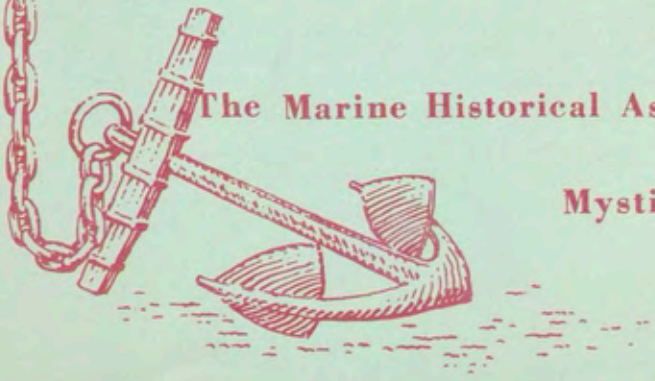
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Fall 1953

The Log of Mystic Seaport





The Marine Historical Association, Inc.

Mystic, Connecticut

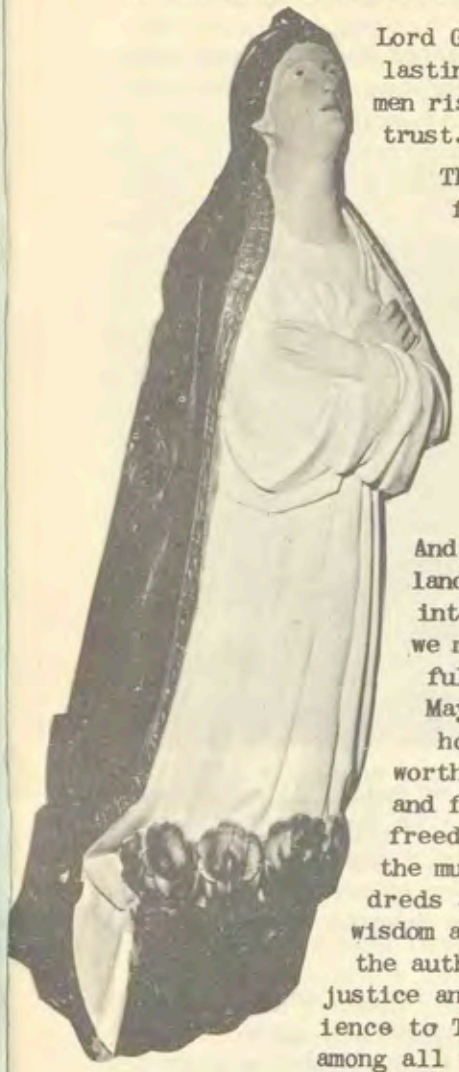


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Philip R. Mallory, *President* Edouard A. Stackpole, *Curator*
H. H. Kynett, *Chairman of Publications*
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Photography, Louis Martel
PRINTED AT MYSTIC SEAPORT

At 9.30 a.m. Sunday, July 12th, early visitors at the Seaport were treated to a sight that few of them had ever seen or would see again. Commander Irving Johnson was taking *Yankee* down-river, and through two bridges, under sail. The *Conrad* at her berth watched quietly and no doubt wished she could hoist her sails and follow. The visiting yachts knew they could follow but waited....they did not want to disturb the quiet water. Across the river some of the old houses recalled by-gone days for it was not the first time a boat had gone through the bridges under sail. It was probably the first time that a vessel of such dimensions had done so, and it was the first time that *Yankee* had left Mystic Seaport with only the wind for power. There was but a light breeze that day or she could not have done so, even with such a skipper as Irving Johnson.

Lou Martel, Seaport photographer, was not on hand, it being a Sunday, but as usually happens at Mystic Seaport, there was no scarcity of photographers. In a matter of minutes the unusual scene had attracted a dozen photographers, who were shooting from all directions. One of them, J.R.R.Gough, an officer of The Royal Bank of Canada in Montreal, caught in color the view shown on Our Cover. It was reproduced in black and white by Mr. Martel for use on this issue of *The Log*.

To open the Association's 24th Annual Meeting, the following invocation was given by Commander Raymond C. Hohenstein, CHC, USN, Chaplain U.S. Coast Guard Academy, New London, Conn. The solemnity of its feeling, its vision and the hope it expresses, seemed so appropriate to the very aims of the Association that, with his permission, it is repeated here.



Lord God, who art from everlasting to everlasting; before whose face the generations of men rise and pass away--in Thee did our fathers trust.

Thou didst give them the desire for the freedom to worship Thee according to the dictates of their conscience, and to live peaceably among their fellowmen. Thou didst fill their hearts with the courage to brave the dangers of the deep and in Thy mercy didst bring them safely to these shores.

For these and all Thy many other graces to them, we give Thee our hearty and humble thanks.

