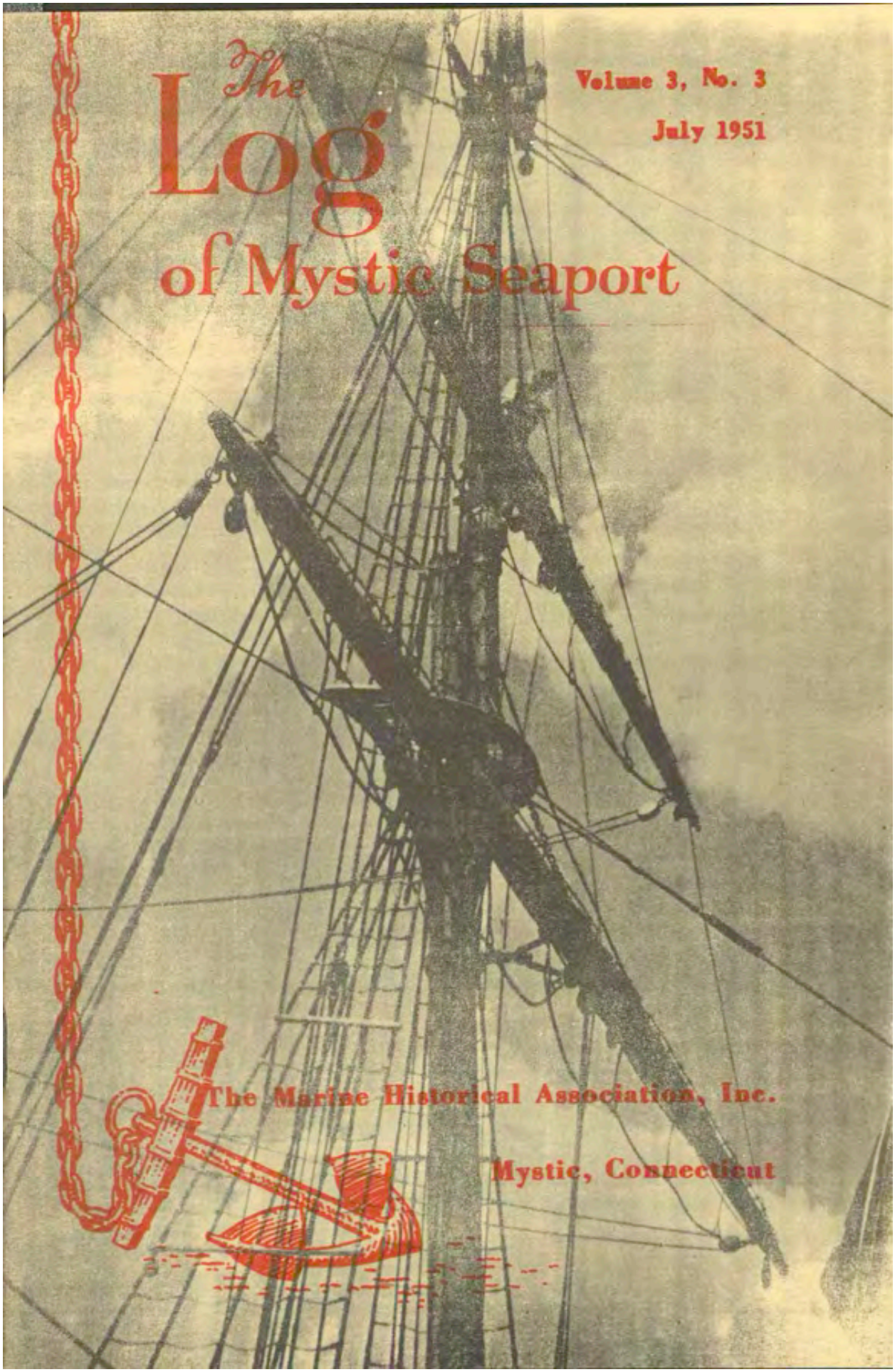


The Log of Mystic Seaport

Volume 3, No. 3

July 1951

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

Laced with rigging and crossed with yards, the tall masts of ships point upward toward the still blue of sky and scudding white of cloud. That is Mystic Seaport in summer, as seen in the camera of Curtis A. Owens, Sr. Here, withdrawn a little way from the noisy factories and mills, the busy streets and hurrying highways that are New England today, is your 22 acres sanctuary dedicated to the New England of another time.

