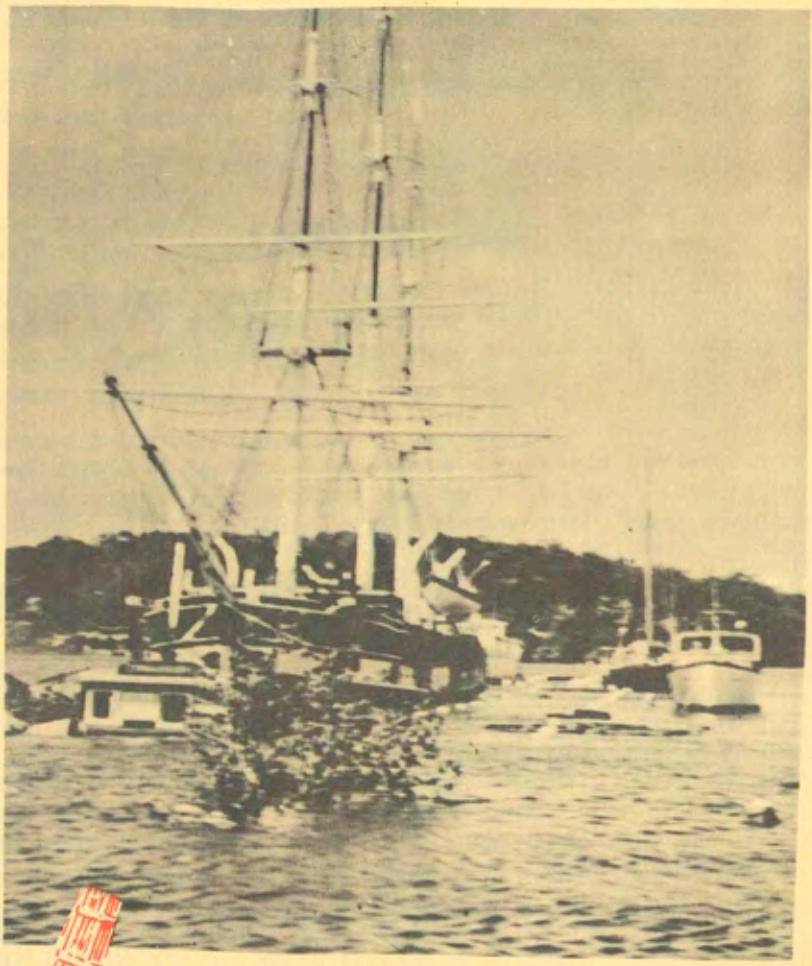
The Log of Mystic Seaport

Volume 6 No. 4

Fall 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

OUR COVER

Directly after CAROL the *Charles W. Morgan* "rode high" with visiting yachts by her side. In the foreground is the pilot house for the steam box. You may also see the tops of the dock piling directly behind the tree top.

A hurricane is a serious matter and two in eleven days cannot be dismissed lightly. There was the usual damage to trees; lawns ruined by salt water; silt and salt on waxed tile floors; swollen doors and windows. Much valued material--lumber, ramps, barrels--was swept away. Oil lines broke and fuel oil flowed into basements already flooded with salt water. Motors, generators, tools and heating units no longer worked. One of the underground fuel tanks rusted from salt water and must be replaced.

The destruction which meets the eye is a lesser part of the whole--the larger portion is hidden. The diversion of man-power to clean-up and repair is costly. There was a serious loss of revenue due to: three days closing (two for the blows themselves and one for clean-up); radio warnings prohibiting Labor Day weekend beach travel; and a breakdown of the Mystic Highway bridge lifting mechanism meant no boats could come to the Seaport.

It will take some months to assay the full damage. It will be somewhat more than the ferryboat *Brinckerhoff* tilted at a rakish angle on a mud bank, the Mercury station wagon ruined by salt water, or the 40 ft. Navy launch *Admiral Jim* at the bottom of the Mystic River.

HURRICANE SIDELIGHTS

It isn't often that a girl has the opportunity of riding out a hurricane on a square rigger. Forty-nine Girl Scouts on the *Conrad* and the *Australia* did yeoman service putting their ships to rights and, when there was nothing to do during the blow itself, sang their lungs out to release the pent-up excitement of the experience of their lives. They will take tall tales of life at sea back to their homes in Roanoke, Va., Westfield, N.J. and Goshen, N.Y.

Day after the blow the Galley had no power, but did have gas; served the hard-working staff with coffee and sandwiches all day long.

The *Log*'s appeal for emergency power generators in its last issue was well timed. One of the two received did noble service during the three days the power was off. The *Conrad* had lights by Wednesday night.

The much discussed problem of Mystic River bridge openings and resultant traffic tie-ups was neatly solved (at least for three days) by the hurricane. The power being off, the bridge could not open.



The old ferry-boat *Brinckerhoff* can always be relied on for news. Her tow trip up from New York in 1949 was beset by wind and fog, resulted in a six-day publicity spree as her movements were watched by newspaper readers. In the November blow of 1950 she "blew her top". In this year's she went on a mud bank, tilted at a 45 degree angle. For the first time we really saw her bottom.

Live fish were swimming in the *Morgan*'s hold. Young Matthew Stackpole caught two with his hands.