And now, O Lord, Thou hast placed this good land with all its many and precious freedoms into our hands. We humbly beseech Thee that we may always prove ourselves a people mindful of Thy favor and glad to do Thy will. May it please Thee to bless our land with honorable industry, sound learning, and worthy ideals. Save us from violence, pride, and from every evil way. Defend our precious freedoms, and fashion into one happy people the multitude brought hither out of many kindreds and tongues. Endue with the spirit of wisdom all those to whom in Thy name we entrust the authority of government, that there may be justice and peace at home, and that through obedience to Thy will we may show forth Thy Praise among all the nations of the earth.

To that end, O God, bless also the members and friends of this association and today's Annual Meeting; that everything we do or say may bring glory to Thy Holy Name, and make men forever free. Through Jesus Christ, Our Lord, to Whom with Thee and the Holy Ghost be all praise and dominion, world without end. AMEN.

Annual Meeting For the first time in twenty-four years, on Annual Meeting day, it rained, but the side walls of the 50 x 90 ft. tent were lowered on the windward side, and tent and rain together contributed, rather, to the happy concord of those inside.

Thus packaged in canvas, in a manner of speaking, 200 people with a common bond, became the distillation of a day of event. At 10.00 one of the student-guides had conducted the families and friends of the Directors, meeting elsewhere, on a tour of the Seaport. At 11.00 a group gathered on shore near the ship *Joseph Conrad*. On the quarter deck Frank C. Pace, Jr., former Secretary of the Army, now Executive Vice President of General Dynamics Corporation, dedicated the L. Y. Spear Memorial plaque given by General Dynamics to signalize their contributions toward the preservation of a ship which had meant much in the training of youth--a work dear to the heart of the late L. Y. Spear, former President of the Electric Boat Division of the Company.



Piping the distinguished visitor aboard and lined up at attention during the ceremony, was Captain Titus' current group of Girl Scout Mariners and their leaders, from Rowayton, Ct.

At 11.30 Francis Boyer, President of Smith, Kline & French Laboratories, took his position in front of the building housing the Old Apothecary Shop, presented to the Seaport by his company, and by its dedication officially added an appropriate collection in the growing row of shops and lofts devoted to the men and ships of another day.

Before luncheon Clinton M. Bell sat down at the new Baldwin electric organ, and began a 45 minutes program of semi-classical music. It was the first time that many had heard the new organ, a gift of the Arthur Curtiss James Foundation.

By 12.30 the Dutch Treat Luncheon had drawn 250 participants, and when the actual meeting began, at 2.00 o'clock, the crowd had swelled still further.

President Philip R. Mallory had set the pace by stressing the "Origins of Freedom" as exemplified in the collections of the Association. Edouard A. Stackpole, in his first formal appearance before the members as Curator, caught up the theme by reviewing the country's maritime history in its earliest days and showing how men of the sea became crusaders with the dominant thought of freedom before them.

Frank C. Pace, Jr., found in his days of service as Secretary of the Army, heartening evidences of what he called "the sustenance of freedom". He lauded the "dignity, decency and integrity" of our men in the armed services and urged the young people of the United States to enter government service as a career.



Francis Boyer declared that the American climate of freedom fostered also the field of medicine, allowing research to be untrammelled. "Without it" he said, "all research must suffocate. The origin of medical freedom, like the origin of our other freedoms, lies in the voluntary acceptance of responsibility....beyond the call of duty."

To many, the introduction of three short speeches in place of the usual more formal address by one speaker, was a refreshing innovation; and the informality of the day was further lightened, at the business meeting which followed, by two speakers--one striking a serious note, the other more humorous--when Marion Dickerman, Educational Director, commented on the opportunities for youth at Mystic Seaport, and long-time member, Jeremiah Holmes, brought a hearty laugh with two anecdotes, one old and one new.

Perhaps the high light of the day came when President Mallory launched into plans for the observance of the Association's twenty-fifth birthday year with an all-out drive for much-needed capital funds, and Joseph Herman, Caretaker, and Superintendent of the Maintenance gang, mounted the platform, a bag of money in hand, and initiated the drive for funds by handing President Mallory a contribution from the Staff of Mystic Seaport. No one was more surprised than Philip Mallory, himself, and he was not the only one present who was touched with so tangible an evidence of loyalty.

All in all, one might say facetiously, it was a day to remember--(1) for the money, (2) for the show--and, seriously, with the drive for capital funds before us, we might add that now it is (3) to make ready, and (4) to go!

The Ram Island Yacht Club's annual race around Fisher's Island has been drawing, each year, an increasing number of contestants. The race, held this year on August 16th, drew the biggest field ever. A cocktail party and modified clambake, which they served at Mystic Seaport, the night before, put the contesting crews and guests in jovial and sporting mood.

