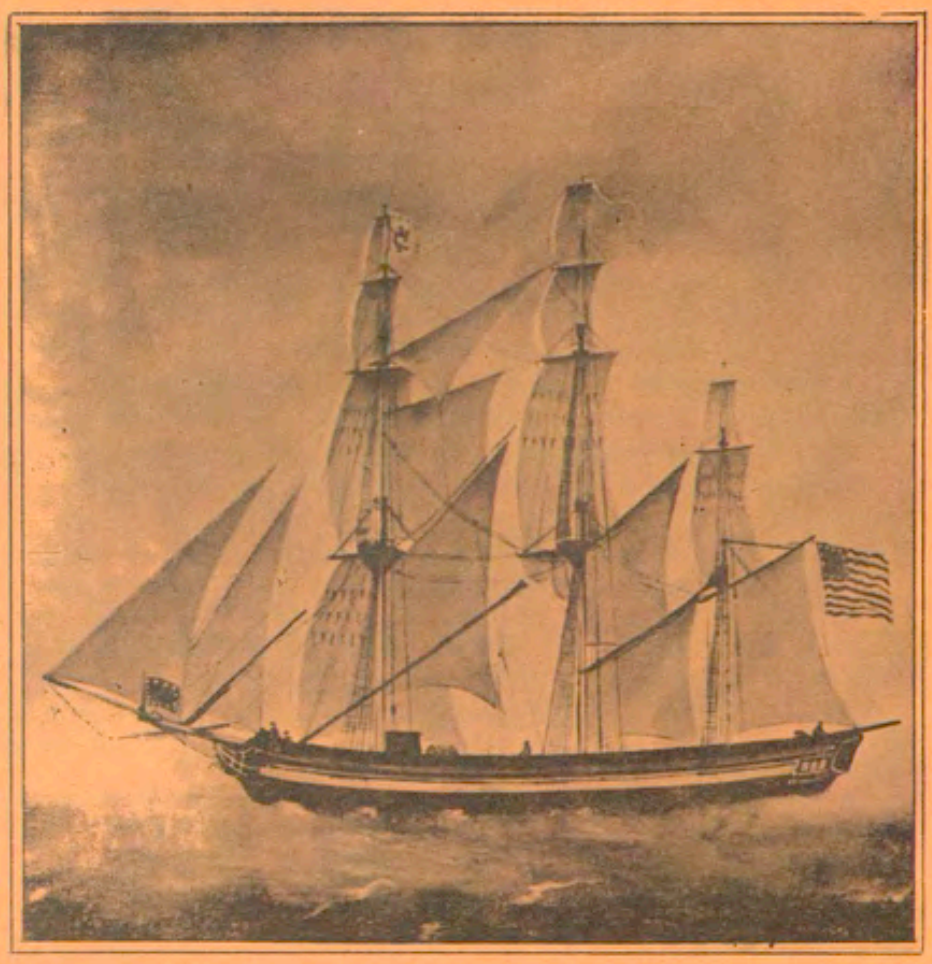
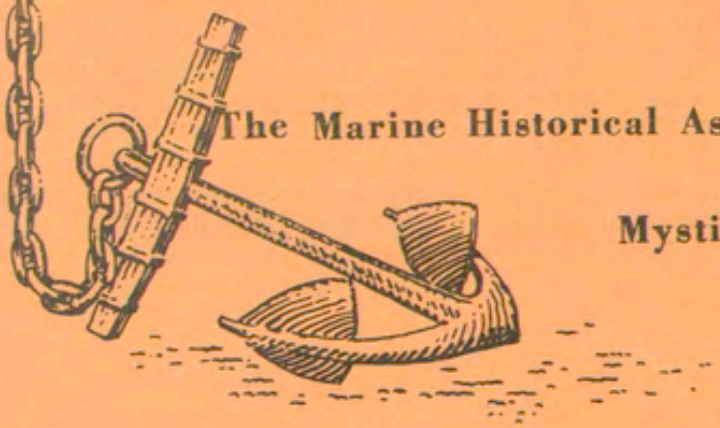
The Log of Mystic Seaport

Volume 3, No. 4

October 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

The ship *American Eagle*, Samuel Brooks, which arrived at Newport Jan. 1, 1800 with members of the du Pont family.

On Saturday, 18th January, that year, the Philadelphia Gazette reported: "We are credibly informed, by a gentleman from New-York that Mr. Dupont, formerly French Consul at Charleston, had arrived at that place from Newport, where he, and a number of French citizens had arrived in a cartel from France... He and his fellow passengers, it is said, seek in this country to enjoy that tranquility which is unfortunately banished from Europe."

The voyage over had taken more than three months; 95 days of cramped quarters, miserable cold, high seas, and poor food. They were boarded by the British frigate *Cleopatra*, Capt. Plew, who examined them "severely". There was a scarcity of everything, especially of water; the worn out crew flew a flag of distress for almost half the voyage.