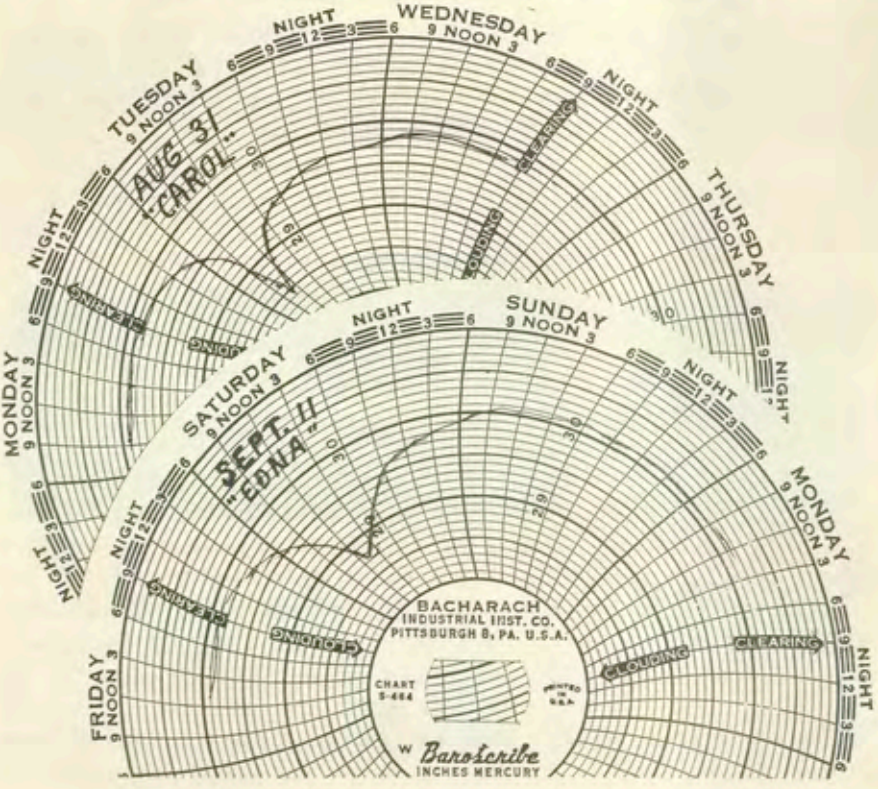
An iron try pot took off on the tide, traveling from the Coast Guard Building to the Yacht Club.

George H. Stone, former proprietor of the General Store, and Mrs. Stone came down next day and went right to work salvaging their stock.

Abigail the figurehead, literally snapped her stays (which held her to the wall), dove head first into a glass show case and came to rest with her chin resting in a chronometer case.

During all the commotion of wind and tide, the old stage coach did not move.

In the local service stations gas was pumped by lawn mowers, car motors and, in one case, by hooking to the pump an upturned bicycle and pedaling by hand.









NEWCOMENS



The British white ensign being unfurled above by Col. Arnold N.S. Strode-Jackson of Madison, Conn. was flown by H.M.S. *Queen Elizabeth* on entering Newport News after having been torpedoed in the Mediterranean harbor of Alexandria, Egypt during World War II.

The presentation was but one in a series of diversions and heartier fare on the occasion of the meeting of American Newcomen at (and honoring) Mystic Seaport on August 6th.

Some 200 members and guests were entertained at a cocktail party which was offered by the Newcomen members among the Directors of The Marine Historical Association followed by a tent-luncheon of fruit cup, boiled lobster, marinated string beans, corn niblets and ice cream. Brownies served with dessert were expertly made by students of the Mystic Oral School for the Deaf, a state supported institution.

Honored guest of the day was the distinguished President of the M.H.A., Mr. Philip R. Mallory.

When the guests settled down for the real purpose of it all, they heard President Philip R. Mallory present a paper well documented and profound, on the 300 years of shipping and shipbuilding in one of the more remarkable little seaport towns of New England and the efforts of Mystic Seaport to re-create that scene and story. His, like all other Newcomen addresses,

will be printed and widely distributed to Newcomen members.

Mr. Mallory was introduced by Edouard A. Stackpole, Curator at Mystic Seaport and member of the New England Committee of Newcomen. James C. Bonar, D.P.Sc., F.C.I.S., Executive Secretary for Canada, The Newcomen Society of England, and Assistant Secretary, Canadian Pacific Railway Company brought greetings from the 1100 members in the ten provinces of Canada.

Dr. Charles Penrose, President of the American branch of the Society, presided.

FISHTOWN CHAPEL

Vesper Services in Fishtown Chapel from June 29 through September 5 were unusually well attended and remarkable not only for the fitness of the sermons delivered by the visiting ministers, but for the quality of the music, as well.

Mary Langdon, Mystic's outstanding contralto, sang on four occasions. Her forthcoming recital in Town Hall, Manhattan, is expected to draw a large contingent from her home town. Victor Norman, who presided at the organ on July 4th, is Director of the Eastern Connecticut Symphony. Roger N. Daboll, September 5th organist, is of a family who has published The New England Almanac continuously for over 150 years. Three full choirs accompanied their ministers--the children's choir of First Church of Christ, the adult choir of Shiloh Baptist Church, and the Saint Cecelia (All Girl) Choir of St. James Episcopal Church, all of New London.

