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The Log of Mystic Seaport



The Marine Historical Association, Inc.

Mystic, Connecticut

The Log



OF MYSTIC SEAPORT

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for members of the Association.

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Our Cover

Units will come and units will go this summer as a part of the Youth Training Program at the Marine Museum. But none will elicit the interest and enthusiasm roused early this month by the snappy-looking tarettes from Toronto; first out-of-the-country sailors to make the training cruise on the *Joseph Conrad*.

The twenty-four Canadian Rangers (equivalent of American Girl Scout Mariners) came equally from the SRS (Scout Ranger Ships) St. Laurent and the SRS Crusader. Skipper of the former and commanding officer of the pair was Mrs. J. Granton, youthful appearing mother of five and grandmother of three children, who moved into the Rangers after 30 years in the Girl Guides. The St. Laurent was Mrs. Granton's ship, which she commanded with the aid of mate Joan Bonneau, an advertising layout artist for Eaton's in Canada by vocation and a Ranger by avocation. Miss Bonneau's province was drilling her Rangers for she is a World War II veteran of service as a sergeant in the Canadian Army. CPO Lorraine Dean was ranking officer of the Crusader, which together with the St. Laurent bears the name of a proud and veteran destroyer of the Canadian navy.

Particularly proud of its namesake is the St. Laurent crew which holds the original crest of the first destroyer to bear the name. During the war, says Skipper Granton, the destroyer *St. Laurent* was on patrol duty and all her brightwork had to be

(continued on page 22)

Twenty-second Annual Meeting

The twenty-second Annual Meeting of members on July 18th honored the United States Coast Guard, whose "manifold duties," said the announcement, "cover the northern waters of Alaska and the Aleutians down to Guam, encompassing the Hawaiian Islands, the Canal Zone, Porto Rico and the entire Atlantic and Gulf Coasts, including the Great Lakes and our navigable rivers." Under its supervision are some 1500 stations, 39,000 buoys, ice and weather patrols, port security, maritime safety regulations, marine inspection, licensing of officers and seamen, air-sea rescue, loran, life-boat stations, the halibut fisheries off the coast of Alaska and a powerful radio-ship beaming the "Voice of America" behind the Iron Curtain.

Rear Admiral Louis B. Olson, Commandant Third Coast Guard District, was the principal speaker. He said "the American genius may now again be turning its face to the sea, after a century or more of primary concern with internal affairs. I believe it must do so if this country is to adequately discharge its newly acquired and somewhat frightening world responsibilities. And I think it will."

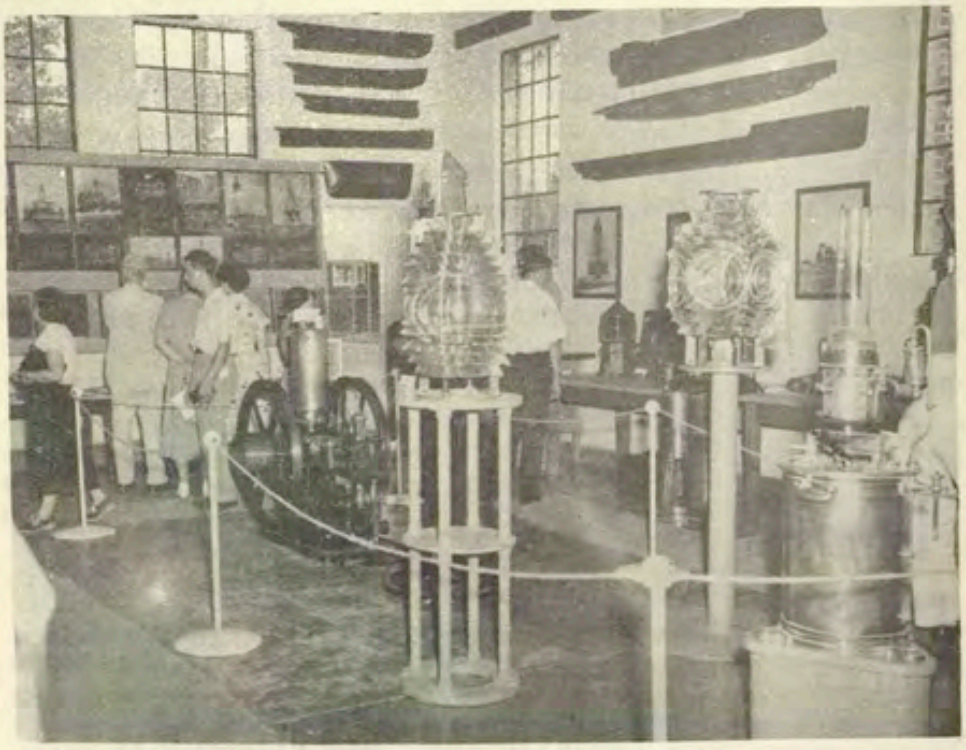
For the past five years Mystic Seaport has not lacked new buildings to dedicate at the annual gathering. The morning saw the dedication of a plaque commemorating the shipbuilding activities of the Greenman brothers on the site of Mystic Seaport, of the building which houses the twin shops of woodcarver and ship-modeler, of the Harriet G. Stillman Library and of the Thomas Greenman House. 300 persons sat down to a Dutch treat luncheon beneath the usual tent. Others came in following lunch. At the close of the formal meeting Capt. Beckwith Jordan, Commanding Officer of the U.S.C.G. Training Station at Groton, spoke on the significance of the new Coast Guard Aids to Navigation Room at the Seaport and led his listeners to a viewing of the new exhibit.

