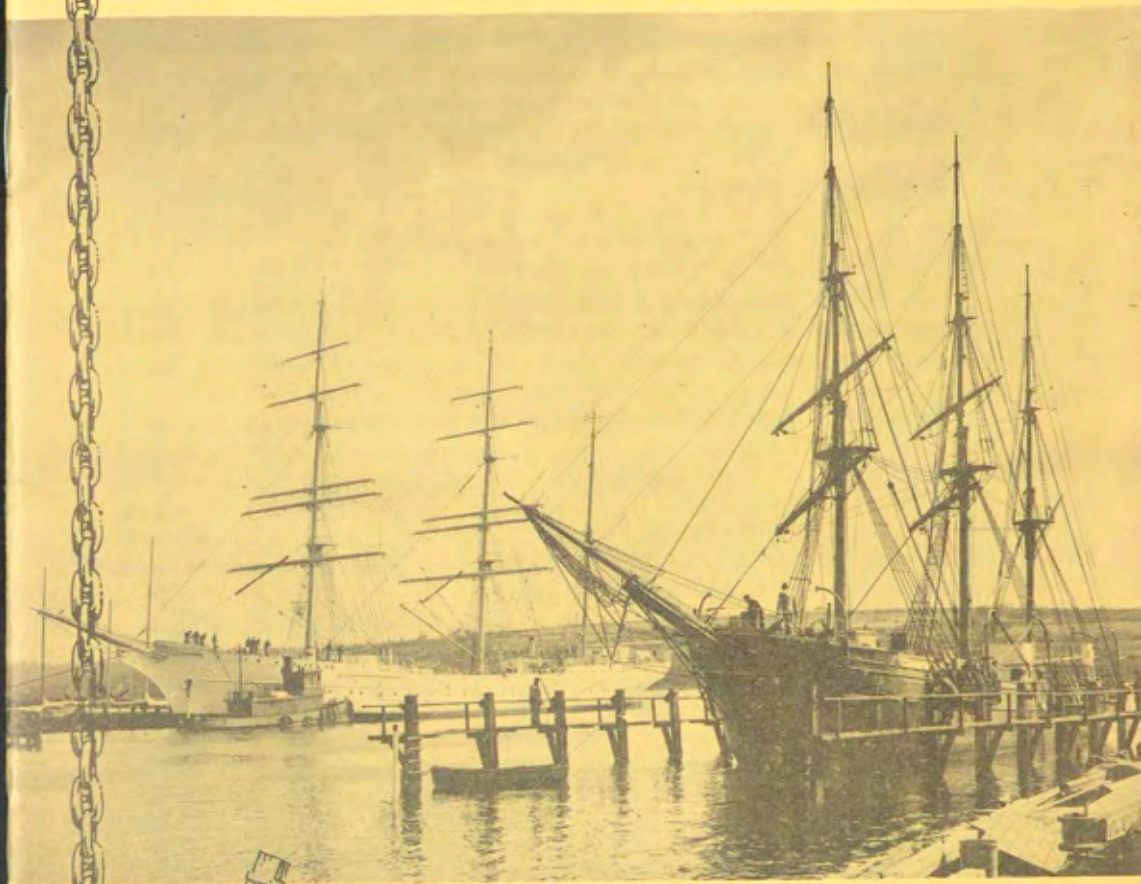
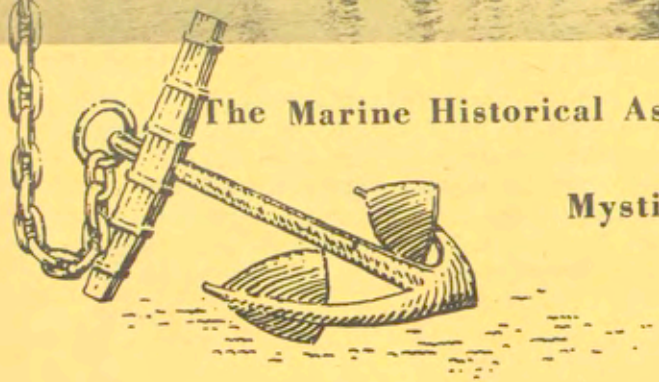
Volume 5 No. 2
Spring 1953

The Log of Mystic Seaport





The Marine Historical Association, Inc.

Mystic, Connecticut



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for members of the Association.
Philip R. Mallory, *President* Edouard A. Stackpole, *Curator*
H. H. Kynett, *Chairman of Publications*
Editor, MacDonald Steers *Printing*, Lois B. Chesebrough
Photography, Louis Martel
PRINTED AT MYSTIC SEAPORT

Our cover picture shows the ship *Joseph Conrad* being nosed into a berth at Thames Shipyard for repairs to her hull. Just leaving the ways is the U. S. C. G. Academy's training bark *Eagle*.

