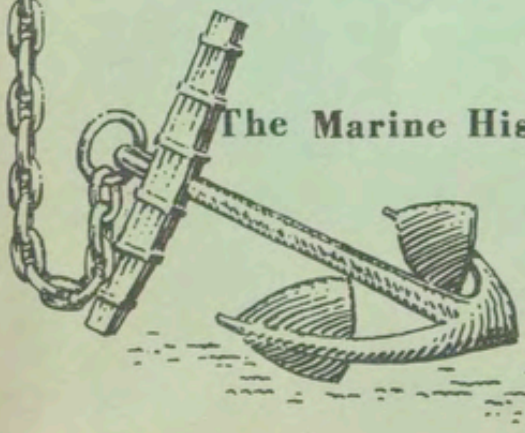
Volume 3, No. 2

April 1951

The Log of Mystic Seaport





The Marine Historical Association, Inc.

Mystic, Connecticut

The Log



OF MYSTIC SEAPORT

Published by The Marine Historical Association, Inc., Mystic, Conn.
for members of the Association.

Philip R. Mallory, *President* Carl C. Cutler, *Curator*

H. H. Kynett, *Chairman of Publications*

Editor, MacDonald Steers *Printing*, Lois B. Chesebrough

PRINTED AT MYSTIC SEAPORT

Our Cover

"I have had a dream of the home-coming of the ships," wrote Dr. William A. Wilbur, son of a Mystic sea-captain, "for this at last was their desired haven... One by one they came up the river. In the deepening gloom they warped into their places, side by side at the mouldering wharves where long ago they had fitted out for sea... And then, from somewhere in the night there came a hail that the ships were in... Then the moon rose, and it was crossed and barred with masts and yards..."

So the dreamer's dream is being realized. That they do not always come home to the port from which they sailed does not matter, for Mystic Seaport is the conglomerate of all the long-forgotten ports of New England. It must be their desired haven, for one by one they find rest for their old bones at Mystic--some of them find even new life and use. Jolly-boat, smart gig, crude dugout and birch-bark canoe; racing sloop, pinkie, squat ferry-boat, plodding whaler, trim school-ship, and now... the venerable schooner.

Latest to join the fleet at Mystic is the old schooner *Australia*, sketched on our cover. For her story turn the pages of this issue of *The Log of Mystic Seaport*.

Buckingham House

Latest addition to the old waterfront street at Mystic Seaport is Daniel Buckingham house, recently brought by barge from Old Saybrook, Conn. Its origins lost in history, the house stands in the somewhat anomalous position of the fellow who, when asked for proof of his birth, had no certificate and was understandably indignant that his bodily presence could not be accepted as proof enough.

For there it is, it's earliest discovered record 1768, staunch on its own firm foundation stones, simple Colonial doorway flanked by double pairs of shuttered windows. Inside are two panelled rooms with the original handhewn beams and wide floor-boards. An older wing is said to date from 1690. The crudeness of its extremely heavy oak beams, the feather moulding to be found in one of its rooms, attest that age. Such feather moulding is to be found in only one other Connecticut house now standing. It is this room which contains the big stone fireplace. Throughout the building are three other fireplaces and a fourth which has been boarded up.

Legends cluster about the old house and surely memories also. It is said to have been the birth-place of Connecticut's Civil War Governor Bucking-ham. It was once the home of the Dudley family, perhaps those same Dudleys who started the first ferry on the Connecticut River. It is better known as the home of Mr. Daniel Buckingnam, son of the Rev. Thomas of Saybrook, one of the ten original trustees of the Collegiate School which became Yale College and, still later, the mighty Yale Univer-sity. James Noyes of Stonington was another trustee; and here in and around the house began Yale's famous "battle of the books."

There had been almost constant strife from the founding of the school in 1701, whether it was to remain at Saybrook or to be moved to Killingworth (now Clinton), New Haven, Wethersfield or Hartford.

In 1717 when New Haven outdistanced all her competitors in subscribing funds and Elihu Yale made a substantial gift of goods to be sold for the benefit of the struggling school, it was settled at last that it should be at New Haven and should bear the name of its largest donor.

"The next task", says Bernard C. Steiner (*) in his *History of Education in Connecticut*, "was to get the library from Saybrook, and the council, on October 28, sent an order to Mr. Daniel Buckingham, son of the former pastor there, to deliver to the rector, or his order, the books and papers belonging to that college, which were left in his house when the said college was moved to New Haven. In pursuance of this the trustees demanded the books and were refused them, Buckingham declaring 'he did not know that he had any books belonging to Yale College, but when he did and should receive authentick orders he would deliver them.' The sheriff was ordered to bring Mr. Buckingham before the council, which was done the next day, December 3, but he was obstinate, and finally they made him give bond to answer to the legislature for his conduct. The sheriff further was directed to demand the said books and, upon his refusal, to enter into the house and deliver them to the rector, or to Mr. Samuel Russell, of Branford, or Mr. Thomas Ruggles, of Guilford. He went at once, but was threatened that if he entered 'it should be upon his peril', and so went back for advice. At last he entered the house by force, found the books, and got an order authorizing him to impress men and carts and oxen to carry the books to Guilford and deliver them at Capt. Janna Meigs's house to Rev. Thomas Ruggles. The council further issued a proclamation that all having books belonging to the collegiate school should return them at once. So high ran feeling in

* Bernard C. Steiner, A.M. (Yale) Instructor in History and PH.D., Johns Hopkins University, Librarian of The Enoch Pratt Free Library of Baltimore City. Published by the Bureau of Education as No. 14 in a series "Contributions to American Educational History", edited by Herbert B. Adams, Wash., GPO 1893.