Doing much with little was once a way of life and a necessity; when a youth was almost tossed out of his cradle and into the rigging; when short cuts to doing things were looked upon with suspicion, and labor-saving schemes were too new fangled to merit serious consideration. Honest toil was the order of the day, sun-up to sun-down, and the reward, while small enough in the pocket, loomed large in the soul.

There is much of that time that could well be used today. If the modern palate is not too jaded you may taste of the one at Mystic, then go home, pick up your daily paper and compare the flavor of the old against the flavor of the new.

Mystic Seaport Town Meeting

By this time you have received your official call to the Mystic Seaport Town Meeting for Friday, August 3rd, at 2.00 p.m.

You are not only cordially invited to attend, but are urged to take part in this typical and traditional New England meeting which will be led by a moderator selected from the membership and will be devoted to a general discussion of the affairs of Mystic Seaport.

I am sure that this will prove to be a welcome and refreshing change from the more formal meetings of the last few years when you have been asked to listen to guest speakers, to a series of reports on our activities and a somewhat lengthy accounting from your President. In view of such reports you have recently received and will receive at the end of this fiscal year, as well as the current information you periodically obtain through *The Log*, it is felt that any reiteration can well be omitted at this time.

In the same spirit, the town meeting will be preceded by a simple Seaport community self-service luncheon, arranged and served by the Seaport Staff. This is their contribution to the occasion and it is their hope that out of the one dollar charge which will be made for the luncheon, some profit may be derived as their share in aiding the *Conrad* Youth Training Program.

Do plan to be with us on this important day in the life of Mystic Seaport. There is much that is new for you to see and inspect. The Rope Walk, the *Australia* and the Junior Museum will all be open from ten o'clock on, as well as all of the older exhibits.

Please remember that Mystic Seaport is YOURS. Join with us in our endeavor to make it an outstanding bulwark in the perpetuation of American character. We need your interest as well as your continued assistance.

P.R.Mallory, President

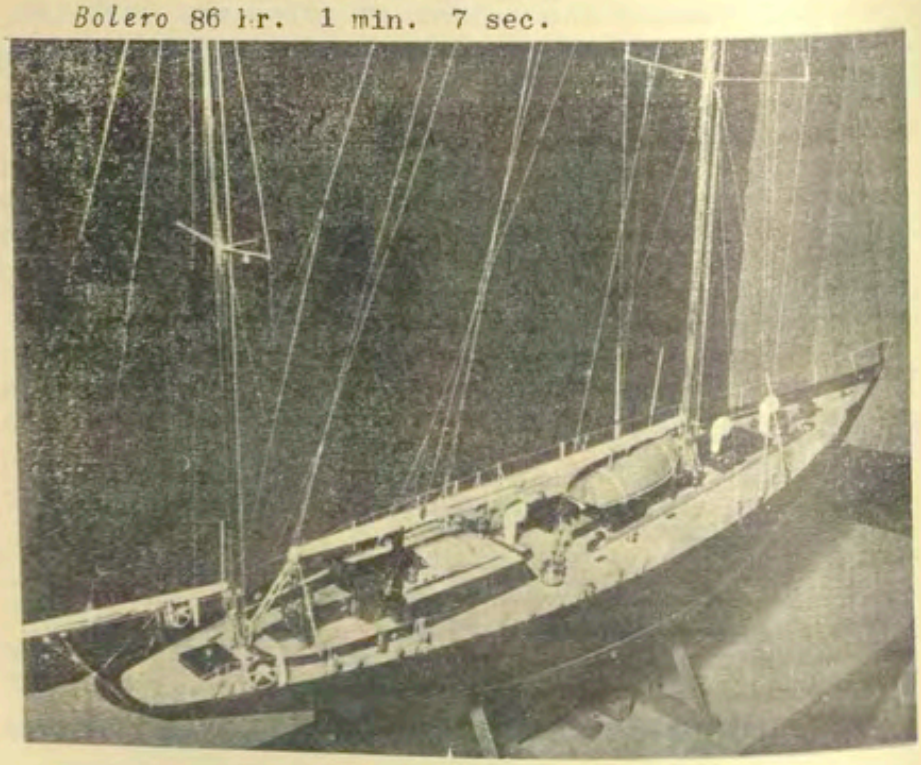
There has never been a race quite like it in the history of deep sea yachting, that race between

Bolero and Baruna

Bill Taylor, only yachting editor ever to win a Pulitzer prize, put it this way: Both boats are the product of the drafting board of designers Sparkman & Stephens. In the 466 miles, Newport to Annapolis, the two boats were never more than 6 miles apart. *Bolero* lost a little at the start, but soon went into the lead. Off Block Island *Bolero* split the seam across the head of her mainsail; got it down and sewed it up, but the delay caused her to drop back 5 or 6 miles. *Baruna* had been slowly picking up, mostly under spinnakers. At the Light Ship they were reported rounding side by side. From there to the Bay it was a 160 mile luffing match. The lead changed about a dozen times and they were never more than a few hundred yards apart.