Here two famous training ships are seen together, a picture you and even your children may never see again. The *Joseph Conrad*, built at Copenhagen in 1882, trained over 4,000 Danish boys for a life at sea, then went on to go around the world under Alan Villiers with a picked crew of boys, later served in our own Merchant Marine and finally settled down to the training of youth at Mystic Seaport.

The *Eagle*, the former German training bark *Horst Wessel*, was built in Hamburg in 1936 by Blohm and Voss; one of three built in June that year to serve as training ships for German Naval Cadets. At the close of World War II she was acquired by our government through reparations. In August 1946 she took the cadets of the classes of 1948 and 1950 on a three weeks cruise to New York and Cape Cod. Since she has visited Le Havre, Amsterdam, Oslo, Copenhagen, Canary Islands, the Azores, and Liverpool on regular summer cruises. Her length is 295 feet, displacement 1,634 tons; with steel hull, 700 h.p. diesel engine, and carries 22,000 sq. ft. of sail.

There is a special significance to Mystic Seaport in seeing the two ships together, which is symbolic of local service schools co-operation. All branches in our locality are contributing to Mystic Seaport's advances as you will see from the articles and news items. The U.S. Submarine Base and Coast Guard Academy at New London, and the Coast Guard Training Station at Groton, are working partners recognized in this issue of *The Log*.

Fleet Movements

One would think these old girls would settle down, at their age. But with the first days of Spring one could feel the restlessness in the air, and like a tide the wanderlust swept through the fleet until a person could well believe that life begins at eighty. Only the venerable *Morgan*, at 112, seemed content to stay put.

Admiral Jim, 40 ft. Navy launch, had been laid up all winter at the Submarine Base under the watchful eye of the Navy. She wanted to come home, and so the Navy boys are making preparations to slide her back into the water so that she may do so, their contribution of winter care having come to an end, at least until the Fall of '53. Rear Admiral C. C. Crawford, Atlantic Sub Force Commander, gave the orders.

The old schooner *Australia*, getting close to the century mark, began to complain of her seams opening up and demanded care; and so is scheduled for brief hauling and repair, so that she can make ready for the youngsters who will live aboard her this summer as an auxiliary to the *Conrad* Youth Training Program.

Panhard I and *Lillian Russell* (see your Winter *Log*, p. 9) 23 ft. naptha launch and gasoline racing boat, respectively, are soon to begin the long land journey to Mystic, the hauling the courtesy of The National Motor Boat Show Association, because they want to have some rights to display such interesting craft at next year's show, to join their sisters at the Seaport.

Captain Beckwith Jordan, Commanding Officer at the Coast Guard Training Station at Groton, looked with satisfaction upon the restoration his carpenter's mates had undertaken on the old Life Saving Service's surf boat, long disfigured by an alien cabin, and prepared to bring her home, with a proper silhouette and looking as she should. The Training Station will then undertake a similar job on the Nomansland Boat, built by Captain Josiah Cleveland at Vineyard Haven.

At the head of the dock and close under the bow of the *Morgan*, John Muise, Seaport shipwright, took a

pardonable pride in showing his latest achievement--a completely restored whaleboat, fit and ready for the most critical eye.

Even the second biggest of them all (next to the *Morgan* in tonnage), the *Joseph Conrad*, had found for herself a sponsor in The Electric Boat Division of General Dynamics, Inc., who had underwritten repairs to her hull, and sent her back to Mystic ready for the almost 600 Scouts and leaders who will use her as training base this summer. Proud to have risen above superstition, she had gone over to a New London shipyard on Friday the 13th (of March) under tow, on one of the stormiest days of the Spring, and returned to her station sturdy and fit for a few more years of service. No ship that we know of has been so long associated with the training of youth.

The *Morgan* let the specialists come to her. After all, she had had her share of activity in 80 years of service. But with starboard and port bows restored, she could hold her own with the others, for a while at least. She felt some assurance in that a two-years plan for her more complete restoration had been worked out, to a minimum total of $35,000--if only those coins would keep dropping into her contribution keg.

Generally speaking, the Fleet was happy, active and its future assured.



RESTORING BOW OF 'MORGAN'


WHALEBOAT
NOMANSLAND BOAT
SURF BOAT
SURF BOAT
'AUSTRALIA'

Coming Events

Springtime is field-trip season for schools. If you are a teacher and planning a visit, better make your reservation now.

