The Log of Mystic Seaport

Volume 6 No. 2

Spring 1954



The Marine Historical Association, Inc.

Mystic, Connecticut

The Log



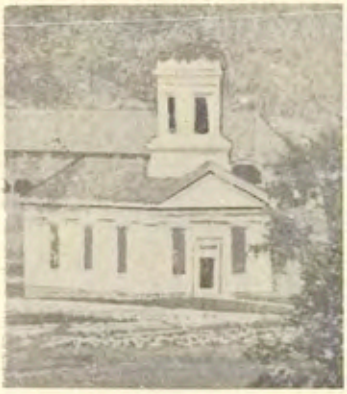
OF MYSTIC SEAPORT

Published by The Marine Historical Association, Inc., Mystic, Conn.
for members of the Association.

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

When George A. Salles, Director of the Louvre, returned from a recent visit to America, he wrote: "In France the word 'museum' has an unpleasant ring. In America it has a pleasant ring... We (in Paris) inhabit a collection of open-air museums which are the antechambers to the museums themselves, and we enter without changing our climate. In New York the present shows me its bare face...unlined, resplendent with life, rising straight out of the Manhattan rock... We are far from the confined world of museums. Nowhere else in the world do museums attract such crowds.."

Indeed, outside the museum, America's scene is a transitory one--new, ever-changing, tearing down, rebuilding. The present is all chrome and glisten and shining activity. We enter the museum with our minds confused with the meaningless whirl of the present. Inside, antiquity suddenly takes on meaning and falls into the enduring pattern. The solidity of the past, by comparison, is quiet and reassuring. We realize why we are here, where we are going, and face the future with less bewilderment. We have renewed our energy, interpreted to ourselves the significance of the passing landscapes outside, received a vision of what may lie ahead, and are ready for the great trek into the future.



The Meeting House II

With the moving of the Old Seventh Day Baptist Meeting House to Mystic Seaport, it seemed appropriate to publish its story. This is the second in a series of four articles reminiscent of those days, based on the memories, as told to the Editor, during her lifetime, of Harriet Edith Greenman Stillman.

Perhaps it was that quality of the Greenmans which made Sal Larkin once say to little Harriet, in a burst of pride and worship and confidence, "Clark Greenman ought to be President of the United States. I'd vote for HIM." For Sal's father, Pat Larkin, worked for the shipyard and she knew the candidate's record.

Thomas Greenman was not the only one who had ever interrupted the Reverend Griswold's sermons. Evada Greenman did once. Vade, as they called him, had been adopted by Clark Greenman when the boy's father, a brother of Clark's wife, died. The Reverend Griswold's sermons were too long for a small boy like Vade. He squirmed in his seat during the long discourse, one Saturday Sabbath, and finally stood up, turned around and looked over the congregation. On the south side, well back, he saw Pardon Lewis eyeing him disapprovingly. "Needn't look at me, Pard!" he called right out. And then, of course, everybody looked at him.

Vade knew Pardon Lewis well enough, for Pard drove a team for the Greenmans and followed a custom set by Elias Champlin, a former teamster at the shipyard. When the Yard bell rang out at sundown, to close the work-day, all the children would race towards Pard. The first two were allowed to ride the horses to the barn.

For the most part the Sabbath was strictly observed, as Charles W. Haynes (who later worked for the Yard) once learned to his sorrow. Like Vade he

was a lad whose thoughts sometimes strayed from the "ninthlies" and "tenthlies" of the Rev. Griswold, and on a winter morning it might be the skating he was thinking of. So after church he broke away from the parishioners chatting on the steps and crossed the street to where the marsh had been flooded with fresh water for skating. He meant merely to test the ice, but one of the deacons saw him, took him by the ear and led him back to his father, the choir leader for the church. "Think no evil", for the thinking is as great a sin as the doing. Three generations of Hayneses worked for the Yard before it finally closed.

Even little girls, like Harriet, could be guilty of spiritual infractions, though of a gentler nature. She was allowed to clamber back and forth, during church, from one to the other of her father's two pews, sometimes sitting with Vade and Lizzie Mundy, the black girl, and sometimes with her parents in the pew ahead. Harriet was indulged perhaps more than was common in those days, for Clark always said "Let her do as she pleases. She will go like all the rest." His wife had borne him four children before, and all had died young. The last was cherished the more because she was her mother's namesake. Her real name was Harriet Edith, but to make it easier at home they called her Hattie. Her friends shortened that to "Hat", but her uncle George, always an individualist, called her "Little Harrit" from the beginning, and held to it all of his life.

When Harriet was ten she wore her first pair of kid gloves proudly to church. She heard nothing of the sermon that day, or of anything else, for all during the service she was staring down at her new gloves, enchanted. Even before this she had asserted her femininity by soaking her handkerchief in lemon extract to give it a ladylike "scent".

Quiet living and a proper dignity were to be her marks through life. Her mother owned a topless buggy in those days and once, when starting out to drive down to Mystic Bridge, Vade said "I'll go with you." Little Harriet joined in, "I think I'll go too." Both started to climb in, following their mother, when

Vade shrank back in surprise. "Why, she's got on white stockings!" he cried, outraged dignity welling up. "I'm not going." "Neither will I," chimed in Harriet. Mother went back in the house and changed her stockings.