There the members and their guests saw lighthouse lenses revolving and blinking; one floating in pure

mercury. There were lighting assemblies from the days of whale oil, through multiple wick kerosene lamps, the incandescent vapor type and acetylene gas, to the first electric lighted spar buoy ever seen in American waters. A model of Nantucket Light Ship and colored transparencies of familiar installations from Hawaii to Alaska brought memories to many a yachtsman and traveler.

There was the Daboll Trumpet, a type of foghorn invented by a member of the local family famous since the Revolution for its navigation school and for the continuous publication, since those days, of *The New England Almanac*. One ancient, five-wick lamp used an ingenious water-tight piston and weights to force the oil from its chamber upward into the wicks.

Someone remarked that here was the only room in the Museum in which light, color and motion combined in one dazzling display. The Coast Guard not only plans to add to the exhibit as material is made available to them, but to maintain it as well.









A Captain's Garden

Behind the Stillman Library and bounded by the Pynchon Junior Museum, the Buckingham House and the lane running down to the Chapel is an area that was once a pleasant garden but has, of late years, gone into a weedy decline. To restore to the garden something of its old charm as a pleasant retreat and at the same time offer the visitor instruction on the connection (closer than is often supposed) between gardening and seafaring, a restoration project is now under way.

"The Captain's Garden", as it is being tentatively called, will be rearranged as it might have been in 1850, during the high tide of whaling. The plants in it will be, in so far as possible, those that would have been grown in the dooryard of a seafaring man in those days, with special emphasis on plants brought to our shores on sailing vessels from the far corners of the earth.

A broad lawn, edged by gravel walks and shrub and flower borders, will have a summer house at its edge, nestling under a weeping willow tree, and, near the grape arbor behind the Junior Museum, a flagged patio with a chair or two for visitors whose legs need rest.

Although the work will not be completed until the Spring of 1953, the Garden is now open to visitors and it is hoped that many will take advantage of its offer of quiet and rest.

-JAMES FANNING.

At the end of one of the pebbled walks in the garden in the shade of the weeping willow is now a Japanese Shinto Shrine, gift of the U.S. Submarine Base at New London. The shrine was at Yokosuka Naval Base, prayed to by seafaring men before embarking on their hazardous missions. The weeping willow symbolizes Japan. The begonia, peony, many of our so-called "native" plants, are immigrants whose lineage was ancient in other lands before coming here in American sailing ships. It is probable that some plant or shrub or tree in your own garden may trace its lineage back to a foreign land through some seafaring ancestor. Mr. Fanning and his Captain's Garden would welcome the descendants of such for Mystic Seaport if their genealogies are known. --Ed.