The party, aside from Pierre Samuel du Pont de Nemours, was made up of Victor du Pont, his wife and two children; Eleuthere Irenee du Pont, his wife and three children, and his wife's brother, Charles Dalmas, a youth of twenty-two years; Madame Bureaux de Pusy, the step-daughter of du Pont de Nemours, and her baby. Du Pont alone preserved his *sang-froid* and his gaiety; he entertained every one and amused himself by making verses; but, with his sword under his arm, he watched at night to see that the sailors did not do violence to the passengers.

Three days after the arrival at Newport the group continued their journey to New York, where they were reunited with Madame du Pont and Mons. de Pusy.

"Australia" Dedication

Aside from the discovery that 25 gallons of clam chowder had spoiled, up to noon on Annual Meeting Day everything had gone all right with the exception that the schooner *Australia* had not yet arrived for her scheduled dedication. 400 people sat down for an hour's wait, some patiently, some critically impatient, while clam bisque was prepared by Skipper's Dock and sent to Mystic Seaport.

The stoic silence was broken by the firing of a salute. The bell on the highway bridge began to clang, the span lifted, and the *Australia* loomed into sight. The crowd rushed down to the waterfront, thrilled with the dramatic arrival of the old schooner, and watched, while their clam bisque grew cold.

Later, when Mrs. E. Paul duPont, who had made the gift possible to the Association, made her dedicatory remarks, she still further clarified the symbolism of the vessel as it took its permanent mooring along the cobbled waterfront street.

"To the Citizens of Connecticut and to all those others who, drawn by a common interest, are met at Mystic Seaport today, I should like to say that E. Paul duPont, in whose memory the schooner *Australia* has been presented, is not a foreigner, a stranger to the valley, but a direct descendant of William Whyting who preached the sermon at the first Connecticut election, and of the Flaggs and Sayres, the Tews and Tillinghasts, the Woods and Williams of Rhode Island.

"When you see Billings on the Founders' Stone at Block Island, remember that Paul duPont is descended from Amy Billings and that his people were Yankee skippers before 1700.

"Pierre Samuel duPont, escaping from the terrors of the French Revolution, landed after a 3 months' voyage in the *American Eagle*, at Newport, Rhode Island on New Year's Day in 1800. The duPonts, too, look on New England with affection and respect.

"Do not think of the *Australia* as an inanimate object, transferable from one hand to another by the exchange of silver, but rather as a symbol of successful venturing, of a vessel making home port after 150 years of seafaring."

Visitors

When a dozen French industrialists made a visit to Mystic Seaport on Sunday, October 1st, the French tricolor was flown from the peak of the New York Yacht Club flagstaff. After a word of welcome had been given them and an indoctrination talk on what the Seaport has and what it means, one of their number stepped forward and said, "We want to tell you, sir, how touched and how honored we were to see our country's flag flying."

America Remembered

At the dedication on August 5 of a shrine to exhibit the rudder of the yacht *America* in the old New York Yacht Club Station No. 10 at Mystic Seaport, Major Francis Vivian Drake's remarks are worth perpetuating in *The Log*. His clipped British accent cannot be conveyed in print but is delightfully remembered by the 150 who attended the ceremony.

"Her sailing master was Captain Dick Brown, of Old Mystic, just up the river from here...By 11:30 she walked past the last of her opponents, and as the breeze was still stiffening, Brown then took in his jib and topsail.

"At the time, some of his English opponents thought that this was showing off a bit, but Brown didn't trust the squally weather in the Solent. About 1 o'clock, during a flat spell, he was persuaded to put the jib back on, and his previous judgment was borne out. The jib-boom broke short off in the next puff, the yacht came up in the wind, and it took about 15 minutes to clear the wreckage. When they got her going again, however, her nearest rival was still far astern.

"The finish is well known. The Queen asked 'What yacht is second' and a noble equerry, straining his eyes to the horizon, replied, 'Your Majesty, there IS no second.'

"It is always our endeavor here to relate every exhibit, as much as possible, to the MEN who wrote the maritime history of this country, not with their pens, but by their deeds.

"In the case of the *America*, her sailing master was a truly sturdy character. On the day after the race, Queen Victoria and Prince Albert came aboard the yacht. Everything had been specially cleaned. Just as the Prince Consort was about to descend the main companionway, Captain Brown noticed that the royal boots were dirty. He asked the Prince to wipe his feet. The Prince paused, undoubtedly taken aback, and there was a shocked silence among his entourage; but Brown continued to stare at the Prince, respectfully but firmly, and then said 'I know who you are Sir, BUT YOU MUST WIPE YOUR FEET!'

"Captain Brown went on sailing for another 30 years. He died, figuratively speaking, on the deck of a ship. In his 80's he was piloting a vessel into New York Harbor in terrible weather. The passage in was so cold, and so long, that his legs became frozen. In spite of his pain, the indomitable old man refused to let anyone else conn the ship, and stayed by the wheel, until he became literally frozen to the deck. By next day gangrene had set in, and the shore surgeons told him that they must amputate. He refused, and died, rather than live unable to walk the deck of a ship.

"We hope that the story of the *America* and the men who commanded her, will provide a reminder of the courage and skill and self-reliance that are still needed to command a ship, whether it be a ship of the sea or of the air--or a ship of State."

