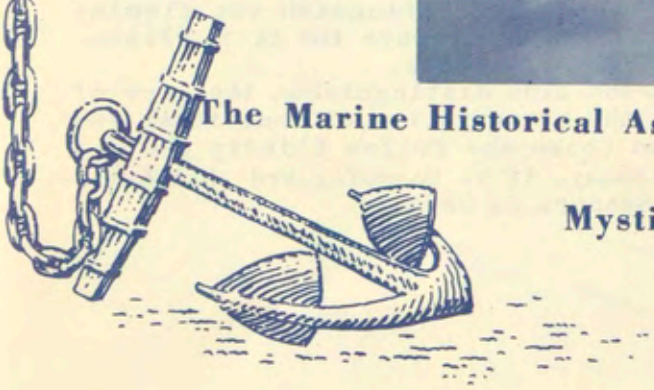
The Log of Mystic Seaport

Volume 6 No. 3

Summer 1954





The Marine Historical Association, Inc.

Mystic, Connecticut



Published by The Marine Historical Association, Inc., Mystic, Conn.
for members of the Association.
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H. H. Kynett, *Chairman of Publications*
Editor, MacDonald Steers *Printing*, Lois B. Chesebrough
Photography, Louis Martel
PRINTED AT MYSTIC SEAPORT

Things have a way of shaping up. Out of the chaos of the greatest upheaval that we can remember in the history of the Museum, the grounds are getting back in order, the Meeting house is in place, the Country Store is open and looks as if it had been standing there a hundred years, *Mon Lei* is being readied for the hordes of visitors she will receive this summer, *Brilliant* is off on a cruise, the *Conrad* is busy training the usual youth groups, and we are prepared for what appears to be the biggest year in history.

As a sort of symbol that all is well, Old Glory flies from a new flagstaff opposite the entrance and marks the gateway, as it were, into our maritime past. The old glory of America's heritage is revived and spread before you, once you enter. Mystic Seaport is larger, better and more impressive than ever before in its 25 years of history. To those 50,000 or more who come during the summer season, its imprint should be deeper and more lasting, its message unmistakable.

Old Glory, with its 13 stripes and 48 stars, telling the story of the 13 colonies to the 48 states, is more than a patriotic standard or symbol. It is the *shibboleth* of free men. The word comes from the Hebrew, meaning "ear of corn", but was a test-word by which Jephthah and his men could distinguish the fleeing Ephraimites (who could not pronounce the *sh* in *shibboleth*) from their own Gileadites.

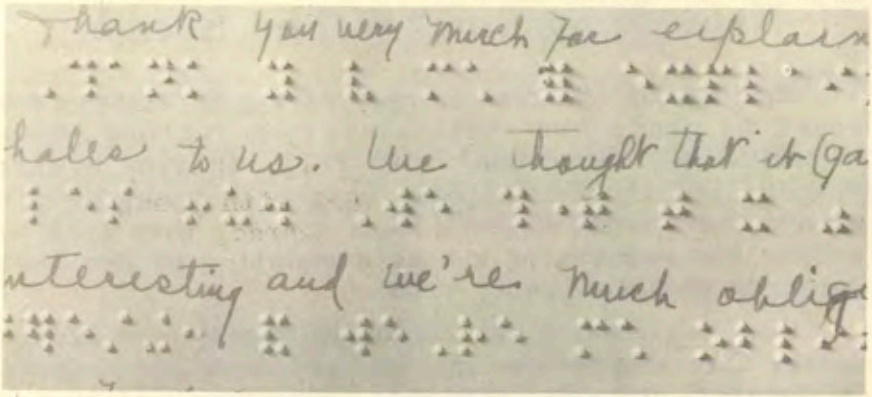
The red-white-and-blue distinguishes the race of men "dedicated to the preservation of individual responsibility" from those who follow blindly the destructive isms of today. It is to safeguard that heritage that Mystic Seaport is here.

They Came To See

It was no ordinary school group visitation, so the thirty-four children with their eleven leaders were taken for a ride down-river in the Seaport launch. One small boy was trailing his hand over the side, felt the spray from the river and asked if it was starting to rain.

It was a natural mistake, for he was sightless, as were his thirty-three companions, all from the Connecticut School for the Blind in Hartford, Conn.

In grateful appreciation of the attention given them May 25th on their visit to Mystic Seaport, they wrote a letter of thanks to their guide, in Braille.



Under the guidance of W. D. McKay of the Seaport staff, they trailed about the Museum, two and three to an adult. Their arms were linked for safety, though they seemed to have the sensory perception of a bat and banged into no obstacles at any time during their visit. They used such expressions as "Let me see this" and, as they touched the big British anchor from a ship of the Revolutionary period, "It looks like stone". They ran their hands along the cannon and chain-cable, felt the iron studded safe from Charles W. Morgan's office, the big sea turtle, the giant wooden figureheads, whaling guns, harpoons, the sword-fish sword, and learned the nature and uses of each.

Although all were from the fourth, fifth or sixth grades, boys and girls, their questions were more

intelligent than most. In the talk on whaling they asked "How big is a whale's heart?" "How much air can he hold in his lungs?" "How long is his tail and how wide?" and "What do they do with the rest of the whale?" Samples of balena, whale's teeth and various pieces of whaling gear were passed around for them to "see".

Not every school group gets a launch ride. These were perhaps given tenderer treatment than most; but they went back to Hartford more exhilarated, happier and better informed than most.

