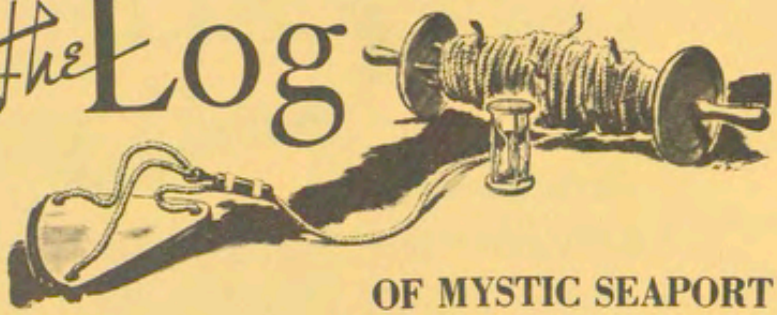
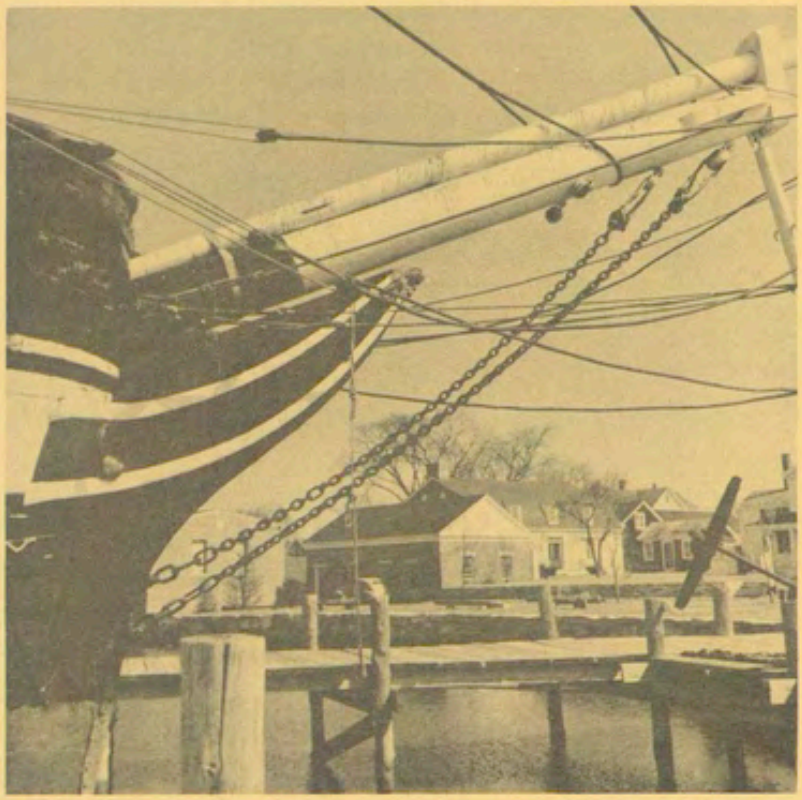
The Log



OF MYSTIC SEAPORT



PUBLISHED BY

Marine Historical Association, Inc.

Mystic . . . . Connecticut

Volume 2, No. 3 July 1950

Our Cover

It was a mere coincidence when Meredith Scott painted her attractive bowsprit view of the Museum for a cover to the June *MoToR BoaTinG* and Herb Corey, Museum photographer, snapped the same scene for *The Log of Mystic Seaport*. But no more fitting cover could have been chosen for either magazine. C. F. Chapman is Editor of *MoToR BoaTinG*; William H. Koelbel wrote the feature article "Treasures and Traditions of the Sea Enshrined at Mystic Seaport". Color reproductions of Miss Scott's cover-painting are on sale at the Seaport Store.

The Log



OF MYSTIC SEAPORT

Published regularly and distributed to members of
The Marine Historical Association, Inc., Mystic, Connecticut.

Philip R. Mallory, President Carl C. Cutler, Curator
H. H. Kynett, Chairman of Publications

Editor, MacDonald Steers
Typography-Photography, Herbert H. Corey
Technical Assistant, Lois B. Chesebrough

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.

The Future of Mystic Seaport

Mystic Seaport has reached the point in its development where many divergent views are coming to light, both as to what has been accomplished and what course should be plotted from here out.

The suggestions, advice and criticisms that are received almost daily are not merely numerous, but frequently vary 180 degrees. Many of them are stated in quite positive terms.

