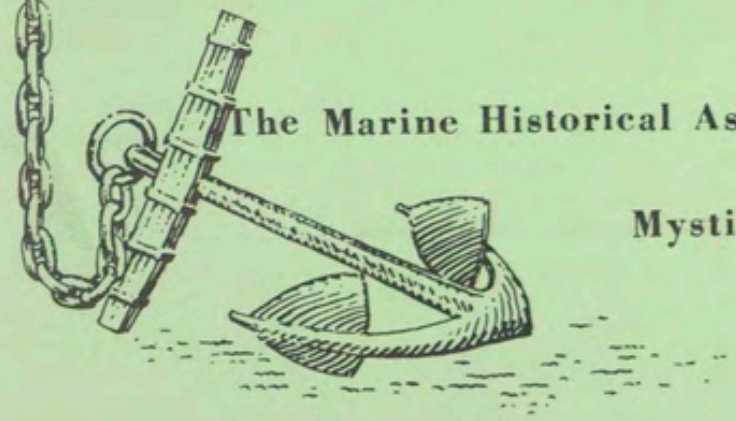
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April 1952

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

Photography, Louis Martel

PRINTED AT MYSTIC SEAPORT

Our Cover

The sea enters into the life of most men. There are those who know something or everything about the sea. And there are places where, as Conrad says, man and sea interpenetrate.

Where, but on its surface, can he really get the *feel* of the water? Not even *in* it does he get its real essence more completely. He must rest or travel upon it to understand it; and there, suspended gently between upper air and lower earth he finds a state closer to peace than he will find anywhere else in this troubled world.

When his line is cast off, he cuts the umbilical cord which has bound him to the world of lesser men. His cares are sloughed off and with his family or his friend he becomes again the man he really meant to be.

The man who owns a boat or is permitted to travel in one, is of a race apart. His road to Mystic Seaport is the chosen one, the quiet, uncluttered one. He knows that at its end is awaiting something akin to all that he has experienced on the water.

He crawls ashore, as it were, and finds that he has somehow brought from the water with him, as in a net, all the strange and wonderful things which have been washing about in its depths, or in its past. In his leisure, he has not only turned the pages of history, he has felt its heart-throb.

Mystic Seaport, in this issue, salutes the carefree yachtsman.

Opportunities for Yachtsmen

Mystic Seaport falls plump in the center of a lot of boating activity this summer, with the Off Soundings Club races starting the season June 13-14, followed by the Yale-Harvard boat races at New London.

Early in July the Seaport will be host to the 2nd District U.S. Power Squadron Rendezvous and Cruise. According to present plans, 100 boats will have made stops at Norwalk, Milford, Duck Island, Hamburg Cove and Saybrook on successive days, arriving at Noank on July 11th for overnight. The morning of Saturday, July 12th, boats will proceed up-river to Mystic Seaport as part of the annual Mystic Day marine parade and its day-long festivities. The Squadronites will remain overnight at the Seaport, then move on to Plum Island, Greenport and Deering Harbor, Mattituck Inlet, Port Jefferson and Price's Bend, L.I. a cruise of fifteen days. As the cruise progresses, Squadron members from inland Connecticut and coastal way-stations will join the main fleet, until at Mystic boats from the Lake George, Lake Champlain and Canadian areas will bring the number to its full quota.

The Ram Island Yacht Club race around Fishers Island and the Eastern Connecticut Yacht Racing Association's regatta at New London are annual events.

A strictly New London event this year will be the big (100 boats) Atlantic Tuna Tournament scheduled for late August. The Watch Hill, R.I. group for the first time will hold a day race. The Cruising Club, this year, starts its annual cruise from Stonington; and then, of course, there's the New York Yacht Club Cruise.

The North American Sailing Championship, beginning September 6th, is something new and will inaugurate what is hoped to be a long history, with its first series to be run this time in Fishers Island waters, using Mystic Seaport as headquarters. And to close the season are the second Off Soundings Race and the distinctly Mystic Seaport event, the annual Dyer Dhow Derby in October.

New and Choice

A new accession is a teak settee from Lord Nelson's flagship *Victory*. It is one of a pair which was in his private stateroom at the time of the battle of Trafalgar. The piece was purchased from John Bell of Aberdeen by its donor. Several of the new figureheads came from the same source, plus a pair of small bronze cannon which were in Camperdown House, near Dundee, seat of Lord Duncan of Camperdown. Believed to be Russian in origin, each has a different coat of arms on its barrel, now flank the stairs leading to the Mallory Building.

Also from the *Victory*, a block of oak timber, presented by the National Maritime Museum of Greenwich, through the courtesy of Mr. Michael Sutcliff of London.



British Ship-of-the-Line *Queen Charlotte*.
Built 1796 Tons 2286 Crew 891

She saw action in several battles and was the leading ship in the Spithead Mutiny in 1797, following which a number of her crew were hanged. Destroyed by fire March 17, 1800 near Palermo. Model made of beef bones by a French prisoner captured in the Napoleonic Wars. Purchased in Scotland in 1940 by the late David Copland Reid from whose estate it passed in 1952, it now becomes a part of the Kynett Collection at Mystic.