Saybrook on this matter that bridges on the route were destroyed, carts broken down, oxen turned loose, and other attacks made, so that two hundred and sixty volumes and some valuable papers were lost, though over one thousand volumes reached New Haven..."

The house is the gift of the Connecticut Highway Department who had acquired the site for use in a cloverleaf approach to the Connecticut River bridge at Saybrook. Its removal to Mystic and erection at Mystic Seaport is made possible by a gift of $20,000 from the James Foundation of New York, part of which is earmarked for the Buckingham House project, part of it for other purposes.

The old house will take its place alongside the little one-room schoolhouse and Fishtown Chapel, forming what may well become the educational center of the old Seaport.

[★]



Sidney G. Hatchell, Mystic artist, working on the preliminary sketch of mural for new Junior Museum, open this summer.

The Schooner *Australia*

Hard against the sea-wall, nearby the ancient rope-walk and the ship *Joseph Conrad*, will soon be placed an addition to the Mystic Seaport's growing fleet--the 75 ft., 2-masted schooner *Australia*, a typical early coaster.

Mrs. E. Paul du Pont makes this important gift as a memorial to her late husband through the co-operation of R. Jacques T. du Pont, her son. Long owned and sailed by members of the du Pont family, the big schooner is believed to have been captured from the British in the attack on Baltimore in 1814. She was then a merchant ship under charter. Nothing is known of her designer or builder, for she has been rebuilt several times, but was probably square-rigged when launched. A former owner was E. Paul du Pont, Jr. of Wilmington.

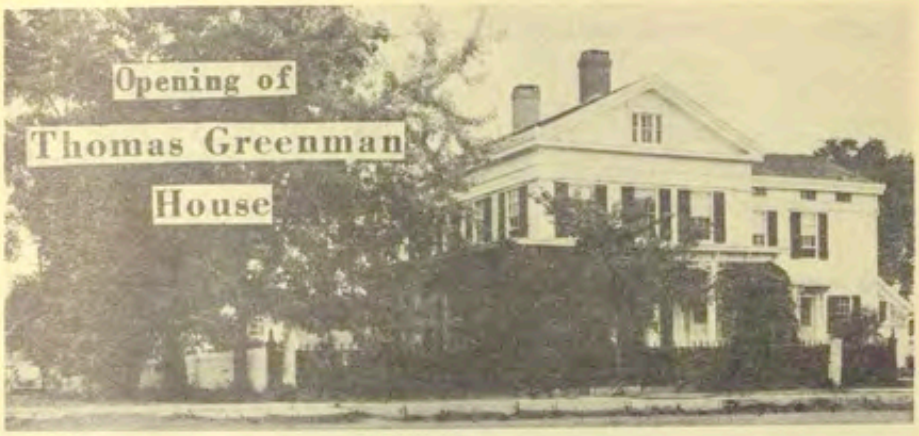
She carries the lowest number in the official list of merchant vessels in the United States--No. 25--heading a list of younger fry that now numbers above 248,000. She has a waterline length of 68 ft. and beam of 18 ft. 6 in., is rated at 35 tons gross, 29 net. She has sawed oak frames, pine planking and decks, pine masts, wire standing rigging and manila running rigging. She carries a raised quarter deck about 10 in. high forward of her mainmast. She sleeps 12; might well serve as a much needed adjunct to the *Conrad* in our Youth Training Program.

Curator Cutler judges her condition as "quite sound", says that she represents the long-time dream of the Museum's founders to preserve at Mystic one of the old coasting schooners, a type more numerous than the square riggers which are already so well shown at Mystic.

The vessel is now at Chesapeake City, will make the voyage to Mystic with a crew of volunteer yachtsmen the latter part of May.

[*]

A feature of the Audio-Visual Aids Conference May 5th at the University of Connecticut at Storrs, will be a display of educational materials from Mystic Seaport.



When young Thomas Greenman, Mystic shipbuilder, brought his bride, Charlotte Rogers, into the new home he had built for her in 1842 in Greenmanville, the shipyard settlement up-river from Mystic Bridge, it was furnished not only in the Mid-Victorian style of its day but, as would be expected of a member of a seafaring family, seasoned with bric-a-brac and curios brought back by friendly sea captains.