MAY 1953						
SU	MO	TU	WE	TH	FR	SA
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3	4	5	6	7	8	9
10	11	12	13	14	15	16
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24 31	25	26	27	28	29	30

13th Free day--Mystic and vicinity.

16th 110 Cub Scouts and adult leaders expected.

20th Free day--New London and vicinity.

26th 125 Pitney-Bowes representatives visit.

27th Free day--Norwich and Westerly.

JUNE 1953						
SU	MO	TU	WE	TH	FR	SA
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28	29	30				

4th Annual Garden Party for Volunteers.

5th 54th Annual Convention, Conn. Bankers Association, visit the Seaport.

18th Four-day Mariner Leaders Training Course.

22nd *Conrad* Youth Training Program opens.

22nd Yacht *Brilliant* begins her summer cruising.

JULY 1953						
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5th Mystic Day--probably fireworks and games.

12th Annual Press Party at New York Yacht Clubhouse. Supper and such.

AUGUST 1953						
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23 30	24 31	25	26	27	28	29

14th ANNUAL MEETING DAY. A Dutch-treat clambake on Shipyard Point *may* be the culmination of the big day of the year for Marine Historical Assoc. members and friends. Dedication of Joseph Bringhurst's old Apothecary Shop, the Rigging and Sail Lofts, and probably, the opening of Stoddard Tavern.

Same weekend--Ram Island Yacht Club's annual Race around Fishers Island.

SEPTEMBER 1953						
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13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

7th Labor Day. The end of the season for some people, but just another big day at Mystic Seaport.

On The Grounds. . .

With the lazy Spring days, when most of Nature quickens above and below ground, mopey man inclines to inactivity. When every clod feels a stir of might, man, for some strange reason, wants to doze.

The only dozing in Spring at Mystic Seaport is done by the bulldozer! But even so, man may climb to his soul in grass and flowers by this less than gentle method.

When the bulldozer took over, it prepared the former North Parking Lot, between the Stillman Building and the New York Yacht Clubhouse, for the planting of grass; and the area will henceforth be park-like with trees and shrubs beautifying an already lovely scene, overlooking Mystic River and the comings and goings of the yacht visitors.

A display shed for historic small boats will rise toward the back of this park area with flagstone approaches. Another boat shed will appear alongside the old Rope Walk.

On the waterfront street two "new" buildings will appear. The old (1815) Burdick House, a dwelling demolished to make way for a new bank building in Mystic, is being rebuilt to prevent its disintegration. Old Stoddard Tavern will make its bow after a century of abstinence--still abstaining!

The present Museum entrance gate will be closed, except to delivery trucks, and the former exit gate will now be the entrance, giving the incoming visitor the benefit of one of the most fetching first-hand views the Seaport has to offer--the stately *Morgan* at rest between her flanking piers. Exit will be by a new roadway, bordering the picturesque marshy tideland not yet encroached upon. The new roadway (30 ft. wide) will provide more than an equivalent to the parking area lost by the creation of the new lawn.

(over)

The enlarged lower parking area will be screened from view by a natural planting, so that the visitor wandering in and out of the old shops and lofts, or strolling along the cobbled street, will not be conscious of the immediacy of 20th Century Buick, Chevvy, Ford and Olds.

A walkway to the Junior Museum, the Captain's Garden, the Shinto Shrine and Library grounds will invite the visitor to leave the workaday for the contemplative world.

And at sundown of a Sunday evening, a newly installed electric organ will flood the scene with strains of Bach, St. Saens, Mendelssohn and Palestrina.

PIETER HOLM AND HIS TOBACCO BOX is the title of the Association's newest publication. Written by Ernst Crone, President of the Scheepsvaart Museum of Amsterdam and translated by Prof. Dirk Brouwer, Director of Yale University Observatory and Head of its Department of Astronomy, the 24 page monograph describes Pieter Holm and his curious tobacco box (only twenty known to exist) dating from 1729, upon which are inscribed a perpetual calendar with the phases of the Moon and a method of finding the speed of a ship at sea. The introduction is by Edwin Pugsley, a Director and Member of the Association, and donor of the tobacco box to Mystic Seaport's Navigation School.