Arthur Rindge Wendell

Members of the Association will learn with deep regret of the death of Arthur Rindge Wendell on the 31st day of May, last. Mr. Wendell was 76 years of age, but although he had been in poor health for some months, his death was quite sudden and unexpected. He will be greatly missed.

Mr. Wendell became a member of the Association upwards of twelve years ago. He has served as Director and Vice-president during the greater part of that period, and in both capacities rendered an unremitting service of inestimable value. He was chiefly responsible for the effective reorganization of our bookkeeping and accounting system, giving months of painstaking personal attention to that work. He also served for some years as Chairman of our Finance and Operating Committees, faithfully making the long trip from New Jersey each month, regardless of weather or personal inconvenience. His business experience and acumen contributed beyond description to the deliberations of our Board of Directors.

But, important though this was, it was dwarfed by the measure of inspiration and encouragement his presence unfailingly imparted. Like his father, Captain George Blunt Wendell, whose memory he revered, he will be remembered longest and best for his own simple and unassuming self; his warm, kindly, understanding personality. Rigidly exacting where he himself was concerned, his attitude toward others was characterized by a rarely tolerant and sympathetic understanding. We rightly value what he did, but even more we mourn the friend.

Scrap-book History

Mystic Seaport's Scrap-book History of the U.S. Navy, 54 volumes a year ago, is now 73 volumes. This unique set of books was begun by Raymond S. Camp of Brooklyn, N. Y., in 1895.

He began collecting as a small boy--cigarette and tobacco pictures; still has four volumes of them. The Navy is but one of his interests, even now. Other fields: the Civil War, the Spanish-American War, the Theatre. But ships come first, probably because his father had spent most of his life on the water, and an ancestor was a privateersman in the War of 1812. Some of the newspapers from which he clipped his material have passed into history--the *New York Morning* and *Evening Sun*, the *New York World*, and *Press*. Most of the material has been clipped by him, although his friends have contributed some. It was his intention at first, he says, to give his volumes to another library, but the fact that The Marine Historical Association is located in his home state, decided him. "There," he says, "I knew they would be taken care of and might be looked at by someone interested in the Navy and Merchant Marine."

Recent Publicity

Somehow, without a publicity agent, the Seaport continues to do pretty well in drawing attention to itself. Articles, pictures or mere mention appear in far-flung areas. Since your last *Log*, publicity has appeared in the New York papers--the *Times, Herald-Tribune, Post,* and *World Telegram and Sun;* others, the *Boston Sunday Herald, Hartford Courant Magazine, Providence Daily Journal, Minneapolis Tribune, Trenton Times Advertiser, Cleveland Plain Dealer* and *Christian Science Monitor;* in such small-town papers as Watch Hill's *Seaside Topics*, Morristown, N.J. *Record*. Nor have the national magazines neglected us. We have appeared in *McCalls, Motor Boating* and *Holiday* and in trade and regional magazines. Two television shows, Channel 4, New York and Channel 6, New Haven, have lately drawn interesting material from Mystic Seaport.

School Pageant

When Mystic's Broadway School eighth graders presented their annual musical at sunset time one evening in late May, using the last whaleship as a backdrop, the affair brought to a close twenty-three years of teaching in Mystic for Miss Evelyn Hanley. When "Down to the Sea in Song" was ended, Miss Hanley was showered with honors and gifts--from the Parent Teacher Association, from the graduating class, and from a long list of former students. James McKenna, local newspaper writer and Associated Press correspondent was spokesman for the latter group; handed Miss Hanley a gold wrist watch and a string of compliments deep and sincere.

The music was Gilbert and Sullivan and the costumes were of the period. 300 persons attended, sat on the grass and cobbles among the Seaport's historic anchors, ancient watering trough, oil casks and hitching posts.

A silver collection oversubscribed the cost of the usual student tour, this year to historic Boston and Plymouth.