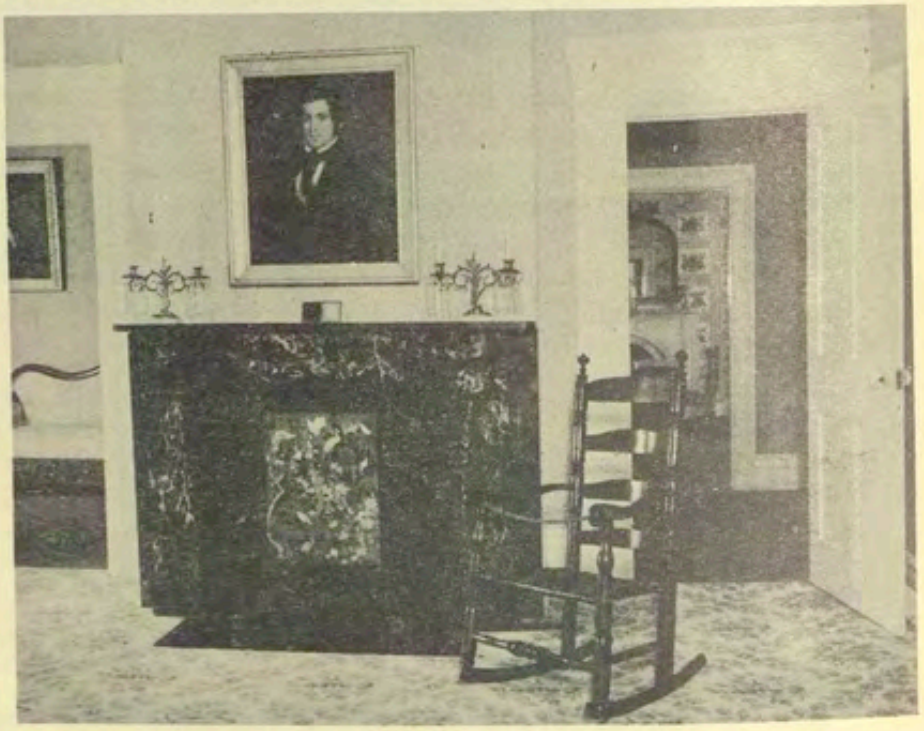
His mantel clock, for instance, was probably imported from France. His sofa and comfortable rocker were of American make. His maple and heavy walnut furniture was primly placed on Brussels carpet and the objects on his what-not represented the far-flung places where Greenman ships had gone. There were ruby glass panels around the severe but gracious doorway and the family portraits hung in the dim entrance hall.

The three Greenman brothers who operated the shipyard--George, Clark and Thomas--ran their own shipyard store to supply themselves and their workers with household and table necessities; often bought their furnishings, china and silver three at a time, all alike, for the three big houses in which they lived.

The house was presented to the Museum in 1946, more than a hundred years after its building, by the late Mrs. Mary S. Harkness, grand-daughter of Thomas. Its furnishing is made possible by the gifts of another grand-daughter, Miss Charlotte Stillman,

and by the work and gifts of a predecessor committee of volunteers headed by Mrs. Eunice Gates Woods. Some of the original pieces owned by Thomas and his wife are in their familiar rooms. Their portraits hang on the wall in their accustomed places. Other pieces are of the period.

The house, representative of that of the prosperous shipbuilder of the 1850's, will be opened to the public this summer as an added attraction to the visitors to Mystic Seaport.



Thomas Greenman--His Portrait and his Chair.

[*]

Timed to coincide with the New York Yacht Club Cruise, the Seaport will celebrate on August 5th the 100th anniversary of the running of the first *America*'s Cup Race in 1851. Designed as a sort of miniature of the New York Yacht Club building, where the *America*'s rudder is now on display, a suitable shrine to hold the historic piece will be dedicated in an impressive and colorful ceremony.

Library Problems

When Major Eugene H. Lohrke took up his assignment with The Voice of America and forsook his residence at Old Mystic for New York City, he began a valuable service to his country but took with him, unfortunately, an important part of The Marine Historical Association--his wife!

Mrs. Lohrke writes that with her husband's 44 hours a week with the Voice she can no longer carry on the duties of Recorder which she has so ably discharged for almost six years. There is nothing the Seaport can do but accept her resignation.

It is a remarkable fact that but two volunteers have carried on this important work since its beginnings. But such good fortune cannot hold. Mrs. Lohrke was peculiarly fitted for the work. Another as capable and as faithful (a day a week for six years) would be hard to find. It all points up the need for a full-time Recorder, cataloguer and library worker. The scope and volume of the work has grown with the Museum. The intricate and sometimes tedious recording of the Museum objects and the very meticulous classification, carding and marking of library material are inextricably linked. Mrs. Lohrke has done the one, while Mrs. Richard Baum has done, and will continue to do, the other; but the work has almost increased beyond the time that can be expected of any volunteer, and is more likely to grow than lessen. The effectual use of the library and museum by the research worker stands or falls by the continuation of this important behind-the-scenes labor.

The library has long-since outgrown its available space and plans are under way for moving it to the house left by the late Mrs. Harriet G. Stillman, now a part of the Seaport. Extensive alterations will be necessary; a vault must be provided for rare books; there is the matter of shelving; and humidity and fire protection are matters to be discussed and resolved. Meanwhile the books are piling up. Seven large cases of them from Dr. Austin Lamont of Philadelphia are still unpacked and uncatalogued for lack of shelving. More are on the way. A second sizeable donation of books is soon to come from California.

With new and larger facilities in the offing comes the vision of a vastly increased use and effectiveness of our library and museum records. But the effectiveness of any increased service depends upon behind-the-scenes organization; with all its attendant problems of staff, equipment and budget.

It is something to think about, anyway.