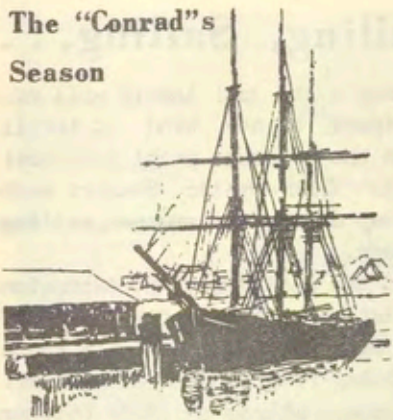
Pieter Holm taught Navigation in Holland and while, as Ernst Crone states, "he might not have been the most learned of the men who were developing navigational aids in the mid-1700's, he was a zealous advocate of a maritime method which he had invented and to which he subscribed his own strong personality as a teacher."

The publication is printed in Granjon type, illustrated with pictures of the tobacco box and the Seaport's old Navigation School, and is bound in ripple-finish tan paper covers. It will be sent without charge to members of the Association in Active Member and higher classifications; available to others at $1.00 per copy.



The 32-page child's color book shown here, with drawings by Jean Pordes, is on sale at the Museum's main reception desk and Seaport Store at 50¢. Should prove popular with the younger set. Size--6 x 9 in. (You may order by mail.)

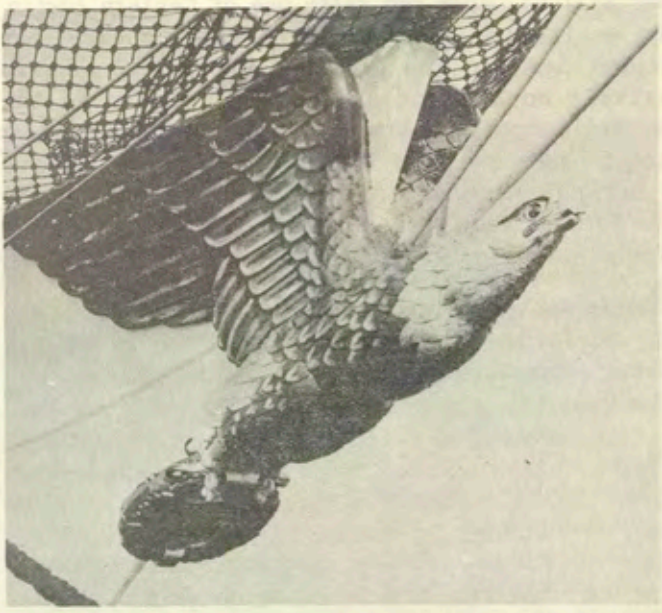
The "Conrad"s Season



The *Conrad* training season, with 29 different groups registered from Connecticut, New York, New Jersey, Rhode Island, Massachusetts, Maryland and Canada, opens on June 18th with a Girl Scout Mariner Leaders Training course.

That happy, efficient and lively group of Sea Rangers, *St. Laurent* of the Canadian Girl Guide Association, will make a repeat visit and will probably fly in from Toronto. Last year they were aboard on American Independence Day. This year they will arrive on July 11th.

The Leaders Training Course will be for four days, should number 35-40 leaders, many of whom will later bring their own troops for short-term training session. The 29 groups total approximately 600 Scouts and leaders, with others yet to complete registrations.



Figurehead from the German training ship *Horst Wessel* (now *Eagle*) presented by the U. S. Coast Guard Academy at New London.



ADRIAN K. LANE.

Sailing, Sailing, . .

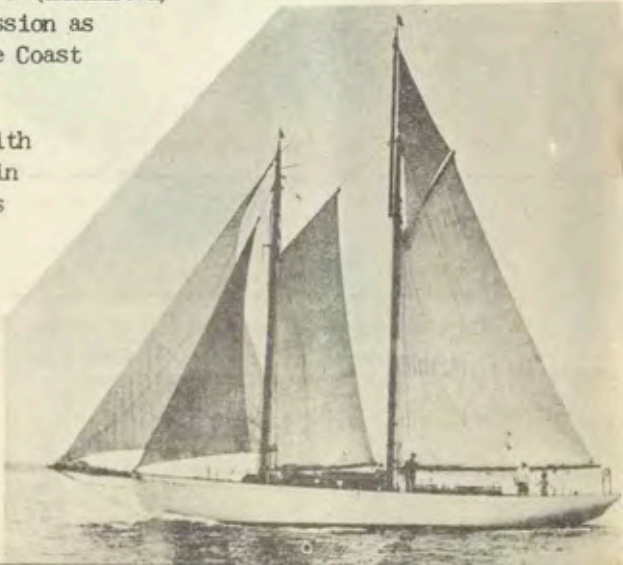
Many a lad and lassie will experience a new kind of thrill when the schooner yacht *Brilliant* sails from Mystic Seaport each Monday during the summer sailing season.