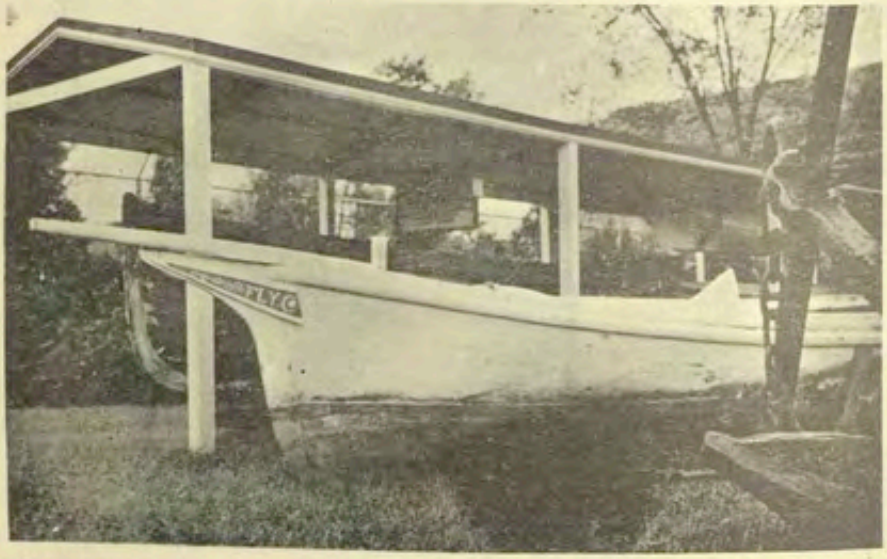


The Meaning Of It

It is one thing to display a famed collection of nautical objects, such as is shown at Mystic Seaport; but a far more difficult thing to interpret it. It is easy enough to show the *things*, the tools and the buildings where they were used, but it is more difficult to make the visitor feel what it was *like* to have lived and worked with them a hundred years ago, and to interpret the meaning of it all today.

The answer, at least at Mystic, seems to be an indoctrination center with a small seating capacity, where an inspirational-type film may be shown to visitors as a preparation for their stepping back into history a century or more.

The acquisition of the Mallory Sail Loft will make it possible to remove and properly exhibit the rigging equipment so long housed in the brick building to the right of the entrance gate. No more convenient center for indoctrination of visitors could be found. If the necessary funds are forthcoming for the making and showing of such a film, it is likely that within the year visitors to Mystic Seaport will be supplied with this long-felt need.



Chesapeake Bay Log Canoe "Fly", is the gift of Wells E. Hunt of Philadelphia. She bore a single mast and jib-headed main, is 22 ft. on deck, an unusually fine example of her type. Her curious name was given her by Ed Leatherberry, builder, "because three letter names were much easier to carve on the decorated bow piece."

The Mills of the Gods...

The mills of the Gods grind slowly... It all started some ten years ago when Carl C. Cutler wrote to Booth Tarkington inquiring about the schooner *Regina* which he had heard was out of commission in Kennebunkport, Maine, and might be secured for The Marine Historical Association as an example of a typical coastwise trader. Mr. Tarkington replied that the old schooner was even then resting on the bottom of the river, was probably too old for the long voyage down the coast to Mystic. And there the matter rested for ten years.

Meanwhile, the *Regina*'s owner died, the Penrod stories ceased, and the famous writer's immortality rested principally upon the stories he had written.