The Origins of Freedom
in

News Magazine Of The Screen

When school children in most of the 48 states from coast to coast see their classroom feature "News Magazine of the Screen" this fall, showing Mystic Seaport and its educational work with young people aboard the square rigged *Joseph Conrad*, they will be seeing the results of a week's shooting by Don Karl Malkames and his pretty wife.

News Magazine of the Screen is three years old, a unique film program designed and produced for students in American schools by Warner Pathe News. It brings dramatically to life on the motion picture screen, ten times a school year, the great issues of the world today, the problems and opportunities of American Democracy in confronting those issues. It is available only as a free public service to schools.

Easy-going, agreeable Don Karl Malkames is of Prussian descent, a great admirer of Felix, Count Luckner. Mrs. Malkames is typically and wholesomely American, though decidedly above the common run in beauty and brains. She is the mother of two, a boy and a girl. The boy's name is Eric, after one of the given names of his father's hero.

On Washington's Birthday, at Valley Forge this year, Don Karl Malkames' work for News Magazine of

the Screen received a signal honor. It was one of 28 winners of the fifth annual Freedoms Foundation's awards distributed by Dr. Milton S. Eisenhower, President of Pennsylvania State University. Malkames' work received one of the three special gold medals for "comprehensive efforts of extraordinary merit in the nation's interest". The Jury: thirty State Supreme Court jurists and leaders of patriotic service and veterans organizations. The 28 winners were chosen from more than 100,000 nominations submitted by the general public. President Eisenhower is honorary Chairman of the Foundation, former President Hoover is honorary President.

News Magazine of the Screen is sponsored and distributed by such agents as The Sunpapers of Baltimore, Travelers Insurance Company of Hartford, United Airlines in Hawaii, universities and other big businesses in thirty of the states.

Mystic Seaport is proud to be the subject of one of the series; will receive a print of the finished film when it is ready for distribution.

A "New" Old Building

Negotiations have been completed for the purchase by the Association of an old-time carriage shed from behind the Winthrop (Conn.) Baptist Church. The reminder of horse and buggy days will be dismantled by skilled carpenters and reconstructed at the Seaport in its entirety.

Its frame is put together with wooden pegs. It was considered an old building when Winthrop's oldest inhabitants were children. It seems probable that it may date back to early 19th century days. According to the Rev. Robert Jones, who has lived all of his 72 years in the neighborhood, a portion of the shed was always understood to be older than the church behind which it stood.

The Winthrop Baptist Church is the mother church of the Baptists for the whole original area of Say-



brook, having been founded in 1744 as the First Baptist Church of Saybrook. The present structure dates at least from 1866, when Winthrop residents raised a sum of money to buy an old "Methodist meeting house" available in Deep River and moved it to its present site with the use of teams of oxen. Local surmise is that the shed was enlarged at that time to meet the demands of the larger congregation attracted to the new church.

Visitors from that area will find familiar landmarks at Mystic. Buckingham House is from nearby Saybrook and most of our flagstone walks once lined South Main Street in Deep River. Now the eight-stalls shed from that community will be placed behind Fishtown Chapel, Glasgo Schoolhouse and Stone's old Country Store.

Nautical Definitions

Do you know what a *donkey's breakfast* is?
In nautical slang, a straw mattress.

Is the Sunday sermon delivered from the *pulpit*?
No, it is a platform for the harpooner, on the end of the bowsprit in a sword-fishing boat.

You can't use this *shingle* on a house, because--
It is coarse gravel or small rounded stones.

Have you ever seen a *hoogaars*?
A Dutch fishing boat.

Visiting Dignitaries

The bustling, active League of Women Voters is one of the nation's biggest boosters of U.N. This year the Old Lyme organization took it upon themselves to cooperate with the United Nations Volunteer Service by arranging the week-end entertainment of a group of 25 from the world governmental association. Tea at the Country Club, a theatre and visits to the local institutions were planned for their entertainment, and to acquaint the U.N. workers with the people and customs of our country. They were typists, secretaries, translators, statisticians and one (from Norway) political affairs officer.

Under the guidance of Curator Stackpole the group toured Mystic Seaport on Saturday, May 15th.

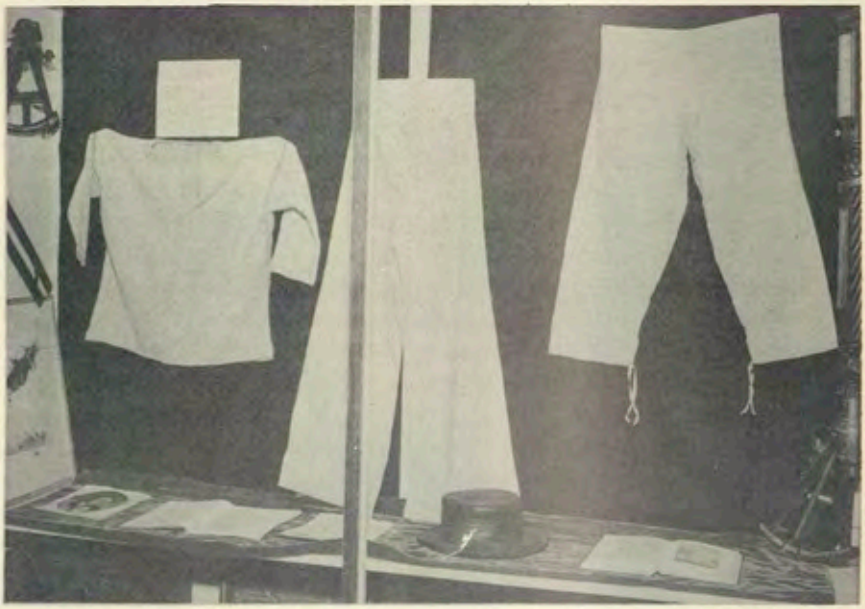


SEATED: MRS. PERCY MARIO LEMOS OF ARGENTINA; MISS MARIAN PEARCE OF ENGLAND; STANDING: MISS INGRID BERNTZEN OF NORWAY; ORLANDO MENEZES OF INDIA; MRS. VASSILY CHILIKIN OF THE U.S.S.R. AND RENE CUZON DU REST OF FRANCE.

