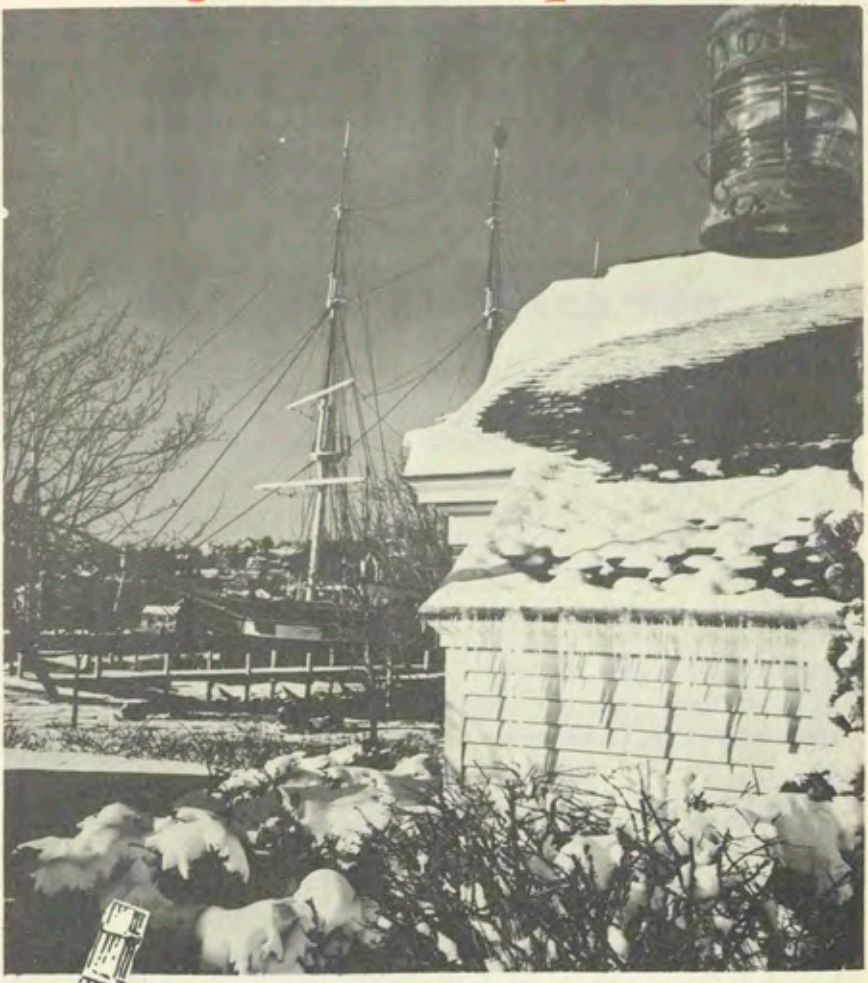
The Log of Mystic Seaport

Volume 7 No. 1

Winter 1955



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--JANUARY THAW

When a museum finishes twenty-five years of life or even a busy year, it does not go to sleep as our cover picture might suggest. During the January thaw, or any other time, it is (and should be) busy. If it isn't people, it is planning and preparing for them. A summer season, in which the Seaport reached an all-time high in number of visitors, brings the responsibility of planning for another, and better, season. Exhibits must be improved, plans for additions and new activities must be made and often as not the actual work is done during the winter. Perhaps the busiest times of the entire year are just prior to Annual Meeting and at the turn of the year.

Right now, in the dead of winter, for instance, interior painting is going on, 2500 yards of fill are being spread to enlarge the parking lot, and the Meeting House is being rushed to completion.

Office-wise, the annual report is in preparation, the auditors are busy assembling their figures into comprehensible statements, and long-neglected jobs are being done. It's the heat under the surface that brings the January thaw.

JOURNALS IN MINIATURE

American Ambassador to the United Nations, Henry Cabot Lodge, Jr., has in his library at Beverly, Mass. a rare item--eight volumes of the manuscript journals of his great-grandfather, John Ellerton Lodge, ship-merchant of Boston.

This treasure of original source material has recently been added to our Library in the form of a microfilm record of the complete journals.

Through a mutual friend a meeting was arranged between Curator Stackpole and Ambassador Lodge in New York, at which permission was granted for the microfilming. The cost of securing the microfilm was underwritten by another friend and member of the Association, James J. Storrow of Boston.