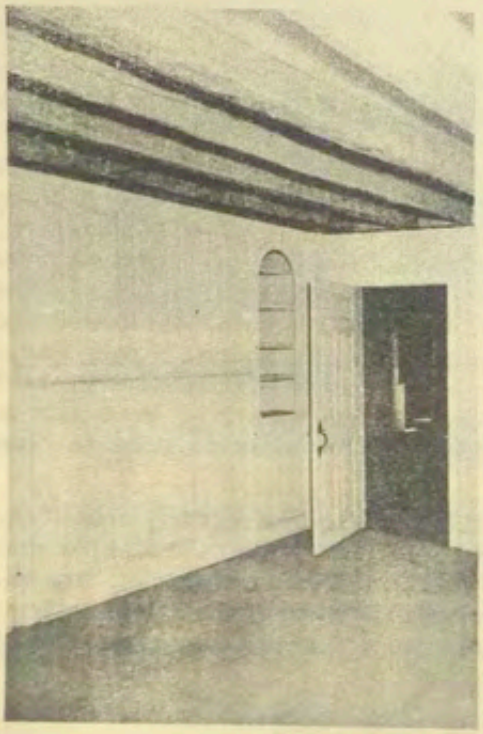
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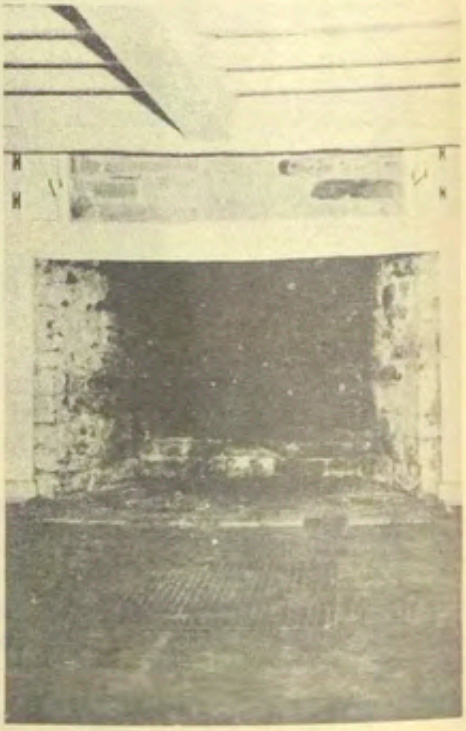
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at Old Say

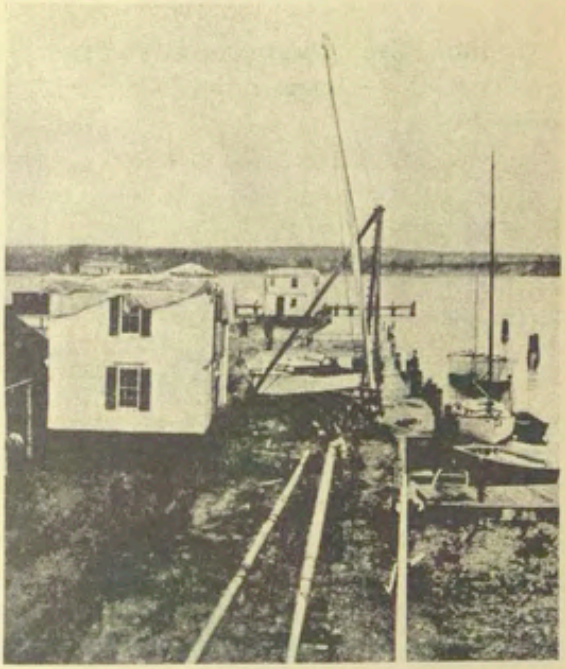




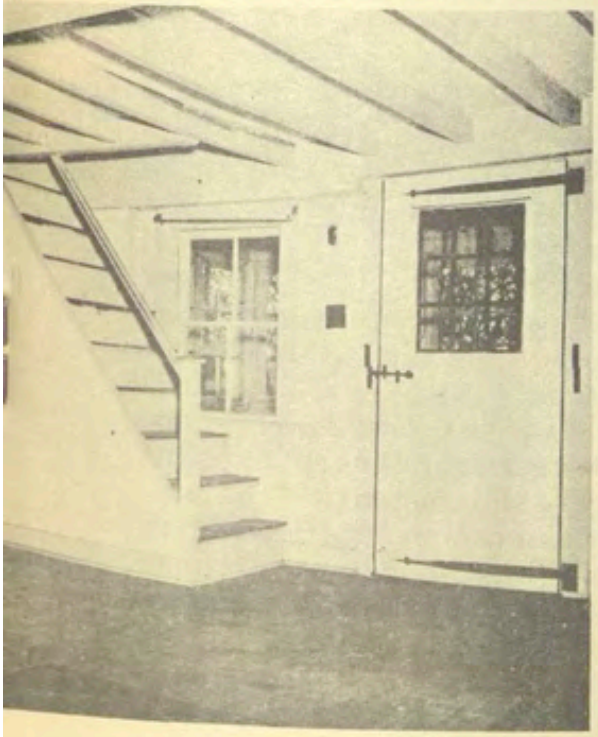


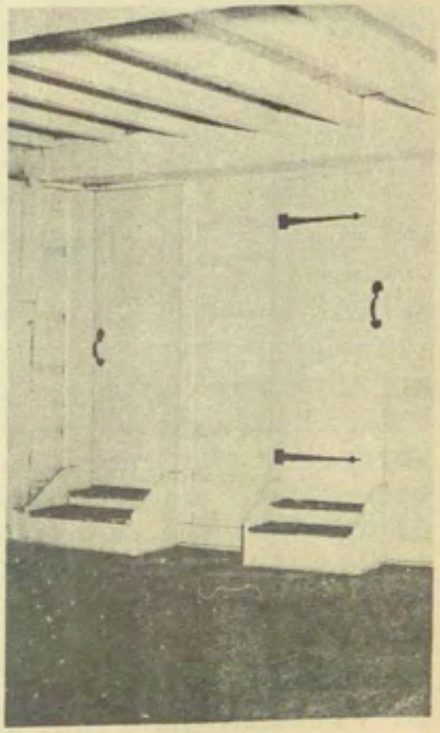
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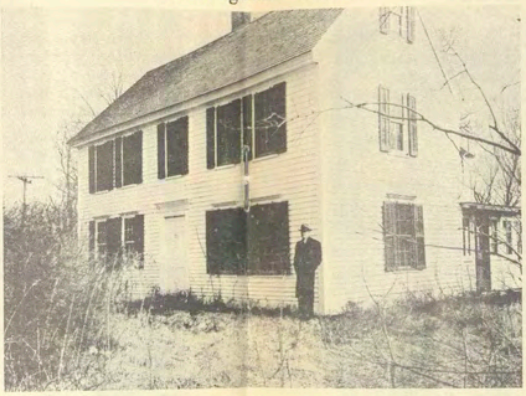
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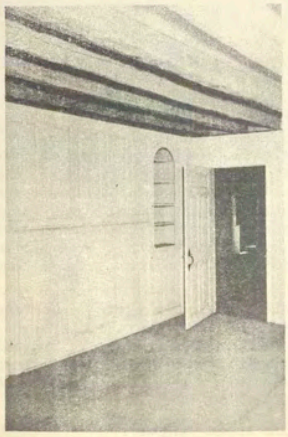
Buckingham House