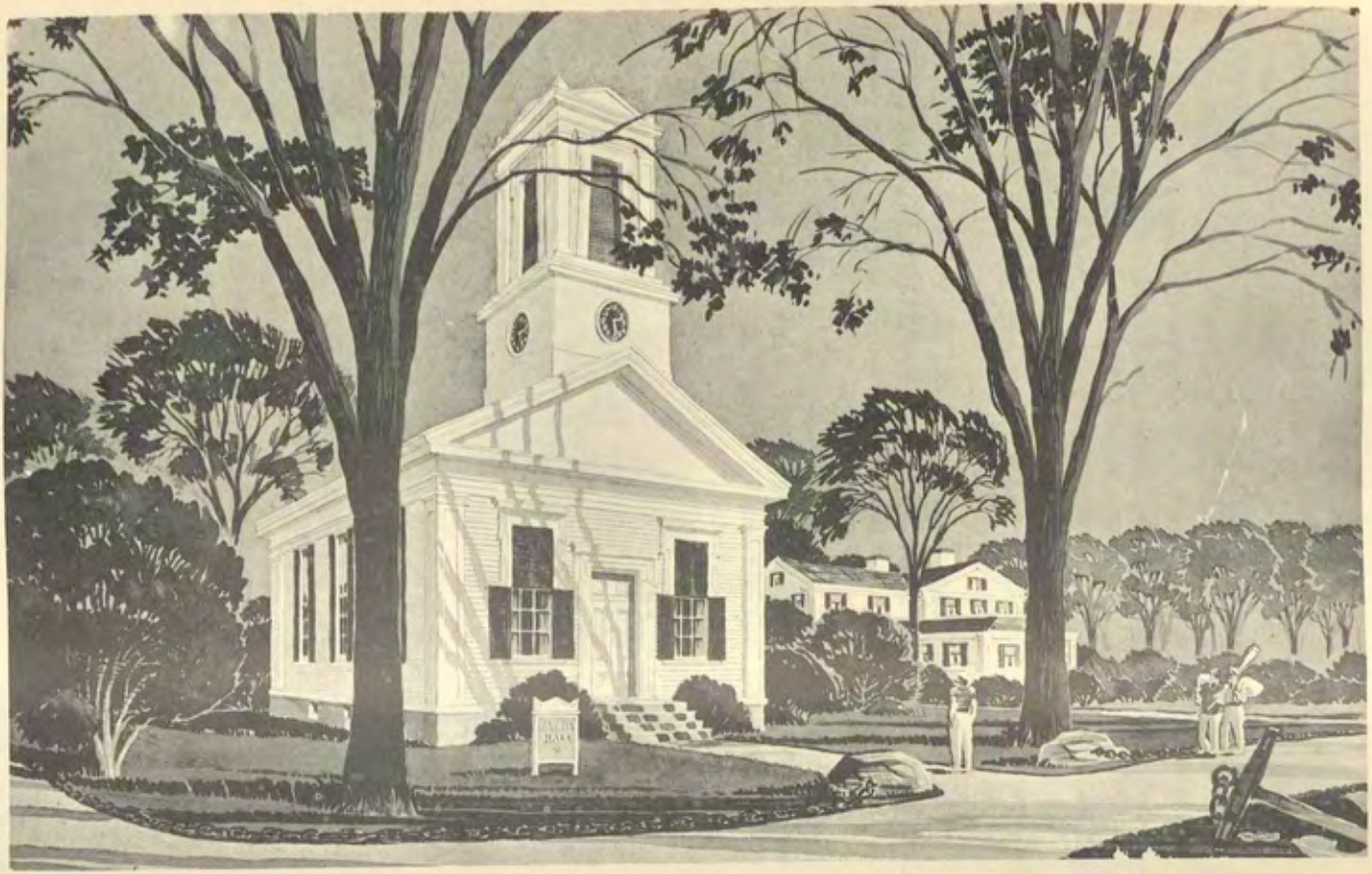
But childish urgings more often triumphed over dignity. Jumping down from the mould loft into a pile of trunnel shavings was always fun, and so was riding the log in the sawmill, a rarer privilege.

At home Clark, like his brothers, headed a godly household. At family prayers he knelt before a chair, though Harriet at the same time might be astride its back.

Baptisms were held in the river behind the house, and the same place was used as a bathing beach for the children. A small bath house served both groups. Inside, a gunny sack hung midway to divide the boys' portion from the girls' and the place was fitted with wooden gutters for draining their bathing suits. Old dresses served as bathing suits for the girls.