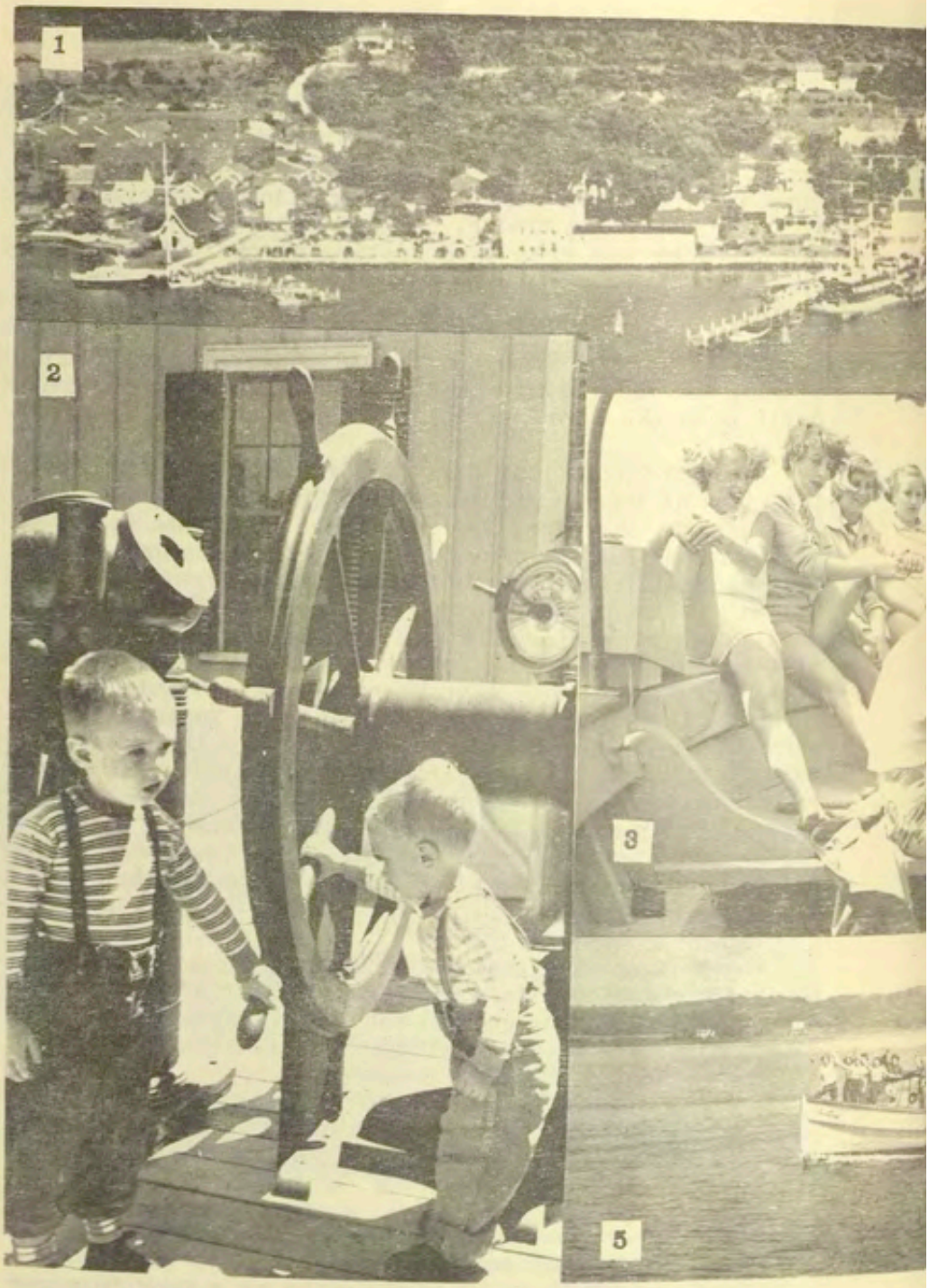
In August this year Carl Cutler again went down East, this time at the invitation of Miss Elizabeth Trotter, Jr., Tarkington's secretary for many years. Her home is now in Philadelphia, but she summers at the old Tarkington place in Kennebunkport, continues to maintain the old boat house, the "float", what is left of the schooner, and his sizeable collection of marine oojects. Time and the rugged Maine winters have taken a toll beyond the efforts of the faithful secretary. The "House that Penrod Built" is sadly deteriorated; the cabin of the old schooner where Tarkington wrote many of his delightful tales has sunk into the mud of the river bottom, and Miss Trotter spoke of her fears that age and vandalism during the long winters when the "float" is closed, might bring the gradual disappearance of the rare maritime possessions that the author had loved during his lifetime and which were his constant companions during his writing.

Cutler suggested that Mystic Seaport might preserve for posterity and set up in a Tarkington exhibit a "few of these things". Miss Trotter went to work compiling a list and the "few" grew into an impressive collection that will serve well as a memorial to the famous writer.