The Rev. John de Sousa of First Church of Christ, Congregational, in New London, who opened the series, was on July 31 appointed Chaplain to the Association. Rabbi Leonard Goldstein, whose sermon was delivered on Independence Day, chose for his subject the newly revised oath of allegiance, "One Nation, Under God". Rev. Rudolph Benes, who officiated on August 29th, chose a spectre ship for his topic--"The Flying Dutchman". He is a native of Czecho Slovakia, prepared at Charles University, Prague, and at Southern Methodist

University, has been in the country but six years. Rev. Orin E. Dice, August 8, came down from Boston where he is Chaplain and Director of the Seaman's Friend Society.

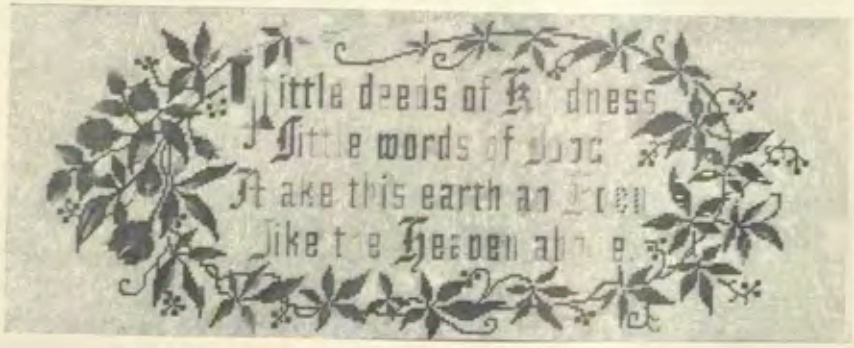
The service on July 11 was held out of doors, with several hundred worshippers in attendance. The event ushered in the 300th birthday celebration of Mystic. A unique service on July 18 was a "Scouts Own", presented by Girl Scout Mariners of Briarcliff, N.Y. with other Mariners from Salem, Mass. attending.

Others who officiated were the Rev. William J. Watts of Calvary Episcopal Church in Stonington, the Rev. Raymond W. Brendle of Second Baptist Church North Stonington, the Rev. A.A. Garvin of Shiloh Baptist Church, New London, Rev. Harvey L. Woolverton of St. James Episcopal Church, New London, and the Rev. John Wiley of Second Congregational Church, New London.

During August each of the services was preceded by an hour-long organ concert by Clarence Beckwith. The music was amplified over the grounds for the enjoyment of visitors.

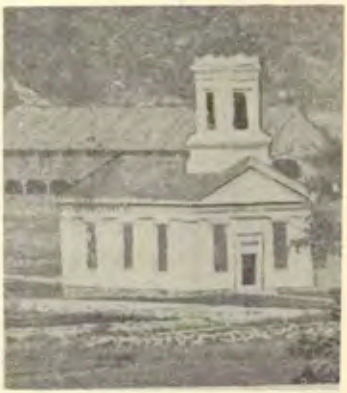
Flowers each Sunday were arranged by Mrs. Channing Burbank, Sunday (for over three years) volunteer hostess. Those on Sunday, August 1, were presented by Miss Eleanor Stephens, Librarian, in memory of her father, William Picard Stephens, who would have reached the century mark on August 5.

Many others contributed largely, but space does not permit a complete listing.



SAMPLER ON WALL BEHIND THE PULPIT--FISHTOWN CHAPEL

MEETING HOUSE - IV



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

The memories which clustered about the little settlement of Greenmanville, about the three houses of the brothers Greenman, their shipyard and, above all, the Meeting House itself, are in a sense memories of those who "went on the water", as Harriet Greenman Stillman always put it.

While the "Grinmans", (a common colloquialism) were builders of ships, some of them went on the water. Brother Silas' son, William, was Master of *Favorita*, was lost on the *City of Waco*. The Rev. T.L. Gardiner, who had lived in our present Caretaker's house, officiated at Clark Greenman's funeral in 1877. Clark was the first of the brothers to go. Eleven years before this the three houses had been draped in funereal black for another reason--the death of Lincoln. Death and desertions took their toll of the Church, as well, and it fell on leaner days. It saw, in its beginnings, the proudest and finest of the Greenman ships launched, the *David Crockett*. Her career was to parallel the rise and fall of the Church. Other launchings followed her's--*Belle Wood, Leah* (lost with all hands on her first voyage), *Atmosphere*, *Prima Donna*, *Favorita*, *Coldstream* and *Frolic*--almost a hundred of them in forty years. The same waters in which they were launched received in baptism the shipyard workers and their children as they embraced the faith and doctrine of their elders.

Here for a time was a many-faceted project with a singular kind of unity. The Greenmans and their families, the shipyard workers and theirs, the mill and

the Meeting House, were one. Adjacent to the Yard the brothers had built a cotton mill for Thomas Clarke and Welcome Lewis, and it prospered for a time. They even operated their own general store. The brothers in their three similar houses often bought their furnishings or supplies in threes, for economy's sake. It was not long before the shipyard workers began to depend upon them for buying their own stores, as well, and the practice eventually led to the establishment of a shipyard store. The building still stands in the neighborhood. In one corner of it the brothers maintained their office. There must sometimes have been spirited arguments, for Harriet remembered once when they were holding a meeting behind the closed door, Mr. Woodmansee said of the "cracker barrel" group, "They needn't have closed the door for we could hear every word that George and Thomas said, anyway."