Bolero finished 24 seconds ahead. When the score was totted up at 4.00 a.m. on June 21st, *Baruna* had won on corrected time:

Baruna 85 hr. 46 min. 18 sec.
Bolero 86 hr. 1 min. 7 sec.



As the race was nearing its end, there was more excitement over *Bolero* in Stonington where Joseph Appleton, model-builder, was holding a preview for a few of his friends. He had just completed, for Vice Commodore (of New York Yacht Club) John Nicholas Brown, her owner, a ½ in. scale model of *Bolero*.

The model had cost him 4500 hours of painstaking, meticulous labor. His commission is finished and the product of his hands and heart will be on display at the Museum throughout the summer through the co-operation of Vice Commodore Brown. In the main room of the Stillman Building it will be recognized by hundreds of visiting yachtsmen as the latest, most modern design; the last word in ocean-going yachts.



Capt. Titus

Conrad Skipper



The new Skipper of the *Joseph Conrad* is a Quaker. Captain Raymond Titus, 62, replaces Admiral William T. Stromberg who because of ill health, was unable to take charge of the Museum's Youth Training Program this summer.

The news of Admiral Stromberg's death in Maryland June 22 reached Mystic while the first group of the season was still aboard.

Captain Titus is well qualified to take over his responsibilities. He has worked with the Boys Club in New York, has had camp experience as a Boy Scout leader and commissioner, served in the Coast Guard and in the Coast and Geodetic Survey, and for years owned and operated his own fishing boat with the Stonington fleet. During the 11 weeks program he will develop the nautical vocabulary and skills of some 427 *Joseph Conrad* cadets.

Guys And Dolls

August 17-19 at the Hotel Statler in Detroit, people in little will have their day. For three days the grown-ups who still like dolls, will meet, talk dolls, compare dolls, and exhibit dolls. A feature of the convention of the United Federation of Doll Clubs will be a contest sponsored by the Marine Historical Association.

Entries are fittingly restricted to dolls having to do with the seafaring life between 1800 and 1850 and must be typically American, made of rag, cloth, ceramics or wood, between 6 and 10 inches in height. Delegates will cast ballots for first, second and third choices and at the close of the convention all entries will be shipped to Mystic Seaport where they will be on display for two weeks and Museum visitors given the same chance to vote for their favorites. The combined votes will determine the winners to be announced September 15th for first, second and third prizes. Winning dolls will permanently reside at Mystic, as is fit and proper if they are really of the seafaring type, and will be displayed in the Museum's new Pynchon Memorial Junior Museum.

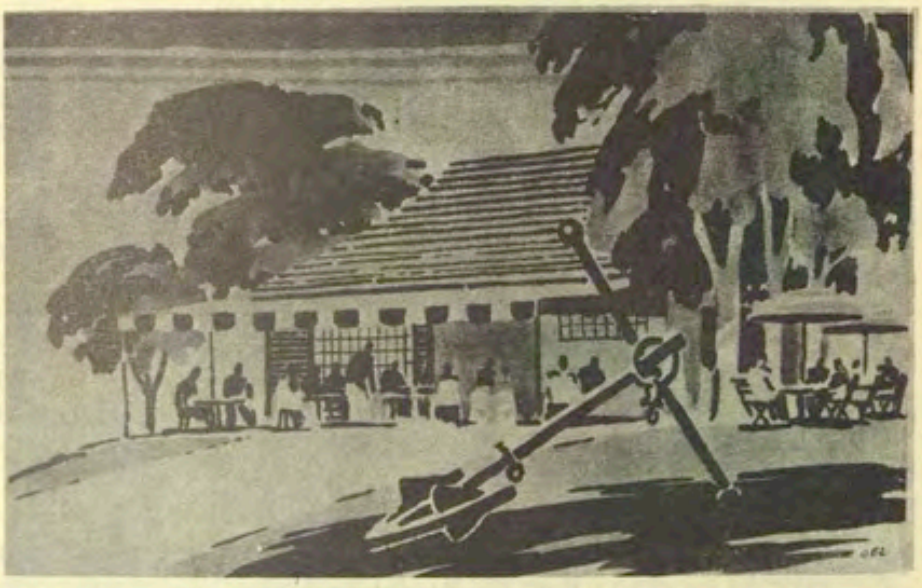
Naval History

June 18-19 the Seaport looked more like a movie lot than a Museum. Howard Southgate, Supervisor, and a corps of six technicians, including two script writers and camera men, began a long-term project for the United States Navy. Sent out by the Naval Photographic Center at Anacostia D.C. to reconstruct, for boot and officer training, the Naval Wars of their country, the experts began work on the filming of the periods 1775-1785 and 1785-1815.