Next day the Seaport was the scene of another big event.

Using the same big meeting tent which had served for the Annual Meeting of The Marine Historical Association and the dinner before the Around-Fisher's-Island race, the City of New London honored the officers, and their wives, of the State's adopted carrier *Tarawa* on Sunday, August 16th, with a luncheon. The event had been delayed a full day because a storm of near-hurricane proportions was bowling along the coast, and the vessel's arrival was postponed. Heavy seas in New London harbor would have seriously affected the transportation of the hundreds of expected visitors, from shore to ship. At Mystic Seaport several hundred were entertained, including a Governor's Committee, representatives of the Governor's Horse Guard and the Governor's Foot Guard, City officials and other dignitaries. The *Tarawa*'s crew was entertained at New London's City Hall and at Ocean Beach Park. Other events were a reception aboard the carrier, music by a fife and drum corps, a dance, the presentation of a basketball trophy, a buffet supper for the officers, and at Mystic Seaport a guided tour following the luncheon. The 3400 tickets to board the huge carrier, authorized by the Navy, were exhausted three days before her arrival.

The tickets were not all that was exhausted. After three successive days of events, a tired Seaport staff folded its much-used tent, and silently stole away.

If you attended the Annual Meeting and noted the air of comfort of those officers and speakers seated on the platform, it was due to the six captain's chairs in which they sat--a gift of the Camden Wire Company of Camden, N.Y., arrived that day in the nick of time.



Brandaris

Broad of beam, squat and solid as any legendary Dutchman, she was yet a thing of beauty. With her unbelievably low and lovely sheer she sat on the water as naturally as any sea-bird, though she was built for the canals of Holland.

Brandaris is her name. It is also the name of an island off the coast of Holland, on which is a lighthouse; but beyond that, into the farthest recesses of time, it is the name of a figure from Dutch legend.

At Mystic Seaport, on July 23rd, she sat among her American cousins seemingly quite unconscious of the stir she was making by her strange appearance.

She was built 1939 at Amsterdam, and her owner, L. C. Harkness of Philadelphia, brought her over on the deck of a freighter in 1950. She has a double steel hull, with overlapping plates, gracefully tapered to accentuate her lapstrake appearance and lovely lines. L.O.A. 53 ft., Beam 18 ft., Draft 3 ft. 9½ in. She carries two 14 ft. lee boards which are operated independently by two windlasses. Her diesel engine is American-made. Her deck is teak laid over steel. Her 55 ft. mast is stepped on deck, but can be laid flat with ease, because of the many bridges over the Holland canals. Her ornately carved rudder depicts mermaids which have to do with that legend of Brandaris. Captain Barney Eik is no Dutchman; he is Norwegian.

Below she has many comforts. Her three staterooms are furnished, two of them double, one single, and all have overhead skylights. There is hot and cold running water supplied by fresh water tanks below and a small pressure tank to insure constancy. She even boasts a bathtub, a ship-to-shore telephone, a fathometer and a radio direction finder.

Gangway Board from U.S.S. *Olympia*



An instance of the odd kind of happening which sometimes occurs at Mystic Seaport came on August 28th when John L. Sprague of Providence found something of particular interest to him in the old gangway boards from the U.S.S. *Olympia*, famous as Dewey's flagship at the battle of Manila Bay, May 1, 1898. The *Olympia* fired the first shot in action after Admiral Dewey told the captain "You may fire when you are ready". Sprague had been an apprentice seaman, first class, on the old ship when she made her round-the world voyage as one of the Great White Squadron; helped decommission her; remarked that he would like to have a penny for every time he had touched those ornately carved boards.

An hour later Ralph Greene Risley, Capt. USN (Ret.), of New York and Hartford, found the same boards of interest. He had served as a midshipman aboard *Olympia* during a training cruise. His first ship was the *Connecticut*, on which he served soon after graduation from the Naval Academy. The *Connecticut* was then the flagship and Ernest J. King was Flag Secretary.

The U.S.S. *Olympia* was named after the capital city of the State of Washington. Her keel was laid in San Francisco, June 1891 and she was completed in 1895. She brought back the body of the Unknown Soldier in 1921. The *Olympia* was decommissioned at the Philadelphia Navy Yard in 1922.



Bixler Tour

The first New England and Canadian "Bixler" Tour came through Mystic Seaport on August 12th. Among the 36 persons on board the big bus were Mr. and Mrs. Bixler themselves. The tourists were all from Cleveland and northern Ohio; were intending for Providence, Boston, Montreal, Ottawa and Toronto in the 16 days of sightseeing. There were three such tours during the summer.

