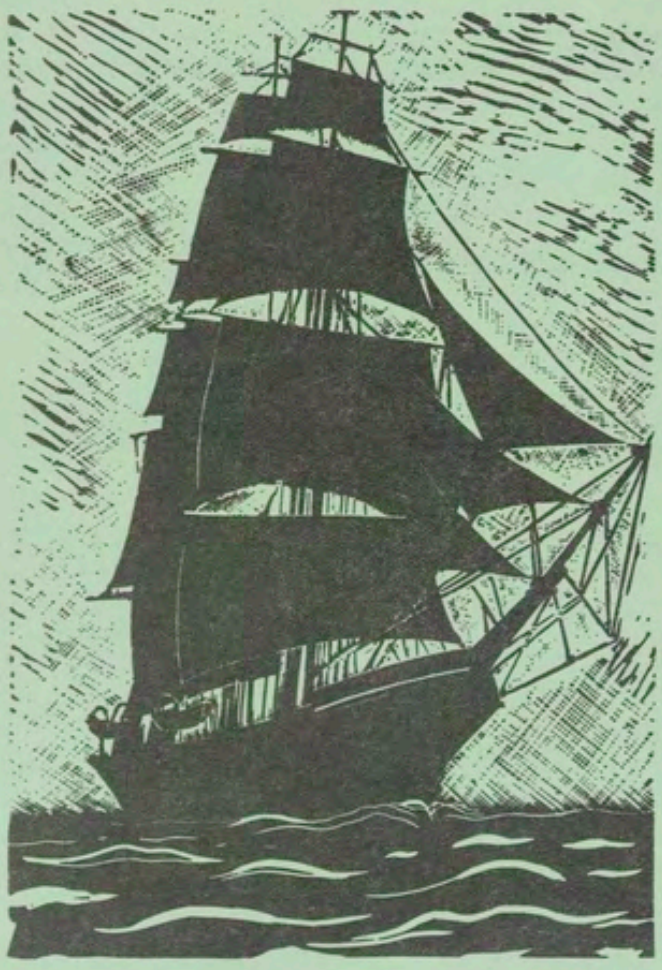
The Log



OF MYSTIC SEAPORT



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The Log



OF MYSTIC SEAPORT

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Short articles of 300 words or less on subjects of museum-maritime interest are invited. Send all editorial material to the Editor

Printed at Mystic Seaport, Mystic, Connecticut.

Our Cover

Illustration from a woodcut made by Ulrica Hyde for Alan Villiers

The ship *Joseph Conrad* has sailed under three flags. Throughout her 68 years of existence she has been almost continuously used in the training of youth.

Built in 1882 at Copenhagen as the *Georg Stage* she was a memorial to the son of Frederik Stage, Danish industrialist. 4000 Danish boys prepared for a life at sea aboard her and graduated to find service not only in the Danish merchant marine, but in the service of English and American ships as well. Alan Villiers, Australian writer and seaman, took her around the world with a crew of boys in 1936-38. Huntington Hartford used her as a private yacht for a short period, but when World War II came he turned her over to the United States Merchant Marine where she served as a training ship for our own boys.

In August 1947, by special Act of Congress, she was turned over to Mystic Seaport. Admiral Telfair Knight made the official presentation. For her service at Mystic Seaport, see "*Conrad*'s Skipper".

Conrad's Skipper



Popular wartime Superintendent of Admiral Billard Academy of New London, Rear Admiral William T. Stromberg, USCG (Ret.), will skipper the Museum's youth training program aboard the square rigger *Joseph Conrad* in 1950.

Admiral Stromberg was 43 years with the United States Coast Guard. He saw duty in both the Atlantic and Pacific oceans, the Great Lakes and the Gulf of Mexico. In 1931 and 1932 he commanded the famous International Ice Patrol in the North Atlantic and from 1932 to 1937 was in command of the Fort Trumbull training station at New London. From 1937 until his retirement, he was inspector of the eastern coast from Maine to the Carolinas.

One time commander of the Coast Guard's cadet training ship, Admiral Stromberg believes in the value of training in sail, and of the importance of discipline and the traditions of the great days of this country's maritime history.

Since his retirement the Admiral has lived, anything but quietly, at his home in Waterford, surrounded by his children and grandchildren. He has had a long experience in the leadership of youth, gave up a summer's camping with two of his grandsons for the Mystic job, once astounded the boys at Billard by giving an entire address in words of one syllable.