George was always "the old boss", in the shipyard and out of it. It was he who held most closely to the tenets of their faith. It was he who headed the interminable committees of the Church. There is a story of a certain captain who, knowing the urgency of getting a load of lumber to the Greenman Yard, hurried his ship along and had the misfortune to arrive on a Sabbath morning. All the other yards along the river were working, but in the Greenman yard there were no signs of life. When he implored the watchman to rustle up an unloading crew, the watchman explained that the Greenmans were Seventh Dayers and no work was permitted in the Yard on Saturday; the brothers, he said, were at that moment in the Meeting House. The Captain demanded to speak with "the boss" and when, at long last, the morning service was over and he had an interview, he saw it was hopeless. Much as they had needed the lumber, this was the Sabbath and it could not be unloaded.

Next morning the unloading crews arrived, with horses and heavy chain, all set for the unloading. There were no signs of life on the ship at all. They called out and received no answer. At last a figure appeared on deck and motioned silence. The Captain, he said, was holding Divine services for the crew. When

(Please turn to page 13)

ANNUAL MEETING

The 24th Annual Meeting, marking the 25th Anniversary Year of the Association, was held in a tent pitched in the new park area between the New York Yacht Club's Station No. 10 and the Stillman Building. A more appropriate setting could hardly be imagined. Members' and visitors' yachts lay in a basin almost within touch of those seated in the tent. John Nicholas Brown's *Bolero* dominated the scene, because nearest in view, but the venerable *Charles W. Morgan* held to her usual place of honor as head of the fleet.



Dr. Robert G. Albion, Gardiner Professor of Oceanic History at Harvard, was inspired by the scene to say:

"The surroundings here at Mystic enable one to recapture, with poignant vividness, the great days of sail when the New Englanders were prowling the seven seas. Those old ships, with their comings and goings, not only made possible the fine old homes that dot the coast from Connecticut eastward into Maine, but they helped to amass wealth that enabled New England to build further wealth from railroads, factories, and much else..." Then he brought us up to date with a solemn note: "Today the sea is as important as ever to America... The emphasis has shifted from the merchantmen to the warships needed to preserve those contacts for us and to keep at a distance those outsiders who might cause trouble. Having inherited England's old roles of Mistress of the Seas and Policeman of the World, it becomes more necessary than ever to control the sea lanes..."

Philip R. Mallory, beginning his 14th consecutive year as President of the Association, related some of the satisfactions and some of the ever-present problems (notably the crying need for a greater endowment) of his labors. It had been a year of achievement, a year of mounting and complex needs.

A short meeting of members, meetings of the present and incoming Boards, and the dedication of the George H. Stone General Store brought to a close the annual homecoming event.

SIDELIGHTS

Mrs. Wendell Wilkie was the Annual Meeting luncheon guest of Miss Charlotte Stillman.

The Gerald Carsons were Annual Meeting Day guests present at all public functions during the full day of festivities. Mr. Carson is author of the current popular book "The Country Store". At the dedication of the George H. Stone General Store he was introduced by Mr. Philip R. Mallory, President of the Association, and made a few remarks.

Chaplain of the New Bedford Seamen's Bethel, the Reverend Charles Thurber, belied his 90 years by giving an invocation both novel, appropriate and up-to-date. He blew a bosun's whistle and prefaced his prayer by the familiar Navy "Now hear this....hear this!"

Charles E. Porsvig of Plainfield, N.J., another annual meeting guest, had an added and special reason to make the pilgrimage to Mystic (See "Letters").

William Haggerty, another guest, had sailed on the bark *Alice Knowles* in 1917 with his whole family. His father was Skipper, his brother Second Mate. This was his second voyage; his first having been with his father around the Horn. He wanted much to continue on this one but, on the better judgment of his father, William and his mother left the ship at Barbadoes and returned to New Bedford for William to re-enter school. The *Alice Knowles* continued on for a cruise in the South Atlantic, where she disappeared with all hands and was never seen again.

ANNUAL MEETING MINUTES

OF
THE MARINE HISTORICAL ASSOCIATION, INC.
held Saturday, July 31, 1954
Mystic, Connecticut

President Philip R. Mallory presided, and after an invocation by the Rev. Charles Thurber, Chaplain of The Seamen's Bethel at New Bedford, Mass., the President welcomed members and guests.

Mr. Mallory stated that many who had been with us in the past were not present today. The list of the deceased is long and he suggested that its reading be omitted, as the names had recently been published in the Annual Report. The members then stood and paid silent tribute to the deceased.

Dr. Robert G. Albion, Gardiner Professor of Oceanic History at Harvard University gave the principal address of the day, and after a five minute recess the membership reassembled for the formal business of the day.

It was voted to dispense with the reading of the minutes since these had been published and received by all.