Aged Beaver

Walter Barrett's rich and source-full volumes titled *The Old Merchants of New York City* was first published at New York in 1860-63. In writing of John Jacob Astor and the fur trade he added a personal note from his own experience:

"For more than three years I have bought my tea and coffee of Lynch, who keeps the great Chinese establishment, corner of Greenwich and Spring Street. I was on my way thither not long ago via Canal Street; it rained as I stepped into Burleigh's Auction Store. The first thing I discovered was two ships painted in oil. One was lying at anchor at Whampoa, China. I knew the place. On the margin was *Beaver* in gold. I saw it was more than fifty years old. It was Astor's ship *Beaver*. How that painting came there was a question. Were his heirs short of funds and making a raise upon what should have been as sacred as the Astor family Bible? A ship made immortal by the pen of Irving--and her misfortunes for sale in Canal Street! I seized it. I had but three dollars, as $1.20 would be required to pay Mr. Lynch for four pounds of coffee.

"I hated to ask the price for fear it would involve a walk back for a borrow of the needful. Authors are never flush, and I never like to borrow...

"'How much, Mr. Burleigh?'
"'A dollar each.'
"'Will you take seventy five cents?'
"'As you are a regular customer, I will.'

"I started with the paintings, went to Lynch and bought the coffee. Shortly after, in Carmine Street, I was obliged to drop my coffee or pictures; and I respected the memory of old Jacob, and ground coffee was in abundance for a short while. I have got the picture of John Jacob's ship *Beaver*."

The painting which author Barrett bought for seventy five cents in 1860 and which he considered then antique, is now 92 years older, easily identifiable as that of the ship *Beaver* now hanging in the Main Room, Stillman Building, at Mystic Seaport.

Busy, busy, busy

When The Marine Historical Association feted its volunteers on June 12th, Garden Club artists made flower arrangements in two novel containers--a giant clam shell (the kind which sometimes clamps onto a pearl diver's legs) and a black kettle. The iron kettle contained red, white and blue, and was set on a large inlaid ship's wheel, which in turn was placed on a round table, its antique surface scrubbed down to reveal the rich browns of age. Plates of iced cakes and colorful open sandwiches were placed between the spokes of the wheel.

But the star of the whole show was undoubtedly Rhubarb, the cat; and he was arranged by John B. Findlay in a setting of the Strand Theatre, donated for the afternoon. Each year a party for our volunteers starts off the season; for the past two the entertainment has been provided by theatre owner Findlay. The cat, Rhubarb, who inherited thirty million dollars and a baseball team, delighted an audience of 200 Mystic Seaport workers, after which tea was served on the lawn of Thomas Greenman House.

While the annual tea for volunteers was in progress on the Greenman lawn, the *Admiral Jim*, 40 ft. Seaport launch, was unloading a group of New England business men and women bound on a tour of Mystic Seaport. They had come up river by launch from Noank and were to return by water to the same place for dinner that night. They were the New England Chapter of the American Institute of Planners, a professional association limited in membership to technical planning personnel. The National Association has a membership of over a thousand; the New England Chapter a membership of more than a hundred.

Foreign business women were the guests of the Seaport June 16th during a conference sponsored by The Service Bureau for Women's Organizations at Connecticut College. Representatives from six foreign countries participated--among them 17 Germans in the U.S. under the auspices of the Women's Bureau of the













Department of Labor, others from Turkey, Pakistan, Norway, Denmark, Egypt. Tea was served to a total of 60 in Thomas Greenman House.

Three days later the *Joseph Conrad* was the base for a four-days training course for Girl Scout Mariner Leaders. Thirty leaders from Connecticut, New York, New Jersey and Massachusetts--many of them later to board the ship with their own troops for short periods of "Life Aboard a Square Rigger"--went through the nautical paces of the same type of program given this season to 30 groups, 582 Scouts.

The course was expected to lead the leaders into a well co-ordinated program for their proteges and, of course, to acquaint them with what Mystic Seaport has to offer in its unique program of training for youth.

Mystic, however, was not chosen by Mystic, but by the Regional office of the Girl Scouts in New York.

Mystic Day, annual celebration of the village, always centers around its Seaport and this year the celebration on July 12th was no exception. A Mystic Day Queen was crowned, and there were a doll carriage parade, block dance, orange crate derby and field events. A Marine Parade for big boats and a small boat parade offered prizes for the best decorated boats, big and little, and ended at the Cruising Club of America Dock. At nine o'clock local jubilation exploded in a brilliant display of fireworks from Shipyard Point. Cars on both sides of the river for several miles were parked bumper to bumper to witness the grand finale to the day-long civic event.