It is hardly necessary to say that those who are charged directly with the duty of carrying on the work, heartily welcome this comment and criticism. This is your project. This discussion is a healthy sign. It betokens wide-spread interest which is appreciated and should be encouraged. Nevertheless, partly for the reason that suggestions are often diametrically opposed, it has not always been possible for your Directors and workers to avoid the appearance of unresponsiveness, regardless of the fact that it is their aim and wish to give full consideration to every proposal.

Other factors conspire to create, if not misunderstanding, at least striking differences of opinion.

Because our finances are limited, our staff is necessarily small; our Association now has twenty-one separate functions of service to perform; we are constantly under pressure to care for some new relic or some important event or new group of people. It must be remembered too that nothing on our grounds is yet complete--each project receiving attention when it can be given. Speaking objectively, we have at least ten years of work ahead on the bare framework, while a generation more will be insufficient to add the finishing touches, by which time our successors and yours will have developed further objectives.

Moreover, the comments and criticisms we receive indicate, broadly, the existence of two schools of thought. One assumes that a museum should collect only the rare and costly and beautiful, and exhibit its possessions in handsome, specially designed buildings artfully placed in an attractive environment. That is a worthy objective and perhaps rightly the aim of most museums. It is not, and cannot be ours, unless we abandon our original purpose.

That purpose, so far as it involved material things, was to re-create the living, actual essentials of a small early seaport, with all its mingled crudeness and fineness, its stark harshness and kindly, wholesome simplicity. It was to reproduce the exact living and working conditions of our forebears, not an idealized version.

So it is, that when you see a squat ferryboat hard by a fine old square-rigger, or a plain, wooden shop cheek by jowl with a lovely stone building, you are seeing the thing as it really was. You are seeing the old seaports as they and America grew. You are seeing the men and women as they worked under incredible handicaps, and yet, while ministering meagerly to bare insistent physical needs, contrived to produce new beauty, and in the process developed new and higher standards of character and conduct that asked no advantages and recognized no limitations.

It is that fact--that through all the stern necessities of a hard, laborious existence, they did not neglect the things of the spirit, which the founders of your Association wished to stress above all else. If it is carried out, the result must necessarily be

unlike that of any other museum on earth. Whether this is worth while or not, it is the hope of your Directors that your always welcome criticism and suggestions may take these considerations into due account.

Even so, there is room for endless debate. Over a period of years much thought and considerable work has gone into the development of a complete, ultimate plan for our grounds. It is hoped by Fall this may be ready for your final criticism. Many things are still to be decided; the actual location of buildings; where our ultimate entrance shall be; whether cars shall be allowed on the grounds; where they should be parked; how far we should go in this project and that, etc. etc.

Do visit the Seaport often. Do express your views. But in formulating your judgments, it will be of incalculable help to keep in mind fundamental objectives as well as the limitations and handicaps under which we now work. Your help in lifting these restrictions by personal volunteer services and otherwise will be appreciated.

Carl C. Cutler

To Be In Our New Junior Museum



Here's a preview of five dolls--a part of the fine collection presented by Eleanor Wendell. Many other features will also be included in the Junior Museum now being made ready.

Yacht Clubs Aid "Conrad" Program

No single happening has produced more genuine enthusiasm and encouragement to our Youth Training Program than the spontaneous support that has been volunteered by a number of Yacht Clubs.

Perhaps our greatest need has been a fleet of small boats to teach the youngsters the rudiments of boat handling and to provide competition. The procurement of suitable boats through ordinary means was entirely beyond the financial limits of our Association.

An appeal for help by Charlie Brooks to Bob Rimington of *Yachting* has resulted in an outstanding response. Bob presented the matter to various yacht club members and also to Burr Bartram, who later took over the project. The response was instantaneous and enthusiastic. As a result of their efforts, which also enlisted the support of Bill Dyer of Anchorage, Inc. four Dyer Dhows are already in active service on the Mystic river and four more will soon be delivered.

These boats are the gifts of the following Yacht Clubs: Edgartown, Indian Harbor, Larchmont, Manhasset Bay, New York, Norwalk, Riverside, the Cruising Club of America and the Off-Soundings Club.

Each boat carries on her stern the name of the donor yacht club so that the youngsters are constantly reminded of the source of their pleasure.

Gifts have been received from other organizations, too, so that the fleet will probably reach twelve boats in the near future.

The Association has provided a broad ramp for launching and handling the boats and active competition is already in progress. In the fall a "frostbite regatta", to which crews from the donor clubs will be invited, with housing provided on the *Conrad* and a good party in N. Y. Yacht Club Station #19, is in preparation.