Telegrams of good wishes were read from Governor Herter of Massachusetts and from the Union of Old Georg Stage Boys in Copenhagen, Denmark. Mr. Mallory complimented the Mystic Garden Club on its flower arrangements, contributed for the occasion, giving special mention to Mrs. Maude Lane in charge of the matter, and Mrs. Herbert Davis who had done a particularly novel arrangement for the head table.

The President spoke briefly on the progress made during the past year and while there was a gratifying growth in all directions, he spoke of his continuing concern to build up our endowment funds to a satisfactory and more healthy figure. He gave as a goal that at least one third of expenses should be covered by income from such funds and urged the Directors and Members to do all in their power to encourage grants

and bequests from friends and others with whom they come in contact. He said that only recently, while in New York, he had received the information that a friend had provided in his will for the Association to receive a $50,000 trust fund, without restriction as to use. It was from a wholly unexpected source, he added, and while it might be some time before we would receive any benefits from it, the news had given him the greatest lift he had received all year.

Dr. Horace L. Westcott of New London asked, and was granted, permission to make the presentation to the Association from Mr. Roger W. Dennis, of an oil painting of the ship *Joseph Conrad* on the ways in New London several years ago, while undergoing repairs.

Mr. Mallory then paid special notice to the Staff by introducing most of them to the meeting and by turning the meeting over for a time to their answering of certain questions which are often posed at Mystic Seaport.

The actions of the Board of Directors during the past 12 months were unanimously approved. Mr. Brower Hewitt presented a list of nominations for directors for the period January 1, 1955 to December 31, 1957, and the Secretary was asked to cast one vote for the following:

Judge Robert P. Anderson
Mrs. Beatrice Fox Auerbach
J. Burr Bartram
Newton C. Brainard
Chrrles A. Brooks
John Nicholas Brown
Admiral Wilson Brown
Percy Chubb
Mrs. Frank Dodge
Francis Vivian Drake
Grosvenor Ely
Capt. Lawrence C. Howard
J. William Jones, Jr.
Rudolph J. Schaefer
Frederick Trask
Mrs. Carola P. Wormser

Frank O. Braynard, Ex-Officio, as President of The Steamship Historical Society of America.

There being no new business, the President invited all to attend the dedication of the Country Store, immediately following the meeting, and the meeting adjourned at 4:00 p.m.

B. MacDonald Steers, Secretary

(continued from page 8)

asked if the Captain would see the Greenmans he said he would and the three brothers came aboard. The Master of the ship was dressed in a "biled" shirt, his Sunday best. They plead with him to begin the unloading, the lumber was urgently needed. He was adamant. They plead with him to begin the unloading as soon as Divine service was over. "I ain't kept Sunday for forty years", he said, "but damned if I ain't going to keep this one". And he did.

The seat of the mighty always has its critics. Even the eminence of "the old boss" was assailable. A shipyard worker once said, in a moment of emotion, "If George Greenman & Company would pay me what they owe me, my daughters would have a sewing machine...and a piano, too!" But he was a heavy drinker and there was probably something to be said on the other side. Another, asked for a contribution to the Church, laid a dime on the counter and said, "There's a dime...All I have. I had more but George Greenman's wife had some tar on her heel and she put her foot on it."

One of the brothers, Clark, helped to build the Catholic Church and sometimes went just to see how things were going. It was Clark who used to go to Boston to attend abolitionist meetings and was instrumental in getting Wendell Phillips to Mystic. That was as far as he got, for no one in town would rent him a hall in which to speak and he was forced to give his oration at a church in Old Mystic.

Prohibition was, of course, a perennial issue. Years later the Rev. T.L. Gardiner recalled with some fondness his "temperance work with which the Greenmans were in full sympathy," and prayer meetings in the old belfry. He went out to China and returned to become President of Salem College in West Virginia.

Rev. Sherman Griswold held out for fifteen years, was succeeded at last by the Reverends Livermore, Burdick, Utter, Hunt, Gardiner, and finally by the Rev. O.D. Sherman who, in his time also, was released by the sale of the Church.

The mill had never done well. The shipyard itself declined. It suffered two disastrous fires--the first

destroyed the Loft, the second the Sawmill, where Harriet used to ride the log. The workers and their families moved away for lack of work in Greenmanville. Finally, in the early 1890's the Church itself was closed, in spite of one noble effort at revival by holding an evangelistic meeting. The communion table and service, even the two lamps with their brown globes, so familiar a sight on the pulpit, were reverently removed and stored. The bell, so long silent now, was taken down and sent off to Salem, W. Va. where it still serves the Seventh Day Baptist School there. The community itself merged with nearby Mystic and Greenmanville ceased to be.

The *David Crockett*? This veteran of twenty-five Cape Horn passages, of successful trans-Atlantic runs, of one passage even to Aden and Bombay was, after thirty-seven years of success, towed to Philadelphia and converted into a coal barge with leg-o'-mutton sails. Church and ship had done honorable service together, to a family and a community.

These were the men who built the ships. These were the little incidents that made up their daily lives; the wives with whom they shared their secrets; the children they loved and worked for; those with whom they laughed or wept; the neighbors whom they respected and traded with or employed. Here, too, was the more serious side of life, the spiritual essences which underlay their skill and their contribution to life.