Two days later the Brazilian flag was flown for

another dignitary--Leader grantee Carlos Rizzini, editor of O Jornal, director general of Diarios Associados, and right hand man to Senator Assis Chateubriand, Brazil's largest newspaper and magazine publisher, radio and television owner. Mr. Rizzini was in the area to study a small town newspaper, radio station and typical cultural institutions, in the interests of Brazil and his own activities with the Sao Paulo Art Museum.

Unmentionables



Richard Henry Dana, a great-grandson, is the donor of some of the very personal belongings of the great Richard Henry Dana, author of "Two Years Before the Mast". The material includes, if you will pardon the expression, a pair of hand-stitched, flannel underdrawers! But there are also a pair of white linen, bell-bottom trousers, his tar-covered hat, and his V-neck blouse, all said to have been worn on that voyage from Boston to California in the brig *Pilgrim*.

"Two Years Before the Mast" not only became a classic but led to wide-spread reforms in the merchant marine and launched the young author on a career as the legal champion of sailor's rights.

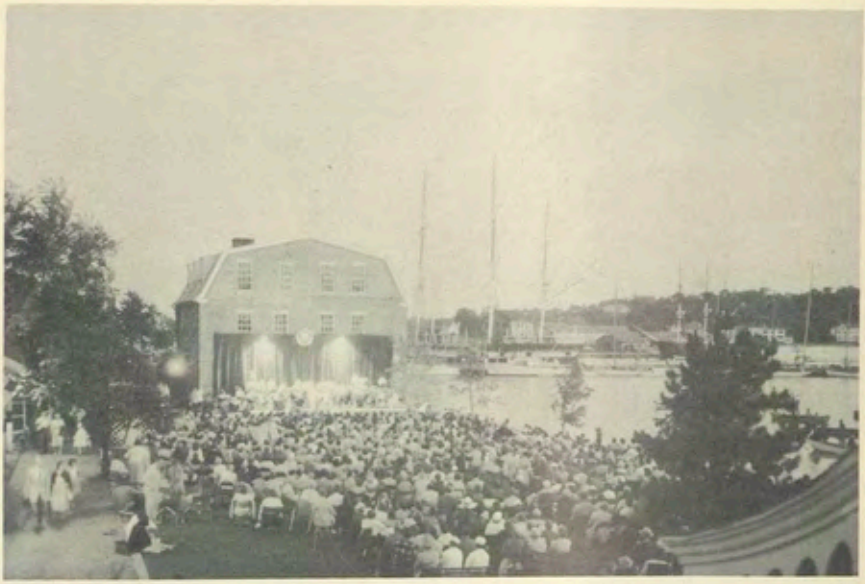


The day was perfect for such a colorful event. A smart breeze whipped up a string of red, yellow, white, blue and black signal flags, Old Glory rippled at just the right degree of animation and at the peak of the flagpole in front of old Station No. 10 of the New York Yacht Club the Seaport emblem stood out at a good right angle. Every girl was in her Sunday best, even to white cotton gloves. The bright sunshine made brighter the blue of the Mariner uniforms.

The occasion, on Saturday, June 12th, was an invitation affair--a Bridge of Honor for Girl Scout Mariner Ship *Twilight* of Mystic. Some 100 girls, their parents and special guests enjoyed a ceremony, a receiving line and refreshments of punch and cakes. A pleasant part of the afternoon was the local ship's greeting of a group of 15 Girl Scout Mariners from Brooklyn, N.Y., then resident for training on the ship *Joseph Conrad*.