Other groups arriving at the Seaport ranged through the Pawcatuck Little League team, a Boston University Teachers' Tour, a private school from Madison, Conn., an informal summer resort group intending especially for the Junior Museum, day camps, scouts, YMCA's and YWCA's, and several foreign groups.

And then there was the group of young boys--the one day it really poured "cats and dogs"--all ready to leave and one boy missing. After their leaders and much of our staff were very wet, it seems that the boy did not come at all.



On September 18th sixteen Belgian industrialists, skilled workmen, foremen, labor leaders and executives visited as part of a larger tour of the country, under the Foreign Operations Administration, a division of E.C.A., to observe "the democratic approach to economic and social responsibility." A representative of our government accompanied them and will remain with them for the duration of their stay in this country.

They found a near-*compatriote* on the whaleship *Morgan* in French speaking Remy Fauquet, Seaport rigger. The 65 years old Remy had visited France and Belgium, in 1900-1901, as an acrobat with the Barnum & Bailey Circus. To prove it he turned a deft handspring on the deck of the *Morgan* for the astonished group of Belgians.



Staff member Douglas McKay (second from left) is host-guide to a group of German industrialists, similar to the previous group of Belgians. The group is on the deck of the *Charles W. Morgan.*



Victor Sheronas and Richard Pew, two Haverford (Penn.) School boys view the contents of a Mystic Seaport traveling sea chest which reached their school in June. *(Photo--Stellabott Studio)*



The S.S. *African Endeavor*, a combination passenger and cargo steamer of the Farrell Steamship Lines, runs from New York to Africa. Her lounge was designed by H. Clifford Burroughes; the mural was painted by Robert Bushnell, after research done in the library of Mystic Seaport. *(Photo--Morris Rosenfeld)*

A bit of old Denmark is going back home. *Gamle Georg Stage Drenge* is the Danish name for "The Old Boys", that organization of cadets graduated from training on the former *Georg Stage*, now *Joseph Conrad* at Mystic Seaport.

At the request of Mr. Charles S. Porsvig, himself one of the Old Boys (1898), now living in this country, the barometer from the *Conrad* is going back to Denmark to occupy a place of honor in the Copenhagen club house of the organization. The instrument should be familiar to every Old Boy. On graduation day each member of the class used to march solemnly by the instrument, touch it with his fingers as a symbol of good luck. If he did so at any other time he was likely to have his knuckles rapped.

To reciprocate this gesture of international good will, the *Conrad*'s barometer will be replaced with a similar Danish instrument.

The Dhow Derby (Mystic Seaport, Saturday, October 17th) is one of the more distinctive frost-bite regattas. This annual one-class racing event honors those yacht clubs who gave Dyersin Dhows for use in the Association's Youth Training Program. Each club sends a crew to participate. Some of them take it seriously and there are always some shenanigans. Those on shore watching, cheer their own particular club and thoroughly enjoy the good racing which generally results.



Toronto, July 23, 1953

...I wish to thank you most sincerely for the wonderful arrangements you and the other committee members made for our group of Sea Rangers this year...We had a most enjoyable trip home and we are very grateful to Museum authorities who made it possible. It compensated somewhat for our rather rough trip down. I had described the (*Conrad*) program in detail to the Sea Rangers, but it was not until they had participated that they realized what a wonderful opportunity had been theirs.

Bertha Granton, Skipper, S.R.S. St. Laurent

Teterboro, New Jersey, August 25, 1953

...Last week nine of my Explorer Scouts and myself completed one of the most pleasant and educational weeks in our lives. I am writing to express my sincere appreciation of the work your association is doing in the field of youth training. My boys and I completed a week's cruise aboard the *Brilliant* and we have nothing but the highest commendation for the vessel and particularly for the crew. I think you will agree it is the people you associate with that makes the experience either pleasant or unpleasant. I assure you we will be knocking at your door again next year.

L.R.Wilson, Scout Master, Troop 68
Hasbrouck Heights, N.J.

September 8, 1953

I wish to reiterate to you and all the staff of the Mystic Seaport my heartfelt gratitude for the rewarding summer I spent among you. To a European like myself the experience was particularly significant in offering me a unique insight into the values on which the history of this country is based, for in the Museum, its staff and the library I discovered a microcosm of what has made this country what it is.

But what was even more striking this summer was the unselfish devotion which you all without exception manifest toward the Museum and its ideals and after only a few days among you I found myself imbued with a similar spirit. That is perhaps the most convincing proof of the success of your efforts. Congratulations for a job well done; and thank you.