Next day a weary staff again put on its party clothes and entertained 75 editors, owners and managers of Connecticut and Rhode Island newspapers and radio stations at a dinner in the New York Yacht Club building. For the results of this and similar affairs, see "Recent Publicity." (page 8)



June Allyson and husband Dick Powell were spotted touring the Seaport on Sunday, June 29th.

Brawn on Wheels

When a sputtering cavalcade of 21 motorcycles drove through the gate on the last Sunday in June, bearing 25 riders, men and women, other Seaport visitors were treated to the sight of more beef, brawn and muscle than they would see in many a day. They were the Motorcycle Club of Bridgeport, a club of some 55 members, largest in the country. Mystic Seaport was chosen for one of their occasional Sunday outings. They were a colorful lot, with their studded leather belts and jackets, jaunty caps, boots or leggings, tassels, buttons, medals and feathers. Two Sundays before they had attended the annual motorcycle competition at Laconia, N.H., which they said they had only witnessed as it is for only the "toughest and the roughest" riders. Hailing from Bridgeport, their chief interest was, of course, the ferry-boat *Brinckerhoff*.



Fishtown Chapel has already been the scene of many ceremonies. The latest, on July 20th, was the christening of young Charles Mallory, son of Pauline Cropper and Clifford Day Mallory and great-great-great grandson of the former owner of Mystic Seaport's sail loft. The infant was christened by the Rev. Sherrill B. Smith of St. Mark's Church, Mystic. Two hundred of the Mallory clan and family friends witnessed the ceremony and attended a reception later.

Museum Life

At old and honored Peabody Museum in Salem, Mass., one of the exhibits is marked with the musical title:

"An Unusual Drum from Loango".

This lilting line inspired a visitor, David McCord, to write a limerick:

"An unusual drum from Loango,
Once used for the African tango,
Is now down in Salem
A town where they jail 'em,
For doing the simplest fandango."

to which Ernest Dodge, the Director at Peabody, made reply:

"Now still is that drum from Loango,
No longer it booms with a bang-o,
And, despite Dave McCord,
By the grace of the Lord,
In safety we do the fandango."

The original limerick and Dodge's original reply were published and Carl C. Cutler, Mystic's fun-loving Curator, added another:

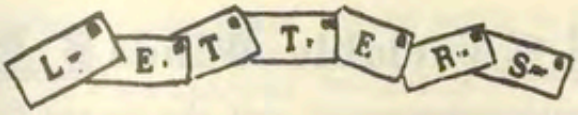
"You may boast of your rhumbas in Salem,
For the which you once used for to jail 'em,
But down here in Mystic,
Our folks is two fistic,
We don't only jail 'em, we *whale* 'em."



Not to be taken as a precedent, but spiritually uplifting, is the fact that a rigger on temporary work at Mystic Seaport received a pay-check amounting to $48.96. Filled with enthusiasm for his own work and for the project as a whole, loyal to the last whaleship on which he has worked, off and on, he endorsed the check, handed it back to the Business Manager as a contribution to the *Morgan*.



The mailman delivered a dues notice to George Greenman on Greenmanville Avenue, between 1:30 and 2:00 p.m. one day. Within the hour Mr. Greenman was in the office with his check for dues. Reason: the Seaport's office is but three doors away; but still remarkable as an example in promptitude.



Dear Mildred (Mrs. Philip R. Mallory):

...We did so love our one-day trip in Mystic. What a wealth of nautical and seafaring lore it holds! I couldn't begin to do it justice or to have understanding under a stay of several weeks...that priceless Seaport Street seems so real and living that I felt the inhabitants were merely out for lunch and would return momentarily. At the Little Red Schoolhouse I found myself turning to the door again and again in expectation of returning children. Likewise at the Church. It's an amazing thing to have achieved, for then one learns more thru the mere *feel* of things than one could thru reading a thousand books.

And you should have seen me on the *Charles W. Morgan*! I was down in the hold when I suddenly felt shadowed by the ghost of a murdered crew member, so came tearing up the ladder. How could he-men ever get into those tiny bunks? How could the captain's wife ever get to that toilet seat without breaking both legs?...