The *New* Museum

There was little snow in the Mystic area this winter, but there was plenty of rain. The mud, for the first time in history here, seemed to have no bottom. In the pre-Spring days, when the saw and the hammer should have been busy outside, they made their uproar indoors instead, but to good advantage.

Additions to the collections made it necessary for Carl Cutler, Curator, to plan some re-arrangement of exhibits. It was a tremendous job. The Tarkington Collection had to be placed. The Kynett Collection was bursting its own seams, almost doubling its number of figureheads alone, and to it had been added the extensive Fox Collection of Whaling material.

The enlarged Kynett Collection has been installed in a room of its own, on the second floor of the Stillman Building. The Booth Tarkington Collection and the Brengle Collection of paintings (including the excellent Roux water colors) have been arranged in the Wendell Building, half of which is still occupied by the Captain George B. Wendell possessions.

Soon the William J. White Rigging material will move from the North Building into proper and permanent quarters in the Mallory Sail Loft, the three floors of which will be Chandlery, Rigging Loft and Sail Loft.

The North Building is being reserved now for an important collection of Navigation Aids coming from the U. S. Coast Guard Training Station in Groton, Conn. Captain Beckwith Jordan, Commanding Officer at the Groton station, makes available to us two handsome lighthouse lenses, complete with prisms, lights, turning devices, and brass housing and fittings. These two major pieces will be augmented with such things as out-size whale oil lamps, acetylene and incandescent lighting equipment for lighthouses or buoys. It is the intent of Captain Jordan and his aides to add to the equipment from other bases, show the extent and development of these important aids to Navigation. The room may well become a center and classroom for visiting service-men and boat-owners.

Apothecary Shop

In the days of the big railroad tycoons and "the public be damned," education by industry meant little, if anything. The magnates of the expansion period cared little whether the people knew or understood their activities, preferred that their profits be hidden from the public knowledge.

Today industry is turning those profits to good account, is contributing handsomely to the support and enrichment of American museums and American cultural life. Mystic Seaport has profited much from a long list of business establishments whose concerns reach into the public welfare.

Newest addition to the list is the old and honorable Smith, Kline & French, pharmaceutical company of Philadelphia, whose contribution to Mystic Seaport will be made this Spring--the facade and interior equipment of the oldest apothecary shop in the country.

The approximately 25 x 25 ft. store is largely the actual shop of Joseph Bringhurst and was established at Wilmington, Del., in 1793. It continued operations under the same family until 1939.

Originally acquired by Smith, Kline & French from Wilmington, the shop has been set up in the basement of their laboratories in Philadelphia, has already been seen by thousands--often as a traveling exhibit to pharmaceutical gatherings--will be seen by countless other thousands in the years to come, at Mystic. To the original equipment they have added a considerable collection, so that the Seaport visitor may get a comprehensive knowledge of medicine as it was practiced in the days of sail.

The nostrums in those days were rugged, like the men who administered them and those who submitted. The outcome, often as not, was doubtful. Many of them, it is probable, could be well employed today.

But all in all we are better off, both by the skills of modern medicine and by the educational efforts of such industries as Smith, Kline & French.

Colegrove Memorial

By summer two new establishments will have opened their doors on the old Waterfront Street.

A one-story building, approximately 30 x 60 ft., between the Counting House and Old Reliance Firehouse, will be occupied by two small shops--a Ship-Model Maker's and a Figurehead Carver's. The rear of the building will provide a long-felt need for Mystic Seaport--a shop for wood working and the repair of small craft--will also house the heavy wood-working equipment used in restoring larger vessels. Such equipment, now temporarily in the Spar Shed, will be moved and the Spar Shed will revert to its original purposes.

Construction has begun and will be carried to completion by Museum staff workers, following the plans of Francis Day Rogers, Seaport architect.

The building will be a memorial to the late Andrew J. Colegrove, long-time Mystic resident who, on many occasions, acted as Seaport contractor for electrical installations but who contributed much in time, materials and professional services, without pay. Mr. Colegrove was tragically killed last summer in California in a plane crash.

The memorial is the gift of an admirer and friend of "Andy" Colegrove.



The Wind Is Free ?