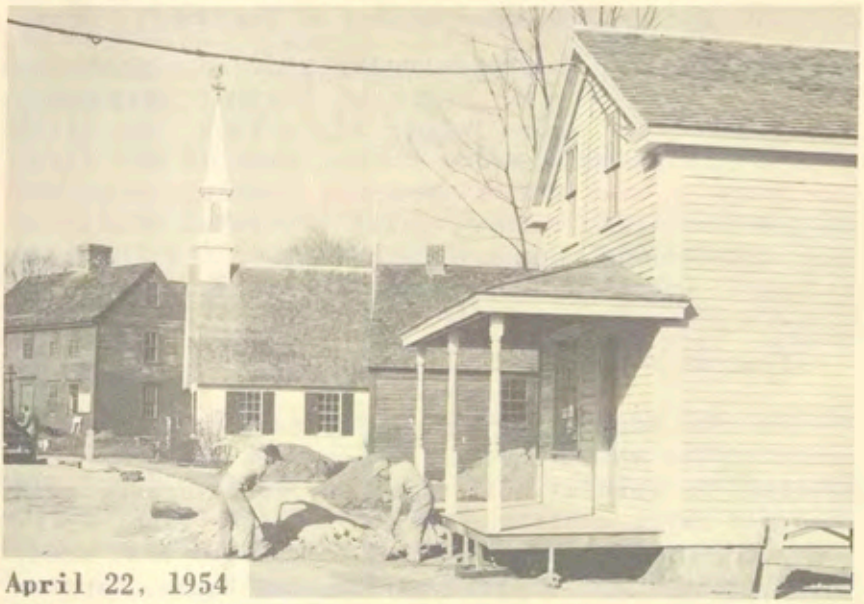
As Harriet grew older and went off to boarding school in Plainfield, N. J. she inevitably learned to dance. Her father, always indulgent with her, saw no harm in it; but next door the George Greenman children were forbidden this sinful pastime. The Dorcas Society met one afternoon a week at Clark Greenman's house and Harriet was one of its youngest members. Once, when Lizzie Mallory was playing the piano and the others were dancing, Uncle George came in unexpectedly. His own daughter, Nettie, was in the group. He stood rigid in the doorway, a forbidding figure. "I've seen enough," he said, then turned on his heel and left.

The last issue of *The Log* has been filed in the records of The Seventh Day Baptist Missionary Society for its content concerning the history of the Seventh Day Baptist Meeting House. The Society was organized in 1842 as the successor to the original Board established in 1818.



ASSOCIATION ARCHITECT, FRANCIS DAY ROGERS' CONCEPT OF THE ULTIMATE TREATMENT OF THE MEETING HOUSE AS IT WILL APPEAR WHEN AND IF SUFFICIENT FUNDS BECOME AVAILABLE FOR ITS COMPLETION

The General Store



April 22, 1954

After the New England meeting house, the cracker barrel in the General Store served as perhaps America's most potent political forum. There also were nurtured other such institutions as free speech, the right of assembly and even the beginnings of our culture; and there was the means for the first dissemination of news. The General Store was the coffee house, the caucus, the chautauqua tent and the lecture platform of the smaller community. Ideas of freedom, after having been born in the minds of men, often found their first vocal expression there. It was the common denominator of American life. Coffee, calico and coal buckets were but its lesser commodities.

The sailor was only an occasional visitor; but every day in the week were to be seen on its shelves the tangible evidences of American enterprise and trade. The land-bound proprietor had more instant touch with foreign lands than did the sailor. Tea from China, coffee from Brazil, spices from the Far East, sugar from Cuba, gave a mixed aroma which must have played its part in sending many a boy to sea.

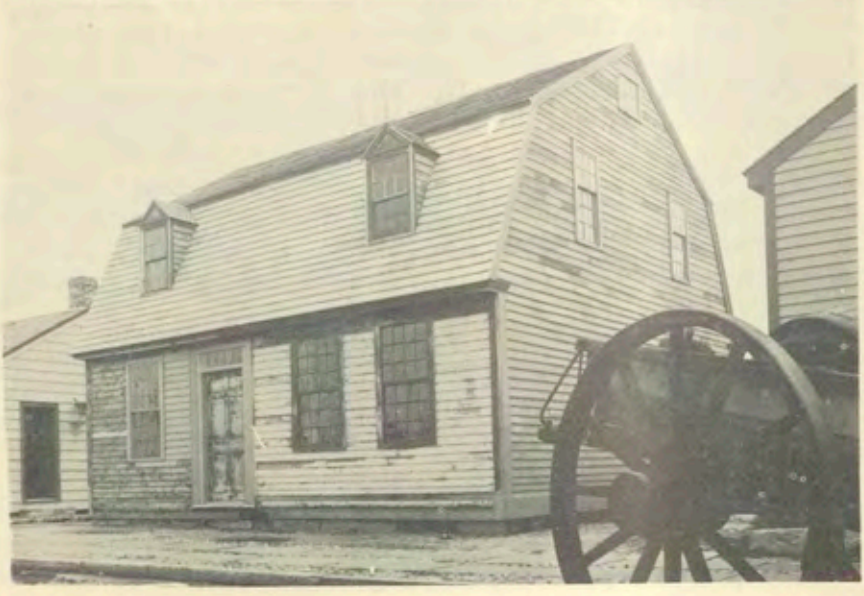
The building of frame and clapboard design, dates from the middle of the 19th century and is a gift of the C. B. Cottrell & Sons Company of Pawcatuck, Conn.

The stock in this particular store was gathered together by George H. Stone of North Stonington, Conn., himself a store keeper since 1903, and still operating a general store there. Some of the items date back to the 1700's. Wearing apparel, harness, kitchen utensils, razors, gaily decorated moustache cups, horehound candy are but a few of the items to be found. There is even an apothecary corner and a United States Post Office.

If it is anything at all, it is a "general" store.

The new edition of the guide book indicates the growth of the Museum. Aside from the rearrangement of materials in several buildings, the guide covers such brand-new major additions as the schooner yacht *Brilliant*, the Chinese junk *Mon Lei*, the larger boat shed, General Store and Chandlery, Meeting House, Lobster Shack, Instrument and Clock Maker's Shop.