In the most important extension of activity in the five years of its existence, the Seaport's Youth Training Program offers *Brilliant* to groups of boys or girls between the ages of 13 and 18 for cruises in and about Long Island Sound. Groups must be accompanied by their own adult leaders, and not number (for this year, at least) more than ten. Were it not for the generosity of her donor such an opportunity could not be offered for so little:.. $35.00 a week.

Cruises will be under the salty eye of Captain Adrian K. Lane, with the assistance of a Mate of his own choice. *Brilliant*'s new Skipper has had ten years of experience, having served successively on a light ship, on a frigate to the Society Islands, New Guinea and Alaska, on a Canadian-built corvette, on an ice breaker and buoy tender to Greenland, on the *Atlantic* in the Bermuda Race of 1946; and topped this varied career with six years as Skipper of the Woods Hole Oceanographic Institution's Atlantis, surveying the undersea Atlantic Range.

He has his Master's papers (unlimited) in sail, and holds a commission as Lieutenant Commander in the Coast Guard Reserve.

Adrian K. Lane grew up with Mystic Seaport. As a boy, in nearby Noank, Conn., he was a frequent visitor; his particular love being for the builders' half-hull models.





Five years ago, on the eve of sailing home, Cadets of the Danish Training Ship *Danmark* were entertained at the Marine Museum, with dancing, games and girls. Above: the *Danmark*; Below: Finding a Shoe for dancing partners.





William Eiman and Lewis Lang of Smith, Kline & French, setting up the old Apothecary Shop material presented by their company.

Lucy Haley Chesebro

The Seaport's staff, its volunteers, its officers and directors, and most of the local inhabitants who have frequented the Seaport, or lived in the area for long, were saddened in late February by the death of Lucy H. (Mrs. S. Z.) Chesebro. She was a well-known figure at the Seaport, having served as off-season Sunday hostess over a period of ten years or more. Her ancestors figured largely in Mystic's early history; one of them, a ship's captain, brought Tom Paine to this country, another sheltered him when he was in the disfavor of many; and the portraits of others hung in the room at the Museum in which she so often served as hostess. She had been educated in private school in Brooklyn and in Rome under Dr. Maria Montessori. In Mystic she had been tax collector and clerk of the Fire District for eight years; and Republican Registrar of Voters for the Stonington Fourth District for nineteen. Few had served the M. H. A. in a volunteer, or any other capacity, for longer; and none had served more dependably.

Guided Tours which were but a dream in your *Log* of the Fall of '52, will be an actuality by June.

We believe that something unique and valuable comes into the Museum's service with this new plan. Museum guides are no novelty, but student-guides are, and there is a difference.

Mystic Seaport offers something to the guide as well as to the visitor with their coming. They will be graduate students from the higher institutions of learning, who have a particular interest in our field and who will not only receive credit for their work at Mystic, but are expected to produce a thesis towards a desired degree. Their schedules will allow ample time for research, with full use of Mystic's storehouse of unpublished manuscript material in diaries, logs, shipping records, and the like. They will learn while they earn.

It is a long step forward, and signifies not only the value of the wealth of material at Mystic Seaport and the Museum as fulfilling a more proper place as an educational institution, but tends to the ultimate complete integration of the museum into the established educational system of the country.

Every Member Should Know that the hours established for the use of the Harriet G. Stillman Library are:

10.00 a.m. - 4.00 p.m.

June 1 - September 30 Daily
October 1 - June 1 Monday thru Friday

Weekends by appointment only.

Closed December 23 - January 2

Guests Accommodated

In order to avoid that "I'll fumble, you pay" or "You fumble, I'll pay" struggle which always confronts you when you arrive at the Seaport with guests, the Management offers to Members a book of 10 guest tickets, good indefinitely, for $5.00. When presented by the Member at the Gate, one of these tickets admits his (or her) guest.

Japan Incident

Every school boy knows how Commodore Perry opened the ports of Japan in 1853-54, but few ever knew that Captain Cooper of the whaleship *Manhattan* preceded Perry in Japan (1845) by nearly ten years.

The *Manhattan*, Captain Mercator Cooper of Southampton, Long Island, was whaling in the Pacific when they discovered a helpless party of Japanese fishermen marooned on a small island near which their vessel had foundered. Captain Cooper took them aboard and upon finding that they had a chart of Japan's unknown coastal waters, offered to take them home, but because they feared to have a foreign ship enter those waters, the Japs refused his aid. Captain Cooper was not one to miss his opportunity, however, just because those Japs were timid. He had the chart and before they realized what was going on, the refugees were in Yedo Bay, a few miles from Tokio, then called Yeddo.