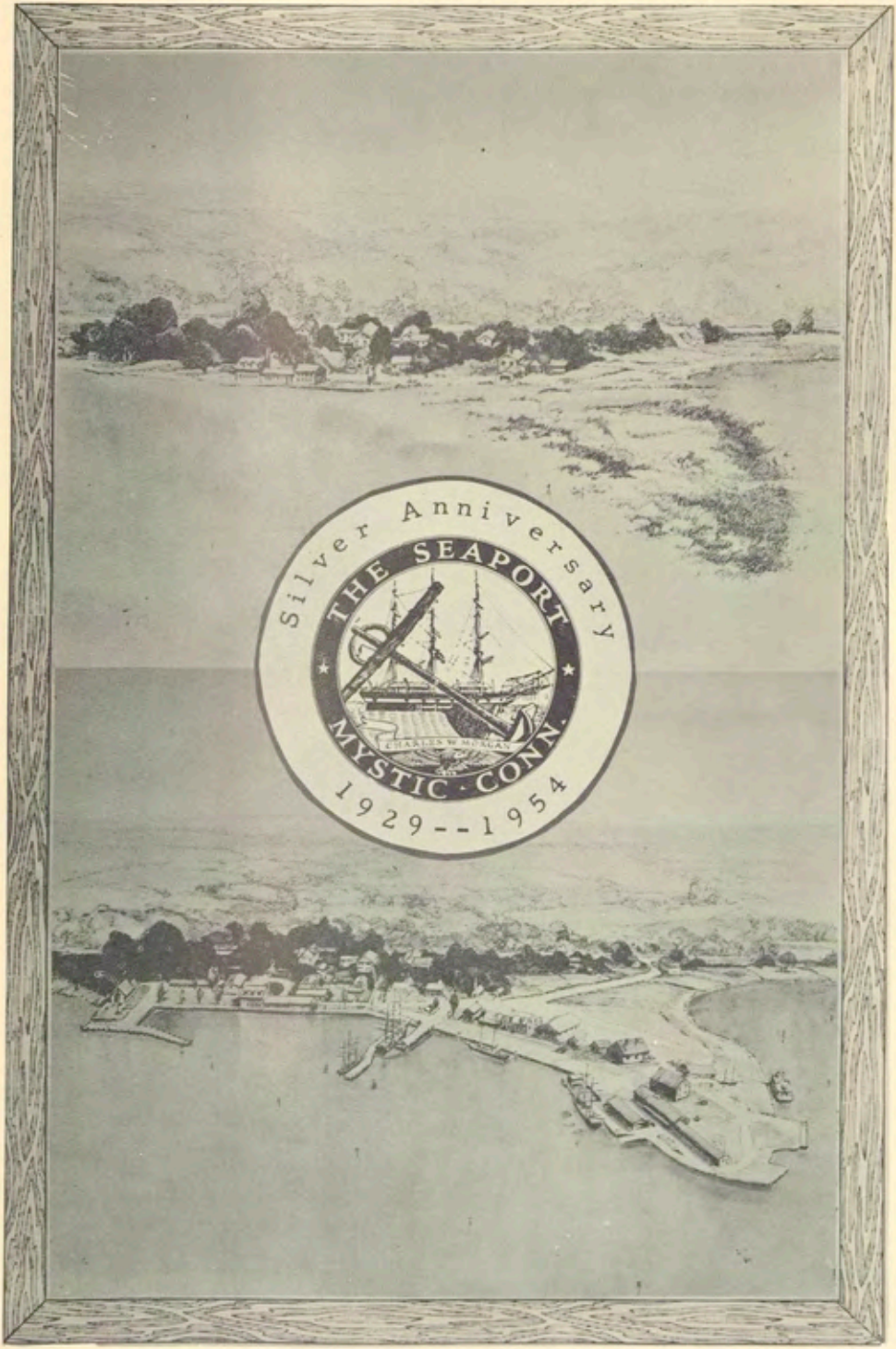
Twilight, the local Mariner group named for a famous Mallory ship launched at Mystic, has often taken training on the *Conrad*. Bridge of Honor is a Scout term for a court of awards. Mystic's girls in blue received their awards from a representative of "National", Mrs. Williams Haynes, mother of one of the leaders.

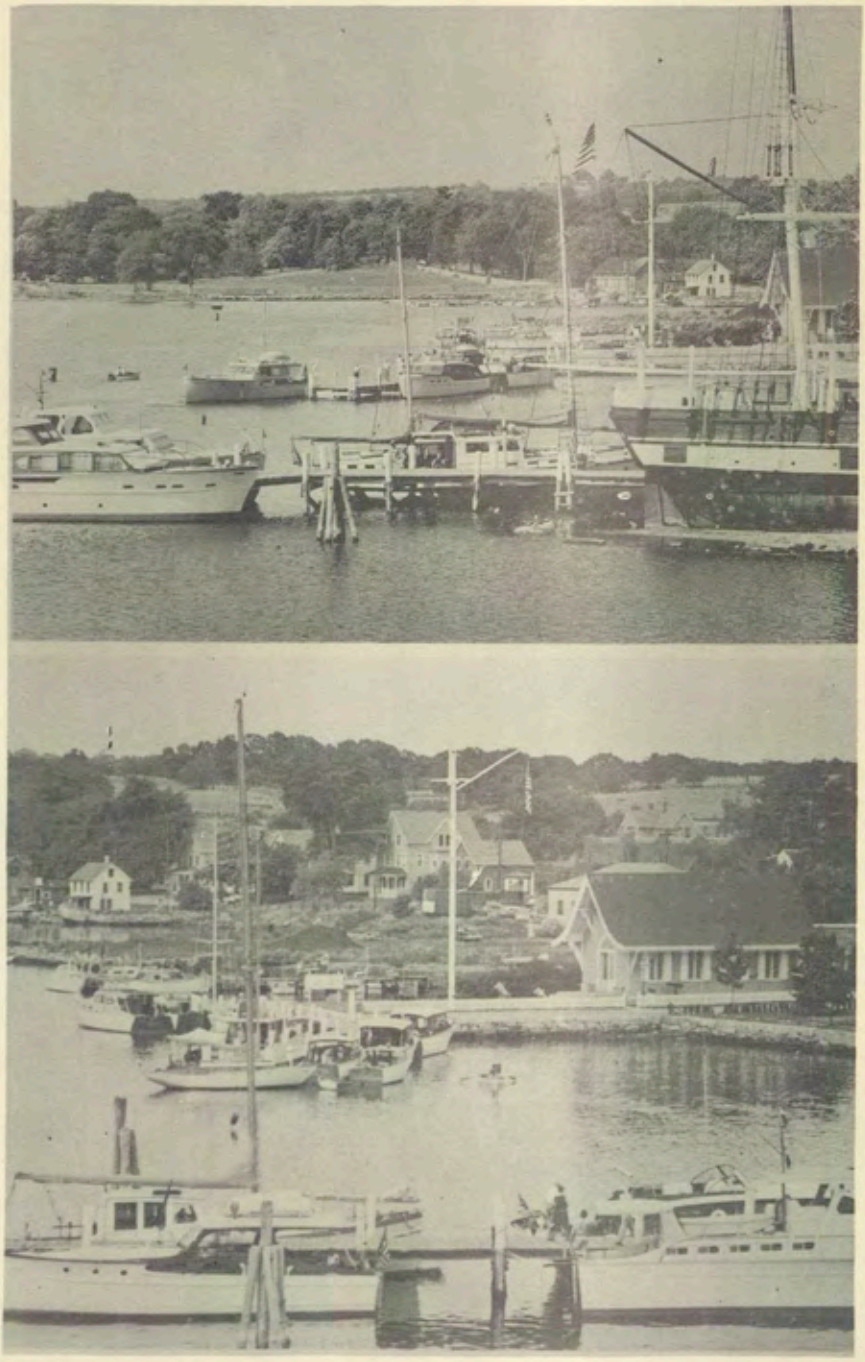
The entire troop of 26 received their Senior Service emblems, 16 received their Mariner rating of Midshipmite, and others received a variety of recognitions.