Value and popularity of the *Conrad* program is attested by the record of 1949. In the ten weeks season 25 groups of boys and girls from seven states, totaling 288 young people, made "voyages" aboard the ship. An even larger number is expected for 1950, the schedule for July is already full.

New Additions

Newest building added to the Mystic Seaport is the old schoolhouse from Glasgo, Conn. Given by Nancy A. Potter in memory of her father, John Potter, the school was saved and preserved by Mr. Potter, who attended it in his youth. It stood for many years on his farm at Glasgo. Oak framed, with the old style wooden wainscoting and chair rail, it contains the original blackboard, master's desk and old stove. There is also a double desk and seat on which Mr. Potter carved his name some 70 years ago.

Newest acquisition to the collection is the figurehead of the clipper ship *Donald McKay*. Gift of H. H. Kynett, this 8-foot figure of a Scotsman all plaided and plumed in the MacKay tartan, came to Mystic from St. Vincent, Cape Verde Islands by way of Lisbon and Jersey City. But that is only half the story. In all its details, it is a story involving Messrs. Ricardo Jose Pinto Serradas, the Banco Nacional Ultramarino, The Manufacturers Trust Company, the American Export Line, the steam freighter *Antonio Carlos*, St. Vincent to Lisbon, numerous individuals and, of course, the inevitable Customs.

Newest piece of equipment is a 40-foot Navy launch presented on April 19th by the United States Navy, under special Act of Congress. Admiral James Fife, Commander Submarine Force, U. S. Atlantic Fleet, made the official presentation. Present at the ceremony were Admiral Fife and his aides, Admiral Stromberg, members of the *Conrad* Youth Training Committee, local Boy and Girl Scout leaders, and a goodly array of Scouts resplendent in uniform. The power launch will be used as the jolly boat of the *Joseph Conrad* in its summer program.

The 51-year-old side-wheel ferry boat *Brinckerhoff* will retire to Mystic Seaport as the permanent headquarters of the Steamship Historical Society of America. The historic ferry comes by gift of the City of Bridgeport, where she last plied her trade, and will make a fitting home for the steamship lovers, from her quaint pilot houses topped by old-fashioned range lights to her two horse-and-buggy size vehicle gangways. Contributions are being received to underwrite her last voyage, from Kingston, N. Y. to Mystic.








BRINCKERHOFF

... and sixty thousand words

Old-timers pronounced it the worst winter British Columbia had known in history. Temperatures ranged from 55 below, up to zero. Snow was 6 ft. on the level around Vancouver, but Carl C. Cutler, Curator, had chosen the Northwest for his "sabbatical" vacation, because it was the locale of his young manhood following his days at sea and, up to the time of his marriage to Helen Irving of Mystic, his home.

In a room at the Empress Hotel, overlooking the busy harbour of Vancouver as inspiration, he set up his typewriter and went to work on his memoirs, the purpose of his first vacation in twenty years.

He was interviewed by the *Vancouver Sun*, called on the Lieutenant Governor at Government House and found him a fellow Newcomen member. Lieut. Govr. Banks showed him through Government House with its great ballroom where a thousand guests could assemble at a time, promised that his government would co-operate in getting for the Museum a totem pole--not a strictly nautical item, but a familiar sight to our early seamen trading for furs on the Northwest Coast.

And then somebody mentioned figureheads. Like an old dog, catching the scent, Cutler was off on the trail. He found a carpenter, by name of Barker, who had an itching foot and enthusiasm for a quest.

They traveled 170 miles by truck, then took an open boat out to West Redonde Island, 30 miles off Vancouver--a 3-days jaunt in sub-zero weather--and secured the first figurehead, an 8-ft. Knight of Malta from the British ship *Balasore*. He found the Knight was firmly embedded in a foot of concrete. It took four hours to dig it out, and seven men to carry it, resting every 50 feet. But they got it safely back to Vancouver, crated and started it on the long trek eastward.

They found a 20-ft. billet-head, on the wreck of the American ship *Saint Paul*, 1500 ft. off Vancouver Island--another 75 miles, 5 hours trip--but they sawed it off, crated it up, and started it eastward, too.

Two others were reported, but found upon arrival to have been buried by the shifting sands, so they were resigned to limbo.

Then on to Seattle for two or three days, to Portland overnight, and home by way of Omaha, Chicago and Detroit.

It was a busy two months, he had covered a lot of territory, but somehow he managed it all, and 60,000 words besides...though it hadn't been quite what some might call a vacation.