Cooper kept that chart well hidden when the Nipponese authorities came aboard the *Manhattan*. Otherwise, as the refugees explained to Cooper, they would be beheaded for having let it get into his possession.

The *Manhattan* was quickly surrounded by boatloads of Nipponese soldiers but, as the Americans appeared friendly but fearless, they were not molested. Being ordered to leave the harbor at once, Cooper explained how one of his masts had been split in the recent typhoon and must be replaced before he would depart. Thereupon, still keeping the *Manhattan* surrounded and under strict surveillance, the Japs had a new spar sent aboard to replace the damaged one.

Meanwhile, a corps of native artists were brought aboard to measure every part of the vessel and make scale drawings which might be used in building a similar ship. As one American newspaper of that time reported, "Nothing escaped their scrutiny, from the windlass to the ring-bolts."

While the work of stepping the new mast was under way, the Japanese Emperor sent a royal emissary to Captain Cooper, expressing his friendship but also bearing an edict that no foreigner must ever set foot

on his sacred soil. He assured Cooper that the *Manhattan* would be completely stocked with food and water but his sails must not be raised within sight of Japanese territory.

Accordingly, several days later, the Yankee ship, with the new mast and ample supplies for the long voyage home, was towed out of the harbor by scores of small native craft propelled by brawny Jap oarsmen. Not until she was miles at sea was she permitted to raise sails and go her own way, but the Americans were as glad to be gone as the Japs were to have them.

Arrived in America, Cooper sent the Japanese chart to Washington and it was used by Commodore Perry when he voyaged to the forbidden empire, reaching Tokio July 8, 1853.

In the seventeenth century, the Japanese forbade Christian worship, closed their ports to foreign commerce, turned their backs on Western Civilization, and adopted the Chinese policy of isolation. Several times during the nineteenth century American sailors, shipwrecked off the coast of Japan, had been mistreated by the natives, so in 1853, Commodore Mathew C. Perry, with four United States warships, was ordered to Japanese waters.

The following year he secured a favorable commercial treaty from the Shogun, chief noble and assistant to the Mikado, providing that American ships and sailors shipwrecked would be protected in Japanese harbors, two Japanese ports were opened to Americans, and after 1863 the Japanese began to adopt western civilization, making rapid progress during the next forty years.

H. F. Thomas

Ed. Note: Perry's landing in Japan is being widely celebrated in this, its Centennial, year. *The Log* appreciates the privilege of printing Mr. Thomas' account of this little known incident.

The Galloneers, Brockton Boys Choir which sang a post-Easter concert at Mystic Seaport, April 19th, were on their way home after an Easter vacation trip to Washington, D. C. Four quartets sang a program of sacred and popular numbers, including the popular Lady of Spain and one about the old woman who lived in a shoe--Brockton being a shoe-town.

L E T T E R S

Executive Offices of
R. H. Macy & Co., Inc.
New York 1, New York

January 22, 1953

Dear Mr. Mallory:

Well, I went up to Mystic yesterday and got knocked for a loop, really knocked for a loop. I am a character of rather violent enthusiasms, and when I like something that folks ought to see and support I get pretty loud and long, and that is how I am now pledged to be about the Seaport. I'm not going to write you a rave-review about the place, but I do want humbly to thank you not only for the kindness of Mr. Steers and Mr. Brooks, but for the greater service you and your associates are performing for the people of the United States. I am not a seafaring person, but neither am I blind to the superb scope of your project, its intense and varied romantic lesson in citizenship and enterprise--as well as for the lucidity of arrangement of the objects, and the way they "spell out" the lesson. To say that I'm grateful to you is a little mild, but I am.

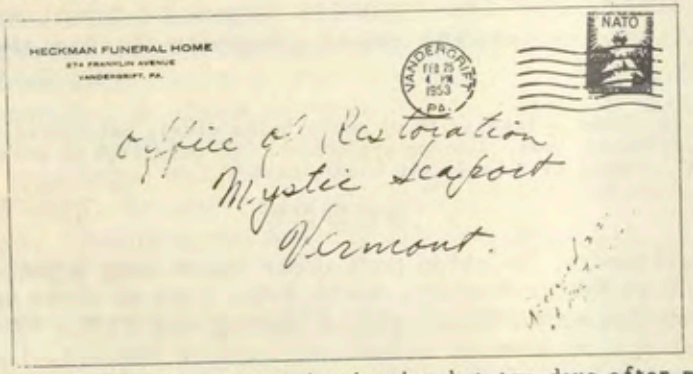
I just hope the "spotlighting" we'll give your treasure will pay off for you in increased attendance as travel begins to open up. I'll send you photographs of the windows, of course, and a note concerning the reception of the material by the public.