They found a wealth of material--ordnance, ship models, paintings, prints and relics, all of which will be pieced together to make the complete visual-aid history. The process, a new technique called "Filmograph", is something between animated cartoon and kodachrome slides, has both color and movement. Twenty-minute period histories will be released through Castle Films, made available not only to Navy personnel, but to schools as well.

At the same time the Anacostia crew were working, seven submariners from the U.S. Sub Base at New London were taking stills to illustrate an article in their publication *All Hands*.

Bigger And Better



Many a visitor has turned away, hungry and annoyed, when the lineup at the lunch counter called *Galley* at Mystic Seaport was too long for the time he could spare for his luncheon.

All that is changed. The *Galley* of 1951 is an enlarged and improved one. Not only is the service better, the tables cleaner and the food more tasty, but now you may dine in comparative quiet and comfort.

For the sandwich order, the counter still serves and you may still sit under the shade of an umbrella and munch to your heart's content. But for those who wish a bit of dignity and quietude with their meals, the piazza is provided. There you may sit at table and have your order taken and served to you. The meal is simple but food and service are good, and as you eat you look out through a bow window over the water and the incoming and departing boats.

Mr. Raymond Andrews is the new manager. Buying is done more economically than in the past by combining orders with those required for the youth groups aboard the *Joseph Conrad*.

Party For Volunteers

If you are wise to the ways of Mystic Seaport, you will know that its pride and joy is its corps of 250-300 volunteers, who have served through the years, almost from its beginnings, in many capacities.

Hostesses alone number 200. Others work on membership and in the clerical and printing departments.

Last Fall Mrs. Clifford D. Mallory was hostess to a motion picture and tea in the Mallory Building, given for volunteers and their husbands. On Thursday, June 7th, President Philip R. Mallory entertained for the same group.

The occasion was the opening of the season for volunteers. Mrs. Edwin B. Stillman, Chairman, had lined up her usual 250-300 names, under community captains, all well organized for the summer. John B. Findlay, local motion picture theatre owner, with the co-operation of RKO Pictures, had offered his Strand Theatre in Mystic for the exclusive showing of Walt Disney's *Beaver Valley* and a picture playing of Tchaikowsky's B Flat Minor Concerto.

Beaver Valley, you know, won the 16 mm. picture award for the year, edging out of place for first honors the film *Grandma Moses* which had its American premier at Mystic Seaport last Fall on the occasion of the other volunteers' party.

Tea was served on the lawn of Thomas Greenman house and 200 volunteers and their guests were in attendance.

Aside from the Chairman, Community Captains this year are ten, from five communities and five special groups, such as Navy Officers' wives and Churches and clubs. Each group serves a half-day, three ladies each period, seven days a week.









...PUBLICK NOTICE...

These are to warn all the Freemen of the Borough of Mystic Seaport in the Town of Stonington to assemble in a pavilion provided for the purpose on Friday, August 3rd at 2 o'clock in the afternoon, to take such action and pass such votes as may be deemed necessary to the proper conduct of the Boro affairs, and to do any other business proper to be done at said meeting, including the receiving of the Reports of the officers of the Boro and the election of new Selectmen as provided by the Charter of the Boro.

On the said day, the following program will take place.

At 11 o'clock in the forenoon the Selectmen shall meet together in the pavilion to nominate from their number or from among the Freemen of the Town such new Selectmen as are deemed proper; such nominations to be later submitted to the Freemen in general assembly.

The Honorable Ellis W. Brewster from the town of Plymouth in the Commonwealth of Massachusetts has journeyed here to give the principal address of the day.

... in front of the Plymouth Cordage Company's Rope

— — — At high noon the people will assemble in front of the Plymouth Cordage Company's Rope Walk on Shipyard Point for a short dedication of this new enterprise that has come to the Town.

— — — At 12¼ o'clock the assemblage will gather at the waterfront on Mystic River near the new dock, and will view and attend the dedication of the schooner *Australia*, lately come from Chesapeake City and henceforth to be a part of the Town's fleet of vessels.