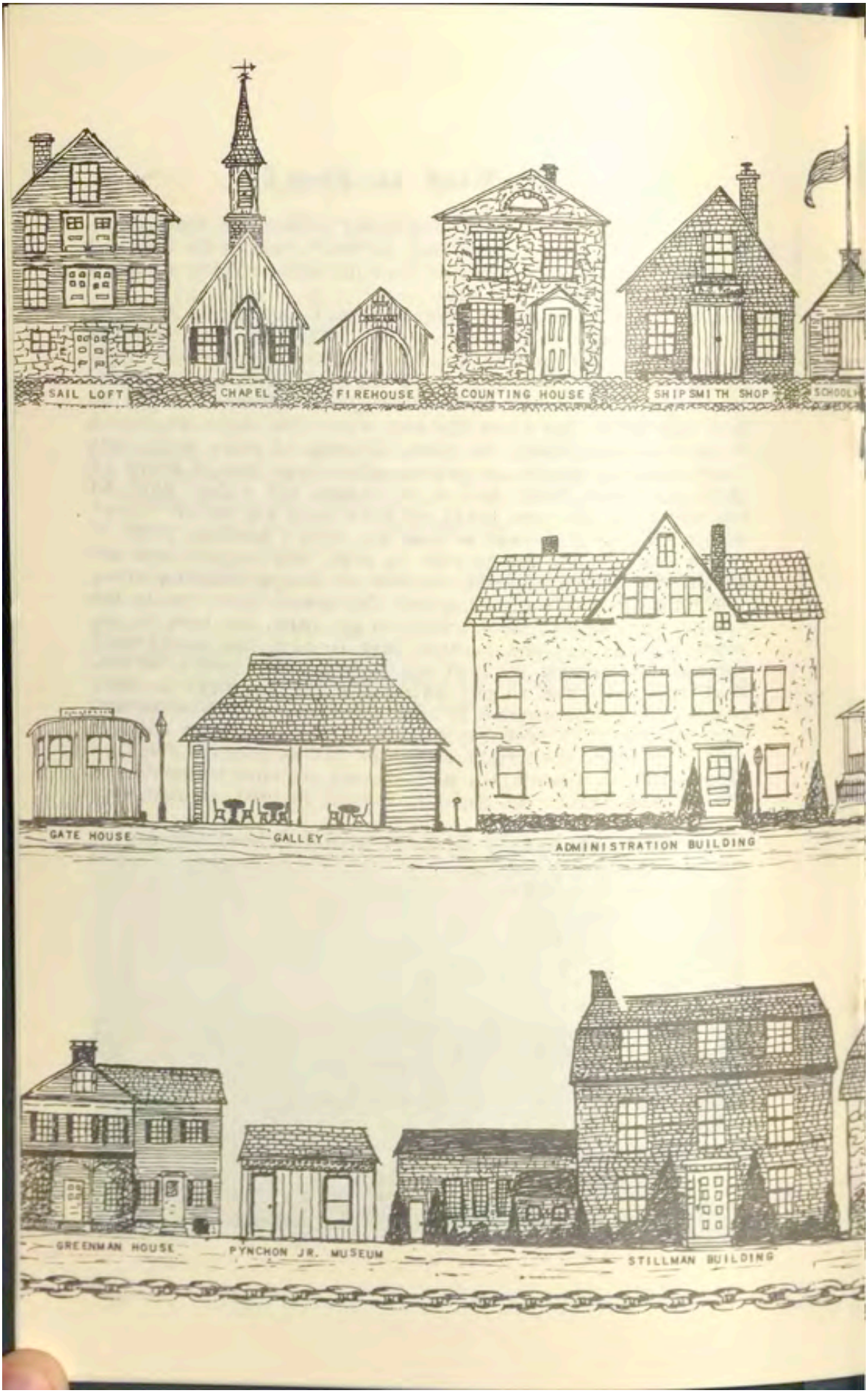
Once upon a time a sail-for-power enthusiast lectured at Mystic on the subject "The Wind is Free", and as he lectured without fee, his title was appropriate. Mystic Seaport hasn't had a free one since.