KNIGHT OF MALTA AND MAN FRIDAY

FIGUREHEAD OF THE 2700 TONS BALASORE BRITISH FOUR-MASTED BARK, BUILT 1892

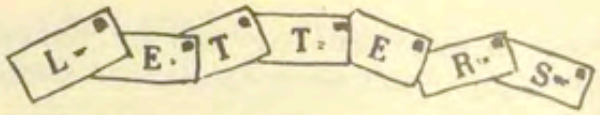


BILLET-HEAD AND TRAILBOARDS OF THE ST. PAUL

BATTERED HULK WAS FOUND OFF VANCOUVER ISLAND

★ ★ ★

On April 3rd, Bayside, L. I., Power Squadron expressed its approval of Mystic Seaport and its work by presenting to a representative of the Museum a print of Capt. Irving Johnson's film "Around the Horn in a Square Rigger". 1200 persons saw the film that night and heard Johnson talk at the launching of a drive by the U. S. Power Squadrons for a suitable Chapel to be erected at King's Point Merchant Marine Academy. Capt. Johnson made his original film available for copying.



From Paul B. Potter of North Sandwich, N. H. comes the following concerning the old schoolhouse (See New Additions):

"I think you would be interested to know that in my grandfather's time the school boys got out of hand and the school committee hired a retired sea captain to be the teacher. His first lesson was not soon forgotten. He chalked a bulls eye upon the wooden blackboard behind his desk, went to the back of the room and threw a long knife at the target. It hit the center, vibrated but did not fall. Taking his seat at the teacher's desk he called the school to order. His school was the best behaved in town as long as he taught there. I had not thought of this in years but when I learned that you had been given the school I said to myself--'The old Captain is still looking out for his school.'"

* * *

From Richard J. Bridgman of Huntington, L. I., comes a nostalgic bit on the old ferry boat Brinckerhoff *(See New Additions):*

"As a boy I lived in Highland, across the Hudson from Poughkeepsie, and during that time crossed the river many times with my family on the *Brinckerhoff*. Naturally I was fascinated by the pulsating engine and the great walking beam... Crossing in the wintertime was frequently an exciting event. The river would often be choked with icefloes...and it would be a battle of the *Brinckerhoff* against the elements as the crunching of the great slabs of ice against her hull could be felt all over the ship. Such a crossing would take three quarters of an hour or more.

"Of course, in those days no effort to keep the river open throughout the winter was being made. On a few occasions, either the *Brinckerhoff* or her somewhat more modern companion, the *Governor Winthrop*, also a side-wheeler, would become wedged in the ice in midstream. This didn't seem to embarrass anyone particularly, as such delays were stoicly accepted as a chance you had to take in crossing in the late winter and early spring...

"May I wish you every success in obtaining funds for this project. Long live the *Brinckerhoff!*"

Museums Don't Hibernate

What do you DO all winter? The un-initiate ask the question. Here's the answer to that:

A tent was raised over the sand-bagger *Annie* and her rehabilitation begun (see *What is happening to Annie*).

The Seaport Store was so popular last season that its enlargment became a necessity, and is now under way.

Work on the Chapel continued--its exterior painted, its walls refinished and woodwork antiqued, and the work of assembling the interior furnishings of benches, pulpit and chandelier begun with plans for its use this summer already being made.

The Schoolhouse chimney and roof were replaced, the reproduction of additional desks is underway, and other interior arrangements begun.

The Counting House will be completely furnished by mid-summer, complete with high desk and stool, old account books, and other paraphernalia.

Greenman House is being furnished in a style that would have made Thomas Greenman himself feel right at home. Carpet has been laid, walls papered, chandeliers and lighting fixtures installed, draperies and curtains hung, and the antiques are moving in.

The forges and bellows in the Shipsmith Shop have been re-assembled and all the old iron-work, anvils, barrows, tongs and hammers installed.

The cobblestones of the Street have been extended and the erection of lamp posts will begin.

The *Charles W. Morgan* is undergoing hull and interior repairs by a ship's carpenter. Planking of the port and starboard sides of the bow is being replaced, the after-cabin has been sanded, scraped and painted white, linoleum deck coverings relaid, and companionway treads replaced.

New shrubbery, the gift of a Director, has been planted around the Caretaker's house.

A temporary floor has been put into the Spar Shed to support the heavy power tools which are being used in the *Morgan* work.