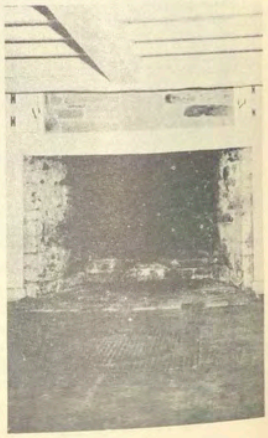




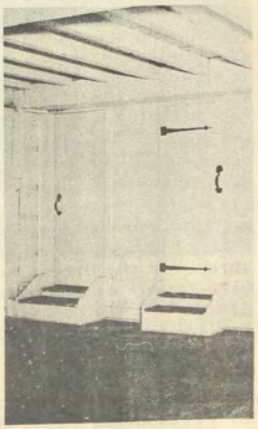


at Old Saybrook, Conn.









Oceanites Oceanicus

Had the young naturalist, W. E. Safford, been one of the company on Coleridge's tragic ship, and had he spoken of the slaughtered albatross as *Diomeda Exulans*, as he most surely would have done, the chances are the Ancient Mariner would have fixed him with his glittering eye, if not his crossbow.

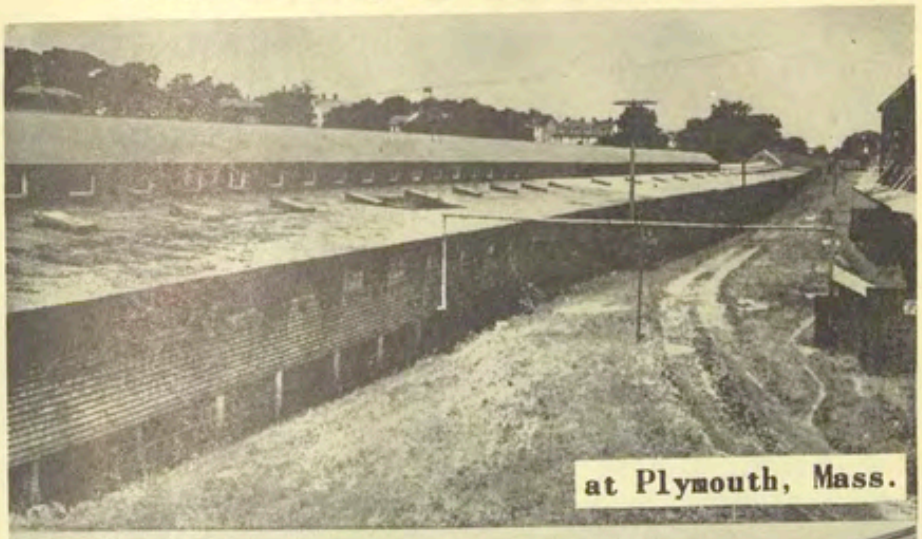
For to W. E. Safford, Ensign aboard the U.S.S. *Vandalia* in 1886 and the writer of an unusual journal, the common petrel was *Oceanites Oceanicus*, the jellyfish were *Pteropods, Heteropods* and *Siphonophores*; and he was more concerned with the marine and bird life, the flora and fauna encountered, than with ship routine.

Safford's unusual journal abounds in such startling terms. The expedition of the *Vandalia* was in no sense botanical and the highly technical language contained in Safford's journal was the concern of himself and nobody else. He seems to have been a privileged individual aboard ship, spending much of his time in the mizzen chains scooping up the minutiae of the sea in his net and examining it at great length under the microscope or magnifying glass. Ashore, while his shipmates were frequenting the local bistros, he was roaming the fields near Montevideo, glass in hand, collecting plants.