THE EDWARDS HOUSE--HOME OF THE INSTRUMENT MAKER AND CLOCK REPAIRMAN.



Edwards House

If you have been a recent visitor to the Seaport, you have seen a gambrel-roofed dwelling shaping up on the waterfront street. The house, known as the Edwards House, stood until a year ago in the center of Mystic, but no one would have suspected either its age or its charm.

Dating from somewhere in the period 1800-1825, it had gone through a series of metamorphoses, had been finally completely covered with a more or less modern store front, its roof lines, interesting doorway and windows, fine chimney and simple interior lost to the lover of old houses.

When the demolition began to make way for the new Groton Savings Bank building in Mystic, the Seaport made a request for the old timbers. But as demolition proceeded and a house emerged that was so perfect in every way, the decision was made to preserve it intact.

By summer, funds forthcoming, it will be restored and open to the public, serving as a combination residence and shop for the instrument and clock repairman. Such artisans often maintained their workshops in their own homes and there they repaired and rated ships' chronometers and instruments of navigation.

As if ready for repair, for sale, or awaiting claimants, will be found a miscellany of clocks, watches and chronometers of American, French, even Japanese make, with every variety of works from "grasshopper" and tape-winding movements to a present century Seth Thomas sidewalk clock made at Thomaston, Conn. Two clockmakers' lathes date from 1820 to 1830. A set of watchmaker's benching tools and punches is of the period of 1825, while a hand-forged vise and set of watchmaker's drills dates from 1840. Sextants, quadrants, and octants will be found in profusion.

And if you do not find the shop-keeper there, make a loud noise to stir out some member of his household in the rear! The repairman may be only next door at the Apothecary's, or perhaps at the Navigation School, two doors away.

The Golden Mein

During the late fall, several men with surveying instruments and tape measures were to be seen quietly going about their business at the Seaport. The results of their labors have been only recently released by the business office in the form of two large sheets of paper giving the dimensions, floor areas and replacement values of the thirty buildings which now comprise the major part of Mystic Seaport.

Some rather interesting facts have come out of all this welter of figures and diagrams.

The total floor areas of those buildings devoted to public exhibition or public services, approximate 43,560 sq. ft., which, according to our memory of school days, is an acre. This acre of exhibits is housed in but 22 of the 30 buildings and does not contemplate offices and storage rooms.

We found, by totaling the lengths of the various buildings that their combined length would be 1,670 ft. or about four city blocks. And, of course, while it taxes the imagination to think of them piled one upon top of another, like berry boxes, if this were done they would be an uneven tower taller than the Washington Monument.

Statistics are dull enough except as they set the imagination to work and bring comparisons, and a comparison with other museums might well put us in the front rank in our field. There are philosophers, of course, who believe that *everything* can be boiled down to mathematical equations. One can believe it when he contemplates that dynamic symmetry which produces what is said to be the most beautiful curve to be found in Nature. By building up the curve in a series of rectangles 6.18 x 10 this loveliest of all designs results. Nature herself used it in the break of a wave, the swirl of sunflower seeds, in the ram's horn and in the snail's shell. This is the "golden mein", the perfect proportion which the Greeks discovered and used so effectively in their columns. So, too, is Mystic Seaport resolved to those not-so-cold figures.

Krumwiede Collection

Howard A. Krumwiede's collecting instinct sent him into a strange, fascinating and rewarding new field. His collection of stampless ship covers, now a gift to the Museum, is so large that it can be exhibited only from time to time in parcels. Stamp collecting sent him into the serious study of postal markings used on board ships, with the result that at the time of his death in January, he had been gleaning in this more unique field for two decades.

The collection consists of several hundreds of these covers, carefully mounted in albums, with supporting notebooks and files which identify more than 1,000 ships that carried such mail. He has noted and included forwarders' marks, port markings, and ship pictures. Other notebooks contain excerpts from and copies of articles on the history of these stampless ship covers.

Twenty-four letters written by Captain James S. Prescott, believed to be a native of Connecticut, give an accurate account of the opium trade along the China Coast in the 1840's. His last letter tells that "this is my last voyage," and declares his intentions to return to New England. He never did, as the schooner *Coquette*, which he commanded, was lost with all hands.

The ship marks vary. "Ship" was at first used on mail of domestic and foreign origin. Later variations included a rate as an integral part of the town postmark. By the 1820's, steam navigation had become established on our inland waterways, such as Lake Champlain, Long Island Sound and the Connecticut and Hudson Rivers; and the markings used on this mail became "Steam" or "Steamboat". When, in 1847, the Secretary of the Navy inaugurated U. S. Steamship mail-carrying through the organization of the U. S. and Pacific Mail Companies, it was the building up of a steam-powered merchant marine which prompted the act and not so much a service to our citizenry.

The collection is of interest to the history student as well as to the philatelist. The covers of

a century and a quarter ago, when the first trans-Atlantic packets were vying with each other for speed records, reveal the time of departure and arrival, the ports involved, the ship owners, the merchants and business houses. Among the letters are hundreds of the first covers carried by the first steamships to cross the Atlantic, the Mediterranean traders, and the famed China tea clippers.



Howard Krumwiede first heard of Mystic Seaport through a series of newspaper clippings from a friend about the time of the *Morgan*'s coming to Mystic. He passed away late in January and it was his expressed wish that his collection come to Mystic. His widow has faithfully carried out that wish.