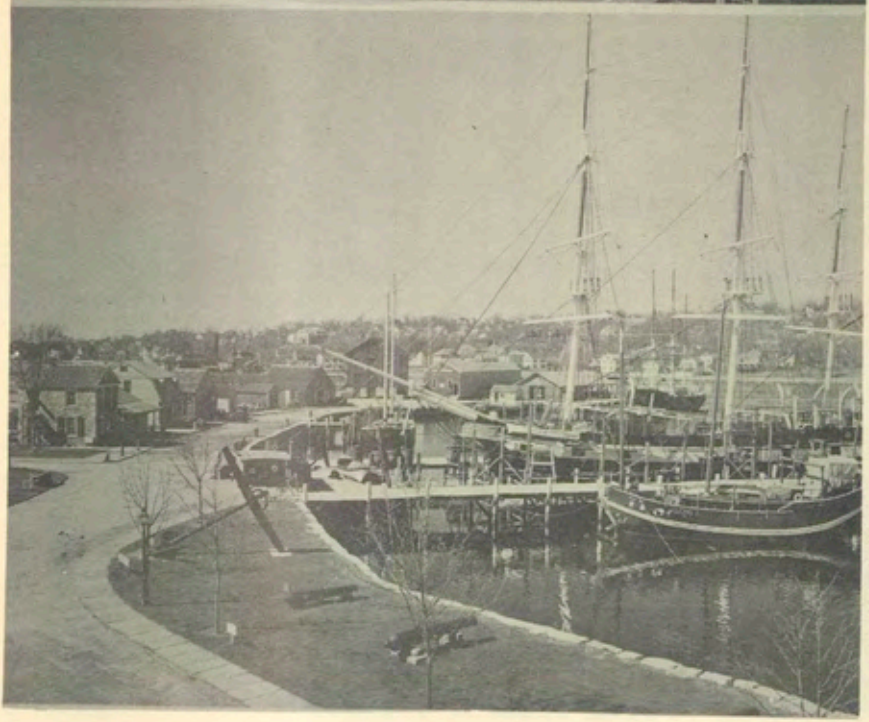
1000 ENJOY THE EASTERN CONNECTICUT SYMPHONY ORCHESTRA POP CONCERT--
JULY 15TH MYSTIC TERCENTENNARY EVENT HELD OUTDOORS AT MYSTIC SEAPORT




Silver Anniversary
THE SEAPORT
MYSTIC · CONN.
1929--1954

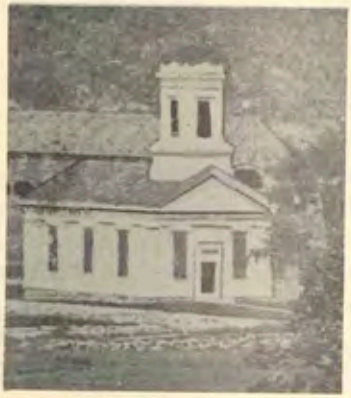












The Meeting House III

With the moving of the Old Seventh Day Baptist Meeting House to Mystic Seaport, it seemed appropriate to publish its story. This is the third 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.

The righteous scorn leveled at the dancers by George Greenman was not so much a part of the Greenman character as it was a product of the times and of the covenant of the "Sabbatarians" as the sect was called. For years he and a few of the faithful had adhered to a strict dogma.

On August 4, 1850 the Seventh Day Baptists residing in the little shipyard community of Greenmanville and its vicinity held a meeting in the house of his brother, Clark Greenman.

After Sherman S. Griswold had prayed and taken his place as Chairman of the meeting, with William Ellery Maxson acting as Clerk, the company resolved to proceed with constituting a church in Greenmanville and a committee composed of S. S. Griswold, Thomas S. Greenman and Franklin Barber were chosen to "prepare a summary of faith and doctrine."