I hope you aren't horrified at my most un-nautical and elemental reactions for Mystic left us all with a terrific "come-on". We'll be back again and again to feel and to learn... What a beautiful chef d'oeuvre and what a priceless heritage for all Americans! It is far superior to shiny, polished (deleted).

Ever cordially,
Elsa Pantzer

From a Grade Two visitor:
Dear (Editor)

I went to my grandmother's. On my way we stopped at the boat museum in Mistic. I went on an old whaling ship. Then I went on another ship that was used in the Navy. In 1950 they stopped using it. The next thing I saw was a little church. And I saw a little school. Then we went home.

Carol Bloomquist

Variable Winds

Marking the sesquicentennial of the publication of the first edition of Nathaniel Bowditch's *The Practical Navigator*, the U.S. Merchant Marine Academy at Kings Point, N.Y. held a 6 days celebration June 3-8, including an exhibit, a dinner, a panel discussion and a parade. The Marine Historical Association was listed as a contributor of material to the exhibition.

The Dolphin, New London Submarine Base weekly, says: "The days of wooden ships and iron men may be of a bygone era, but the old sail loft is still in use today in a Navy on the threshold of atomic-powered ships." The sailmaker, who held one of the Navy's oldest ratings, was absorbed into the boatswain's rate about 1938. It is not often the Navy's canvas men are called upon to sew by hand with palm and needle, but all the loft sailors can do it. In the modern navy the work is with boat covers, protecting slips for machinery and spare parts, awnings, upholstery and even slip covers.

On August 4th the red, white and red flag of occupied Austria flew bravely from the New York Yacht Club flagstaff. Six Austrian students were touring the Seaport, newly arrived under the joint auspices of Experiment in International Living (Putney, Vt.) and the United States State Department. The carefully screened group, all scholarship winners, had arrived to make their homes with local residents for a month before entering American colleges for a year of education in standard curricula and in the American way of life.

The Ships' Bulletin, issue of May-June (a publication of the Esso Shipping Company, carried an article on the *Savannah*'s crossing in 1819 quoting copiously from the copy of her log in the Association's library. The copy was made in 1867 by Captain Charles Hervey Townshend of New Haven, from the original log now in Washington.

Mention in the "Things We Need" column of the last issue of your *Log* brought from a generous donor the necessary cash with which to purchase a second-hand Ford pick-up truck. Now the Seaport's station-wagon need no longer be used for hauling anything heavier than passengers, which should prolong its life.

"Around the Horn in a Square Rigger", the Irving Johnson sound film now available on rental from the Association, was recently shown before a meeting of members of the Handicap Yacht Racing Class.

Both painless to the whale and economical to the whaleman is the newly invented electric harpoon. A successful shot produces immediate paralysis and the whale dies within three minutes, compared with the two hours of suffering from the explosive harpoon of the svend foyn type introduced in 1865.

One enterprising merchant of Mystic, Sidney Hatchell, painter of the mural in Pynchon Jr. Museum, has hung out a sign in front of his shop on Main Street, "Tourist Information" and fills a need of the stranger in town and serves, at the same time, his own purposes.

An autographed photograph of famed Polish writer, Joseph Conrad, is the gift of Mr. and Mrs. T.M. Nielsen of New London, Conn., now hangs in the ward room of the ship named in honor of him.

The Museum has long displayed two pieces of pottery found under 200 feet of guano in the Chinchas Islands a century ago. Now Plato Cox has presented a similar piece--a Peruvian water bottle of the 13th or 14th Century, a relic of the first culture in the Western hemisphere, the Chimu.

A real "bone-shaker" is the latest acquisition to Mystic Seaport. A bicycle, circa 1840, with big wheel in front, small wheel behind, and spool-shaped pedals to furnish direct drive. It has a hook in front so that it may be towed behind a wagon when its own driver is tired or the hill too steep. The first bicycles had no pedals; the feet rested on the ground and propulsion was by pushing the feet along. We are told that as time progressed the front wheels grew and grew until they reached the monstrous size of the late 1800's; then suddenly shrank to back-wheel size when chain drives came in.