— — — At 12½ o'clock they shall assemble again, in a new place, before the Pynchon Junior Museum, recently opened on Greenman Place, where another ceremony will take place.

— — — At 12¾ o'clock a Town Luncheon of Clam Chowder, Baked Beans, Salad, Brown Bread, Ice Cream and Cakes will be served by the young women of the Borough in the pavilion, at one dollar per person.

At the Town Meeting, in accordance with the ordained procedure, a Moderator shall be first chosen from among the Freemen present and he shall then take charge of the business to be transacted. All Freemen of the Town are invited to speak on any matters pertaining to the business of the Port, but noe person shall speak for more than three minutes at one time in order that the business of the meeting shall be concluded by 3½ o'clock in the afternoon.

It is requested that noe horses be hitched or carts left in any publick place in the Town but in the Common, during the above said meeting.

Carl C. Cutler

Clerk

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Pynchon Junior Museum

Through the generosity of Mrs. Tiffany Blake of Chicago, the Pynchon Junior Museum rounds out the Seaport's service to include all age-groups.

Housed in the old wash-house of the former Harriet G. Stillman residence, a colorful mural by Sidney Hatchell dominates the room. In two corners are corner-cupboard type exhibition cases, with upright wall cases in between. There are a unique doll collection, several dioramas including "The Pirate Blackbeard" and "A Spanish Galleon", ship models and a real diving outfit, all aimed to provide the beginnings of a nautical education for the little folk.

In the center of the room are low chairs fit for small-fry's legs to reach the floor, low tables where small-fry may cut out pictures, make scrapbooks and otherwise work with his hands.

There are immediate and ultimate goals. These are immediate. Eventually, there will be outside a miniature ship's mast, complete with shrouds and ratlines, up which small feet may clamber and the young jack-tar may get a view of the Seaport. In the yard will be plants and flowers native to foreign ports touched by American seamen, and a live parrot will perch atop the museum's swinging sign, spouting (we hope!) only nice words. A miniature museum-world for the miniature mind and the future propagation of a pride in the heritage that is America's.



Museum Life

In the Mallory Building a small boy was looking at the big brass binnacle from the yacht *Endeavor.*

"Dad", he said, "is that a television"?

"No".

"Is it an old-fashioned radio"?

"No".

"Then, what the hell is it"?

There's one candidate, at least, for the new Junior Museum.

Much admired by the ladies is an old-fashioned sewing table, made of sandalwood and decorated in the Chinese manner; brought back by clipper, no doubt. By lifting the lid, the visitor may see compartments inside for tatting equipment, knitting needles, thread and all the paraphernalia of the seamstress or knitter. But one never knows at Mystic Seaport what one may touch. The temptation was too much for one hesitant lady visitor. She glanced around her to see if anyone in authority was looking, then timidly lifted the lid to peer inside.

Just then the ship's clock above her clanged the half-hour. The lady all but jumped out of her shoes, dropped the lid with a bang, and slithered away.

A group of Sea Scouts were on the *Conrad.* Cook and cook's helper were busily pouring and flipping flapjacks for the crew's breakfast. Cook's helper's eyes were bleary, his face flushed.

"Duncan", says I, "what's the matter with you? Were you out all night or is that stove too hot?"

The boys laughed and I learned that it was the high school prom two nights before; late hours, no sleep. Just then their bosun stuck his head into the galley, full of plans and authority.

"Duncan", says he, "don't forget your watch at 9.30".

"Watch"? said the weary Duncan, "I've never had a watch before".

"Well, you got one now"! says the bosun and disappeared.

So it was with many a sailor a hundred years ago, even as now.

The Wayward Bus

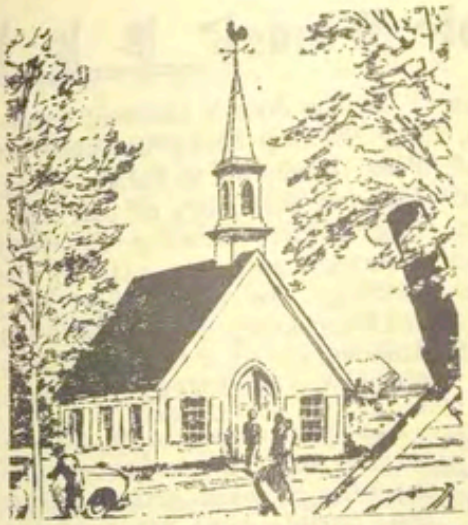


April 15 to June 15 is school bus time at Mystic Seaport. It happens every year, but this season school groups came in unexpectedly large numbers; and the year is but half gone.