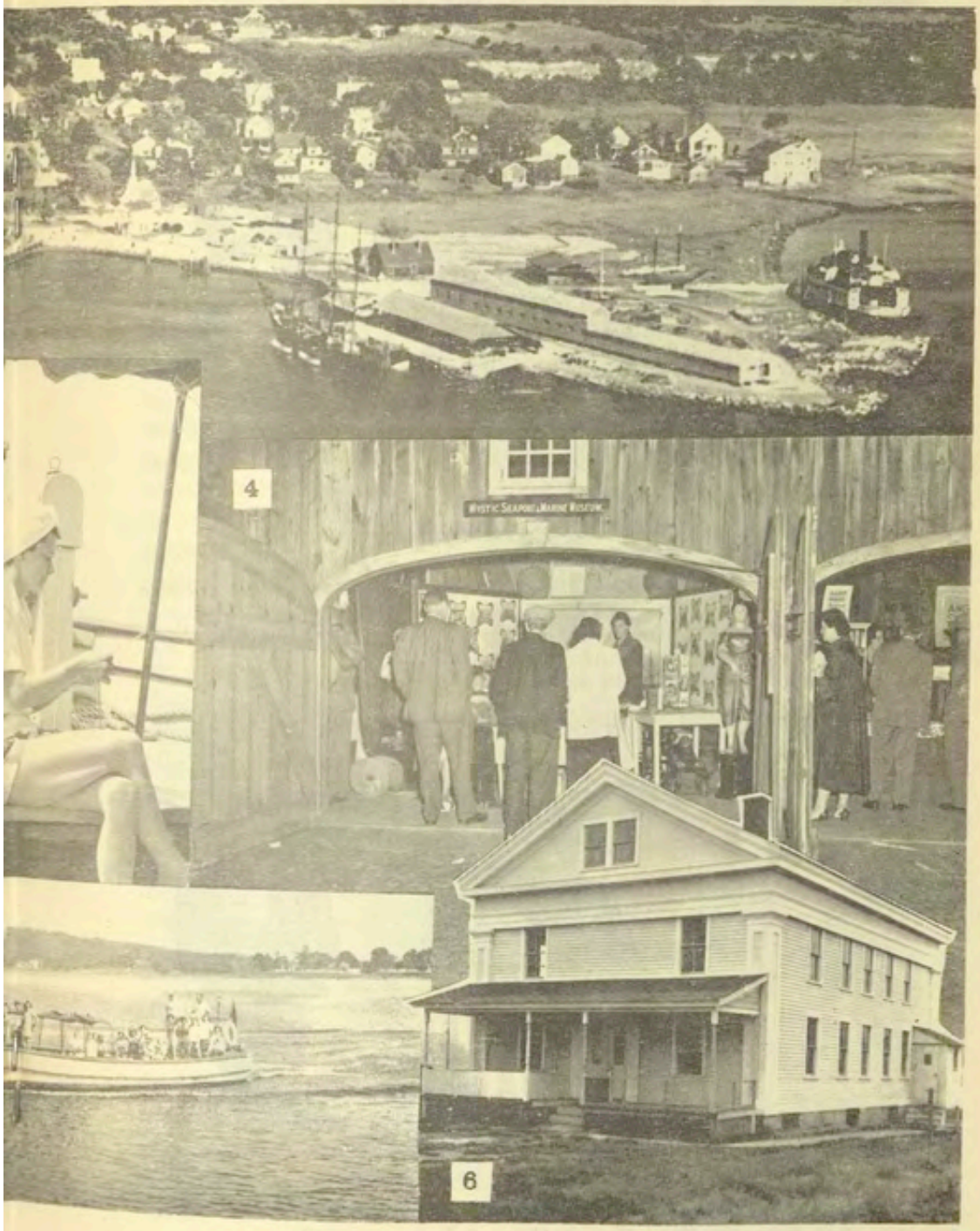
In the end, her list included two figureheads, a large pilot-house eagle, two doors from an English frigate, ship's wheel, double anchor, ship models, an Indian-made birch-bark canoe, navigational instruments, scrimshaw and other small objects.

The memorial gift is accompanied by a fund to cover costs of its removal, transportation and installation at Mystic Seaport.

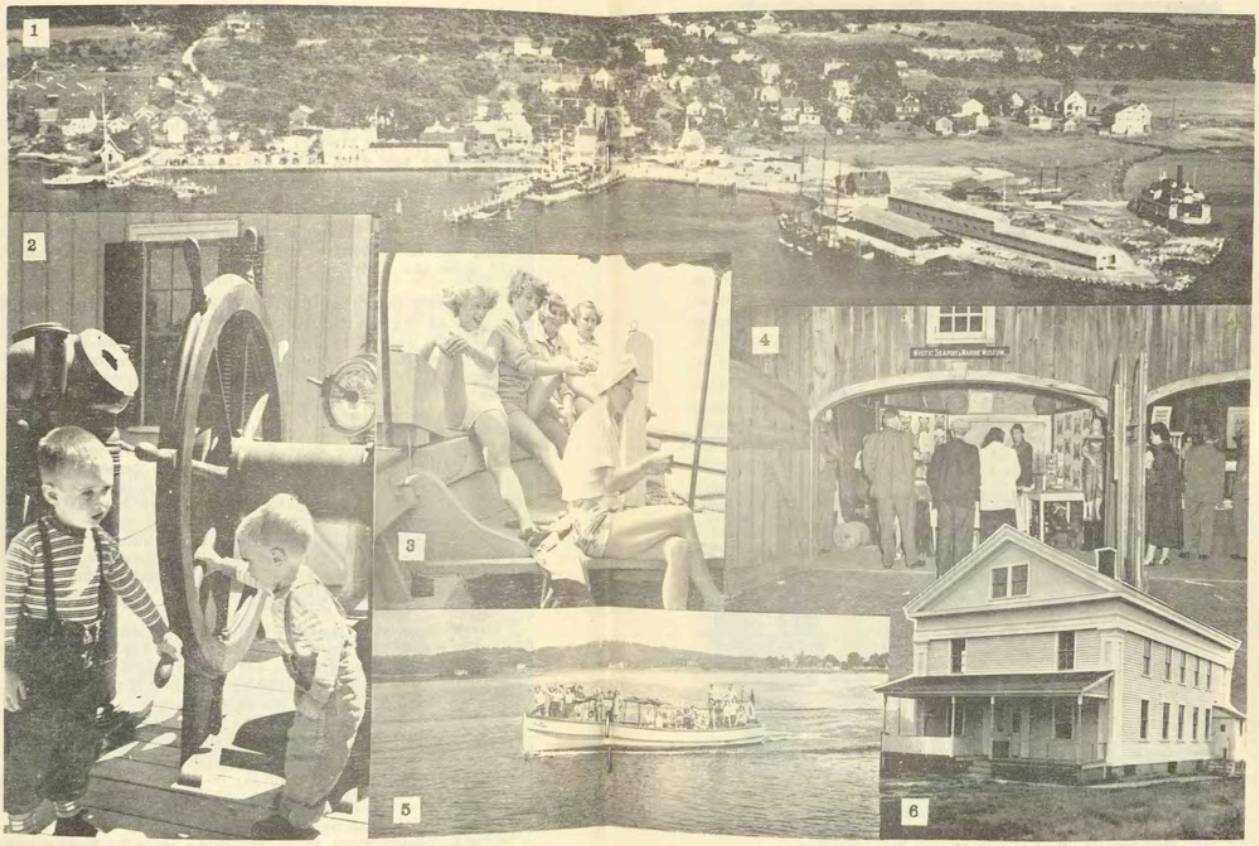
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1. AERIAL VIEW OF MYSTIC SEAPORT
2. 'SMALL FRY' INVESTIGATE THE JUNIOR MUSEUM
3. G.S. MARINERS ABOARD 'JOSEPH CONRAD'