Summer Staff... Introductions are in order...

Student-Guide Alan Silvera will return for his second season. He re-entered Harvard Graduate School to receive this year, the Austin fellowship; also has an assistantship in Near Eastern History there. Born in Alexandria, Egypt, 23 years ago, he studied at Victoria College, at the University of British Columbia, Cornell and Harvard.

New as a guide this year is Benjamin W. Labaree, 26, son of the head of the History Department at Yale. He studied at Hotchkiss, Yale and Harvard. He has served two years at Phillips Academy, Exeter, as instructor in History; is now doing research in the maritime aspects of American relations with Europe in the late 18th and early 19th centuries. Harrison M. Wright, 25, also new and another Harvard Graduate student, lives at Endsmeet Farm, Wyncote, Penn., studied at Meadowbrook School, Germantown Friends School and Harvard. He spent 1951 in New Zealand on a Fulbright Scholarship, is interested in the effects upon the natives of the white impenetration of New Zealand.

Captain Titus' Mate in the *Conrad* program this year will be Richard R. Baker, 33, who lives at Clarks Falls, North Stonington. He attended U.S.M.S Officers School at Fort Trumbull, has been 15 years in the Merchant Marine, has the rank of Lieutenant Commander in the Maritime Service and holds a Chief Engineer's license for steam vessels, a Third Engineer's on limited motor ships, and a Master's for vessels under 65 feet.

Wendell D. Kincaid, Jr., 21, of Farmington, Conn., will be Sailing Instructor in the Youth Training Program. He attended Mount Hermon School and is completing his third year at Yale. He learned to sail in the same type of dinghy now in use at Mystic Seaport, has sailed in Cape Cod waters, crewed on many other boats and was Coxswain of Yale crews for three years.

Miss Evelyn A. Hanley, a local resident, will be in charge of Junior Museum activities for the summer. She attended Willimantic Teachers College, has been for seven years a popular teacher in local schools, is currently teaching at New London Junior High School. She has been long familiar with the Museum; has served as a volunteer hostess and many times brought her school classes for day-time visits; once wrote and produced a pageant here with the *Morgan* as a back-drop, which was the subject of an article in *The Log*, summer issue, 1952.

Cruising Club of America Dock attendant this year will be John M. Driscoll, 22, a graduate of Holy Cross College who holds his B. A. in Greek, is currently studying for a D. D. S. at Georgetown University. He is a member of the U. S. Power Squadron and U. S. Naval Reserve, has previously been Dock Master at the Onset Bay yard, Buzzards Bay.

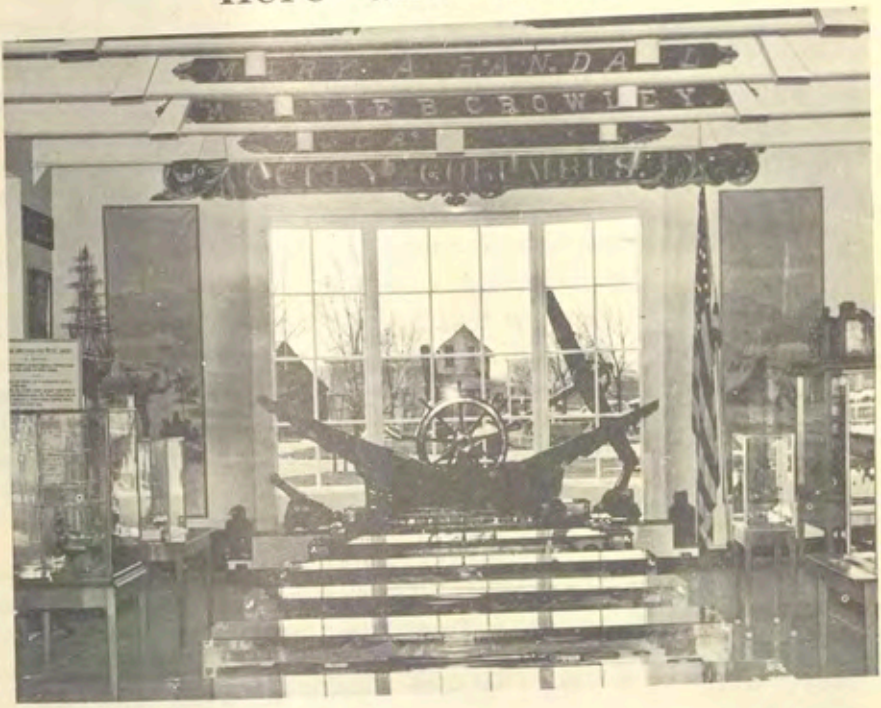
Back in his old berth aboard the schooner yacht *Brilliant* as Mate to Captain Lane, will be Matty Richards. In true sailor tradition, Matty spent the winter on his farm in Nova Scotia.

With the usual service and maintenance additions Mystic Seaport staff is complete for another summer.



The 1953-54 series of Special Events closed during Holy Week with a concert of sacred music by the Yale Divinity School men's choir. The event was held in the Stillman Building by candle-light. The new picture window, palms and a massing of easter lilies provided an appropriate setting.

Here and There



The "New" South Wing

A complete rearrangement of the Stillman Building has occupied much of the winter time of Curator Stackpole. Most startling and noticeable changes occurred in the South Wing, where the addition of a new picture window necessitated the shuffling of long-static exhibits, a drawing together of related objects and a general freshening-up all around.