No matter how carefully the groups were scheduled beforehand, there was always the wayward bus-full of youngsters which somehow was not expected, did not fit in. Rain may have kept them away on the appointed day, so they came the day after; or they did not realize they were supposed to notify us of their coming. Plans had to be hastily altered and sometimes the press was so great that the docents had to station themselves in buildings or on ships and let the lines of youngsters, two by two, come to them. An hour and a half is the average time it takes for the conduct of a group and one can imagine the bustle and clatter and confusion when we say that on one day alone 280 youngsters piled off their buses and toured the Seaport, all under museum staff guidance. On that day two groups were scheduled; six came! Of course they all decide to buy their post-cards at the same time and the poor hostess is hard put to it to get her sale consummated and her figures down and yet end the day with sales sheet and cash balancing.

One group of boys came from Baltimore enroute to Providence. Another came from Long Island and camped overnight on Shipyard Point. The Hill School of Woodstock, Illinois, sent out a regular land-liner of a bus packed with 37 boys from that well-known and progressive school.

In all, 3,212 boys and girls toured ships and buildings in the period from January 1st through June 15th. An estimated 1,500 are yet to come in the Fall; making a total for the year of close to 5,000.



Vesper Services

Vesper services in historic Fishtown Chapel began on Sun. July 1st, With Rev. Mark G. Paulsen and Calvary Episcopal Church of Stonington in charge.

A delegation of Scouts from Westerly, Mystic, Noank and the *Joseph Conrad* (Goshen, N. Y.) attended in a body as a mark of respect and esteem for Admiral William T. Stromberg their former *Conrad* Skipper. The Admiral was greatly loved by the young people who had served under him at Mystic, and they felt keenly his loss.

All faiths represented in the area will conduct services each summer Sunday evening at five. Of special interest will be the services on August 5th when the Pleasant Street Baptist Church of Westerly, R. I., the Rev. William Philpot, and its famed negro choir, will provide devotions and music.



Slips That Pass...

The statuesque figure atop a handsome charger, rising from the sea, is the mythical Galatea, new sternboard adornment for the gable of the Wendell Building. When one critic responded with the *cliche*, "Down to the sea in ships", Curator Cutler, never lacking for a quick witticism, corrected him: "Down to the sea in hips."

Variable Winds

American Airlines were the distributors of a press release, widely read, on the wealth of material to be found at Mystic Seaport, representing America's colorful "Age of Sail". The article appeared in all cities touched by the planes of A.A. and in the travel sections of many papers in other cities.

A new tenant is moving into the quarters over the old Counting House. The second floor of the stone building on Seaport Street is arranged as a Navigation School, inspired by the old Daboll School of Navigation at Center Groton, near Mystic. The Daboll School now serves as a private residence, but in its day Master Nathan Daboll taught arithmetic and navigation there to the midshipmen of the *Constitution* and the *President* while those two were lying together in New London harbor, and to many another Groton, New London or Mystic Lad.

An article in *Cue* Magazine will shortly feature The Marine Museum and attractions of Mystic Seaport; or may be out before this *Log* reaches you.

The public telephone at Mystic Seaport will be located in the pilot house of the former Elliott and Watrous tug *Miranda*. The gift of the Southern New England Telephone Company, who conducted its own search for a properly nautical booth and came up with this one, will be placed at a spot near the entrance gate for the convenience of visitors.

In the June 9 issue of *Saturday Evening Post*, the story of Prof. Frederick W. Pohl's search for and discovery of old mooring holes marking the first landings and camp site of the Vikings was told. Prof. Pohl told the story of his quest and discoveries at a Museum lecture during the 1949-50 winter series.

Worried museum officials--worried about the excessive coke drinking of youth groups aboard the *Conrad*--have replaced the coke machine with a brand new contraption which serves either a chocolate milk, tomato, grape or orange juice, punches a hole in the can, hands you a straw, and then makes your change for you. The only conditions are that you have a dime or a quarter and a proper thirst.

The *Admiral Jim*, 40 ft. motor launch, took the staff of the Seaport down-river, along the Sound, and up the Thames to see the Yale-Harvard boat races on June 22nd.