MEETING HOUSE TODAY--RESTORATION WORK PROGRESSES

LETTERS

American Merchant Marine Institute, Inc.
New York, July 27, 1954

"I regret extremely being unable to attend the annual meeting of the Directors...I feel that the museum at Mystic and the entire Mystic Seaport project are of great importance to the American Merchant Marine. As president of the Steamship Historical Society of America I feel it a great privilege to be a member of the Board of the Association.

"I believe that the shipping industry has failed to take full cognizance of Mystic Seaport in the past. I shall do my best to see that this attitude is changed in the future. The development of a maritime Williamsburg such as is the Mystic Seaport has substantial public relations overtones for our entire merchant marine. Congratulations on the splendid publicity you received in connection with Mystic's recent tercentenary."

Frank O. Braynard, Director
Bureau of Information

Plainfield, N.J.
19 July 1954

"My old ship (the *Conrad*) is of course always an attraction for me to visit Mystic. After all we are sort of brothers under the skin. We both started life the same year, 1882, and my father helped to build her from the day the keel was laid till she was ready to sail. He was a shipwright at the Burmeister and Wain Shipyard (in Copenhagen) till his death a short time after, and of course I was a Cadet in 1898.

"I think you must agree mine is a unique case. How many men have served aboard a ship their fathers helped to build and then after so many years find the old ship again and find it in such good shape. It is my hope it will last many more years and be of as much benefit to young people as it has been to so many of my generation."

Charles S. Porsvig

We publish the following by permission, for what inspiration it may bring to others. Out of consideration for the feelings of the writer, her name is omitted.

"Have just come from Mystic and your museum and I feel I must write and tell you what real inspiration I derived from it... I needed inspiration and help as I have just come back from S. Africa and on the voyage I buried my husband at sea. He died on the ship of a sudden heart attack. This will explain why the sea, ships and the relics of the sea captains, their tales of courage, individual responsibility and responsibility in facing emergencies and tragedies brought me help.

"My own ancestors came from Salem and went down to the sea in ships and your museum brought back to me family tales of strength in time of trouble.

"As a visitor to the Marine center I want to thank you and yours for making such a marvelous contribution to the public good and to thank you for the help it gave me."

BUCKINGHAM HOUSE



THE NEWLY FURNISHED PARLOR IN BUCKINGHAM HOUSE HAS BEEN A POPULAR RESORT FOR LOVERS OF ANTIQUES. THE MUSEUM'S ACTUAL POSSESSIONS TOWARDS COMPLETION OF FURNISHINGS ARE FEW, MANY OF THE PIECES BEING ON TEMPORARY CONSIGNMENT IN THE HOPE DONORS WILL BE FOUND. (THE SECRETARY HAS A LIST AND PRICES.) EVERY PIECE IS AUTHENTIC 18TH CENTURY OR OLDER, FROM HANDWOVEN LINEN DRAPERIES AND IVORY CHESS SET, THROUGH QUAINT AND INGENIOUS SHELL-SNUFF BOXES, PIPE-HOLDER, TABLES, DESK, CHAIRS AND RUG, TO THE UNIQUE LEATHER-UPHOLSTERED SETTEE. THE LATTER PIECE INGENIOUSLY OPENS OUT TO PROVIDE ADDED SLEEPING ROOM FOR THAT UNEXPECTED GUEST--THE ELEGANT FORE-RUNNER OF THE FOLDING BED.



Variable Winds

Miss Margaret Titcomb, from the Bishop Museum in Honolulu, was a visitor on August 4th. She is in the States on six months' leave of absence, visiting the marine museums of this country. Her particular concern is research in the ships that stopped at Honolulu and adjacent islands and the reactions of American seafaring men to the native customs of those islands. She spent most of the day poring over old logs.

Mr. Roy Van Wert of Pearl River, New York has made a handsome addition to the growing collection of steam models--a working model of the steam engine of the *Mary Powell*. The engine is with two cylinders, high pressure-low pressure, reciprocating, non-condensing, and operates by an overhead walking beam on a shaft with a bell crank. The piston valves operate by eccentric cams on a main shaft.

Mr. Van Wert's father was Chief Engineer of the *Mary Powell*.

The latest publication of the Association, on the opium trade, was a happy choice. "Captain Prescott and the Opium Smugglers" has been well received and well reviewed. Editor Edouard A. Stackpole drew his material from those letters of Captain Prescott contained in the Krumwiede collection of stampless ship covers.

The monograph is not only eminently readable, but covers a trade and a period little known.

Two Seaport employees are Bakers, father and son. Charles E. Baker's father went to sea at the age of 11, became Captain of a Mystic whaler at the age of 18 and of a clipper to China at the age of 21. When he died his 8 pall bearers were all sea captains who had, at one time or another, served under his command.

Charles E. Baker has been around the Horn 4 or 5 times, was on the 7-masted *Thomas W. Lawson* on a voyage from Portland to Norfolk carrying coal, on a 3-skysail yarder, the *Lindhurst*, around the Horn from San Francisco.

Richard R. Baker has an equal, if more modern, seafaring prestige. He made the run to Murmansk during the War. While 32 ships started the run, but 7 finished it. Dick was, of course, in one of the lucky seven.