A week later they reported and recommended that the Bible as a whole be used as their rule of faith and practice but, "in view of the discordant opinions and practice which have and still do exist, we deem it proper (if not necessary) that an abstract of our views of bible truth and church order should be publicly set forth."

Sherman Griswold and George Greenman were to make all necessary arrangements for organizing the Church. Invitations were sent to Seventh Day pastors in Rhode Island and Connecticut and to "as many of the laymen as might be convenient", to meet August 24th at 3

o'clock at Congregational Meeting House in Mystic, in the town of Stonington.

At the August 24th meeting addresses were made by Elders Lester T. Rogers of Waterford, Alfred B. Burdick of Westerly and Sherman Griswold of Greenmanville. Articles of faith and the covenant as previously agreed to were read, and those entering into the pledge solemnly stood up. The right hand of fellowship was given to Elder Griswold by Elder Burdick, in behalf of the several churches represented, a prayer was offered, the Lord's supper was celebrated and, after singing a hymn, the assembly was dismissed by the benediction.

On August 27th the Church met at Bro. Clark Greenman's and elected Sherman S. Griswold as Moderator, Wm. Ellery Maxson as Clerk, Thomas Greenman as Treasurer and voted that George Greenman was to purchase a book for records and a communion service. George Greenman subsequently paid $8.13 for the records book and it is that book from which the documented part of this history comes.

There was a good deal to do. For a time meetings were held once and even twice a week. A by-laws committee had to be formed and went to work. A chorister (Wm. B. Haynes) was elected, a subscription for missions was circulated and a delegate chosen for the annual Missionary Association to convene at Alfred, Allegheny County, New York. Elder Griswold was voted in as Pastor.

The following week the by-laws committee reported a set of church laws headed by the name they had chosen--The Seventh Day Baptist Church of Greenmanville. A committee was appointed to solicit subscriptions for a building and to find a location for it.

The deed for the land from Joseph S. Williams, dated October 18, 1850, reads: "For the consideration of love and good will, and also the sum of One Dollar" and conveys a parcel containing twenty-five square rods which the said Joseph S. Williams bound himself and his heirs, forever, to defend against all claims and demands whatever. The instrument was witnessed by Asa Fish and Benjn. F. Palmer.

By March 1851 the new Church had acquired a Bible, a gift from E. D. Hurlbert and a committee met with trustees of the Congregational Church for the use of their house. The new Meeting House is assumed to have been in existence by July 1851 from the record that the building committee was instructed to get the house insured. In October it was voted that Hazzard Gates was to assist Franklin Barber in ringing the bell, lighting and taking care of the house. $300 was voted as salary to the Rev. Griswold.

When, on Washington's birthday 1852, the Rev. Griswold was called for another year, he accepted in a formal communication. He expressed his appreciation, but not without a word of caution. "In accepting your proposal to continue in the Pastorage of the Church another year it is due that I return my acknowledgment to the church and congregation for their verry punctual attendance on my ministration, and also the general attention given to the preaching while in the sanctuary. For nothing scarcely gives more pain to a public speaker than inattention on the part of his audiance while speaking." And then he added: "Relative to my salary, it is not adequate to meet the expense of my family, although it may be all the church ought to pay. Should my house rent be added to my presant income it would releive me from an embarrassment under which I am now labouring. I however leave it to the consideration of church, having full confidence that if I am faithful in spiritual things, they will not permit me to lack in temporal."

The path of Christian virtue was narrower in those days--too narrow for some, for there is entry after entry concerning erring parishioners, whose names were brought before the Church for having violated their profession, or the fourth commandment. There were "labours" and exclusions almost from the sound of the first bell. At every meeting the faithful seethed with discontent at the week-day behaviour of their less zealous brethren.

Bro. Charles C. fell from grace by the habit of using intoxicating drink and for neglecting his family and Sabbath worship; the sisters Ann and Phebe L.

were laboured with for abandoning the Sabbath and practicing irregularities. It is interesting that on Independence Day 1852 the Church learned that Phebe and Ann had been attending dancing classes and that was the final straw. They were excommunicated, but we cannot dismiss these forgotten ladies without lifting our hat to them for so appropriately observing Independence Day! Erastus W. Denison, bolder and more forthright than most, took the initiative and himself announced to the Church that he had determined to abandon the observance of the Sabbath. Others followed his example and shook their bonds by going over to the other side, which is to say they began to worship on the first day of the week, the more fashionable Sunday, and asked for their letters of dismissal.

So the process of refinement went on, even through the succession of ministers, mounting in crescendo until, in 1868, the clash of full orchestra fell about the head of the minister himself, the Reverend L., when, because of recent reports affecting his Christian character a Council was to be convened.

Then the $8.13 record book is silent, except for scattered entries to 1898. The fate of the Rev. L. is unknown except as we find that the Rev. O. D. Sherman, the last of the line in that church, seems to have succeeded him.

Tight Squeeze

Mr. W. K. Van Duzer, Peacedale, R. I. contractor and his crew, who moved the Meeting House to its present and permanent location, completed in the moving as neat a feat of navigation as any old-time skipper of wind-ships.

He brought the building into her new anchorage through the narrow passage with about an inch and a half to spare. He wouldn't have had that if Paul Schoonman and his crew of nursery men had not executed a coordinated effort--that of bending a big, but young elm tree out of the way. The tree protruded just enough to prevent Mr. Van Duzer's Meeting House going through the space between it and the Seaport

Store building. The nurserymen threw a line about the branches of the elm, secured it by a block to another big tree nearby and hauled away. But that wasn't enough, another 18 inches was needed. A crescent-shaped trench was dug along one side of the offending elm, to loosen the roots on one side only, and again the nursery boys hauled away. This time they made it and the building went through as neat as a Liverpool splice.