New and necessary conduit for power and telephone lines will be sunk while the ground is opened up for the installation of a service gasoline pump.

Douglas McKay, Accessionist, has recorded 2,800 new items for the collection, since July 1st.

The work of Librarian Mrs. Richard Baum and Recorder Mrs. Eugene Lohrke has continued, uninterrupted, throughout the winter.

A systematic inventory has been partially completed...letters were answered... speeches were made... meetings were held--museums don't hibernate in winter.

The Wind Is Free



June 16th, the third Friday in June, the engaging young man shown here, will be the lecturer at the last of the 1949--50 series of open-to-the-public events.

The Wind is Free is the story of an Atlantic crossing in a 34--foot yawl by Frank Wightman and Graham Young; and is the title of both the lecture and Wightman's book containing the excellent photographs by Young.

The *Wylo* was their boat, South Africa their home and starting point. There is not a dull moment in Graham Young's lecture on that exciting crossing, is the word that comes to us. He tells of the storms, the near disasters, when for days on end neither dared to sleep, of their brief stays at St. Helena, Ascension Island, and ports on the Northeastern coast of South Africa.

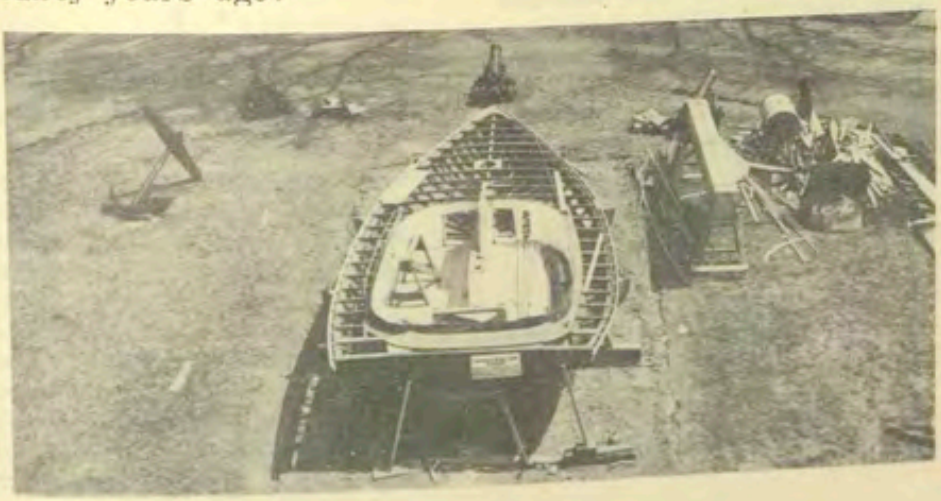
Graham Young takes time out from a busy lecture program to visit Mystic Seaport and tell first-hand his exciting adventures. Mark your calendar now--the third Friday in June, the 16th, at 8:30 p.m.

What's Happened To "Annie" ?

Visitors during the winter and early spring invariably had to peep into the tent-show in the Main Yard, to satisfy their curiosity. Capt. Elwell Thomas and his crew had put up the tent so their work would not be interrupted by inclement weather.

And well might they be curious, for if everything was operating at the time, it resembled nothing so much as a Finnish *sauna* going full blast. Steam issued forth in clouds, pouring from flaps and seams, and the electric light inside gave off only a reddish glow which accentuated the effect of heat. If the ground was white, the stranger might well expect to see nude bodies bounding out under the impetus of birch twigs, to roll in the healing and invigorating snow. The curious peered inside to find that the sandbagger racing sloop *Annie* was being rebuilt beneath the tent, and the Finnish *sauna* was but the steam wood-bending machine in action.

Now almost complete, the historic racer, which beat everything in her class around about here--a world record holder, really, will blossom from her cocoon into the full-blown moth. She will have new ribs, a deck of teak, a new and proper rudder, and a mahogany tiller tipped with a lion's head carving. She will rest in a welded steel cradle with proper and broad support, so that the old "hogging" will not occur again. And she will be exactly, to the last detail, as she was when Henry Harding Tift owned and sailed her sixty years ago.