Douglas McKay's thoughtful arrangement of a case showing the historical sequence of navigation instruments is a high point in the room for the more serious student. Using colored paper, yarns of varying colors and explanatory labels he has graphically shown not only the uses of each but the steady development from the astrolabe through the crude cross-staff and backstaff to the early quadrant. An old chip log and reel and 28-second glass show how, until fairly recent times, the speed of a ship was logged.

Another case contains a collection of modern sextants and octants of German, French, English, Japanese and American make, displayed through the courtesy of Wright-Patterson Air Base. Yale's Streeter Collection supplied an astrolabe of Persian manufacture.

On the third floor, in one room have been placed together the models of steam-propelled vessels from the little Moran tug *Annie K.* to the giant liner *Belgenland*, and the German fishing fleet models on loan from Hans Wriedt.

An adjoining room has been converted into a chart room where old charts, many of them showing the tracks of the ships on which they were used, are now sorted into neat receptacles in a convenient wall rack, with a table nearby for spreading them out for closer inspection.

The Whaling Room

The west room of the North (or Coast Guard) Building has been transformed into a whaling room. A more complete story of this important American enterprise may now be told with actual contact with the authentic gear, tools and other things connected with the industry which meant so much to the early economy of the young colonies. One chest of cooper's tools is the only *complete* collection in its original container known to have survived.

The long oars, lantern keg, water keg, and models of whaleboats show the workaday life and perils of the whaleman; while his leisure hours are visualized through examples of scrimshaw, whale oil lamps, and objects of his handicraft.

A large mural, moved from the South Wing, shows the old Lawrence wharf in New London, representing the activities of the largest whaleship owners of their time in the second most important whaling port in the world.

An attractive addition to the **Mallory Building** is the new wall niche and display case, fluorescent lighted, now showing a collection of fine china and glass.

By summer the top floor of the old **Mallory Sail Loft** will be fitted out as it might have been in the days of his sail-making by Charles Mallory himself. In one corner will be his own desk and scattered about will be the necessary sailmakers' benches for his helpers, equipped with twine, thread, palms and needles. Ready for use is the No. 1 Standard Singer Sewing Machine, built in 1854--almost a modern touch in a loft so old. The sailmaker's stove had to hang from the ceiling, clearing the floor for the laying out of the sail then being sewn.

Shown here also will be the trailboards of the American ship *St. Paul*, unexhibited since Carl C. Cutler found the piece in the Pacific Northwest in the winter of 1949-50, sawed it off, crated it and shipped it eastward.

It was 138 years ago last Christmas Day that Charles Mallory, young sailmaker, arrived in Mystic. His and his descendants' names have been prominently associated with the town ever since.

Taking the lead in the rectification of the much-decried pollution of Mystic River, a situation which has existed since the settlement of the town, the Museum has installed five septic tanks with a total capacity of 3,500 gallons. With this installation, only the Administration Building remains to be controlled and plans to convert that system to septic tanks are already scheduled.

In the past five years all new construction at the Seaport has been engineered for sanitary waste disposal, which includes the facilities aboard the ship *Joseph Conrad*, the New York Yacht Club building, the Galley and the Stillman Building. With the new installations have been added the Library, Thomas Greenman House, Caretaker's cottage and Seaport Store building.

The action has brought the commendation of the state water commission and many local and state newspaper editorial writers. The Seaport's corrective steps are the first to be announced along the river.

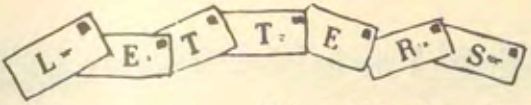
Sheffield Hall Clock



Through the efforts of Edwin Pugsley, Yale graduate and member of the Board of Directors, the works and bell of Yale's old Sheffield Hall clock is now a property of Mystic Seaport.

Once a hotel, the building from which the clock spoke, was the first structure owned by Yale's now huge Sheffield Scientific School. Purchased and made a gift to Yale in 1859, the building was several times enlarged--in 1859 by two wings, "that on the west for chemical laboratories, and that on the east for engineering and metallurgy", in 1865 by a three story addition to accommodate a chemical laboratory, lecture-room and library. The same year a 90 ft. clock tower was added, which was surmounted by a revolving turret and telescope. The building still stands on the Yale campus, although its extreme length of 117 ft. and depth of 112 ft. represents a series of adaptations and growths.

The use of the clock works at Mystic is as yet undecided, but it may conceivably strike the hours from the restored tower of the Seventh Day Baptist Meeting House.



Malmo, Schweden, January 19, 1954

You hardly can imagine how glad I am when I hear from 'my' Mystic Seaport. I would have written earlier but...after my long illness so many tasks were waiting that I could not... I am very delighted that Mystic Seaport made such a good progress...though I hardly can understand that a lovely place like that can even more improve... I do not wonder that the youngsters are coming to this place since I would like to come also, if possible tomorrow!

I could not come to the States last year. But I hope to come for the opening of my film in this country by the end of 1954...and if possible I am going to stay on the platform of the Meeting House for a speech to my friends--the youth...

