDOWMENT FUNDS	$2,631,223
FUNDS FUNCTIONING AS ENDOWMENT	
Investments (quoted market value approximately $89,460)	$ 66,120
TOTAL FUNDS FUNCTIONING AS ENDOWMENT	$ 66,120
PROPERTY FUNDS	
Land, Buildings and Docks	$4,525,014
Ships and Craft	334,481
Machinery, Furniture and Equipment	308,912
TOTAL PROPERTY FUNDS	$5,168,407
TOTAL	$8,720,432

NOTES:

1. The endowment funds investments include all of the common stock of the Association's wholly owned subsidiaries, Mystic Seaport Stores, Inc., and Seamen's Inne, Inc.

2. The Harriet G. Stillman Trust Fund, created for the benefit of the Association in perpetuity, is not included in the balance sheet because title to and custody of the Trust are in a bank as Trustee.

Exhibit "A"

THE MARINE HISTORICAL ASSOCIATION, INC.

BALANCE SHEET

As of December 31, 1971

LIABILITIES

CURRENT FUNDS		
General		$ 46,833
Due to Specific Projects Fund		50,593
Accounts Payable and Accruals	$ 47,520	
Surplus, January 1, 1971		
Net Income for year 1971 (See Exhibit B)	4,381	51,901
Surplus, December 31, 1971		$ 149,327
Total General		
Specific Projects	$ 7,803	
Accounts Payable		
Specific Projects Principal (See Schedule 2)	697,552	$ 705,355
Total Specific Projects		$ 854,682
TOTAL CURRENT FUNDS		
ENDOWMENT FUNDS		$2,270,550
Consolidated Fund Principal		360,673
Munson Fund Principal		$2,631,223
TOTAL ENDOWMENT FUND (See Schedule 1)		
FUNDS FUNCTIONING AS ENDOWMENT		$ 66,120
Principal (See Schedule 1)		$ 66,120
TOTAL FUNDS FUNCTIONING AS ENDOWMENT		
PROPERTY FUNDS		$ 214,859
Mortgages Payable		200,000
Notes Payable		4,753,548
Principal (See Schedule 1)		$5,168,407
TOTAL PROPERTY FUNDS		$8,720,432
TOTAL		

2. (Con't) In 1971 the Association received income of $22,632 from the Trust. At December 31, 1971, the Trustee reported assets having a book value of $536,500 and a market value of $667,231.

3. The Association was contingently liable as endorser on a note of $40,000 for Seamen's Inne, Inc., a wholly owned subsidiary.

Exhibit "B"

THE MARINE HISTORICAL ASSOCIATION, INC.

STATEMENT OF INCOME, EXPENSE AND APPROPRIATIONS

For The Year Ended December 31, 1971

INCOME	
Admissions	$1,135,567
Membership Dues	241,095
Endowment and Other Invested Funds	77,745
Rents and Royalties	181,879
Educational Department Programs	102,923
Other	21,914
TOTAL	$1,761,123
Specific Projects, Gifts, etc. Received and Expended (see contra)	210,786
TOTAL INCOME	$1,971,909
EXPENSE	
Payroll, Retirement and Group Insurance	$1,219,079
Utilities	67,772
Maintenance	72,900
Supplies	77,521
Professional Services, Special Events, etc	60,871
Insurance, Interest and Taxes	110,348
Library and Exhibit Material	8,442
Educational Department Programs	43,465
Wind Rose, The Log and Annual Report	20,501
TOTAL	$1,680,899
Specific Projects Expenditures Provided for out of Current Funds	59,500
TOTAL	$1,740,399
Specific Projects Expenditures (See Schedule 2)	210,786
TOTAL EXPENSE	$1,951,185
APPROPRIATIONS	
To Property Fund	16,343
TOTAL EXPENSE AND APPROPRIATIONS	$1,967,528
EXCESS OF INCOME OVER EXPENSE AND APPROPRIATIONS	$ 4,381

Schedule "1"

THE MARINE HISTORICAL ASSOCIATION, INC.

SCHEDULE OF CHANGES IN ENDOWMENT FUNDS, FUNDS FUNCTIONING

AS ENDOWMENT AND PROPERTY FUNDS

For The Year Ended December 31, 1971

ENDOWMENT FUNDS

	Consolidated Fund	Munson Fund	Total
Balance, January 1, 1971	$2,244,776	$ 262,037	$2,506,813
Increases:			
Gifts	$ 39,613	$ 100,191	$ 139,804
Transfer from Specific Funds	5,550		5,550
Income Returned to Principal	3,312		3,312
Loss on Sale of Securities	(22,701)	(1,555)	(24,256)
Total Increases	$ 25,774	$ 98,636	$ 124,410
Balance, December 31, 1971	$2,270,550	$ 360,673	$2,631,223

FUNDS FUNCTIONING AS ENDOWMENT

	Reserve Capital Fund	Morse Fund	Total
Balance, January 1, 1971	$ 44,952	$ 1,791	$ 46,743
Increases:			
Transfer from Specific Funds	$ 20,000	$	$ 20,000
Loss on Sale of Securities	(652)	(19)	(671)
Income Returned to Principal		48	48
Total Increases	$ 19,348	$ 29	$ 19,377
Balance, December 31, 1971	$ 64,300	$ 1,820	$ 66,120

PROPERTY FUNDS

Balance, January 1, 1971	$4,268,662
Increases:	
Gifts- Note	$ 71,582
Transfer from Specific Projects Fund	396,961
Transfer from General Fund	16,343
Total Increases	$ 484,886
Balance, December 31, 1971	$4,753,548

Note - A contribution of property with a net value of $65,797 was made in a prior year and not recorded in the property fund as it was being held for sale. It was recorded in gifts during 1971.