4. BOOTH AT EASTERN STATES EXPOSITION
5. ABOARD 'ADMIRAL JIM'
6. SEVENTH DAY BAPTIST MEETING HOUSE - RECENTLY ACQUIRED FOR MYSTIC SEAPORT



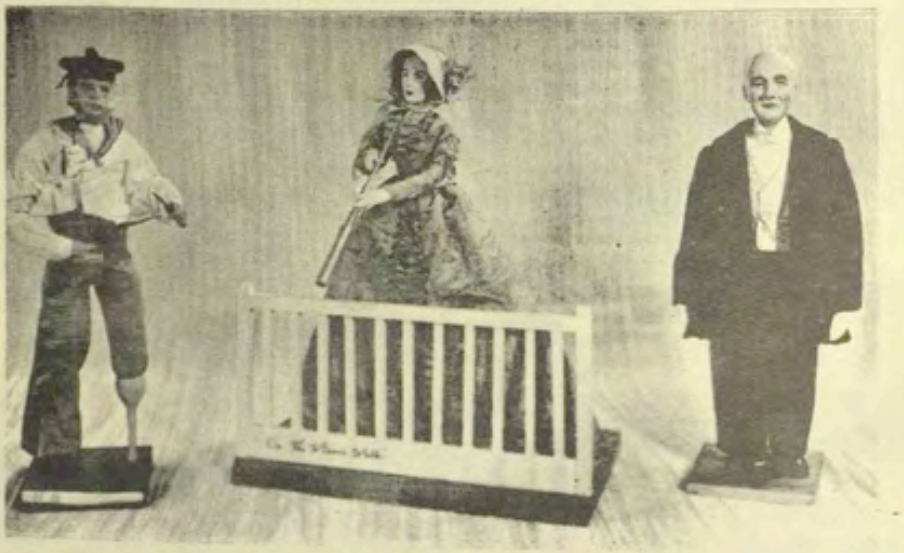
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Doll Contest Winners



Class A (rag, cloth or other pliable material)

1st--*Capt. Zeke Poe* by Sally Arter of San Francisco, Cal.
2nd--*Girl of 1832* holding the doll "Hitty" who sailed around the Horn in Rachel Field's story, by Mrs. Frieda E. Smith.
3rd--(a tie) *Lieut. Dobson Alacrity, U.S.Marines, 1812* by Mrs. Philip D. Fairbanks of Demarest, N. J.
An American Sailor by Mary Green of Brooklyn, N.Y.



Class B (ceramic, wood or composition)

1st--*Ship Maker* by Mrs. Fawn Zeller of Inverness, Fla.
2nd--*On the Widow's Walk* by Mrs. Frieda E. Smith of Brecksville, O.
3rd--*Capt. William Story* by Julia Vee Jaeggi of North Platte, Neb.

From 24 seafaring dolls submitted in a contest sponsored by Mystic Seaport with the cooperation of the United Federation of Doll Clubs of America, the dolls opposite were chosen by public vote as the winners. The 24 were first exhibited at the Federation's convention in Detroit, later at Mystic. The prize winners become the property of Mystic Seaport and may be reproduced. Other contestants have generously offered their dolls to the Association for display.

Sail Loft



It is a dull year these times, in which something new does not appear on the horizon at Mystic Seaport. Newest addition to the skyline is the old Mallory Sail Loft.

The Sail Loft is located along-side the Rope Walk on Shipyard Point. This frame building, on a stone foundation, will provide three new industries to the rapidly growing list of those which had to do with the building, equipping and sailing of ships in the days of sail. A Ship Chandlery will be located in the basement, a Rigging Loft on the first floor, and a Sail Loft on the second; with a roomy attic for storage.

Built about 1830. the building was purchased in 1836 for Charles Mallory's sail loft after that shipbuilder had become established at Mystic Bridge (now Mystic), Conn. It will contain at least one piece of its original furnishings--the small but high-top desk used by Charles Mallory and presented by his grand-daughter-in-law, Mrs. Julius Mallory.

The building and the cost of moving it by barge, is the gift of members of the Mallory family.

Variable Winds

Mr. Rensselaer Bartram is an addition (on a volunteer basis) to the Curatorial staff of the Museum.