The short passage made by the Meeting House presented more problems than most Cape Horn skippers encountered. Another elm, two snowball bushes, at least a dozen small evergreens, a gas tank and a barn had to be temporarily eliminated, with all the attendant problems to each operation.

Even so, Mr. Van Duzer said it was easier moving the building through the grounds than it would have been to bring it up the main street, as would appear on the surface to be so easy.



Variable Winds

The Seaport is bursting with pride these days in the quality of the younger members of its staff. Miss Linea Carlsson, who just carried off the Stonington Tercentenary Scholarship award for 1954 is the latest to take honors. She falls into a line of distinguished company--Arthur Weber, Woody Maxson, Larry Burns and Billy Herman have all been honored as the community's choice of Boys' State representative, and all are, or have been, junior members of the staff. No one should be more proud of her boys (being the mother of two girls of her own) than Mrs. Dorothy Brooks, for as manager of the Seaport Store she has been boss and mother to all four of the Boys Staters.

Curator Edouard A. Stackpole and the Seaport were featured on the C.B.S. television program "Adventure", Sunday, June 13th, 5.00 to 6.00 p.m. The subject was the contrast between old-time and modern whaling, and the author of "The Sea Hunters" should be able to speak with some authority on the subject. It is estimated that his voice was heard and his face seen by some five million Americans, coast to coast, over 80 different stations.

July "Antiques" magazine carries an illustration, inside, of one of our paintings, the canvas by the late Lars Thorsen showing a hypothetical meeting off Cape Horn of the Mystic-built clipper ships *David Crockett* and *Andrew Jackson*. The painting is currently on loan from its owner, Mr. Clarence Wimpfheimer.

The July issue of "Coronet" magazine uses a golden, flagpole eagle from the H.H. Kynett Collection for its cover.

Something new, or at least rare, in the realm of the old, is a kerosene heater made by Bradley & Hubbard Manufacturing Company of Meriden, Connecticut and patented in 1885. It is nothing more than an out-size kerosene lamp (27 inches tall) set in a cast iron base, with semi-circular reflector, which radiates its heat much like the older Franklin stove. It is portable and was probably the latest thing, in 1885. It is the gift of Mr. J. Wescott Pascoe.

Mr. Clarence Wimpfheimer, Association Treasurer, who took a "Round South America Cruise" on the *Kungsholm* in late winter, has presented the Museum with a film record of the cruise.

Willimantic State Teachers College's "Workshop in Social History" meets once a week at Mrs. Eva L. Butler's home in Gallup Hill, near Mystic. They study history from 1790 to 1860, often cook their own luncheon from Colonial recipes and learn the uses of a fireplace and its cooking utensils. On April 26th they included the Seaport as part of their

course, gathered here from 12 different towns in Connecticut.

Two new Dyer Dhows have been added to the *Conrad*'s youth training fleet by The Corinthians and Larchmont Yacht Club. The fleet has been in use since early spring and until the formal opening of the youth training program, by Connecticut College's Sailing Club, the Mystic Community Center and Girl Scout Mariner ship *Twilight* of Mystic. They were used again on such special occasions as the annual Kinney Cup Races participated in by junior members of the Ram Island, Mason's Island, Groton Long Point and Wadawanuck yacht clubs.

Died, June 10th, Charles Francis Adams, one-time United States Secretary of the Navy, long-time member and director, The Marine Historical Association. His son, Charles Francis Adams Jr. will continue his father's interest in the Association as a member of the newly formed Advisory Committee.

With the opening of the Chinese junk *Mon Lei* to the public, a wake of interesting and useful accessions followed. The library is naturally desirous of receiving the literature on the subject; has already received "Notes on the Crooked-bow and the Crooked-stern Junks of Szechwan", by G.R.G. Worcester (Shanghai 1941) and "Junks and Sampans of the Upper Yangtze" (Shanghai 1940) by the same author.

In the main cabin of *Mon Lei* herself is a 10 inch, fully rigged model of a river sampan, with teak cradle, single sail and anchor sculling oar. All were gifts of Commander D.W. Waters, R.N., Admiralty, Whitehall, London.

July 21st was the date chosen by the South Shore Power Squadron for its all-day rendezvous at Mystic Seaport, centering around the old Station No. 10 of the New York Yacht Club. Twenty-five boats participated.

June 9th the Westerly, R.I. Power Squadron held its supper-meeting on the deck of the *Joseph Conrad*.

The Newcomen Society in North America will hold one of its luncheon meetings at the Seaport on August 6. Luncheon and meeting will be held in a tent in the North Yard, near the yacht club. The speaker of the day will be the President of The Marine Historical Association, Mr. Philip R. Mallory; his subject, "Mystic and the Origins of Freedom."

Miss Margaret Mallory, who is now living in Santa Barbara, represented the Museum at the annual conference of the Association of American Museums held in that city in May. She entertained sixty directors, curators and workers at dinner one night, twenty the next.

With the old (1947) Mercury station wagon having served the Seaport long and faithfully, she was not quite what

she used to be. Mr. Joseph E. Cain of Indianapolis brightened museum life and lightened the Mercury's advancing years, by the gift of a spanking new (1954) Studebaker station wagon.