Shades of Cleopatra's asp! A letter recently arrived for one of the more dignified members of the staff, addressed to "Mystic Serpent, Mystic, Conn."

July attendance hit an all-time high. Visitors were logged from 27 states and the District of Columbia; others from Ireland, Switzerland, Scotland, Argentina, British Columbia, Sweden, Canada, Holland and five districts in South Africa.

Two bus tours (Tauck and Bingler) included Mystic Seaport as a highlight and stopping place in their New England-Nova Scotia itineraries.

Ernest Williams, Seaport janitor, in his salad days was a professional distance runner for seven years. At the start of the century he broke the world's record for 300 yards, in 31 seconds. The record did not stand because it was a handicap race and he had a 25-yards head start.

In August United Airlines included the Seaport in a film travelogue of New England, for California consumption. Conversely they show a California film to New Englanders. T. W. Cate and M. C. Glone, both of Hollywood, produced the Mystic film.

The *Gamle Georg Stage Drenge*, a Danish language magazine received regularly as an exchange courtesy, is appreciated by all but unreadable to most.

In the most recent copy, however, we spotted a few words of English worth passing on: "I'm sorry, Sir, but we don't have any Azimuth--but what about a Vermuth?"

On Sunday, August 8, the Brotherhood of Saint Andrew, Connecticut Assembly, enjoyed a day-long outing at the Seaport. A picnic lunch, a leisurely tour of ships, shops and exhibits was brought to a fitting close with a special service in Fishtown Chapel at which the Rev. Sherrill B. Smith, Rector of St. Mark's in Mystic, officiated.

Twelve boats of the Northern New Jersey Power Squadron tied up at the Cruising Club and North Morgan docks on July 27th. During their stay members held a meeting in old Station No. 10 of the New York Yacht Club. Mr. Carl E. Tyroff was Chairman of the Cruise Committee.

Last year's gardener was a member of the National Symphony Orchestra, an accomplished violinist. This year's was Vrajbhushan (pronounced Vradjabooshan) K. Dani, of Bombay, India. Young (24) Dani came over on a Fulbright scholarship in 1951, is now on his own. Majoring in International Relations, he took his Master's at University of Louisiana last June, will continue at another university not yet decided, plans to go into the foreign service of his country.

Sir Oliver and Lady Simmons were visitors on July 29th, having come by schooner yacht from Nassau.

The Seaport entertained the Rushlight Club on August 14th. Thirty members interested in the history of Lighting, heard Curator Stackpole on the subject. The use of sperm oil for house-lighting and lighthouses was stressed.

Miss Eleanor Stephens, Librarian, Mrs. Channing Burbank and Miss Louise Paige, volunteers extraordinary, prepared and served tea and sandwiches to the group.

The Administration Office sports a new, plug-and-cord type, 40-line switchboard, with three trunk lines in use. A rapidly expanding Seaport requires expanded telephone facilities.

An appeal to industry for old advertising signs for the General Store has produced such familiars as the Bull Durham bull on muslin, and a first edition of National Biscuit Company's Uneeda Biscuit. The latter, says an official of the company, was the first food product put up in a package and took the cracker out of the cracker barrel. But the George H. Stone General Store still has the cracker in the cracker barrel.

Thirty-five students visited the Seaport August 2 under sponsorship of American Field Service's seventh annual international students bus trips, stayed overnight at private homes in Westerly, R.I. They came from Austria, Belgium, England, France, Germany, Italy, Spain and Sweden.

Curator E. A. Stackpole has spoken recently before the Newport Historical Society in Newport, the Nantucket Rotary Club in Nantucket and the United States Merchant Marine Academy at Kings Point, Long Island.

New items in the clock repairman and instrument maker's shop on the waterfront street include a "wagon spring clock" made by Joseph Iver in 1833 and two a century old, with wooden works, made in Connecticut. Another, a clepsydra of Greek design, made in England in 1690, is called a "water thief" because its escapement operates with a float in a water-filled cylinder. The additions came from Paul Dann and Edwin Pugsley, both of New Haven.

Two examples of the work of one figurehead carver came to the Seaport on two successive days in June, on the yachts *Jolly Roger* and *Arda*. Both were carved by the owner of *Arda*, Arthur Sherrill.

One of our Directors, Francis Vivian Drake, and his wife, Katherine, have been cited by the Air Force Association for "distinguished public service through published articles and special reports contributing to a better understanding of the Air Force and the human element in air power." The presentation took place in Omaha in late August.

The recommendations of the Drakes will be laid before Congress by Secretary of the Air Force, Harold E. Talbott, in an effort to solve the frequent losses of trained personnel.

A colorful and richly embroidered robe which once belonged to the Dowager Empress of China, circa 1853, has been presented by Mr. Clift Cornwall of Naples, Florida. It was brought from China by clipper under the command of veteran master of sailing ships, Joseph Warren Holmes.

Guided tours for the season of 1954 ended September 31. The winter policy will be to offer to visitors instead, indoctrinal talks on the Seaport Sundays at 1:00 and 3:00 p.m. Staff members will speak in the Mallory Building, with guests sitting informally around an open fire, as in a living room.