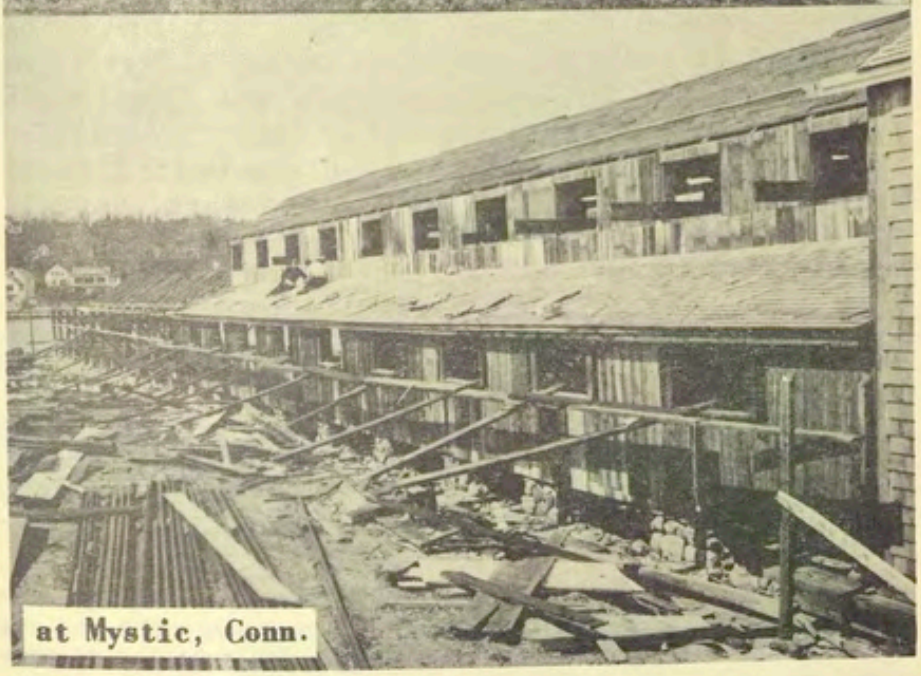
We doubt if there are many sea journals that have so much botanical information in them. Considerable interest attaches to it in that it confirms the fact that not only did the plants and flowers of America go to sea, but the flowers and shrubs of the Orient and of Europe were brought back by our seafaring men--the begonia, the hydrangea and the peony, for instance. Everything in the sea, above it, or along its shores interested W. E. Safford. He was a 19th Century Thor Heyerdahl, the U.S.S. *Vandalia* his *Kon-Tiki*.

The journal is the gift of Mrs. Roy Arthur Hunt of Pittsburgh, Penn.

Picture Story of the Rope Walk



at Plymouth, Mass.



at Mystic, Conn.

[*]

W. D. McKay of the Staff is the author of an article appearing in the April issue of *The Sea Breeze*, quarterly magazine of the Boston Seaman's Friend Society.

About Mystic Seaport, of course.

[*]

Officials estimate 23,000 persons saw the Mystic Seaport display at the Hartford Times Travel Show.

Scrap-book History

The ordinary scrap-book of newspaper clippings is about as useful to a serious library as Captain Billy's Whizz Bang, but Raymond S. Camp of Brooklyn, N. Y. is no ordinary scrap-book maker. The 54 bound copies he has presented to the library comprise a history of the United States Navy unique from all others. All 54 volumes are carefully edited, compiled and organized. One is on sailing ships, understandably lean; followed by general volumes on "Our Navy" by periods. Soon after 1800 the steamships arrive with "Steamships, Early", crowded closely by "Monitors and Battleships". Entire volumes are devoted to the *Maine*, the Mexican War, the *Titanic* and *Panay*; still others are on battleships, cruisers, gunboats, destroyers and carriers. The set, not quite complete, still arriving, gives an intimate, day to day account of the building, exploits and final end of many a famous or forgotten ship, fills two six-foot shelves with a grand review of the United States Navy from then to now. A lifetime's work, intelligently done, it is already the envy of several museums.

[*]

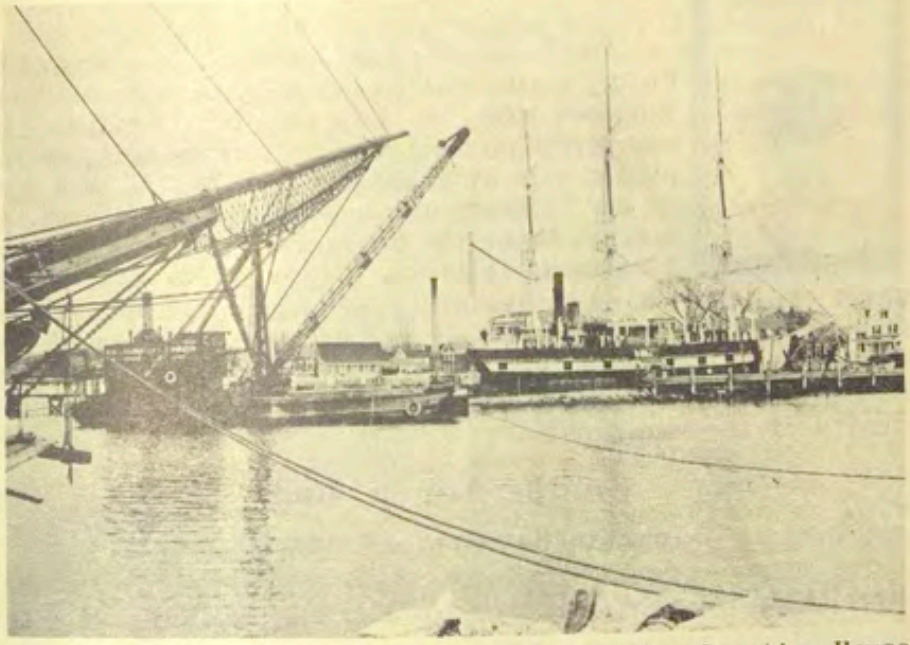
You could not help but admire her courage. She came to the Museum led by her Seeing-Eye dog. They shuffled from one point of interest to another. The animal was a pattern of obedience, patience and training. Once well started on her tour the lady slipped off his harness, turned her dog over to a friend to take him outside for a run. It was like recess to a schoolboy; and he was off towards the door and the outside world, his time his own for a spell.