Fishtown Chapel now has two organs, the latest being a two manual affair with three sets of reeds. Date of manufacture unknown, it was built by Fisk & Randall of Woodbridge, Conn., served first the Congregational Church there, then stood in a Killingworth home for fifty years until bought by the donor, Mrs. Joseph S. Bennitt of Indian Neck, Branford. Mrs. Bennitt had had the instrument for ten additional years.

Latest addition to Mystic Seaport's transportation system is a motor scooter and sidecar, gift of Constantine Christatos of New York and Wilton, Conn. Dubbed "Felix" by the Seaport Staff, in honor of Felix, Count Luckner (whose American residence is Mr. Christatos' Park Chambers Hotel in New York), it furnishes quick communication to the remoter corners of the

sprawling Seaport--those corners which are sometimes beyond telephone connections. It also provides a certain satisfaction of soul to a mechanical-minded maintenance crew.

When Nels Lambert, colorful janitor at Brown University for 43 years, retired at the end of the college year, he revealed for the first time (at least to Mystic Seaport) that he was born at Guadalupe, French West Indies, tried to enlist at 14 on the Frigate *Constellation* at Newport, served on the German square rigger *Otto Goldmeister*, the steam whaler *Karluk*, and the sailing whaler *Charles W. Morgan*. Among his memories are those of having deserted and having been brought back in irons, a typhoon and a vessel dismasted, of a whaleboat smashed by a whale, of a snowball fight on an ice floe, of being chased by a polar bear, and of falling to the deck from aloft with a paint bucket in his hands.

The Junior Museum opened Monday, June 30, for the season, with Miss Elsie McGaughey, Arts & Crafts Supervisor of New London schools, in charge. A recent gift of the Theodore Bodenwein Benevolent Foundation made possible the addition of new exhibits and furnishings.

The East Coast's only woman ship chandler is Miss Marion L. Decrow, member of The Marine Historical Association. James Bliss & Company's first delivery, 121 years ago, was made in a wheelbarrow by James Bliss, founder. Miss Decrow has been head of the firm since 1931, has lately removed from the old eight floors on State Street, Boston, to a one-level establishment at 342 Atlantic Ave., on Rowe's Wharf.

This (1952) is the centenary of a Glasgow shipping firm. The Gem Line (so called because most of its ships carry the names of precious gems) was founded by William Robertson of Paisley, who started business in Renfrew. At the age of 20 he started trading with the scow *Ellen*; two years later acquired the scow *Gem*. There were five *Gems* capable of carrying cargoes ranging from 70 tons (in the first) to 1800 (in the last). His *Topaz* was built on the canal at Maryhill; first steamer was the *Jasper* of 1865. The fleet now totals 22 vessels. The cargo motorship *Emerald*, delivered to them less than a month ago, is the 136th vessel in the line. The enterprise is carried on today by two grandsons, W.F. and J.C. Robertson.

To know all about everything on exhibit at the Marine Museum and its Seaport would require a staff of square rigger men, master shipbuilders, deep sea sailors, scientists, mechanics, navigators, ornithologists, paleontologists and archeologists.

So, when an expert in any one line reveals himself at Mystic there is usually something that needs his touch. The sailing canoe designed by the late W.P. Stephens, complete now with piano finish, removable cockpit covers, cane seats, other wrinkles and gadgets, presented a problem in rigging. W. Van B. Claussen of the American National Red Cross office in Washington came through on a visit. He had long known Stephens' canoe, quickly spotted it, quickly rigged it properly.

Three different Power Squadrons have made the Seaport a port of call during July: South Shore of Long Island, 19 boats; the North Jersey coast, 20 boats; and the Second District, 37 boats. Their emblem with its white stars, blue bars, flies often from the flagstaff near the Cruising Club Dock.

One of Mystic's industries, The Durham-Enders Razor Corporation, contributes to the well-being of Mystic Seaport by using the same design postage meter on all its outgoing letters that is used at the Seaport.

Annie Mallory was the only daughter of Charles (the sailmaker, first in Mystic) who grew to maturity. But she died shortly after her marriage to Jacob Smull. She and her infant child are buried side-by-side in Mystic's Elm Grove Cemetery, just above Mystic Seaport.