Schedule "2"

THE MARINE HISTORICAL ASSOCIATION, INC.
SCHEDULE OF SPECIFIC PROJECTS FUNDS
For The Year Ended December 31, 1971

	Balance January 1, 1971	Receipts	Transfers From Other Funds	Transfers Between Funds	Property Fund Expenditures	Other Expenditures	Balance December 31, 1971
SPECIAL PROJECTS	$131,452	$111,989	$	$(109,293)	$ 1,123	$ 6,853	$126,172
SHIPS AND CRAFT	120,084	37,421		(20,309)	3,053	54,992	79,151
BUILDINGS AND GROUNDS	367,110	5,500		68,774	316,753	9,190	115,441
DEVELOPMENT PROGRAM	(6,669)	30	50,000	6,900	50,000		261
MUSEUM ACQUISITIONS	20,978	6,715		10,908	12,385	7,226	18,990
SERVICES	6,495	16,178				16,873	5,800
OTHER SPECIAL FUNDS	198,054	256,012	(16,050)	43,020	13,647	115,652	351,737
TOTALS	$837,504	$433,845	$ 33,950	$ -0-	$396,961	$210,786	$697,552

Gifts to Specific Projects Funds	$272,402	
Gain on Sale of Securities	71,098	
Publications	52,892	
Sale of Contributed Material	6,648	
Dividends, Interest and Fees	30,805	
Total	$433,845	
From General Fund		$ 59,500
To Endowment Fund		(5,550)
To Funds Functioning as Endowment		(20,000)
Total		$ 33,950

REPORT OF THE FINANCE COMMITTEE

A breakdown of the book and market values of the fund totals shown in the Balance Sheet is as follows:

	Book Value 12/31/71	Market Value 12/31/71
ENDOWMENT FUNDS		
Frank & Cora Munson Fund	$ 360,673	$ 583,677
Pooled Fund:	360,673	
George Gordon Breed Fund	4,399	
Cruising Club of America Book Purchase Fund	6,229	
Franklin Cole Memorial Fund	31,954	
Harvey Conover Memorial Fund	76,798	
Hardin Craig Memorial Fund	100	
Lewis L. Cross Memorial Fund	12,819	
Curatorial Acquisitions Fund	1,266	
Carl C. Cutler Fund	208,446	
Archibald C. Denison Fund	1,066	
Henry B. duPont Fund	261,832	
Fiddler Fund	7,530	
General Fund	1,229,688	
Thomas S. Greenman House Fund	85,019	
Theodora Griffis Latouche Fund	20,075	
Librarian's Fund	44,754	
Clifford D. Mallory Memorial Fund	94,576	
Dick Marsellus & Dick Steele Memorial Fund	17,442	
Mildred C. Mallory Memorial Fund	78,548	
Edward S. Moore, Jr. Memorial Fund	32,428	
Daniel S. Morrell III Memorial Fund	7,873	
Henry B. Plant Memorial Fund	7,215	
Lewis Austin Storrs Memorial Fund	21,103	
George B. Wendell Collection Fund	19,390	
FUNDS FUNCTIONING AS ENDOWMENT		
Wesley E. Morse Memorial Fund	1,820	
Reserve Capital Fund	64,300	
Total Pooled Fund	2,336,670	3,267,170
HARRIET G. STILLMAN TRUST FUND (see note 2 on Balance Sheet)	536,500	667,231
TOTAL – ALL FUNDS	$3,233,843	$4,518,078

During 1971, $97,039 in income was received from the above funds. This income was distributed as follows: $79,962 to the General Fund, $13,717 to the Specific Fund, and $3,360 returned to Principal.

William H. Moore
Chairman

REPORT OF THE PRESIDENT
MYSTIC SEAPORT STORES, INC.

Comparative figures for the years 1971 and 1970 are shown below:

	1971	1970
Gross Sales	$778,354.34	$750,576.98
Net Profit (after taxes)	11,577.36	15,863.23
Rentals Paid to the Association	85,601.12	82,868.00

With the help and cooperation of the MHA staff, and the Seaport Stores staff, as well as friends of the Museum, we have adopted a program to improve the operation of the Seaport Stores, Inc.

We are confident that with the enthusiastic efforts of our fine Seaport Stores staff, 1972 will be a banner year.

Emil Silberman
President

REPORT OF THE PRESIDENT
SEAMEN'S INNE, INC.