Meanwhile, to you and Mrs. Mallory, my deep thanks again.

Sincerely,
(signed) Paul Hollister

Philip R. Mallory, Esq.
36 La Gorce Circle
Miami Beach, Florida

Ed. Note: Macy's "Whale of a Sale" featured Mystic Seaport figureheads, scrimshaw, "Whale Hunt" and other whaling material in three huge window displays.



This letter reached its proper destination but two days after mailing. Enough said, as to the fame of Mystic Seaport!

Variable Winds

The Connecticut College sailing program opened in mid-April, using Mystic Seaport's dhow fleet. Mystic Community Center is another local organization using the facilities of the Seaport in its own pre-season sailing program.

Officials of Atlantic Mutual Insurance Company, Dow Chemical Company, Electric Boat Company and the Thames Shipyard sat together in Groton, Conn. recently as a committee of experts to determine the future treatment of the hull of the *Joseph Conrad*, which has shown considerable pitting as the result of undue electrolysis. The results of their deliberations are not yet known, but may go far towards solving a serious maintenance problem.

On April 26th 75 New Haven Boy Scouts brought their box lunches and toured the Seaport.

Two area daily newspapers, *The New London Evening Day* and *The Westerly Sun* have made gift subscriptions to the Seaport-a boon to its publicity and clipping activities. The *Day* also presented some 16 volumes of the valuable *Merchant Vessels of the United States.*

W. D. McKay of the Curatorial staff has completed a three weeks course in the principles, care and maintenance of aids to navigation, by courtesy of the Aids to Navigation School of the U. S. Coast Guard Training Station at Groton, Conn.

June is Whaling Month at the New Bedford (Mass.) Public Library and the fact that it will be the Library's 100th anniversary as well as the publication date of *The Sea Hunters*, Vol. I, by Mystic Seaport's new Curator Edouard A. Stackpole, makes for considerable celebrating. One event will be an autographing party at which Mr. Stackpole will take the spotlight.

Saturday, February 21st, was one of those now-frequent days of wind and rain. But 50 Scouts from Somerville, N. J. made the trip to Mystic-a matter of 320 miles or so.

A Seaport statistician has given 691 as the number of boats which tied up at the Seaport's several docks between July 1 and September 12 last year. Total highway bridge openings, reports the bridge-tender, exceeded 2000. The editorial abacus reasons, then, that miscellaneous traffic accounted for approximately 700 openings, or 350 vessels; assuming, of course, that what comes up must eventually go down the river.

One of the 55 boys from the Hartford YMCA (their visit February 26th) went home the proud and tender possessor of a stray white kitten, found wandering about the Seaport.

Oak for the restoration of the *Charles W. Morgan* will soon be coming in from Norwich, Conn. hills, now that the lumbering season is closed. 4,260 ft. have been contracted for--3 x 6, 2 x 4 and 4 x 8 inches, in strakes 15 to 20 feet long, for chain plates, catheads, knees and such.

The Seaport truck has brought in three loads of ancient floor joists, two loads of interior posts (8 x 8 in.) and summer beams (12 x 12 in.) approximately 30 ft. long. The timbers are two centuries old and come from Yale's historic Connecticut Hall, where Nathan Hale studied as a college youth. This priceless old building material is the gift of Yale University to Mystic Seaport's future building program. Connecticut Hall is being modernized with all-steel beams and it is interesting to know that the same company which jacked up the White House when it was renovated under Truman's administration, is also doing the Yale job.

At one time, material from Mystic was on exhibition in four different places: Truxtun-Decatur Museum in Washington, D.C., and in Connecticut at Kent School, Glastonbury Historical Society and Silvermine Guild of Artists. Material has just returned from Macy's in New York where it is reported their Whale of a Sale was a Whale of a Success.

Easter flowers in Fishtown Chapel were given by Mrs. Curtis A. Owens, Sr. in memory of Mrs. Harriet G. Stillman.

The first Bailey (Benjamin F.) of Bailey & Staub, New London's thriving sailmakers, is said to have served his apprenticeship in the Mallory Sail Loft, now a part of Mystic Seaport.

James Cagney, in summer seen at Nantucket and Martha's Vineyard, and owner of *Karoo* on the East Coast and the 70 ft. aux. schooner *Swift* on the West Coast, is a new Life Member of the Association. If names still make news, this is an item noteworthy enough; but it also gives us an opportunity to add that the Seaport has 3632 members in 40 states and the District of Columbia, and in 14 foreign locations. In all of these there is not one whose last name begins with X! One man wrote: "I am neither a resident nor a citizen of the United States and therefore not eligible for membership."