One wondered, "What possible pleasure could she get out of a museum, without sight?" But you are wrong; she had her sense of touch and used it to advantage. She felt the figureheads and learned their contours and size. She handled a whale's tooth and marveled at its weight. She counted the sockets in a whale's jawbone and learned the number of its teeth. And she left probably wiser than many who have eyes, but do not see.

[*]

Louis Martel of Oswegatchie Hills, Niantic, Conn. is now full-time photographer for Mystic Seaport. He has twenty years experience as a commercial photographer.

Dredging for the *Australia*'s Berth



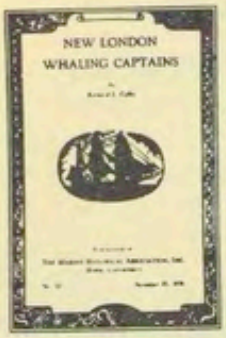
The old schooner will be but a step from the Counting House.

[★]

The interior of the Counting House has been arranged as it might have been when opened in 1833. On the high desks are the ledgers and cash books of the Greenman and Lawrence companies, shipbuilders and ship-owners. An ancient pencil sharpener, a counterfeit coin detector, the official seal, and a slate for scribbling stand ready for use. Ships' papers boxes are in evidence. In one corner is the old coat rack; in another is the quaint old heating stove, a brass spittoon close by. On the owner's desk stands a scrimshaw pen-holder and full writing equipment. One of his pens has been left casually on a scrap of paper where he has been figuring his profits from an open letter-copy book. In the window is the letter press, originally from the counting house of Jonathan Bourne in New Bedford. The owner has just stepped out, apparently, for on the corner of his desk he has carelessly left his wallet, bulging with papers.

The first visitor who saw the final arrangement exclaimed, "Why it looks just as if Charles Dickens ought to be there!"

This brings to six the buildings on the waterfront which have been completed and arranged, not counting the Spar Shed which is in constant use these days.



Attention! Members-Friends-Librarians

New London Whaling Captains, by Barnard L. Colby, a publication of the Association, dated November 1936, has long been out of print. It is now reprinted, and available to members, or for public sale at $1.00 per copy. We will take care of our "library exchange" list at no charge, of course. Under the new numbering system for publications, it is No. 12; under the old, it was Vol I, No. II. Here is the story of whaling in New London, second largest whaling port of its day; the stories of the famous Smith brothers, of Ebenezar (Rattler) Morgan, of Jim Buddington, George Comer and others; illustrated with portraits of the captains.

Recipe for a Log

(Mystic Seaport, of course!)



Mrs. Lois Chesebrough

who is the Printing Department of Mystic Seaport, at the Varityper, first step in the printing of your *LOG*.

Copy is typed one line at a time-on the left side of the paper and again on the right, the latter giving you right hand margin.

First, cut and paste your copy onto the proper page size; proof read, then send it off, complete with photos and captions, for the making of negatives, marked "Rush", of course. When returned, make your photographic plates--stir up certain chemicals and apply to them; allow to dry; expose for seven minutes; ink and wash thoroughly and, finally, apply preservative. Fasten onto your printing machine, and print, one side of a sheet (two pages) at a time. Allow the freshly printed sheets to dry overnight, then print the other side. Now run through the folding machine; call in the "neighbors" to help assemble; staple; trim three sides; and mail. It's complicated; so if it seems easier to buy your *LOG*s tailor-made, just mail a $5 bill (or larger) to Mystic Seaport, attention Membership Department, and you'll get them, packaged and delivered, four times a year.

Variable Winds

Director Elmer D. Keith recently wrote to President Mallory: "To me the educational side to our work is the most important, and the angle which most differentiates the Seaport from the efforts (at other places). The publicity that grows out of it is the best publicity of all. It is feeding something back into American life that is positive--not merely reminiscent of a past that just now seems dwarfed by the present."

[*]

Too late to have been mentioned in the January *LOG* was the January appearance of Business Manager Charles Brooks on Jack Sterling's early morning radio program. Since this is one of those programs that cannot possibly be heard except from one's own bed, the observation is inescapable that for the first time the Public Relations Department of Mystic Seaport has invaded the privacy of the bedroom. Other broadcasts: MacDonald Steers on WTHT February 2, Mr. Brooks again on WNLC February 9, and Elaine Sherwood's program for the Port of New York Authority twice featured Mystic Seaport.

[*]

Mrs. Clifford D. Mallory, is the author of an article on Sir Joseph Banks, botanist extraordinary, scientific adviser to George III, circumnavigator with Capt. James Cook, friend of Lord Sandwich and Admiral Bligh, in the first issue of The Garden Journal of the New York Botanical Garden, Vol. 1, No. 1, Jan.-Feb. 1951.

[*]

A recent addition to the town, and to the Seaport, is Malcolm Douglas MacGregor. Mentioned in the January *LOG* as a volunteer worker, Mr. MacGregor is now the Seaport's full-time Plant Superintendent. A retired Navy Captain, his special capabilities have already proven themselves in his work in connection with the dismantling, removal and re-erection at Mystic of the old Buckingham House.

[*]

Miss Elizabeth Daggit of Alexandria, Va., deserves some kind of special medal of merit. When her offer of a Chinese silk blouse was regretfully declined as not being nautical enough for Mystic, she sold it and donated the proceeds to the Seaport.