Many thanks to our many friends for bringing this touch of the sea into the lives of so many youngsters who have never had such a chance before.

The H. H. Kynett Collection

The Museum has been the fortunate recipient of many exceptional collections--each chargdd with its own peculiar interest. Among these, the *H. H. Kynett* collection, just received and now installed in the south end of the Wendell Building, is remarkable for rarity, quality and human interest. Space is lacking for a complete description but the following indicates in part, its character.

Its twelve figureheads include the massive *Sir Francis Drake*, the *Balasore*, and the *Donald McKay*, which formerly adorned the bow of one of America's greatest clippers, built by and named for one of her greatest designers. It is, perhaps, the most significant American figurehead now surviving.

There are six ship models of the first order and a round dozen paintings, including four by Buttersworth, and the only contemporary portrait known to exist of the *James Monroe*--the little ship which initiated the famous transatlantic passenger packet service. Most impressive, however, is a painting of the *Charles W. Morgan* by Sir Montague Dawson. By itself, it is worth a trip to the Museum.

These alone would make any collection noteworthy but the outstanding feature is the all-but-complete group of Currier and Ives marines. It contains all of them with one exception--the large folio of the clipper *Hurricane*. It is probably the most complete set in exisgence. Collectors and lovers of these old but strangely attractive prints will appreciate--as we do--Mr. Kynett's generous action in making them accessible to the public.









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to Mystic Seaport.



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Seaport Activities





1. The Wendell Room, which contains the valuable Wendell collection of maritime memorabilia.
2. President P.R.Mallory (L) chats with Dr. Allen B. DuMont (ME. Television) aboard the latter's *Hurricane III* moored at the Cruising Club Dock.
3. Three Girl Scout Mariners aboard the Conrad enjoy their new Magnavox combination radio-phonograph.
4. The first of the Dyer Dhows being prepared for their initial sail.
5. A student from the Parson's School of Design in New York, sketches a figurehead in the Stillman Building.
6. Here's the band which accompanied the Eagle Hose Co. of Greenport, L.I., on its annual outing to Mystic Seaport.





We Have Heard . . .

We have no clipping service, but we have heard of or seen some of our recent publicity.

June *Motor Boating* carried a story illustrated with half a dozen photographs and a sketch. (See "Our Cover".)

Marine News for April gave Mystic Seaport an article with two double-page picture spreads, a total of 23 pictures. The article by Joseph F. Kelly and Commander Wendell Phillips Dodge is so complete it could well serve as an illustrated guide book.

Estampas Norteamericanas, Santo Domingan paper carried a text and illustrations by Jerome Zerbe which appeared previously in many American papers and supplements, entitled "Museo de Mystic, Connecticut."

An *AP* release by James McKenna went to 3800 newspapers. It has popped up from Florida, Virginia, Iowa, Maine and California.

The *New Canaan Historical Society Annual*, Vol. II No. 4, carries a story by Marion Dickerman calling Mystic Seaport the Williamsburg of the Sea.

The *Council Bluffs (Iowa) Nonpareil*, newspaper, told in picture and text of the recent gift of shells to the state School for the Deaf. (See 'Variable Winds".)

Ensign, national organ of U. S. Power Squadrons, gave space to the story of the presentation by Bayside Squadron of the Film "Around the Horn in a Square Rigger".

The belated *Brinckerhoff*, delayed by fog and wind and tide, was followed by every sizeable paper between New York and Bar Harbor, brought invaluable publicity in its wake. Walter Meseck, who donated the towing, like the man who came to dinner, was a guest so long in the Charles Brooks' home in Mystic, that the Brooks children were calling him "uncle".

Since January the Wrigley Company has been placing reader ads on the Marine Museum in 11 Connecticut papers, in *Boy's Life* and other magazines. Watch for them.

There was a full page in *Convenient Connecticut*, 1950 edition, and a paragraph in *New England Museums and Historic Houses open to the public*, 1950 edition.

First National Stores magazine for May carried a story. So did *Boston Post Magazine*, Feb. 19; *New York Herald Tribune* Sunday June 4; *New York Times* Sunday Travel Section June 11.

Coming up: *National Geographic* (probably August); *Vermont Heritage*; the 1950 edition of Connecticut's State *Register and Manual*; and look for pictures done on location in June by the Three Lions Picture Service.