When a group of French sailors from the frigate *L'Adventure* visited the Seaport on June 9th, they were surprised and pleased to find that their guide, Alan Silvera, spoke fluently their native language. Serving his second season as Student-Guide, Alan was born of French parents 23 years ago in Alexandria, Egypt.

Through the efforts of Capt. Elwell Thomas, an interesting and historically important sectional half-model is on loan from New London's Jibboom Club. Unidentified as to name of ship, the model is yet known to be perhaps the oldest in the country, is of a vessel built on the Connecticut River prior to 1790, and, because of its rarity and age, is valued at $5,000. The model, about 18 inches long, is built in vertical sections. This Museum, which has the largest collection of half-models in the world, has but two others of this old type.

Again the discarded printing plates find a second use at the Seaport--this time to bind the joinings of paper tubing which was used to lay power lines in the cement roof over the entrance from the basement of the Administration Building to the basement of the Meeting House. The paper tubing was a donation from Sonoco Products Company.

Without any formal intention, June 12th might have been called Scout Day. In the one day appeared, more or less by chance, twenty from Waterbury, thirty-from Baltic, all in Connecticut. A group of twenty-six drove down from Warren, R.I. Twenty school children came in from Middle Haddam, Conn., and the day ended with the 100 involved in the "Bridge of Honor" reported on page 7 of this issue.

During the Mystic Tercentenary Celebration, July 12-21 three of the seven events to be staged in or near the Museum, will be musical. The night of July 12 will feature 300 Years of American Music, with a "Barber Shop" chorus of 35 voices, a soloist, and a group of Ukranian folk dancers. The night of July 13th there will be presented a male chorus with Norma Buhren as soloist; and on Thursday, July 15th the Eastern Connecticut Symphony under the direction of Victor Norman will play. All of the events are at a general admission of 50¢ and all are "Tanglewood style", which is to say that you bring your own cushion or newspaper and sit on the ground.

The new Whaling Room opened in June. Here can be caught glimpses of 300 years of American whaling--the whale himself, in all his varieties, the ships and the men that chased him and the logs of their voyages, the methods

and gear used to catch him and convert him into illuminating oil and scrimshaw, and artifacts from the strange lands known to the American whaleman. An old-fashioned coal stove in the center of the room provides atmosphere in summer, heat in winter. A few of the more interesting items: shipping paper of the *Neptune* carrying the name of Charles Mallory, boatsteerer who received one eighty-fifth lay in 1832, lookout hoops from the bark *Wanderer*, figurehead of the *Lydia* and the "shiping paper" that goes with it, dated 1795.

Mrs. Eleanor Roosevelt was a visitor on Monday afternoon, June 21st.

In the first six months of 1954 the Seaport received and gave guided tours to school groups totaling 5,233 children, 689 leaders.

Coming from Harpswell, Maine, is an interesting boat, the only survivor of her kind, a "New England" or "Hampton" boat. She was built in Birch Island, Maine, about 1830 for Elijah Kellogg, the great Congregational preacher. Such craft were used a century and more ago for transportation along the coast, for close inshore sailing. This particular one is 22 ft. long, 6 ft. beam, lapstrake built.

A visiting yacht from Argentina is unusual enough, but one which found Mystic Seaport by the use of an Esso road map is really news. The 45 ft. o.a. *Joanne* came up-river unheralded except for her Argentine colors, which were promptly hoisted also by the Seaport in welcome. Owner Everardo Schweizer and Mrs. Schweizer were aboard with their guest, Mr. Kempter and crew members Juan Kaiser and Horacio Campi. At the mouth of the river they recognized an old friend, G.W. Blunt White's *White Mist* which had competed against them in last year's Buenos Aires to Rio race. *Joanne*'s hull is made of Viraro wood, her keel of hard-as-steel Lapacho.

A few days later came *Fortuna*, another visitor from Argentina, a 63 ft. yawl, first yacht ever built at the Argentine Navy Yard. Owned by the Argentine Naval Academy she carried a crew of eleven regular Navy and Naval Academy officers, plus two seamen.

Within the week came yet another, M. De La Fare's sloop *Trucha*. All three visitations were a natural result of the Bermuda Race, in which seven Argentine craft had participated. *Trucha* was second in elapsed time, *Fortuna* sixth.

The annual Volunteer's Party was held this year on June 8th with Dr. Nelson Wu as an honored guest. The occasion was marked by a showing of Chinese costumes and a visit to the Chinese junk *Mon Lei*. Dr. Wu, a lecturer on oriental art, had contributed his knowledge to an interpretation of *Mon Lei*'s elaborate cabin carvings. John Allen Bennet, owner of *Mon Lei*, was one of the three hundred guests.



Two billboards, located on Routes 1 and 84 invite travelers to come to Mystic Seaport.

The sentence *Often gifts of things are as acceptable as gifts of dollars* has brought gratifying results from the six volumes (six years) of your "Log of Mystic Seaport".

Now we are in need of two sizeable items:

A tilt-table band saw
and
Microfilming equipment

As a result of the appeal for emergency power generators in the last issue of "The Log" we have received two, both of which will guard the continuance of power and light on ships, grounds and buildings--including such important services as refrigeration at Galley and on the *Conrad*--in the event of sudden failure of the power company's services. We express our thanks to Mr. Edward A. Myers of Damariscotta, Maine for a 6-volt system, and to Mr. William C. Keator of Fairfield, Connecticut for a 1.5 KV Kohler generator.

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