(summer student-guide) Alan Silvera

Greenwich, S.E.10, 16th September, 1953

...I am particularly touched to see on your correspondence page, my message of thanks for your last issue, together with the reproduction of the envelope in which it was sent. May I express to you the very warm appreciation and gratitude which I feel for this graceful tribute to our beloved young Queen. It is so happily appropriate, for as a sailor's daughter and a sailor's wife, Her Majesty has always taken a keen interest in the National Maritime Museum ever since the day when, as a little Princess in 1937, she accompanied her father, King George VI, when he performed the opening ceremony.

We are also very fortunate here in having the Queen's husband, His Royal Highness The Duke of Edinburgh, as one of our Trustees; and the keen and active interest and support which he gives us, has been of the greatest help and encouragement to me in my work as Director.

Frank G.G.Carr

CHAPEL SERVICES during the summer were preceded by organ music amplified over the grounds for the enjoyment of visitors. The Chapel was always filled to capacity, usually overflowed, with the following guest ministers, soloists and organists:

June 28 Rev. L. G. Burrus
Protestant Chaplain for the Submarine Base, Groton
Organist--Miss Marguerite Winters, New London

July 5 Rev. John de Sousa
First Church of Christ, New London
Music by the Church choir of 15 under the direction of the
Organist--Miss Dorothy Stokes

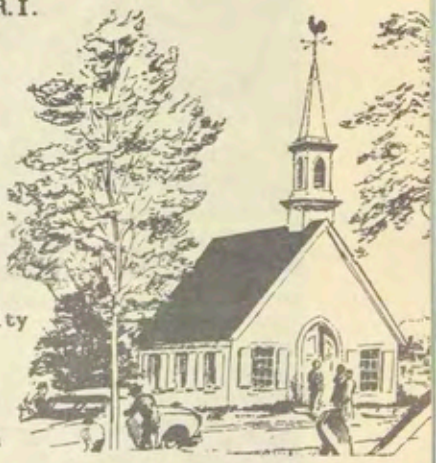
July 12 Rev. Richard Eggers
Mystic Congregational Church, Mystic
Soloist--Mrs. Mary Langdon
Organist--Richard Hyde

July 19 Rev. John Wesley Elliott, D.D.
Central Baptist Church, Westerly, R.I.
Organist--Mrs. J. C. Chesebrough

July 26 Rev. Charles F. Banning, D.D.
Central Baptist Church, Norwich
Organist--Russell H. Shafer

August 2 Rev. C. Leslie Glen, D.D.
St. John's Church, Washington, D.C.
Soloist--George White
Organist--Clarence Beckwith

August 9 Rev. Hugh McCandless, D.D.
Church of the Epiphany, New York City
Soloist--Mrs. Mary Langdon
Organist--Clarence Beckwith



August 16 Rev. Thomas M. Londregan
St. Mary's R. C. Church, Stonington
The service was Benediction
Organist--Mrs. Raymond L. Garity

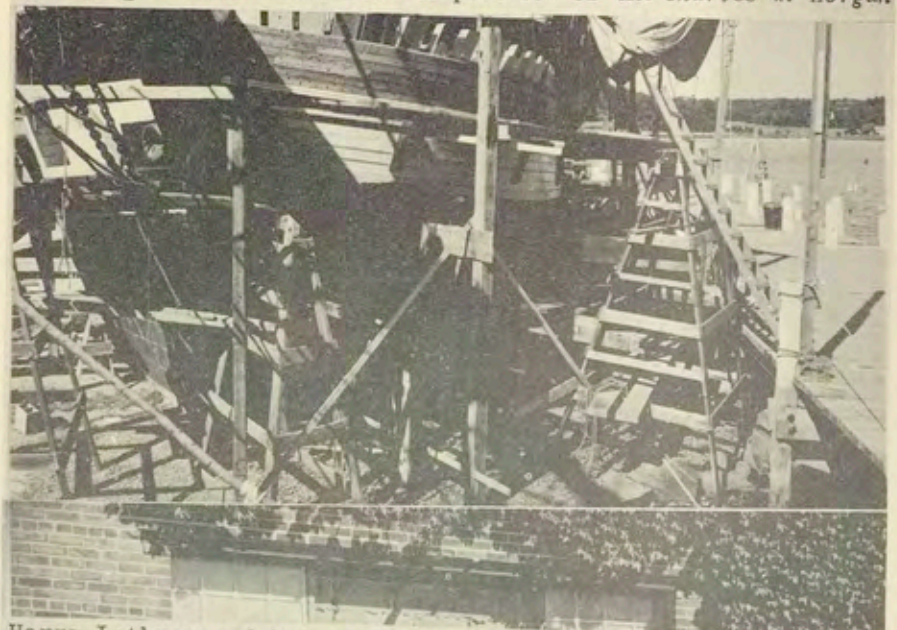
August 23 Rev. Donald Hardy Dorchester
First Methodist Church, Ansonia
Soloists--Mrs. Charles Hammond, Miss Marcelle Hammond
Organist--Miss Clara Pashley

August 30 Rev. Daniel C. Tuttle
First Groton Baptist Church, Old Mystic
Special Music--Clarence Beckwith, Organ
Mrs. Daniel C. Tuttle, Cello
Abram Kaminsky, Violin

Sept. 6 Rev. James Gordon Gilkey
South Church (Congregational), Springfield, Mass.
Soloist--Donald Friend
Organist--Mrs. J. C. Chesebrough



Work progresses on restoration of port bow of the *Charles W. Morgan*



Harry Lathrop and helper William Smith begin work on new bay window in South Wing, Stillman Building. The new window will present a pleasing vista of cobblestone street, ships and lofts.