James McKenna, local newsman, received commendation recently from the big Associated Press for a story 137 years old. His Memorial Day account of the British midshipman accidentally shot in a skirmish between local patriots and Commodore Hardy's men in August, 1814, was copied widely, appeared even in British papers. Thomas Barratt Powers, 18 years-old midshipman was buried in a Stonington cemetery. With no provision for perpetual care of the grave, Harold Hubbard, local Legionnaire has been

marking the grave with the Union Jack for 25 years; Leverett Dimmock, cemetery caretaker has been caring for the plot. A corner of Connecticut ground that will be forever England.

On the last day of June, 45 Cuban cadets made a morning visit to the Museum and its ships and waterfront buildings. Most of them understood English tolerably well; a few of them spoke it. As backgrounds and histories were told by a museum staff member, interpreters repeated the stories in Spanish. The cadets will be commissioned as Ensigns next year when they graduate from the Cuban Naval Academy, are currently taking short training courses at the Submarine Base, Charlestown Navy Yard and at Halifax, N.S.

Due to delays in acquiring period furniture, Thomas Greenman House will not be opened to the public this summer, as was anticipated and announced.

Miss Eleanor Stephens, daughter of the late William P. Stephens, noted yacht designer, builder and writer, will become the Association's first full-time Librarian. Miss Stephens has had long experience in her field as Librarian for the New York Yacht Club; will occupy quarters at Mystic in the new library building when the necessary alterations are made in the Harriet G. Stillman house; and is expected to take over her new duties January 1st. Her father's yachting records, including sail and hull plans, correspondence concerning them, and hundreds of miscellaneous papers and original drawings have already been absorbed into the Library at Mystic.

Katzenbach & Warren of New York are featuring Seaport designs in wall paper. At a lush invitation preview, representatives in attendance from Mystic Seaport were the Mrs. Clifford D. Mallorys, senior and junior, and Miss Margaret Mallory. The designs, inspired by things-to be seen at Mystic, incorporate whales, the *Conrad*, the Counting House, a figurehead, and an early man-of-war barometer.

A 6 ft. diorama will be unveiled with the opening of the Junior Museum. The diorama, a dramatic representation of the building of a whaleship, will be on exhibit this summer only, by arrangement with Mr. Sigur Guilbranson of The Seaman's Bank for Savings, New York. The Seaport reciprocated by the long-term loan of a bell from the schooner *Express*, sunk off the Normandy beach head as a breakwater in World War II. The historic bell was a gift to the Museum of Captain John E. Wilbur of Noank, Conn.

The Seaman's Friend Society of New York has made a motion picture marking the 100th anniversary of the Society's founding. "Citizens of the High Sea" (one reel, black and white) includes among other scenes, the placing on board a clipper of the Society's first ship's library. This scene was made at Mystic Seaport with members of the Seaport's staff.

The ship *Joseph Conrad* now has in its library a complete set of Joseph Conrad. The books are the gift of Walter F. Lathrop, Chairman of the *Conrad* Youth Training Committee.

A shrine for the rudder of the yacht *America* is nearing completion. The historic piece will be housed in a lighted sanctuary at the end of the New York Yacht Club building, framed by the gothic archway of the present doors, and will be dedicated August 5th when members of the New York Yacht Club and the Cruising Club of America gather at Mystic Seaport preceding the New York Yacht Club's annual cruise, 1951 being the centennial of the most famous event in the entire history of American yachting.

A pair of gangway boards from the U.S.S. *Olympia* have recently been received on loan from the United States Navy. The heavily carved boards were saved from Admiral Dewey's flagship which fired the first shot at the Spanish Squadron at Manila Bay on May 1, 1898; after Dewey had pronounced to Captain Gridley the now famous words "You may fire when you are ready". The *Olympia* was also the ship which brought back the body of the Unknown Soldier in 1921. She was decommissioned at Philadelphia Navy Yard in 1922.

The New Britain Power Squadron will hold a meeting at Mystic Seaport on August 26th.

Sunday, July 14th, Mystic Seaport was the objective of a sailing race by boats of the Eastern Long Island Yacht Racing Association, Shelter Island Yacht Club to Mystic.

A cannon from the frigate *Constitution* has been mounted on the lawn near the new boat shelter. The 42-pounder is the gift of Mrs. John T. Coolidge.

The Associated Press and many other news services carried the story of the negotiations just completed for the addition to the Seaport Street of the old Charles Mallory sail loft, built about 1840. Actual moving is planned for the Fall.

Elmer D. Keith of Clintonville, Conn., a director of the Association, has been appointed Director of Buckingham House restoration at Mystic. Mr. Keith has devoted a large part of his life to the study of early New England architecture, was a consultant in the Old Sturbridge Village restoration, and has long been a director and active in the Connecticut Antiquarian and Landmarks Society.