Variable Winds

Over 250 persons, including the Mayor, attended a lecture on Mystic Seaport by Miss Marion Dickerman in Norwalk, January 30th. Colored slides were shown by Curtis A. Owens, Sr. The event was staged primarily for the camera clubs and is a form of public entertainment which might well be followed by other cities. Other recent lectures on the Museum and its activities have been given by Miss Dickerman at Wallingford Women's Club, February 16; by Harold L. Knights before the Bristol (Conn.) Senior Scouts; and by MacDonald Steers for the Quaker Hill P.T.A., Madison (Conn.) Historical Society, and Springfield (Mass.) Power squadron.

★ ★

A collection of colored slides, illustrating whaling from items in the Marine Museum's collection, was sent to Annapolis where Prof. Wilson L. Heflin of the Academy's Department of English conducted a six weeks' study of *Moby Dick* for the cadets.

★ ★

Miss Marion Dickerman, Educational Director for the Association, attended the Girl Scout Annual Dinner in New London, January 24th as a guest of the Council.

Lars Thorsen, marine painter and deep sea sailor (four times around the Horn before he was twenty) calls attention to the article on "heaving the log" in the last issue of *The Log*. He points out that the glass was not turned at the moment the log was heaved. Ten fathoms of line went out, first, to clear the wake of the ship, before the glass was turned. Your editor realized the article quoted was not clear on this point, but printed it verbatim to place the credit where due. This postscript may now be added in the interest of accuracy.

★ ★

Alfred G. Hatfield of Brooklyn (New York) writes that he has no car, so put his membership decalcomania in a frame and has it on display on his book-case.

★ ★

The Christian Science Monitor covers an exhibit of old sailing ship cards at the State Street Trust Company, Boston. Of one of them it says: "Of all these sailing ship cards the prize for imagination probably should go to the artist who designed that of the clipper *David Crockett*. This card shows the buckskin shirted Davey astride a pair of wild-eyed crocodiles, with

the reins in one hand and a whip in the other and his mouth opened, probably in that frontier yell attributed to the great Davey. 'I'm half alligator and half mountain lion. I can jump across the Mississippi. I dam up the Ohi-er when I takes a bath. I can swim all the way to Californ-iay.'" The *David Crockett*, you know, was built by the Greenman Brothers on Mystic Seaport's Shipyard Point.

★ ★

Two Yale students, George Avery and Dan Poland, showed considerable originality by coming to Mystic and taking movies instead of writing a paper for their course in American Literature. The boys took shots of the *Morgan*'s exterior and interior, the big whaling murals in the South Wing, whaleboats, whaling gear and the ship's papers box from the *Acushnet*, the ship in which Melville made his famous voyage.

★ ★

As an added service to delegates at the New England Conference of museum workers, held at Mystic last Fall, the Museum and its co-sponsors for the Conference distributed 800 detailed reports of the proceedings, full of ideas, new trends, and speeches by museum leaders. A few extra copies are available to those particularly interested. Cost was borne proportionately by the Marine Museum, the Stonington Historical Society, the Mystic Art Association, the Denison Society, Inc., and the Pequot-sepos Wildlife Sanctuary.

★ ★

New members of the Educational Committee are Dr. Margaret Clapp and Dr. Rosemary Park. Dr. Clapp is the new President of Wellesley and author of the 1947 Pulitzer Prize winning biography *Forgotten First Citizen, John Bigelow*. Dr. Park replaced Dr. Katherine Blunt as President of Connecticut College.

★ ★

Jack Sterling, who replaced Arthur Godfrey on his early morning radio program (CBS 6:15-7:45 a.m.) toured the Museum and its ships the day before Washington's birthday, and gave his listeners an account of his visit the day after.

★ ★

Square in the middle of February, while snow and slush lay over the cobbles of the old Seaport Street, came a young man wanting to be married in its quaint Chapel. He had to be turned away, for the Chapel is not yet ready. This was the second request of its kind. But we harbor the comfortable feeling that in spite of the New Order the old-fashioned institution of marriage may survive, that other opportunities will offer, and the old bell may ring again--if only you young people can wait a little while.

The March issue of *Boy's Life* carries a leading article on the Youth Training Program of the *Joseph Conrad* at Mystic Seaport.

★ ★

The peripatetic Lady Blessington (figurehead, of course) must have had a grand time at the Hotel Astor in New York the middle of January, for the February edition of *Ensign*, organ of the United States Power Squadrons, shows her picture and says "If Lady Blessington could talk she'd say..." and gives her testimonial that it was the finest USPS exhibition ever seen.

★ ★

A recent gift of stones from the old Lawrence & Co. wharf in New London will become a part of the old-time Seaport Street in curbing, foundations and Chapel steps. A gift of money provides for re-roofing the old Schoolhouse, painting the building and replacing the chimney.