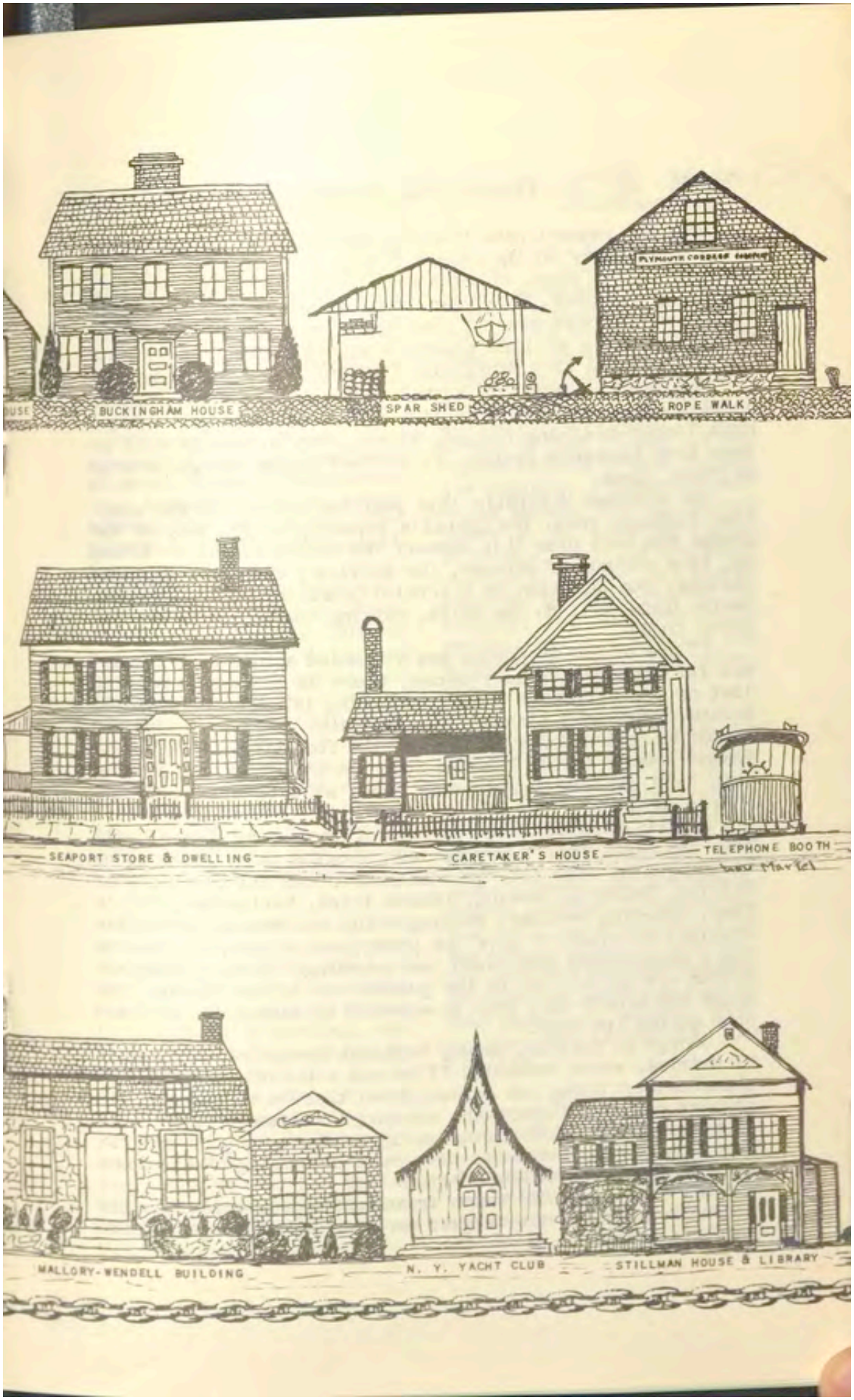
This year the special events grossed more than a thousand dollars. Take out the 20% tax, a little here and there for advertising, and another dribble for renting a school auditorium when the crowds overtaxed the Stillman Building's limited seating capacity, and the original thousand shrinks to less than $800. Now comes the real blow. The lecturers aren't in the business purely for love, although it plays a big part (they come to Mystic at prices often less than a third of their standard fees) and so we chisel off a fat $612.50 representing the sum total of fees paid for seven "live" events and one film--and we come out with a piddling $175.

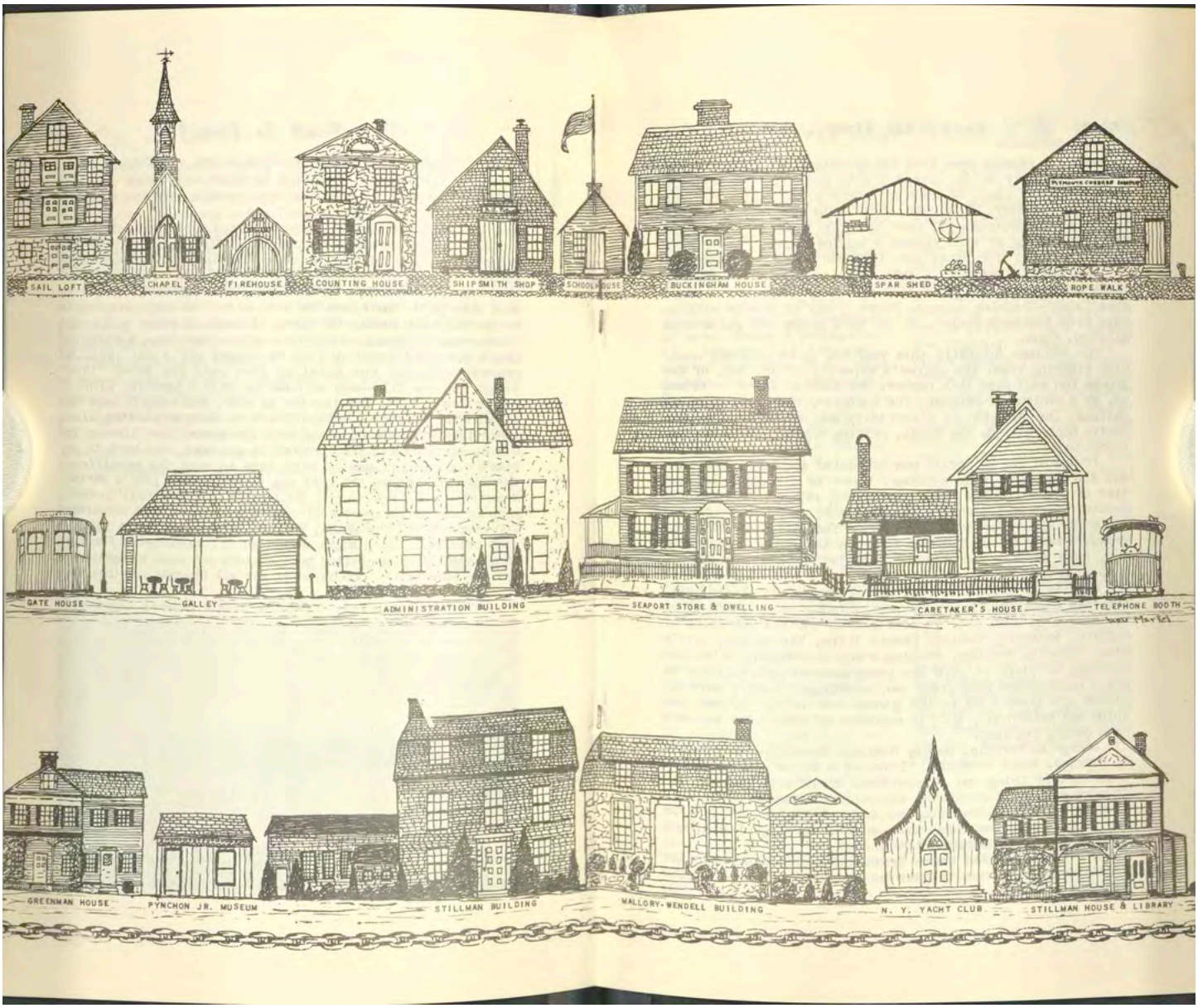
Prices are up. The joyride is over, and bargain days are at an end. These adventurers are no longer padding along their jungle trails or using sail for power. They live in the U.S.A., eat, sleep, must travel to get here, and have to pay taxes even as you and I. With this in mind the magnificent surplus must become the nest egg to hatch next year's series. Members will have to pay $5.00 for the lot next season, meaning that each event will cost a horrendous 62½¢ hereafter. Non-members will probably have to plank down more for the same privilege. They might be better off as members, for then they would get Association publications and entertainment, too, for the same price. But maybe it was all figured out that way.