I like the idea of having your little motor scooter, given by my friend, named 'Felix' since it means 'luck' and I like it the more as my heart belongs to the youth and especially to the youngsters who love the ocean as I do. There is no better life than to be on a ships deck having the marvellous look over the waters, hearing the wind and the cry of the sea-gull...

your friend the Sea Devil
Felix Count Luckner

(from Captain W. L. Pryor, Jr., USN)

Ship Repair Facility, Yokosuka, 6 March 1954

We enjoyed the 'winter edition', with corrected cover, which finally reached us with a note "Please send us your correct address."

...Our house, a private rental, is a beautiful, if somewhat chilly, 18 room rambler with tatami floors, kerosene heaters interspersed among the hibachis, a shower alongside the Japanese bath, and such items as a Frigidaire and a butane gas stove surrounding the Japanese stone stove in the "Galley." Our yard is full of live oak, bamboo and fruit trees. The plum blossoms have just gone and the cherry blossoms are coming out, despite a raw day and the third snowstorm of the season this morning. The tangerine blossoms will be later, I think. Japan's tangerines are bigger and juicier than any U.S. orange.

We are one block from the Emperor's summer palace, and 200 yds. from the best beach in Japan. From the latter, Fujiyama (or Fuji san, per Japanese) stands out beautifully on a clear day.

East of us, across the peninsula, and just south of Yokosuka, is the Uraga Shipyard. Perry landed at Kurihama, near there, and Uraga takes pride in being the first Japanese yard to have done work on a U.S. vessel, nearly a hundred years ago.

The Japanese people are diligent and delightful, and strike me as being among the best friends of our Country.

At our Base we have a small yacht club, populated mostly by snipes and other small sloops.

The family joins me in sending best regards.....

Variable Winds

A blasted hope is represented by a recent gift to the Museum--a $10 currency note issued by the Japanese Government in anticipation of establishing a Japanese currency in the Philippines. The note was one of many captured from a ship which the Japanese had carefully camouflaged as a hospital ship in the mistaken notion that her errand of mercy would protect her from the prying of the Americans.

Mystic River sea gulls obligingly screamed during the taping of a radio broadcast concerning whales and whaling aboard the *Charles W. Morgan* for the Stamford Children's Museum, to the intense satisfaction of Mrs. Joy Chapman and Miss Eleanora Hartley Smith, who did the voices. The program, sponsored by the Stamford Junior League, was taped on a cold, cold day, March 2, for later broadcast to 7,000 children of the public schools on June 8. The sea gull noises fortunately covered the chattering of the teeth of actors and technicians as they roamed the *Morgan*'s wind-swept decks. By June 8 the children won't know the difference and the actors will have forgotten their shivering.

The Sailing Club of Connecticut College opened its season officially April 10 by launching the 12 Dyer Dhows on Mystic River, thus opening the sailing season for the Seaport, as well. This pre-season use of the dhows is now established as an annual event.

Another log book joins the growing collection of these manuscripts in the Library vault. The 1802 log of the sloop *Jackal*, Captain S. Samuel Dickenson of Saybrook, was found in the attic of an old house there and presented by the Sea Scout Ship *Minerva* of Hartford, Conn.

Yale Medical Library is the lender of a 16th century Persian astrolabe, a book on navigation printed in 1657, and several unusual navigating instruments which have been added to the new display on the subject in the Stillman Building, South Wing.

Captain Adrian Lane has rerigged the schooner *Australia*, under the competent authority of the country's foremost expert in small sailing craft, Howard I. Chapelle. Plymouth Cordage Company supplied the cordage. Other repairs have been made to fit her for the coming season of youth education work.

The 50 years old naptha launch *Lillian Russell* from Mystic was "Queen" of the Golden Jubilee National Motor Boat Show at the Kingsbridge Armory in New York in January.

The new Navy corner in the rearranged Stillman Building boasts Commodore Thomas Macdonough's gold watch which he carried at the battles of Lake Champlain and Plattsburg. He himself purchased the watch in London in 1810; at his death it passed to his son, Rodney; finally found its way into a deal-

er's hands and is purchased by the Association with funds for additions to the Kynett Collection.

Jack Sterling, the early morning voice on CBS radio, said nice things about what is to be found in Mystic in his broadcast of February 10. He has done us such service before, several times.

On Lincoln's birthday, two new memberships were in the mail--from Mr. and Mrs. R. G. Lincoln.

Bemused and confused by conflicting claims as to what historical figure has been most written about, we queried the Bibliography Division of the Library of Congress. The claim has been made for Abraham Lincoln, Jesus Christ, Napoleon Bonaparte and even Paul, the Apostle. The number of cards in the Library of Congress catalog under each should be a fairly accurate indication for all literatures: Jesus Christ, 6250; William Shakespeare, 3300; Abraham Lincoln, 2700; Napoleon Bonaparte, 2150; George Washington, 2000; Martin Luther, 600; Paul, the Apostle, 500.

A small exhibit pertaining to the Cruising Club of America will be on display in the New York Yacht Club building from June 1. Items of historical or around-the-world interest are solicited for the three months period. The display has the approval and cooperation of Commodores Harrison G. Reynolds of the Cruising Club and John Nicholas Brown of the New York Yacht Club.

Mystic Seaport will be a stop in the University of Connecticut's 1954 summer session "Field Course in History of the Northeast, 1620-1840" for advanced undergraduates, graduate students, and teachers. The field trip is preceded by class sessions at which the historical background of the areas to be visited are discussed. Dr. Albert E. Van Dusen's students have been sent to Mystic before. The 1954 class is limited to twenty; and six credits are given for satisfactory completion of the course, which includes other historic spots throughout New England.