Lectures For 1950-51

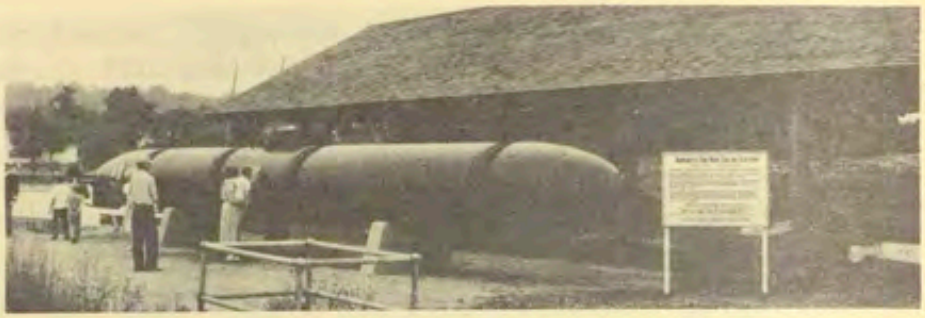
Because the September *Log* may not be out in time for an announcement of the first of the new lecture series:

Charles Wellington Furlong, who last season gave an account of his discovery of the wreck of the *Philadelphia* in the harbor of Tripoli, opens the new series on September 29 with "Exploring a Mysterious Archipelago", his story in slides of the southernmost inhabitants of the world, the primitive Yahgans of the Cape Horn region and the Onas of Tierra del Fuego.

Others, Dr. Robert Cushman Murphy of the American Museum of Natural History in New York, on his whaling voyage in the brig *Daisy*; Rev. Orrin E. Dice of Gloucester on his work with the Seamen's Bethel there; and Commander and Mrs. Finn Ronne--he the leader of the Ronne Antarctic Research Expedition of 1947-48; she the first American woman to venture into the Antarctic. Others to be announced.

Foundation Support

A milestone in the Association's financial history is its recognition from foundations. New York's George F. Baker Foundation and New London's Bodenwein Foundation, the latter for two consecutive years, have endorsed our work by making substantial gifts. Though only the beginning of the broader support that is urgently needed from such sources, it is still heartening proof to our officers, trustees and members that we are doing a job in the educational field.



Japanese Suicide Sub

When the unsung hero of the Japanese suicide submarine torpedo took over his cramped quarters and heard the whir of the propellor behind him, he knew that he was on the long voyage home, would shortly be with his honorable ancestors.

Gift of the Navy Department, Washington, the 54 ft. Kaiten Type 2 weapon was captured at Pearl Harbor, has now been equipped with plexiglass windows for peering inside. Its 253 miles overland voyage to Mystic was accomplished by trailer truck from Indian Head, Md., as a contribution of Wm. P. Laytham & Sons, Inc., of Paterson, N. J. Beset by none of the perils of the *Brinckerhoff*, the submarine passed through the cities of Washington, Philadelphia, Trenton, Newark and New York, was seen by an estimated 100,000 persons, arrived at Mystic exactly on schedule, 4:30 p.m., June 5th.

Steamship Society To Affiliate

The Steamship Historical Society of America held its 1950 meeting at Mystic Seaport, voted overwhelmingly to affiliate with and move to the Mystic Museum its extensive collection of books, prints and data on early steamships, Sound and Hudson River paddle wheelers. The Society numbers 600 members in 48 states, England, South Africa, France and New Zealand.

Besides the usual business sessions, the two-days program included a dinner in Thomas Greenman House, a trip in the Museum's new 40-ft. motor launch, a tour of the Submarine Base on the Thames River, and an inspection of the old walking beam ferry-boat *Brinckerhoff*, which had been painted up and hung with a collection of steamboat prints for the occasion.

Variable Winds

In the first six months of 1950, 1950 school children and their teachers toured Mystic Seaport under the guidance of docents from its Curatorial Department.

♦♦

During May twenty-four students of the Iowa State School for the Deaf visited the Museum on a junket which took them to Washington, New York and Niagara Falls. On their eleventh day they joined at Mystic with groups from the Hartford (Conn.) School for the Deaf and the Connecticut State Oral School of Mystic and toured the Seaport together. The middle-westerners were so taken with the sea shells they saw, that the Museum sent them a small collection which has now become the nucleus of a Science Museum at Council Bluffs.

♦♦

The story of the Museum and Mystic Seaport has been told in slides and lecture during the past three months to the Rhode Island Historical Society, the Kiwanis Clubs of New Haven and New London, the Power Squadrons of New Britain and New London, and the Niantic Chamber of Commerce. Similarly, other groups have been reached by Marion Dickerman and Curtis A. Owens Sr. in the New Canaan and Norwalk areas.