SPRING--at Mystic Seaport means School Groups




SAIL LOFT
CHAPEL
FIREHOUSE
COUNTING HOUSE
SHIPSMITH SHOP
SCHOOL
GATE HOUSE
GALLEY
ADMINISTRATION BUILDING
GREENMAN HOUSE
PYNCHON JR. MUSEUM
STILLMAN BUILDING


BUCKINGHAM HOUSE
SPAR SHED
ROPE WALK
SEAPORT STORE & DWELLING
CARETAKER'S HOUSE
TELEPHONE BOOTH
MALLORY-WENDELL BUILDING
N. Y. YACHT CLUB
STILLMAN HOUSE & LIBRARY


SAIL LOFT
CHAPEL
FIREHOUSE
COUNTING HOUSE
SHIPSMITH SHOP
SCHOOLHOUSE
BUCKINGHAM HOUSE
SPAR SHED
ROPE WALK
GATE HOUSE
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TELEPHONE BOOTH
GREENMAN HOUSE
PYNCHON JR. MUSEUM
STILLMAN BUILDING
MALLORY-WENDELL BUILDING
N. Y. YACHT CLUB
STILLMAN HOUSE & LIBRARY

From All Over...

When the request came from San Francisco for a small group of girls to stay on the *Joseph Conrad* and live the sailor's life for a few days, we were not surprised. They come from literally all over. This year, for the season beginning June 19 and ending September 7, more than 500 boys and girls will learn something of life aboard a square-rigger; their home towns scattered from Mansfield, Ohio to Toronto, Canada.

The season opens with a full quota of Girl Scout Mariner leaders coming to Mystic to live aboard the ship for a four-days leader-training course. First group of Scouts will be boys from Laurence Harbor, N. J. Last group are girls from Milford, Conn.

The schooner *Australia* this year has to be used for overflow sleeping room. The *Conrad*'s capacity is 35. Many of the groups run well over this number. The *Australia* can be fitted up, at a minimum of expense, for auxiliary overnight accommodations. The addition of electricity and mattresses for her twelve bunks will do the trick, raising the limit for any one group to 47.

If one of the 26 groups now scheduled should have to cancel for uncontrollable reasons, there is already a waiting list of ten different units, numbering 137 now disappointed Scouts. There is a standing request, also, for permission for Region 1, Boston Boy Scouts to use the facilities in the post-season. Twenty-two Girl Guides comprise the group from Toronto and, by a strange coincidence, they will be aboard on the Fourth of July.

Captain Raymond Titus, Skipper of the *Joseph Conrad*, will have his hands full this year and, knowing that, plans to be on the job by June 1st. In addition to the old curricula of Sailing, Swimming, Rowing, Launch Trips, Navigation, Ship's Time, Standing Watches, Keeping a Log and Manning a Weather Station, he plans to give the young people opportunities to chart courses and take their own soundings. History and Tradition are given them in the guided tour of the Museum, its ships and waterfront, that is expected of each group at least once during its stay.

George E. Chronic, Deputy Regional Executive, Boy Scouts of America, wrote recently, "I've had a lot of experience in this sort of thing and am convinced there's no place a boy or girl can learn about the sea and its romance as well as at Mystic Seaport. The progress in producing a good program for young folks there has been most inspiring. Now I hope it's used to the fullest extent."

The *Joseph Conrad* Youth Training Program goes into its fourth season with the largest enrollment, the longest waiting list ever.