Francis J. Trecker of Kearney & Trecker in Milwaukee, Wisconsin has lightened the Museum's construction and maintenance problems by the gift of a 15 inch drill press and accessories and a 16 inch band saw and accessories. The "accessories" number 12, including the two necessary motors, rip, mortising, chisel, bit and adaptor attachments.

The spring issue of the Connecticut Audio Visual Aid Bulletin bears an article by Marion Dickerman, Educational Director; and one of the Museum's sea chests will be on exhibit at the annual meeting at Storrs.

WANTED: A history-minded boat-owner to head up a new organization of owners of such types as old Chesapeake dugouts, Baie de Chaleur pinkies, Friendships, Bluenose schooners, Crosby catboats, old Herreschoff power boats and naptha launches, Bugeyes, Skipjacks, Sharpies, replicas of Slocum's *Spray*, etc.

There are sports car clubs; so why not a club of historic types of vessels? The suggestion comes from Bob Merriam, Conch Road, Narragansett, R.I., who will be glad to hear from anyone interested in such an organization. He suggests a yearly rendezvous at Mystic Seaport.

Official acknowledgment has come, after seven years' delay, from the Danish Ministry of Foreign Affairs for an album of pictures showing Mystic's use of the former Danish training ship *Georg Stage*. The *Conrad* album was sent, in a gesture of friendship, to King Christian X in 1947. It did not reach him before his death, was finally presented to his successor, King Frederik IX. Acknowledgment came in the form of a "note verbale" from King to Ministry to American Embassy to Mystic. Not so belated was a word of thanks from the *Old Georg Stage Boys* of Copenhagen for the gift of the original barometer for their club house.

At least a beginning will have been made, by summer, in the furnishing of Buckingham House. Period pieces will be augmented with items which are in keeping, but not quite in period, in the hope that these will be later replaced with more characteristic furniture. Another temporary expedient, until such time as the house can be completely furnished, is the establishment on the second floor of the offices of the President and the Educational Director.

The American School for the Deaf at Council Bluffs, Iowa, paid a visit to Mystic Seaport April 13th.

When John Muise, carpenter for the *Morgan* restoration, flew to Nova Scotia in January, he was one of 19 children called to the bedside of his mother. There were 21 children in all; 64 grandchildren.

Girl Scout Troop 5 of Taunton, Mass., 35 girls, sold enough cookies to finance their annual trip somewhere; this year chose Mystic Seaport for the middle of June. The one-day trip costs them $100.

A special exhibit on Commodore Thomas Macdonough, recalling as well three generations of Macdonoughs connected with the sea, will commemorate the 140th anniversary of the battle of Lake Champlain. It will be found in the Stillman Building after June 1st.

A small bronze salute cannon from the yacht *Magic* comes from Palm Beach as a gift to the Museum. *Magic* was the first successful defender of the America's Cup, against *Sappho* and *Cambria*, in 1870. Built by Richard Fanning Loper as *Madgie* in 1857, she was then owned by William H. McVickar.

Dana Burnet, Stonington writer, is the author of an article on the Seaport which will appear in the June issue of *Ford Times* and will be featured also in that company's New England publication called *New England Journeys*.

Removal of the engine room bulkhead in the *Joseph Conrad* and decking over the space will provide much needed Mess room for *Conrad* groups on rainy days. In pleasant weather they eat on deck, under awnings.

THINGS WE NEED....

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

A small generator for emergency power
2 small portable 3-speed record players
For Junior Museum
For Youth Training Program
Modern cash register for Seaport Store
Reciprocal vibrating sander



With the reconditioning of the *Morgan*, the tryworks were torn down and completely rebuilt. While removing two big storage tanks 'tween decks, a long-forgotten barrel of oil, lodged between tanks and bulkhead was discovered. The oil seemed to be a mixture of whale and seal oil; was probably leavings, but could have done service in forecastle and cabin lamps. Lodged between deck and ceiling was a large piece of whalebone, apparently hidden there for later use in scrimshaw work by some unknown whaleman.

Mrs. Herman R. Burtsell of Middleboro, Mass. has added to the logs and journals of the *Morgan* already in our Library, the gift of the journal of her grandfather, Charles W. Chase, for his voyage of 1863-67.

1954

is

Mystic's 300th Birthday

and

Our Association's 25th

Program

July

Sat.	10	Firemen's Muster and Parade
*Sun.	11	Dedication Service
Sun.	11	Clambake, Williams Park
Mon.	12	Art Gallery, Open House
*Mon.	12	Variety Show
Tue.	13	Childrens' Track & Field Day
*Tue.	13	Voices of Freedom
Wed.	14	Mystic Garden Club Flower Show
*Thu.	15	Kinney Cup Sailing Race
*Thu.	15	Eastern Conn. Symphony Orchestra
Fri.	16	Yacht Rendezvous, Mystic River
Fri.	16	Little League Farm Teams Cup Finals
*Sat.	17	Historic Parade
*Sat.	17	Fireworks
Sat.	17	Block Dance, Round & Square
Sun.	18	Whaleboat Races, Mystic River
Sun.	18	Outboard Motor Races, Mystic River
Wed.	21	Old Homes Tour

*At, ending at, or off Mystic Seaport.