♦♦

One of the Museum sea chests (travel loan exhibitions) has just returned from Belmont, Mass. where it took the essence of Mystic Seaport to the pupils of Belmont Hill Lower school.

♦♦

Day before the Yale-Harvard race at New London, R. K. Leavitt brought the Harvard crew to the Museum and its Seaport in his yacht *Wenonah*. Bill Leavitt, son of member R. K., is Captain of the Crimson Crew.

♦♦

"Whaling and Old Salem: a Chronicle of the Sea" by Frances D. Robotti will be published soon by Newcomb & Gauss Co., Salem, and will contain pictures of our own *Charles W. Morgan*. By arrangement with Mrs. Robotti, a full page ad on Mystic Seaport will appear in the back of the book.

♦♦

The newly arranged South Seas Room contains the Weston Howland Collection of South Seas spears, paddles and clubs; whaling implements from the same collection; and the Coert du Bois Collection of South Seas weapons. The exhibit is pointed up to show how closely linked are the histories of the South Seas and American enterprise. Many of the islands were discovered, charted and named by American whaling captains. One of them bears the family name of Weston Howland, donor of the collection and descendant of its probable discoverer.

♦♦

To receive the increasing number of yachts coming up

Mystic River, the *Morgan* dock is being extended by 100 feet, so that with the Cruising Club of America dock there is now approximately 580 feet of mooring space for visiting boats.

♦♦

Dr. Philip H. Gerlach, unofficial Museum representative in the Branford (Conn.) area, has shown the Irving Johnson film "Around the Horn in a Square Rigger" to two local groups--June 13th to the Branford Yacht Club members and July 9th to the Short Beach Men's Association.

♦♦

A visit to the 26th Annual Exhibition of the Mystic Art Association is like extending one's visit to the Marine Museum. A quick scanning of the current show revealed at least 28 marines. The big oils include works by Beatrice Cuming, Marjorie Horn and Lars Thorsen; smaller works by Y. E. Soderberg and Robert Logan. Even the small gallery devoted to paintings under $25.00 shows 9 small marines. Well known painters of non-marines are Robert Brackman and Kenneth Bates. The exhibition includes all media--oils, water colors, sculpture, black and whites, and crafts. The current exhibition closes July 28, with a second show on from August 2 through September 4.

♦♦

Finances of the Association, all incoming and outgoing funds, are now in the expert hands of James B. Pert, Accountant. Mr. Pert comes from Bronxville, where he has been a resident for 17 years, has two daughters one of whom enters St. Lawrence University in the Fall, will now reside with Mrs. Pert in an apartment in Thomas Greenman House. He is ably assisted by Miss Barbara Lewis, another new member of the staff, who hails from Kentucky.

♦♦

Smallest and humblest yacht to tie up at the yacht dock this season was *Marjorie A.* manned by Donald Prunier and Stephen Mitchell. The navigators are 11 years old, their craft a rowboat, its home port Mystic. With due formalities extended to visiting yachtsmen, these two were asked to sign the yacht register, and there their names are imperishably inscribed. They encountered a bit of trouble in spelling the name of their yacht, but their deportment, navigation and interest in all they saw could not be criticized.

♦♦

The *Admiral Jim*, the Youth Program's 40 ft. motor launch, has taken the patrol leaders of Mystic schools for a trip into Fishers Island Sound.

♦♦

Youth groups aboard the *Conrad* have been made happier by a Magnavox Combination Radio-Phonograph. The gift of Richard O'Connor, Magnavox Company President, has already been used for gams and square dancing.

In Memoriam

Mary Stillman Harkness

1875 - 1950

In ever grateful memory

THINGS

we need

From time to time there has appeared in this space a listing of just a few of the thousand and one things that a growing museum has need for and no money to buy. The response to these appeals has been so gratifying that we are encouraged to list a few more of the seemingly odd items that would be helpful to the furtherance of our work.

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

Old benches for the grounds, where the weary visitor may rest; old chairs, even rockers, too.

An old-fashioned well wheel and bucket; and an old oxcart would lend atmosphere to the cobbled street.

Old fire buckets to be filled with sand, for the discarded cigarette; and additional fire extinguishers to play doubly safe.

Iron fencing such as is now in place around Thomas Greenman and Stillman Houses, for the Chapel Yard.

Flagstones for walks and panes of early window glass, any size.

Two typewriters for Seaport Store, which has none.

Edging shears for the gardener.

Old ship's rail to be used as a partition between the newly arranged Kynett and Wendell Rooms.

Other old rail, such as was used in banks or churches, for closing off interior areas not to be used by the public.