Variable Winds

In late July *The March of Time* produced a short motion picture for use in television, called "Our Living Language", as one of a series showing the origins of words. Many of them came directly from the sea--such as "learning the ropes", "breaking the ice", "the coast is clear", "enough room to swing a cat" and the like. The picture will not be seen for some months.

From Chicago comes a large rigged model of the ship *Houqua*, the gift of Mr. Ellsworth H. Augustus in memory of his grandfather who sailed aboard *Houqua*. This ship has particular local interest in that she was once commanded by Captain Nathaniel Brown Palmer of Stonington.

On NBC radio, 10 p.m., August 19th, the Old Apothecary Shop was described as typical of our earliest pharmaceutical efforts by the sponsors of the program, Smith, Kline & French Laboratories of Philadelphia. This company was the donor of the shop now at Mystic.

The first summer of guided tours for Seaport visitors has come to a close and the three student-guides have departed--David Ellis to New Haven to begin his senior year at Yale, Alan Silvera to Harvard to continue work for his doctorate, and John Gordon to teach history at Admiral Farragut Academy, Tom's River, N.J., where he will also command the naval reserve unit at the school.

Twelve years ago: The New Haven Register of Oct. 12, 1941 carried a full page article on the arrival at Mystic of the whaleship *Charles W. Morgan*. "There is no charge," it said, "to visitors who are most cordially welcomed. An average of 75 persons a day come to the building and 40 yachts came into the docks this summer." Biggest day in 1953 was 1450 paid admissions. 789 different yachts registered with the dock attendant during the summer through Labor Day.

We may boast that Nathan Hale walked in our attic. Some of the floor boards and a few rafters used in the restoration of the so-called "Burdick" house (really the Barrows House) are from historic Connecticut Hall, recently remodeled at Yale University. Nathan Hale attended classes there, you know.

A special group given a special tour on the last day of guide service at the Seaport included the wives of the Secretary of the Navy, the Assistant Secretary of the Navy, the former Secretary of the Army, and of several officials of the Electric Boat Company and high-ranking officers of the Submarine Base at Groton. The occasion was the keel-laying in Groton of the second atomic sub *Sea Wolf* on September 15th.

Twenty-five boats, bearing members of the Hamburg, Conn. Yacht Club tied up at the Cruising Club Dock at 8 p.m.

the night of Saturday, August 29th, and held a meeting in Old New York Yacht Club Station No. 10.

Twenty-four Michigan Boy Scouts made the most of a 24-hour enforced stopover in Mystic when their bus broke down on Ice House Hill, by touring the Seaport and the soda shops of the village. True to their motto "Be Prepared" the Scouts pushed their bus to the top of the hill and pitched their tents in a field nearby. Next morning they did the town. They had already seen Gettysburg, Washington and New York City; were enroute to Niagara Falls, then home.

A count for 16 days showed that the 13,524 visitors consumed nearly 17,000 nickel sticks of candy from the Seaport Store. This many sticks, if laid end to end, said Bee Trumbull in the Mystic Valley *Mirror-Journal*, would attract a lot of ants!

Thirty adults, participating in the American Studies at Yale University for Foreign Students, visited in August. Their particular interest was in the economic and sociological aspects of whaling. The group was later addressed (at New Haven) by Curator Stackpole.

Among the odd things needed for a restoration such as Mystic Seaport, are old barrels and hogsheads. A load of such was donated by the de Redon Food Products Corporation of New London, are now casually strewn about the Seaport lending an authentic atmosphere to the project.

President Philip R. Mallory tells this one on himself: he and Elmer Keith, Chairman of Buckingham House Furnishings Committee, were standing near a group taking a conducted tour. The guide had just pointed out to his group the old whaleship and commented on "her remarkable state of preservation." A youngster in the group pointed to the two gray-haired officials standing nearby, and repeated "They, too, are in a remarkable state of preservation."