Variable Winds

Don Parry, public relations officer for the Connecticut State Development Commission at Hartford, writes: "We consider Mystic Seaport the No. 1 attraction in the State of Connecticut."

Capt. Earl C. Palmer, Assistant to the Vice President of Moran Towing & Transportation Company, is the newly elected President of the 700-members Steamship Historical Society of America, headquartered at Mystic Seaport. Capt. Palmer began his career as an able seaman in 1910 on a Lehigh Valley Railroad tug. He numbers among his seafaring ancestors, Captain Nat Palmer of Stonington, discoverer of Antarctica. The present-day Captain Palmer is perhaps best known for supervising the successful towage to Halifax of the burning liner *Manhattan*, then called the *Wakefield*, in 1942.

Lois Willoughby Stillman authored an article on Mystic Seaport in the March issue of *American Heritage*. Mrs. Stillman has had long experience in newspaper reporting; was with the old *Inter-Ocean* in Chicago, which she says, "folded up soon after I left it," handles publicity for the Rhode Island Philharmonic Orchestra, directs 250 volunteer workers for the Mystic Museum, and is involved in a multitude of other civic projects.

Dr. Albert E. Van Dusen of U. Conn's. history department is the director of a Colonial History Workshop to be held during the Summer Session, June 23-August 2, in which twenty enrolled scholars will make field trips to historic shrines, including Mystic Seaport. The climax of the course will be a tour through New England. A handsome brochure announcing the course bears on its cover an almost full-page cut of the whaleship *Charles W. Morgan*. The course requires the full time of the student for the six weeks period, but six credits are given for its successful completion.

Bernard Gordon, former Sea Scout in Westerly's bustling *Admiral Dunn* ship, took first prize in a competition for photographers in the *Boston Sunday Advertiser's Hometown Pictorial Magazine*. His subject: a mother and son standing in admiration before the bowsprit and figurehead of the square-rigged *Joseph Conrad*. Youthful Bernard Gordon's photographs have appeared in many magazines, several times in the popular *Ships and Sailing*.

Boston University's School of Education this summer will conduct a travel study course for teachers. Two 13-days tours will bring busloads of educators to Mystic Seaport in July. Lunch at Skippers

Dock, a launch ride to the Seaport, and a tour of its ships and buildings will be the program for Mystic's day, the eleventh of each tour. Cost of the tour $165., plus $45. for tuition to B. U., which gives three credit hours for the knowledge thus gained of the "Origins of New England 1620-1820".

Howard C. Smith of Oyster Bay, N. Y. is the donor of a handsome new ship-model now added to Mystic's miniature fleet. His *Flying Cloud*, complete with glass case 42 in. long, carries the house flag of Grinnell, Minturn & Co., owners.

William E. Lundgren, New York insurance broker, has given the Museum a huge (6 ft., 6 in.) rigged model of the 1500 tons twin-screw steam yacht *Varuna*, built in 1896 for Eugene Higgins by A. & J. Inglis, and designed by G. L. Watson. The model has gilt trailboards, a white figurehead, carries six boats and two naptha launches, and hoists a square yard on its foremast.

One of the Museum's traveling sea chests is currently on display at the Estee Junior High School, Gloversville N. Y.

A letter of inquiry for films reveals that the January 1952 issue of *Afterguard* must have mentioned Mystic Seaport's audio-visual aids. The request came from Al Meske, Commodore of the Sailing Club of an organization known as *Wisconsin Hoofers*, the films were sent and were shown to members of the club on March 21st at their headquarters in Madison's University of Wisconsin. *Wisconsin Hoofers* are devotees of Skiing, Riding, Outing, Sailing and Archery.

The big *Donald McKay* figurehead at Mystic is mentioned in an article "Lovely Ladies of the Sea" by William T. Radcliffe in the April 1952 *Ships & Sailing*. The author is in error in stating that the figurehead was found on Vancouver Island. He has confused it with the equally big figurehead from the ship *Balasore*. *Donald* was found in the Cape Verde Islands.

The Association's publication *Before the Mast on the Clipper Ship Mary Whitridge of Baltimore* will be reprinted in September as a publication of the Maryland Historical Society in their magazine.

Ship 200, Charter Oak Council, Boy Scouts, are preparing a knot-board of their own make for exhibition at Mystic Seaport.

33 students of Turbines are enrolled in the class now being conducted by Cadvan O. Griffiths at Mystic Seaport. They come from nine different communities.

C. Edwin Blake, member in Hartford, used Museum Kodachrome slides for whaling talks February 5th before the Connecticut Historical Society, February 26th at the

Luncheon Club in Bristol, February 29th at the Hartford Canoe Club, and March 13th at the Glastonbury Community Luncheon Club.

Almost 200 members of the Stonington PTA Council gathered in the Stillman Building South Wing on March 27. Dr. F. Elizabeth Campbell, successful education extension course leader, was the principal speaker.

The fourth-quarter 1951 issue of the French magazine *Neptunia* contains an article on figureheads by Captain John L. (Long John) Silver, whose private collection numbers 88 of these "figures at the prow." Even the little English coal brigs, the "geordies," he says, which during the last century numbered in the hundreds, had these bow decorations. Often, to avoid damage while working in port, they were removed and only re-shipped when safely again at sea--the exact opposite of the practice of many an American captain. "Long John" Silver is the donor of the handsome and colorful little model of a Thames River Sprit-sail Barge on display in the Mallory Building.