When hurricane Carol came roaring up the coast on August 31st, Skipper Adrian Lane and Matty Richards, his Mate, headed *Brilliant* with her group of Girl Scout Mariners from Newington, Conn., into Dering Harbor, Shelter Island, N.Y. Together Lane and Richards performed as neat a piece of seamanship as might make any old-time navigator proud. It was not until the lull in the storm that the girls from Newington could be put ashore. There they huddled throughout the rest of the storm, without food from 7:00 a.m. to 4:00 p.m. Afloat, Lane and Richards put out three anchors, set the engine going and rode it out. The expert seamanship of two real sailors, without doubt, saved the ship and possibly human life.

Wrote Scout Leader Baker: "In talking with some of the men at the Shelter Island Yacht Club, I was convinced that the fact that *Brilliant* is still afloat is a credit, in some respects to herself, but primarily to her Captain and Mate. I felt at all times that the Captain's decisions were correct and that we, the Scout Troop, owe our safety to both men." Grateful museum officials agree.

Judge Harold R. Medina was a guest at the Newcomen Society luncheon held at the Seaport August 6th.

To the Kynett Collection has been added a leather bound journal kept by Lieutenant of the Navy John Pope while serving on the U.S. ships *Constitution, Constellation* and *Franklin*, 1821-25.

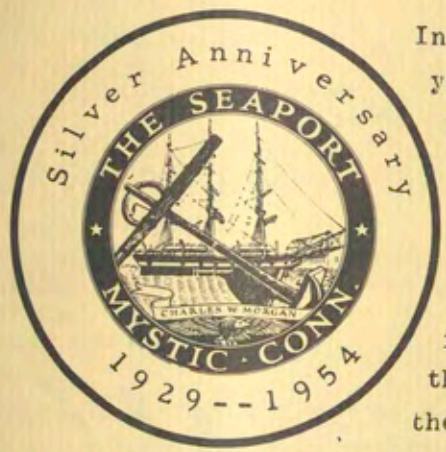
Those fortunates who still had television aerials on September 14th were able to see the second in a series, *It's a Great Life*, by Chrysler Corporation which included many shots taken at Mystic Seaport.

Service beyond the call of duty was cited by one member who tied up at the Cruising Club Dock, too late for ice delivery that day. His ice-box was well stocked, his ice low. An obliging employee drove him to the ice-house, saved the day ..and the food..and E.A. Ferris renewed his membership gratefully.

Mrs. Peter Doern of Mamaroneck, N.Y. is mother to nine, all at home, yet finds time to mother a Girl Scout unit and brought her adopted children, all twenty of them, to Mystic for a session on the *Conrad*.

In reply to a suggestion that present members step up their own classifications, two members made the same novel proposal within two days: instead to add a member from within the family each year until all are enrolled. Family A's potential is six. Family B has four little potentials at present, say they intend to have eight.

The popular "Morgan" booklet compiled by Educational Director Miss Marion Dickerman was completely sold out. The new edition is the same except for very minor changes, which include a new cover design with a pen-and-ink sketch of the famous old whaler.



In this, the 25th anniversary year of the Association, it is fitting that the more than 4,000 members today should honor those original members whose vision opened the way to all that is Mystic Seaport today. The three incorporators who began the whole business in 1929 are:

*Carl C. Cutler
Dr. Charles K. Stillman
Edward E. Bradley

By the end of the first year, December 31, 1930, there were already three Life Members:

Arthur Curtis James
Mary Stillman Harkness
Cornelius Vanderbilt

The list of members at December 31, 1930:

Louis P. Allyn
Flint Brayton
R. M. Brewer
Arthur M. Brown
Lydia E. (Mrs. Wilson) Brown
*Wilson Brown
*Alfred S. Brownell
Walter T. Camp
Sherwood A. Cheney
Herbert O. Dunn
Augusta C. Ely
Edward C. Ely
*Grosvenor Ely
*Henry L. Galpin
Edward C. Hammond
Dr. R. Haynes
*Brower Hewitt
S. Jerome Hoxie
John P. Huntington
Philip A. Johnson
Herbert M. Knowles
Clifford D. Mallory
George L. Miner
Howard Palmer
T. M. Russell
Douglas Ryan
Edward Ryan
Richard B. Snow
*Y.E. Soderberg
*Charlotte R. Stillman
Herbert M. Stoops
Frederick C. Walcott
Charles E. White
Alfred H. Wilkinson

*Members for 25 years.

OFTEN GIFTS OF THINGS

ARE AS ACCEPTABLE AS GIFTS OF DOLLARS .....

100--200 metal folding chairs

Tape recorder

Oxy-acetylene burning and welding outfit including torches and gauges

Portable, gasoline-driven, 2½ in. inlet & outlet, sump and bilge pump-- to replace the old Lawson lost in hurricane "Carol"



ING DAY, THURSDAY, AUGUST 12, 1954

ND OLD MYSTIC

Power of the Press

MYSTIC — Last night's Day noted that the Log of Mystic Seaport had issued an appeal for microfilming equipment in its department headed "Gifts of things are often as desirable as gifts of money."

Mrs. Alma Eshenfelder, Seaport publicity director, reported in today with the news that 48 hours after the Log was off the presses a donor had called the Seaport to offer the microfilming gear.

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