Dr. John Cadman of New York, an economist, spent a day at Mystic Seaport in preparation for making an appraisal of the field of possible foundation support for the Association.

The U.S. Department of State has secured the right to reprint the article of May 1951 in *Good Housekeeping* on Mystic, its Seaport and Museum. The Department asked particularly, for photographs of the Mystic bridge, intends to feature the troubles of the poor bridge-tender whose life is made difficult by the constant museum-visitor river traffic. The article will be supplied to the foreign press as part of our country's overseas information program, giving a truer picture of the American way of life. Distribution is made by approximately 100 U.S. Information Service posts in more than 75 countries.

The schooner *Australia* departed under tow of the launch *Admiral Jim* on September 12th for a New London shipyard where she underwent caulking and other repairs. She carried a group of Girl Scout Mariners from North Andover, Mass., then undergoing "nautical treatment" on the *Joseph Conrad*. Nosing into the shipyard dock the *Jim* lost its propeller; the girls had to be returned to Mystic by private cars; and the launch was taken in charge by the U.S. Submarine Base at New London. The Navy stepped into the picture, always ready to lend a helping hand; will repair, then stow the launch for the winter; and towed the *Australia* back home on the 17th.

In July an emergency developed on the *Joseph Conrad*. A new range was required. The problem of financing the unexpected expenditure was met by voluntary donations all made, you might say, within the family. Officers, members of the Conrad Youth Training Committee and youth groups themselves oversubscribed a fund for the purpose labeled "The Admiral Stromberg Fund." This cheering fact was made known to the Admiral's family, along with the Resolutions passed by the Committee and a scrapbook of pictures of the Admiral and activities aboard the ship during his year as Skipper.

The Little Red Schoolhouse is now bedecked with a flag in keeping with its own age. Somewhat younger than the school, it yet can boast a century of age. Its thirty stars are sewn on by hand but its thirteen stripes are machine stitched. Annin & Co.,

New York flag makers, who should know if anybody does, says that the stitching was probably done by the earliest type of Singer machine, operated with a fly wheel rotated by hand. The flag was flown originally from the tender of the freighting schooner *Nellie*, running between New York and Santa Cruz, and owned by Edward Roche, the grandfather of donor Channing Burbank.

Miss Marion Dickerman and MacDonald Steers represented The Seaport at the annual New England Conference of the American Association of Museums held this year, at Old Sturbridge Village in Massachusetts; and participated in a history panel. Theme this year was "New England as interpreted by its museums", following the thought that a museum should reflect the culture and industry of the community in which it is located. Where can you find better examples of this than at Sturbridge, say, and Mystic?

Mystic Seaport maintained a booth at the Eastern States Exposition at West Springfield, Mass., September 16-22. The Museum's space was in the carriage shed at Storrowton. An estimated 400,000 persons attended the Exposition, a third of which number traipsed through Storrowton's green, its century-old Town Hall, church, historic houses, barn and old carriage shed. Staff members divided the seven days between them to man the booth through the week with Mrs. Betty Krawczyk in charge. One visitor glanced at the sign, "Marine Historical Association", and offered the startling information "MY son is in the Marines." Figureheads were cigar-store Indians, the *Conrad*'s salute cannon were used to shoot harpoons at whales, dead-eyes were either cannon balls or three-finger bowling balls. One lady wanted to buy a rope-walk. She has one at home, she said, but it is too small. Inspecting a serving mallet, another said it must have taken a strong man to play croquet with those. But the happiest enthusiast of all was the cowboy, still dressed in his rodeo outfit, who announced in a voice keyed to the western plains, that he had been to Mystic Seaport and it was the "biggest 75¢ worth in the world." It turned out that he had been a sailor before he turned to cow-punching.

More than 300 Scouts and leaders boarded the *Joseph Conrad* for brief periods of training during the summer under Captain Raymond Titus. A number of the groups made donations of money or material for the furtherance of the program.

Fishtown Chapel, on Sunday, September 2nd, was the setting for a double christening

Bruce Gordon, infant son of W. Douglas and Nancy Carter McKay, and Bruce MacDonald, infant son of Morgan C. and Helen McKay Johnson, were baptized by the Rev. H. Parker Lansdale of New Haven. Present were the grandparents, Mr. and Mrs. Hugh McKay, Mrs. Lansdale and daughter Anne.

Born September 5th at the Lawrence Memorial Hospital, to Clifford and Pauline Mallory, a son Charles; within five miles of the birthplace of his great-great-great grandfather Charles Mallory. Young Charles will be christened in Fishtown Chapel when he has reached a proper age.

Mr. C. Edwin Blake of West Hartford has given a number of promotional lectures for Mystic Seaport, others on the old-time whaling industry of Connecticut. The Museum now cooperates with visual material in the form of Kodachrome slides to assist Mr. Blake in his presentations, is happy to have the burden lifted from its own staff in such talks before luncheon clubs and other organizations.

A ten day check of car plates by the gateman shows that in the period 1,189 cars passed by him, from 28 states, the District of Columbia, Panama, Hawaii, Canada and Great Britain. The summer season for tourists, from middle of June through Labor Day week is 90 days, or in excess of 10,000 cars.