Prior to the Harvard-Yale Crew Races at New London in June, members of the Harvard crew visited the Museum. Among them was James Slocum of Minneapolis, grandson of Joshua, famous for his world-girdling voyage in the *Spray* (1895-98). Jim Slocum rowed in the Jayvee boat this year; was a large factor in the Harvard crew's winning the "Grand" at the Royal Henley Regatta last year.

When Samuel Buckingham house is ready for public inspection, an item of interest in it will be the bugle used by Connecticut's Governor William Buckingham, grandson of Samuel, when he sounded the call for Connecticut troops at the beginning of the Civil War. The bugle is the gift of George H. Stone of North Stonington, modern grocer and owner of the old-time grocery store now operated as a museum there.

The ferry-boat *Brinckerhoff* has gone around the bend. Moved from its unsatisfactory (to photographers) location near the whaleship *Charles W. Morgan*, it has gone into its own slip on the lower side of Shipyard Point. In the distant future, when an entrance is established farther down on Greenmanville Avenue (See *Log* for January 1951) she may be moved still further to the east.

Mystic Seaport will have a booth this coming September at the big Eastern States Exposition at Springfield, Mass. The Museum's display will be appropriately located in the reconstructed village called "Storrowton", "where New England's past is recaptured."

When the new berth was being prepared for the *Brinckerhoff*, at the old site of the launching ways of the Greenman Shipyard, five big launching timbers were brought up by clamshell, each 5 inches thick, 30 feet long, and as sound as in the days they were used in launching Greenman-built ships 90-odd years ago. No better proof of the preservative qualities of salt-water and silt can be found.

7 June 1951

Mystic Seaport & Marine Museum
Mystic, Connecticut
Attention: Mr. McDonald Steers

Dear Sir:

This year Armed Forces Day was designed to familiarize the citizens of Hartford with the role of the Armed Forces in the preservation of freedom and to encourage whole-hearted public support of this vital mission.

The success of Hartford's Armed Forces Day was demonstrated by the enthusiastic reception of the public. The large attendance at the Parade and "Open House" served as a warm endorsement of the Armed Forces and their efforts in the defense of the ideals of peace and freedom which their limited efforts are striving to preserve.

It is clear that this success was due to contributions made by organizations like yours in providing displays for a very impressive Armory exhibition. The cooperation that you and your staff showed in the preparation of the project was outstanding. Would you please accept my hearty thanks and congratulations and would you convey that same gratitude to those men who assisted you.

Sincerely,
F.J. de Rohan
Colonel, Infantry
Project Officer.

"Often gifts of *things* are as acceptable as gifts of *dollars*". This little sentence, sometimes possibly overworked, has yet brought amazing results. A few of the more unexpected and recent have been:

A wall safe from Walter N. Block & Son of Norwich.
A vacuum cleaner from Mrs. Robert Burnett of Old Mystic.
Fire extinguishers and photographic supplies from Robert M. Gillespie of Stamford.
Twelve Tel-O-Posts from Vice Pres. Thomas J. Moore, Jr., of Brainard Steel Co.
A heavy duty stapler from the Bostitch Company, Westerly, R. I.
Time for fitting shades from Stillman Coogan, known in Mystic as "the blind man".
A bilge pump from the U.S. Submarine Base at New London.
Ship prints for resale from The Plymouth Cordage Company.
A motion picture projector from President Frank M. Folsom of R.C.A.

and

An office calculator from Donald L. Sammis and the Underwood Typewriter Company.

But the list of *things we need* grows as the Seaport grows.

New thoughts for old things are:

Garden benches and chairs for the lawn.
Cups and cup plates with ships on them. We have *Cadmus*; need *Constitution*, Chancellor Livingston and others.
An old beaver hat and accompanying coat for the coat rack in the Counting House.
Umbrella, pipe or a plug of old tobacco, all circa 1850 or earlier.
Anything else that will portray actual living and working conditions of 100 years ago in home, school or shop.

New thoughts for modern things for the daily use of our maintenance staff, are:

A set of drills.
A set of taps and dies up to 1 in.
14 4in. hard wood rollers.
A set of pipe dies.
An electric hand belt sander.
2 15-ton hydraulic jacks.
An acetylene burning outfit.
A 1-quart gasoline blow torch.
A set of socket wrenches.
4 2 ft. door clamps.
American flags--4 x 6.
1 transit level.