Dr. Tage M. Nielsen of New London, a recent member, was formerly Surgeon on the Danish training ship *Danmark*; left her, when she went home after the War, to practice surgery in New London.

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

This little sentence, so often printed here, has brought some amazing and heartenly generous results.

As the result of a suggestion that electric motors, metal drills and wrenches would be useful to Mystic Seaport, the following are acknowledged:

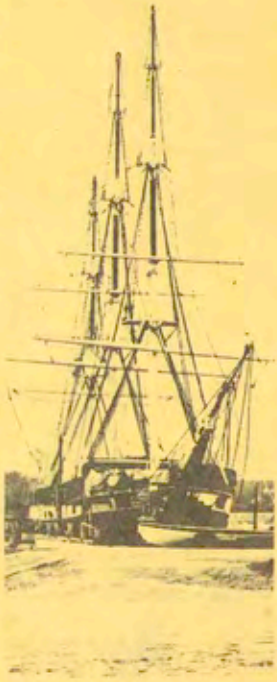
22 drills of various sizes from Joseph T. Ballard, Harvard, Mass.

35 carbon steel straight shank taper length **drills** of various sizes from Joseph A. Batlle & Co., Inc., New York. (Joseph A. Batlle visits here in his boat *Athasca.*)

Ratcheting end **wrenches** from Frank C. Reilly Ltd., Hillsdale, N. J.

5 h.p. **motor** from Henry C. Haskell, of Moosup, Conn.

One member, Dean K. Worcester, does not manufacture either wrenches, drills or motors, but he went out and purchased his contribution of **tools** and sent them in.





We need them all.....So-o-o.... we are emboldened to suggest:

Blankets, sheets and **pillow cases** for the use of *Conrad* and *Brilliant* summer sailors, and the resident Student-Guides.

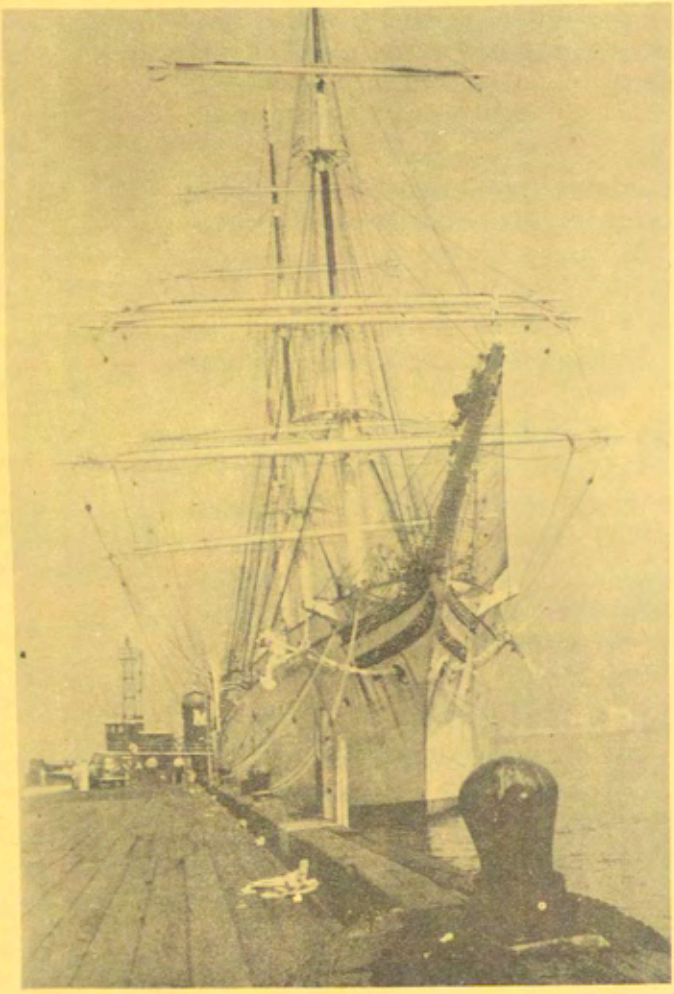
Comfortable office, or board-room type, **chairs** for the more sedentary sessions of Officers, Staff and Committees.

Carpeting, Rugs or **Runners.**

Lawn and porch **furniture, benches.**

Wrecking bars and **crowbars.**

Another Training Ship—Norway's *Statsraad Lehmkuhl*



Credit for this picture goes to Richard Veit, teen-age member from Far Rockaway, New York