The Plymouth Cordage Company has offered to give all the rigging and cordage necessary to re-rig the schooner *Australia*.

September 10th was the 138th anniversary of the battle of Lake Erie. A case containing prints and relics, including pieces of the *Niagara* and *Lawrence*, perpetually commemorates the event at Mystic Seaport.

Work on the new Library started September 24th, with the building of a rare-book vault. Interior carpentry, stacks and decorating will follow. The new and enlarged library will be located in the Harriet G. Stillman house.

A familiar figure along Mystic Seaport's waterfront during the summer was Victor van der Linde whose *Minnassin* often flies the Confederate flag, Mr. van der Linde having seceded from the Union temporarily. He is a one-man membership drive. Whenever tied up at Mystic Seaport he approaches the owner of each boat as it ties up, ascertains if he is a member, and if not, bamboozles him into signing on the dotted line. Owners usually fork over happily, unable to resist the bubbling enthusiasm of Mr. van der Linde.

Abraham Lincoln was the inventor of a device to lift boats over shallow spots in rivers.

Mitchin, Switchell and Grisaille

More than 400 members of The Antiquarian and Landmarks Society gathered at Mystic Seaport for their Annual Meeting and Open House on Saturday morning, October 13th. During the afternoon another 200 came through the gate for the remainder of the day-long program.

High points of the day were three half-hour talks by Frederic Palmer on the restoration of the Society's Buttolph-Williams House at Wethersfield, and the business meeting at 11:15 in the Stillman Building. Members brought their own "Mitchin" lunches, with coffee and cake served from Thomas Greenman House by ladies of the Mystic Congregational Church. Mrs. Brower Hewitt was Chairman for the day. At the general session Acting President Orrin P. Kilbourn presided, the invocation was delivered by the Rev. Thomas Moye of North Stonington, and Carl C. Cutler and MacDonald Steers spoke in behalf of The Marine Historical Association, host organization. Mrs. Edwin B. Stillman, Volunteer Chairman for the Museum, arranged for hostesses.

During the afternoon the Antiquarians toured the Seaport or visited the old (1717) Denison Homestead in nearby Pequotsepos Wildlife Sanctuary, where a haymakers' switchell was served--an ancient recipe made of water, sugar, molasses, vinegar and powdered ginger. For those who inspected Samuel Buckingham House at the Seaport a special treat was in store. Elmer D. Keith, in charge of the restoration of the house, displayed a piece of 18th Century architectural wallpaper in grisaille, of which same pattern segments had been uncovered on the walls of one of the rooms. The paper is of the earliest traceable design of American origin, bearing the trademark of Zachariah Mills, who worked in Hartford 1793-1817. The walls of Buckingham House were apparently first sheathed in horizontal, smooth boards fastened with 18th Century nails. The only other house so known to be treated is Gunston Hall in Virginia.

I never pass a steeple by,
But I must stop awhile and linger,
And catch my breath to see the sky
Take hold of Prayer's tremendous finger,
And lift my heart as high.

Heaven is surely not too far
To reach to: any quiet town
Is in God's keeping where you are;
You reach up; He reaches down
As steeples touch a star.





Just a group of people with their backs turned--

but--

If YOU told them about your Association, wouldn't they turn around and listen to you?

Have you ever tried it?

No, we don't mean go out and make a speech.
No, we don't mean make yourself a bore at a party.
No, we don't mean stand on a soap box.

but

YOU are interested in Mystic Seaport--why don't you speak to ONE or TWO who might be interested in becoming a member and see what happens?

At our Annual Meeting, each member present was urged to bring in at least one new member--some have done so.

HAVE YOU ?

Yes -- *Things We Need* ..MORE MEMBERS!

Marine Historical Association, Inc.

Mystic . . . . Connecticut

Application for Membership

This Association seeks the interest and affiliation from all who are interested in perpetuating America's traditions of the sea. Membership is divided into the following classifications:

All members are entitled to

Free admission upon presentation of their membership card at the entrance

A copy of the Annual Report

The Log, which is published quarterly

A 40% discount on all publications prior to public sale.

ANNUAL MEMBERS shall receive, upon request, one paper-bound publication each year	$ 5.00	yearly
ACTIVE MEMBERS shall receive, upon request, two paper-bound publications each year	10 00	yearly
CONTRIBUTING MEMBERS shall receive all paper-bound publications, as published	25 00	yearly
SUSTAINING MEMBERS shall receive all publications, including cloth-bound books, as published	50 00	yearly
LIFE MEMBERS	250 00	paid up
BENEFACTORS same as Sustaining Members	500 00	and up

Funds given this Association are Tax Exempt

To the Membership Committee
The Marine Historical Association, Inc.
Mystic, Connecticut

Dated .....19 .....

Being in sympathy with the purposes of your organization and desirous of supporting its work, I wish to be enrolled as a .....Member of the Marine Historical Association, Inc.

Name.....
(PLEASE PRINT)

Address.....

.....

Summer Address.....

Enclosed is $.....in payment of current annual dues.