If you are digging up your ancestors, genealogically speaking, you should know that Dr. Fremont Rider of Wesleyan University at Middletown, Conn., has for 40 years collected such records. 15 years ago he became Chairman of a nationwide committee of librarians who began indexing the almost 15 million references on 4 million cards which now comprise The American Genealogical Index. The files are being published in book form at the rate of 5 volumes a year. To date 40 volumes have been printed. For this monumental task Dr. Rider uses a system of "micro-carding", an invention of his own. His priceless records are housed in The Godfrey Memorial Library at Middletown.

A picture of the *Joseph Conrad* on the rocks of Brooklyn in 1934, appeared in the March 29 issue of Sat-Eve-Post on a page of "Pictures with a Past." She's right-side-up now and has been since that time in '34, and very lively for her 70 years. (See "From All Over", this issue.)

To lessen the traffic snarls caused by the lifting of Mystic River highway bridge, yachts intending for or departing from Mystic Seaport will be asked to observe the following closed periods:

7.00--7.45 a.m.
12.00-12.15 p.m.
12.45--1.00 p.m.
4.15--5.00 p.m.

When arrangements were being made by telephone for a school group visit, and it was suggested that they bring box lunches and enjoy them on the dock or on the whaleship, the mother doing the telephoning was delighted. Said she: "I know you people over there are awfully good to the children."

The quaint little pen-and-ink facades, the center spread of pictures in this issue, will be recognizable as the buildings of Mystic Seaport and are the work of Louis Martel, staff photographer.

In the spirit of the days of sail, when each man aboard a ship had to turn his hand at almost anything, Mystic Seaport is fortunate to have a few staff members in the old tradition. Lou Martel is one of those photographers who can handle his own air-brush work. But he bakes good cakes, as well, and they are often served in the Seaport Galley. He can decorate them, too. On occasion he pilots the *Admiral Jim*, Seaport launch, doubles as a State police auxiliary, collects stamps, holds an air pilot's license (once owned his own plane) and takes commissions as a part time accountant.

Born, February 7, 1952, to Mr. and Mrs. Oliver Denison III, a son, David Chesebrough Denison. Mr. Denison is Mystic Seaport's bookkeeper.

Maine Coast Fisherman, a monthly publication, will shortly feature Mystic Seaport with a page of pictures and appropriate captions.

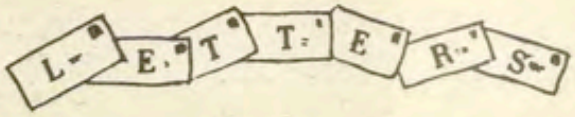
Miss Eleanor Stephens, Librarian, has returned to the Seaport, fully recovered after a siege of surgery in a New York hospital.

New wooden signs, varnished and rope-edged, mark the outdoor exhibits, replacing the old garish, black-on-white and out-of-keeping labels.

When New York's Metropolitan Museum arranged its huge American Wing, it came out with a trailer-truck-load of material left over. For a purely token price these "period pieces" were turned over to the Mystic Museum. Old timbers, lumber, flooring, paneling, doors and windows will come in handy in the Seaport's long-term building program.

"At Mystic Seaport," says the April *Motor Boating*, "the years are rolled back to reveal the tools, the trades, the art and the industry of a century-old New England waterfront," and illustrates the statement with two pages of photographs.

On April 6th Ivan Sanderson, radio and TV naturalist, concluded the current lecture series with an illustrated talk on Whaling, ancient and modern. Sanderson traced the industry from 25,000 B.C. his colored slides gave close-ups of the "cutting in" and the film showing whaling operations from a modern factory ship gave photographic evidence of a giant squid taken from a whale's stomach. Sanderson makes science both understandable and fascinating, with such odd bits of information as that whales have hair, that the Sperm whale has a pigmy member of its family.

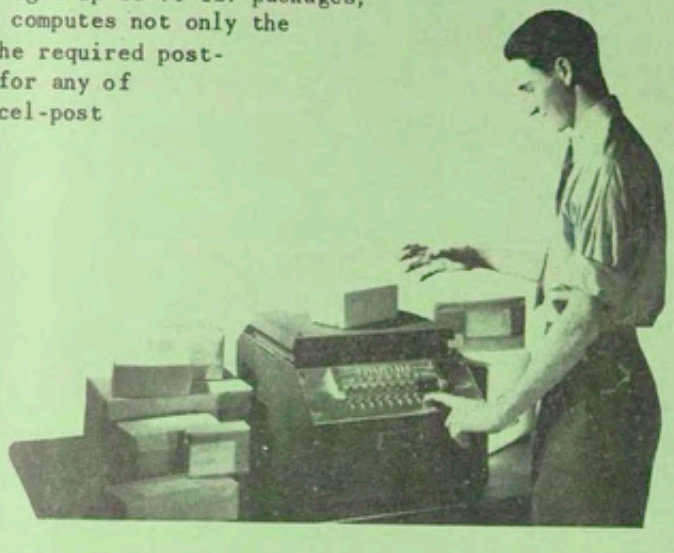


In your last *Log* appeared an item concerning a movement among Australian ship lovers to take to Sydney the last remaining clipper ship, *Cutty Sark*, to save her from being broken up in England. Frank G. G. Carr, Director of the National Maritime Museum at Greenwich, sends this correction:

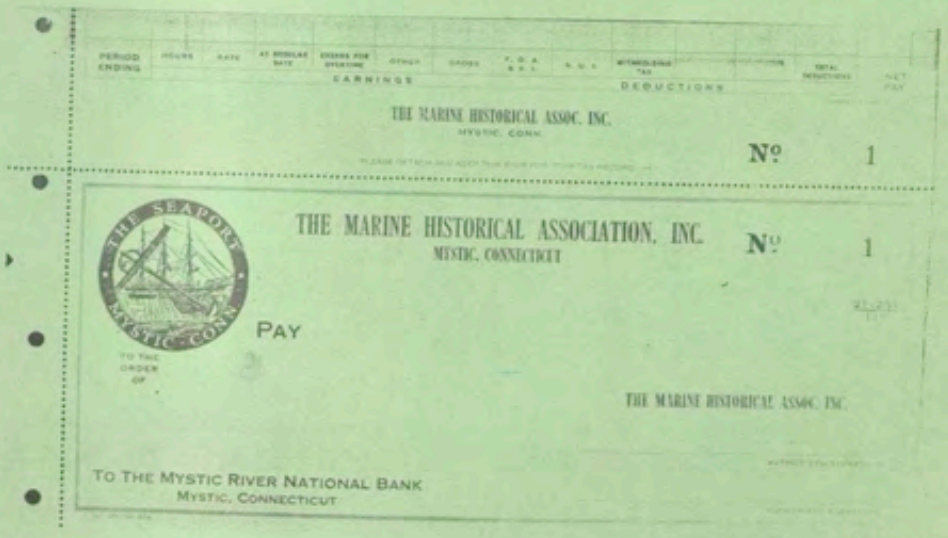
"The truth is, that the future of the *Cutty Sark* has been exercising my attention and activities for the past two years and the London County Council set up a Committee of Experts to go into the whole question of her future preservation. The survey carried out on the ship last summer showed that, although her hull is generally sound (the teak planking is particularly good), her iron floors have gone; and, therefore, it would be quite impossible for her ever to go to sea again under sail. The Australian idea, therefore, is quite impracticable. The sum suggested too, namely £10,000, would be completely inadequate to re-mast, spar and rig her.

"In fact, the scheme which is at present being investigated under a Steering Committee which has been set up to go into the question, is that the *Cutty Sark* shall be fully restored as a tea clipper and put into a dock to be built for her just above the pier here at Greenwich, alongside the Royal Naval College and close to the National Maritime Museum, where she shall represent for the Merchant Navy what the *Victory* represents for the Royal Navy of Britain. Unfortunately, the cost is estimated at between £50,000 and £75,000 to restore and re-rig the ship, plus £175,000 to complete the dock. That means that a quarter of a million pounds will have to be raised to carry the scheme into effect. The condition of the ship is not sufficiently good for her to remain afloat indefinitely, and we must therefore plan to have her cradled in a dock within the next three years..."

An electric, automatic *Post-O-Meter* Scale is the gift of Life Member Walter Wheeler, President of Pitney Bowes of Stamford, Conn. The machine weighs up to 70 lb. packages, automatically computes not only the weights but the required postage as well, for any of the eight parcel-post zones and the local area.



A contribution of an unusual sort has been made by Maurice H. Buckley of Norwich, Conn., Sales Representative for the Todd Company, Inc. of Rochester, N. Y., manufacturers of machines and forms for disbursing money. Mr. Buckley's gift: necessary equipment and a supply of distinctive "Seaport" designed checks and forms to handle the Museum payroll, in sufficient quantity for approximately a year. The check is of the safety type. If one drop of ink eradicator touches it, little "Void"s pop out and make the check useless to the meddler.



Often gifts of things are as acceptable as gifts of dollars...

Pot-bellied Stoves

for the Sail Loft, the Chandlery, the Rigging Loft and the new Boat Shop.

Pick-up Truck

The station-wagon has been used so much as a pick-up truck that it is old beyond its years; we hesitate to use it to meet special Museum guests or for other legitimate Museum business.

Flags

Ambassadors and Consuls have given us some of the United Nations flags--Australia, Brazil, Cuba, Denmark, Italy, Netherlands, Sweden and Switzerland. We need the others. All should be of standard size, 4 x 6 ft. In addition, we need four 6 x 8 ft. and four 8 x 10 ft. American flags for the *Morgan*, the *Conrad*, the Yacht Club, and the two poles at Shipyard Point and the Junior Museum.

Furniture

Typewriter desks, executives' desks, and miscellaneous office furniture is always needed.

Lens

The photographer needs a 15 in. lens in a shutter which he describes as telephoto, for a 4 x 5 speed-Graphic.