A portrait (13 x 15 in.) was given by Mrs. Charles Mallory Williams of Stonington in memory of the late Dr. Charles Mallory Williams. On the dust cover is written: "Painted by Ryder about 1874 from crayon made from a photograph about 1863." In the opinion of experts, the artist was probably Platt P. Ryder, since the painting has little or none of the qualities of the more famous Albert Pinkham Ryder. P.P. Ryder (1821-1896) was an American genre painter, an associate of the National Academy of Design from 1868 until his death, and a frequent exhibitor in the Academy exhibitions, chiefly represented by portraits.

The North American Sailing Championship's first series is to be run in Fishers Island waters, using Mystic Seaport as headquarters, Sept. 6th.

Interesting people at the Seaport: John Noble of Cleveland was with Villiers on the *Conrad* 1934-36, again for six months in the U.S. Maritime Service showing the boys the ropes; spent his two weeks vacation in Mystic near his old ship. W.A. VanFrank, who served on the whaler *Gayhead* 1913-14, was wrecked in the Aleutians, once jumped ship in the Pacific, was caught and handcuffed to the mast for four days on hardtack and water; is now a marine diver and in the marine salvage business.

(Our Cover--concluded)

dulled out. The crest now is nearly restored to its metallic brightness, for standard punishment for demerits among the St. Laurent crew is to steel wire off a little more of the wartime grey paint that covers the bright crest.

This crest of the *St. Laurent* was repeated as crest on the St. Laurent's dress shirts in a colorful five-portioned shield that related the martyrdom of St. Lawrence. Circled under the crest were the words, "By Faith and Fortitude."

It was by faith and fortitude that this crew holds the Toronto championship in 10-oared cutters, and once beat out a team of boys, relates the Skipper. The cutter practice was the Toronto girls' only acquaintance with the water until they moved aboard the *Conrad*. There their skill on the end of the sweeps drew praise from the *Conrad*'s Skipper. They were a bit short in marine nomenclature and knowhow, admitted Skipper Raymond Titus, but they were "good in long-boats" and were "the sharpest and most willing of all the crews that have cruised with me", added the Skipper.

The trip into the States, by way of the Hudson River valley to Dobbs Ferry where they were the guests of Wing Scouts, ten days on the *Conrad*, and the return trip, set each girl back about $64. This sum they came by in various means...baby sitting, odd jobs, joint sales, allowances. "Those who just couldn't save gave me a sum each week to put away", said Mrs. Granton.

"What do they get out of it? asked someone.

"If more people respected the water and knew how to handle themselves in it they'd be a lot better off", responded the Skipper. Two of her girls hold Dominion medals for gallantry; so she, and they, ought to know.

-STORY BY STONINGTON MIRROR-MYSTIC JOURNAL.



United States Navy representative present on Coast Guard Day at Mystic Seaport, was Rear Admiral George C. Crawford, Commandant Submarines, Atlantic Fleet. Coast Guard officers, aside from Rear Admiral L.B. Olson, were Rear Admiral Arthur G. Hall, Vice Admiral (Ret.) James Pine, and Captains D.A. Chase, G.F. Hicks, Beckwith Jordan and K.P. Maley.

The 300 members and guests who gathered at Mystic Seaport for the Annual Meeting and the 500 other visitors on July 18th saw continuing activity in the midst of all the dedications and Annual Meeting hubbub. The Apothecary shop with its street front arcade was well along, and the restoration of the whaleship *Morgan* was continuing. The new Junior Museum was open and entertaining the small fry, both docks were filled with visiting yachts, the Galley was swarming with customers, and the *Conrad* was putting through its nautical paces 24 boys from the Boston and Johnstown Penn. areas.

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

Pot-bellied Stoves, 5-6 ft. high, for the Sail Loft and figurehead carver's shop.

An **Ediphone, Dictaphone,** or **SoundScriber,** so a busy executive may dictate after hours material to be transcribed next day.

Park Benches for the weary visitors.

An 18 in. (or heavier) **Joiner** for the boat shop.

A 15 in. **Telephoto Lens** in a shutter for a 4 x 5 Speed-Graphic.



Approximate mileage from: --

Hartford.....57	Boston.....87
New Haven.....63	Providence.....45
New London.....10	New York.....136