One of the prized items in the Mystic collection is the sternboard from the British man-of-war *Boxer* which, in 1823, engaged the American brig *Enterprise* and fought an action off Portland in full view of a crowd on shore. It was a strange engagement for that reason alone. But all precedents are eventually shattered. A whole war has now been fought by our navy ships in sight of the Korean shore. "All action," says headquarters, "took place with surface ships hoving within stone's throw of the coastline and slugging it out with heavy Communist shore batteries." Five naval craft were sunk, two battleships were damaged, six cruisers and 40 destroyers were hit by enemy fire.

In August Curator Edouard A. Stackpole appeared on the program over WNHC-TV called "Connecticut Spotlight", talking about and showing visual material from the Seaport.

Fishtown Chapel served for two christenings during the summer--on July 19th Robert E. Clift III, son of Robert E., Jr. and Gladys Redman Clift; and on August 26th, Robin Elizabeth Heald, daughter of Mr. and Mrs. Joseph Heald.

Chances are it has not come your way, but *Read Magazine* is said to have a circulation of over one million copies. Vol. II No. 18, dated June 1, contained a two-page, illustrated story of the Association's youth training programs. The magazine is published "twice a month during the school year" by American Education Publications with headquarters at Columbus, Ohio; is printed at Wesleyan University, Middletown, Conn. Its appeal is to the grammar, junior high and high school levels.

Curator Stackpole and restorer Jack Stone one day rode 8 miles into the back country, then walked another long mile into the woods and found the ruins of an old house. The search was for old fireplace lintels and jambs. Their quest this time was fruitless; but elsewhere they found three such assemblies plus matching pine mantels and stones, salvaged from other old houses in the area by Fred Hewitt of North Stonington, and now presented by him.

The cover of the Annual Meeting folder presents the new entrance sign which hangs from an iron davit which is one of several presented by the Thames Shipyard of New London, Connecticut.

A huge ventilator blower installed during the summer on the ship *Joseph Conrad* is the contribution of Plato Cox of Miami.

International jamboree (50,000 boys) for the Boy Scouts was held this year in California. It is a Scout custom to swap something typical of your home town for something from another boy from his. Jimmy Higgins of Scout Troop 34 of Mystic took something that no other Scout probably had--a miniature of of the figurehead of H.M.S. *Drake*, British man-of-war of the 18th century. The original is in the Kynett Room.

A Contura is a machine made by G. Ludwig, Inc. of Deep River, Conn., for reproducing in a matter of seconds, an old document, an illustration from a rare book, a photograph or other paper. One of these useful machines is now in our Library, the gift of the company.

The new Boat Display Shed (William D. Campbell, donor) boasts a newer glass enclosure containing a Herreshoff triple expansion engine and one of the original Lathrop engines--a new but fascinating field for this Museum. Other early engines will be added.

Forty tons of flag- and building stones were brought here from the sidewalks of New York, in two big trucks during the summer. The stones were cleared from a lot at 70th Street and Riverside Drive to make way for an addition to New

York Hospital. Vermilya—Brown, the contractors, gave the stone through the good offices of the project architects, Rogers & Butler. Someone commented that bringing rocks to New England, with its many stone walls, is like carrying coals to Newcastle.

A 15 years old publication of the Association, long out of print, has just been reprinted and is now available at a dollar a copy. *George Greenman & Company, Shipbuilders of Mystic, Connecticut*, is a history of the shipyard on which the Seaport now stands. It was written by Thomas A. Stevens and Dr. Charles K. Stillman.

In late July a group of 32 dancers from Salt Lake City appeared at the Seaport. The troop, composed of 22 children, 10 adults, were to give a dance recital at New London's Connecticut College as part of that institution's summer School of the Dance.

A biennial chore for the Administration Office is the changing of members' addresses from winter to summer and back again. An alert worker noticed that not one member from California changed his address during this period when almost everybody is moving from one place to another, and remarked gratefully, "Speaks well for the California climate."

One day during the summer the scuttlebutt was passed around that there would be a showing of a "French movie" in late afternoon, exclusively for the staff. This somewhat vague rumor brought out a sizeable audience. The movie proved to be the Television show marking the American Medical Association's 100th birthday, sponsored by the old pharmaceutical company of Smith, Kline & *French*. In it were scenes from the old Apothecary Shop.

On the last day of July, 26 American boys brought 26 Canadian guests to see Connecticut's No. 1 attraction. It is a biennial event for the Barrington, R.I. Boy Scouts to exchange visits, alternately, with their counterparts in Toronto, Canada. All are picked men. They must have at least second-class rating during the period. Queen Scout (originated by George V) is the highest award for the Canadians, just as Eagle Scout is here at home. The Canadians spent 13 days in the U.S., visited also Watch Hill, R.I. and Camp Yawgoog at Rockville, R.I.

"The Way of a Ship" is the title of Alan Villiers' newest book, as well as the content of his lecture given at Fitch High School Oct. 4 to an enthusiastic audience.