The financial achievement of the restaurant facilities of the Galley and Seamen's Inne for 1971 as compared to 1970 are as follows:

	1971	1970
Rent Paid to MHA	$80,000	$80,000
Net Profit After Taxes	5,478	19,894
Retained Earnings	48,665	42,187

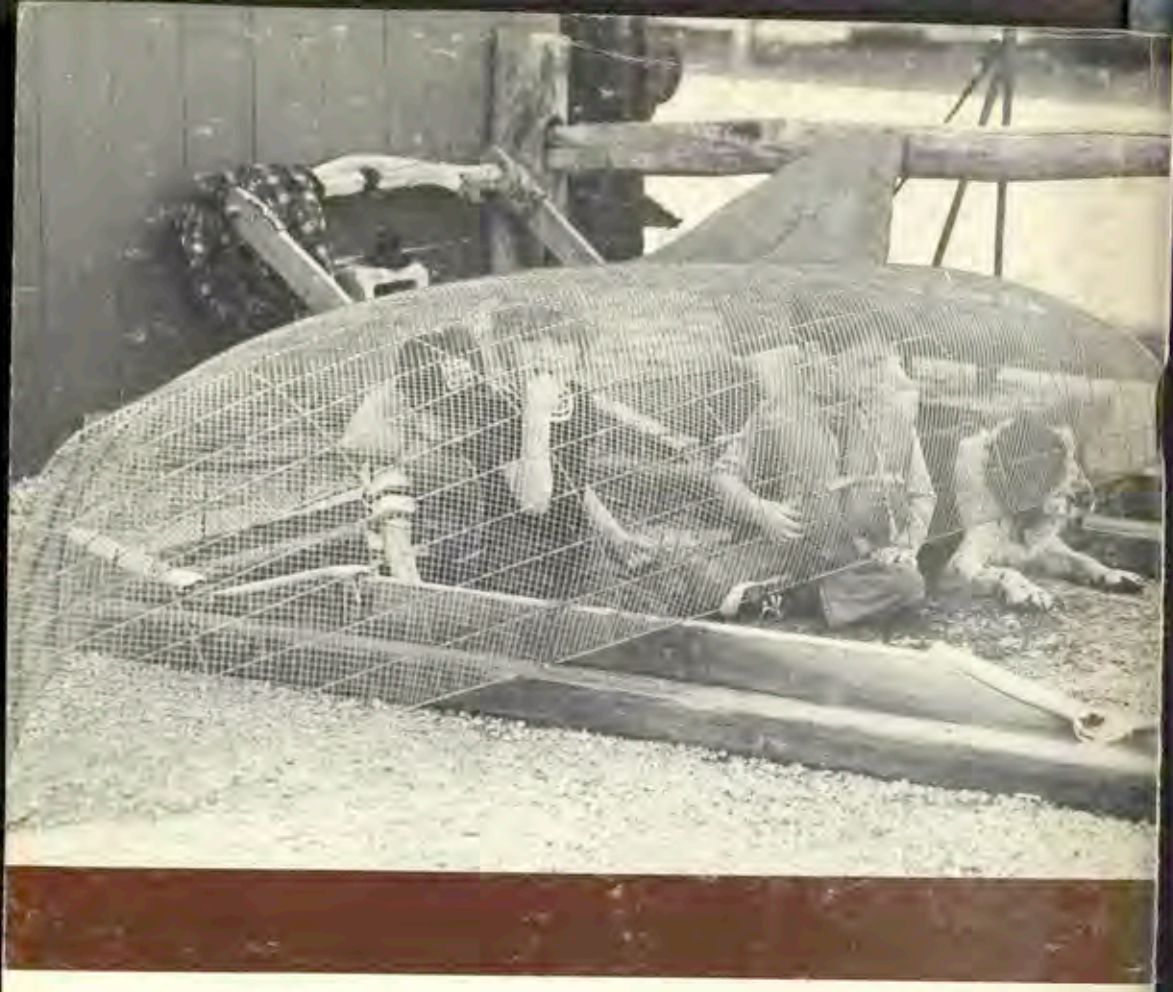
While gross sales increased ever so slightly during 1971 in our restaurant facilities, this increase was more than offset by increased food costs and general operating expenses.

Plans are being formulated to improve the quality of the food and service and to bring new ideas to better the efficiency of the entire operation during the coming year.

James L. Christy
President



Above, Connecticut Governor Thomas J. Meskill and Seaport Director Waldo Johnston admiring the work being done for two memorial shields that Seaport carver Willard O. Shepard is doing for the Old State House in Hartford. While the Connecticut Historical Society, which commissioned the work, is providing the materials, Mr. Shepard, son of former Lieutenant Governor Odell Shepard, is donating his time and skill on a memorial to his parents. Photograph: Les Olin. Front cover: *photograph of the* American Star *from* Memoir, Celebration of the Completion of the New York Canals *by Cadwallader D. Colden, New York, 1825.* Back cover: *high adventure under the steel mesh form for a ferro-cement boat, brought to the Rowing Workshop by Platt Monfort. Photograph: Dick Shew.*



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