[*]

Recent publicity on the Seaport has appeared in the following papers and magazines: *Georg Stage Bladet*, published in Denmark, October 1950; *Marine News*, January 1951; *Cue* Magazine, week of February 12; *Connecticut Teacher*, February issue; and in the New London, Norwich, Westerly, Hartford, and New Haven papers. The

Associated Press carried stories to all its subscribers on Buckingham House and the schooner *Australia*. Other publicity was scheduled to appear in *Good Housekeeping* for May, *American Heritage* for April, The *Sea Breeze*, quarterly of the Boston Seaman's Friend Society, for April.

[*]

An apology is due the daughters of Mrs. Charles E. Paterson, Mary Ellen Plant Roberts and Amy Plant Statter in that they are co-donors, with their mother, of the Plymouth Cordage Company's old 1824 rope walk, now being reconstructed at Mystic Seaport. Mrs. Paterson was given sole credit in the January *LOG* by a misinformed editor.

[*]

Mystic Seaport is included in two summer vacation tours for teachers sponsored jointly by the national educational publication *Scholastic*, Boston University and Old Sturbridge Village. The scope of the two tours is explained by their titles, "The Origins of New England" and "Meet New England".

[*]

Boy's Life for March featured an article on the unique cooperation of the Scouts of North Scituate with the Rhode Island State Police, in training bloodhounds. This unusual group of boys will take part in the *Conrad* training program this summer; have worked out another worthy project in sending six of their own number to Chapel Hill to live in the homes of six North Carolina Scouts, study the ways and industries of the South; inviting the chosen six from Chapel Hill to return north with them and share their stay aboard the ship *Joseph Conrad* at Mystic, and at the same time learn something of the oddities, blandishments and peculiar charm of Yankee culture.

[*]

The series of Saturday afternoon Gallery Talks through February and March brought in a small but faithful following. Slides were shown, transcriptions played, and other audio-visual aids brought to the public. Several families made it a regular Saturday afternoon affair and took in the whole series.

[*]

The spring months are full of activity. Two meetings of the Mystic Garden Club were held at the Museum, on March 27 and April 24; 45 Rhode Island State College Economic History students came for a visit on March 28; the New London Chapter, National Sojourners, held a dinner meeting at the Museum on April 16; and a big "gam" of Senior and 8th grade Girl Scout Mariners is scheduled for May 12th. The Mariners will make a full day of it, with registration and colors at 10:30 a.m., group tours of the Seaport, launch rides, sea shanties and a goodnight circle and final colors at 4:00 p.m. About 100 are expected.

The Youth Training Program aboard the *Conrad* was booked solid many weeks ago. The 21 groups this year come from New York, New Jersey, Pennsylvania and Connecticut. Skipper again this year will be Rear Admiral William T. Stromberg, USCG (Ret.), with the program opening June 21 and closing September 7.

[*]

Died March 20th, George B. Woods, long-time member and Director of The Marine Historical Association.

[*]

The Association's Membership Department has shown itself to be awake to opportunity. Through the cooperation of Mystic Seaport, A.D. Juilliard & Co. of New York are currently featuring their fabrics in a nautical window setting borrowed from Mystic Seaport. The fabrics bear such appropriate names as clipper ship coatings, Stonington tweeds, Mystic greys, packet tweeds, cringle crepes. The display is made in the windows of the big-city department stores. With its appearance in any city the Membership Department promptly canvasses the area for memberships, has already brought in a gratifying number of new members and contributors.

[*]

Many were present last August when the little red schoolhouse was dedicated and Dr. William T. Flaherty, Deputy Commissioner of Education for the State of Connecticut, made the principal address. The scene is reproduced in the February issue of *Connecticut Teacher*, official publication of the Connecticut Education Association.

[*]

There was no fooling on April Fool's Day when a Bridge of Honor was held on the *Conrad* at Mystic. Participating were Skipper Walt Hallier and the boys of S.S.S. *Flying Cloud* of Branford, Conn., old friends of the Museum, and Skipper Rita Duchesneau and her girls of G.S.M.S. *Waterbury* of that city, same state. Awards presented to the Waterbury troop were 3 Midshipmite, 3 Seaman and 2 Jack Tar; in the Branford ship were 4 Apprentice, 2 Ordinary and 2 Able. Some 15 Scouts in all attended, and it was the first *Conrad* event of the season.

[*]

Mr. and Mrs. Clifford D. Mallory represented The Marine Historical Association at the premiere of the motion picture *Kon-Tiki* at the Sutton Theatre in New York on April 2nd. A capacity crowd made the affair a financial benefit for the Seaman's Friend Society of New York, and the popping of flashlight bulbs, evening dress, snarled traffic, a huge searchlight and crowds of curious made of it a typical Hollywood first night.

[*]

Spring at Mystic Seaport--forsythia is out, tulips and dogwood almost blooming.

Often gifts of *things* are as acceptable as gifts of *dollars*. It may just possibly be that you are long on the one and short on the other, as who isn't? If that's the way it is, then it may be you have:

A *Band Saw*, a *Joiner* or a *Shaper*
for the work-shop; then we can make many of our own "things".

A *Vacuum Cleaner*
for Thomas Greenman House. Mrs. Heidecker who does the cleaning is small; our vacuum in the Stillman Building is large; and the distance between the two Buildings is great.

A *Contact Printer*
for the Photographic Department. Our present printer is very old and has seen it's best days.

Adjustable metal shelving
for the storage rooms.

Fire extinguishers
for the Buckingham House, the Rope Walk and the *Australia*.

And remember?
We need, desperately--

An adequate *beaded screen*,
about 8 x 10 ft., either on a roller or just the material- (we'll make the roller).