The Seaport absorbs a lot of strange material. Needed for car bumpers in the parking lot and cradles for small boats were old railroad ties given by the New York, New Haven & Hartford Railroad. A more obvious need was for a selection of 50-yard spools of linen thread (for rerigging models) supplied at no cost by the Ashaway Line & Twine Manufacturing Company.



Sometimes

Gifts of THINGS

are as acceptable

as

gifts of DOLLARS

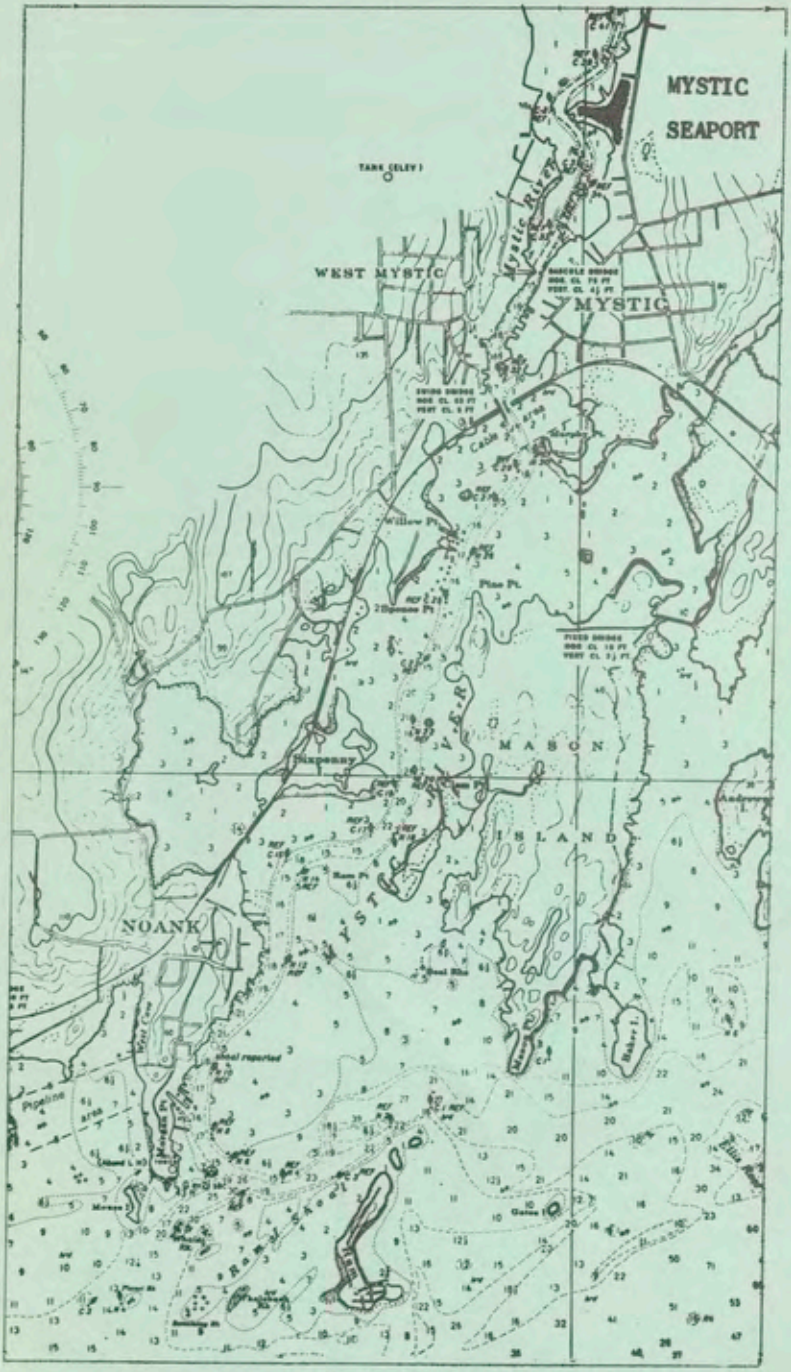
The boys on the outside, i.e. the Maintenance Gang, could use an acetylene outfit for burning and welding.

PHOTOGRAPHERS--Amateur and Professional--

If you were here on July 12th, and caught, on motion picture film, the rare sight shown on our cover, perhaps you would be willing to present a print of your footage, showing *Yankee* going out to sea. Motion pictures of sailing ships under sail, are becoming a rarity.

Mystic Seaport will have need of such sequences in making that indoctrinal film intended to portray the real significance of its work and what it preserves here--a film that will be shown to every incoming visitor and is now being planned. Or perhaps you have something else equally good and appropriate to our uses.





Section of U. S. Coast & Geodetic Survey Chart