★ ★

Speaking of the Seaport Street, it begins to look as if an old Apothecary Shop will rise thereon. A contribution of $750.00 has been made for a beginning.

★ ★

The *Balasore* figurehead secured by Curator Cutler during his sojourn in the Northwest, was the gift of Vancouver's Powell River Company Limited, one of the large paper manufacturing companies. The handsome and impressive Knight of Malta stood for years on a headland overlooking the waters of Teakerne Arm where the company makes up its rafts of logs.

★ ★

Mystic Seaport was honored recently by an invitation to deposit in the cornerstone of the Southern New England Telephone Company's new building a copy of *The Log of Mystic Seaport*.

★ ★

An even dozen of the treasured Logs of the *Charles W. Morgan* have been micro-filmed for posterity by Curtis A. Owens, Sr., South Norwalk photographer.

★ ★

One Sunday afternoon in February the *Joseph Conrad* was the midwinter scene of a Sea Scout ceremony when three young hopefuls of the S.S.S. *Flying Cloud* of Branford, Conn. were advanced in rank to ordinary rating. The boys hoisted colors, piped their officers aboard, and then assembled on the quarter-deck where the awards were made.

★ ★

We have received comments from our members that the type used in *The Log* was too small. With this issue we start using our new, larger type and hope it meets with your approval.

Listen In!

Station WGCH, at Greenwich, Conn.

Wednesdays, May 3, 10, 17 and 24 at 7:40 p.m.

Through the good offices of a Greenwich member, Thomas L. Cheney and Station Manager Charles J. Hines, the Museum has been given WGCH's *Merry Melodies* time on four successive Wednesdays for a series of broadcasts on what to see and what goes on at Mystic Seaport. Four staff members and four Greenwich members including Mr. Cheney, will present four half-hour programs of the "interview" type, covering the buildings and their collections, the stories of the ships, the fast-developing old Seaport Street, and the various phases of educational activity.

Thanks to:

Mr. Dean S. Edmonds, New York member, for a contribution covering one-half the cost of a photographic enlarger, a floor polisher, and an electric forge blower.

Simmon Bros. Inc., Long Island City, N. Y., for a photographic enlarger at one-half cost.

Atlas Floor Surfacing Machine Corp., New York City, for a floor polisher at one-half cost.

Buffalo Forge Company, Buffalo, N. Y., for an electric forge blower at one-half cost.

Dr. Charles Mallory Williams, Stonington, Conn. member for a typewriter for the Public Relations office.

Gifts of *things* are as acceptable as gifts of *dollars*.

New needs:

Motion picture screen, about 8' x 10', on roller. Flat white, not the beaded type.

Housecleaning? Don't throw away your old draperies. We can use them at our office windows and as background material for photographs.

Office furniture for Seaport Store--desk, chair, filing cabinet, typewriter and small safe.

Last, but not least

Spring is the time for Summer plans. If you are heading towards Maine or the Cape, or anywhere along the New England shore, plan a day's outing for the family at Mystic Seaport.

Your membership card or decalcomania seal on the windshield is your ticket to the show Grandpap knew and lived and loved--the horse-and-buggy days of hitching posts, ships and sail, salt air, oakum and all, complete with the smell of tar and hemp.

Walk along the cobblestones of the old Seaport Street, past the one-room Schoolhouse, and Chapel, sit at the high desk in the Counting House, peer into the Rigging Loft and old Shipsmith Shop and feel the deck of a square-rigged ship beneath your feet. Then double back around noon and enjoy your lunch on the picnic ground or get something hot and fresh from the Galley.

After lunch you'll want to drop down by the yacht dock and see who's come by water, and follow them into the quaint old ginger-bread affair close by, that was once the home of the New York Yacht Club, oldest building of its kind in the United States. Of course you'll want to tour the Museum- the Stillman Building, the Mallory and Wendell Buildings, with their varied collections. Mom, and maybe Pop too, will want to look inside the old home of Thomas Greenman, of the firm of George Greenman & Co., shipbuilders.

There's plenty of parking space if you come by car, wharfage and deep water if you come by boat.

Then, when the sun drops down behind the yardarm of the old ship *Charles W. Morgan* and the kids on the *Conrad* are swarming aboard their own ship for mess, push on to the Cape, that lake in Maine, or hit the road again, in the cool of the evening, for home and bed.