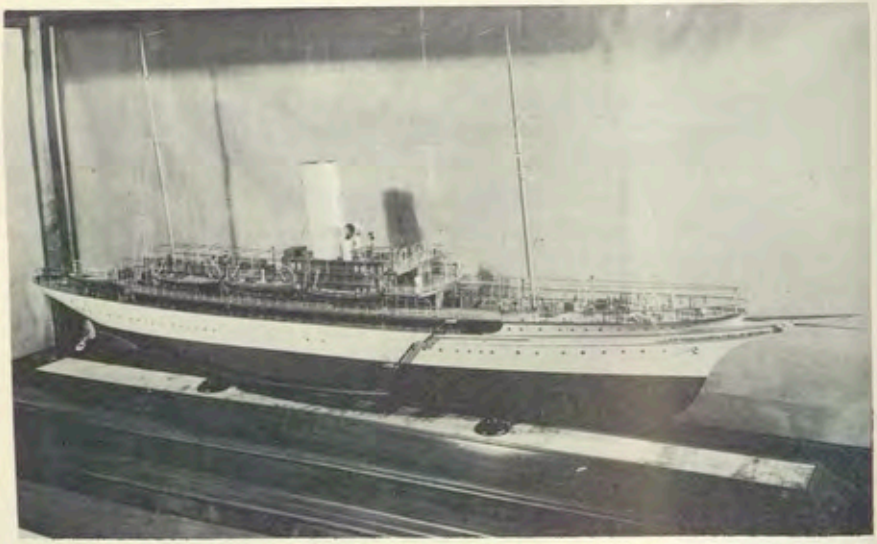
A mobile unit for microfilming was sent to Beverly and began its work, under a skilled operator, on August 30. Next day, as hurricane "Carol" struck the New England Coast, the first of many difficulties was encountered. The electric power went off. As the thin paper of the old copy books, in which letters and journals were then kept, was an impediment to good photography, every page had to be backed with plain white paper before photography could begin. Many pages were almost illegible. Some of the copy paper, being of a mellow brown color, gave little contrast between faded ink and aged paper; other volumes were in extremely poor condition, also from age. Against such odds, the work was finally completed and the finished film record is now a part of the Library of Mystic Seaport.

There are eight volumes in all, dating from February 14, 1844 to July 5, 1861, which are important as a link in the history of American maritime ventures when the merchants of Boston, New York and other big ports were finding the China trade valuable.

John Ellerton Lodge, a contemporary of Bennet Forbes, was, like Forbes, one of the best-known merchants of Boston, engaging in commerce chiefly with China. His office was on Commercial Wharf. His distinguished son, Senator Henry Cabot Lodge, wrote in

his memoirs how, as a boy, he often visited his father's wharf. Real boy, he liked especially the Chinese fire-crackers, some of which could be made to "go off", even after the damp, hazardous and long voyage from the Orient. He took a particular interest, also, in the molasses barrels. He and his boy-friends soon found they could run a long stick down through the bung-holes and fish up a little of the sweet stuff. Often, too, he made the journey to Medford with his father to see his father's ships building there. They included many which made names for themselves and added to the luster of their country's tradition--*Argonaut, Sancho Panza, Don Quixote, Kremlin, Storm King, Cossack, Magnet* and *Longfellow*--reminded him of the poet's lines:

"I remember the black wharves and the slips,
And the sea-tides tossing free,
And Spanish sailors with bearded lips,
And the beauty and mystery of the ships,
And the magic of the Sea."



A model appraised at $6,000. The steam yacht *Iolanda*. The original was built at Leith, England, in 1908 by Ramsey & Ferguson for Morton Plant of New York. When completed she was second largest private yacht in the world. The model is on loan from Robert D. Huntington.

RUSHLIGHT CLUB Of the thousands of groups dedicated to searching back into our historical past, few have such a specialized field as The Rushlight Club. Rushlighters study the history of lighting, and for the rendezvous of their 185th regular meeting they chose an appropriate setting in Mystic Seaport.

Unlike The Pickwick Club, they do not close their meetings when the wick--or the rush--needs replenishing. As they span the whole gamut of lighting history from rushlight to electricity, they choose to keep abreast of the times and the principal speaker of the occasion read his paper in the brilliant, modern lighting and comfort of the Mallory Building. Curator Edouard A. Stackpole's paper was later published in the November issue of the "Rushlight", magazine of the organization.

Like many of us, his own boyhood reached back into the dim nights of smoking kerosene. "I was brought up in an old house on the island of Nantucket", he said. "One of my earliest recollections was the brightly painted shade for the kerosene parlor lamp.... In the kitchen there was a lamp cupboard, where lamps were cleaned and filled, wicks cut and chimneys polished. Included in the array of brass and copper lamps were one or two old candle sticks and two whale-oil lamps tucked away on the top shelf. One day with childish curiosity, I asked what those queer looking lamps were--those without any chimneys. I was told that one was a ship's lamp. It was blackened and tarnished but still swung by its gimbals; the other was smaller and had two wicks, and was called a night-lamp. Why weren't they used? Because they were not able to shine as brightly as the kerosene lamps.

"There, indeed, is the story of the development of lighting through the centuries. From the primitive torches of resin; the lard-oil or animal fat lamps; the oils of the Egyptians; the candles of tallow and spermacetti; the whale-oil lamp; camphene, kerosene, gas, electricity--all in steady progression.

"The value of whale-oil to the economic welfare of the young nation is little known today.... Whale-oil lamps lighted the world's great cities and the humble homes in the seafaring towns. Franklin wrote by its light; sperm candles illumed the parchment on which was written the Declaration of Independence; Washington drew his surveys by the rays of a whale-oil lamp; and in Europe the younger Pitt gave his brilliant counsel to the Privy Council and Mirabeau cautioned his French Revolutionary companions under the light of whale-oil lamps. In the cabins of packet ships and the fo'c'sles of whaleships, the yellow gleam of the lamp glowed, and the sailors and passengers read, mended clothes or smoked. Back in their homes, the foremast hand and the captain knew the same oil was bringing light to families and friends."

QUESTION TEAS Recognizing that the winter visitor at Mystic Seaport loses something by not having the benefit of guided tours and the consequent personal touch with a knowledgable member of the staff, the Museum has instituted a series of Sunday afternoon teas.

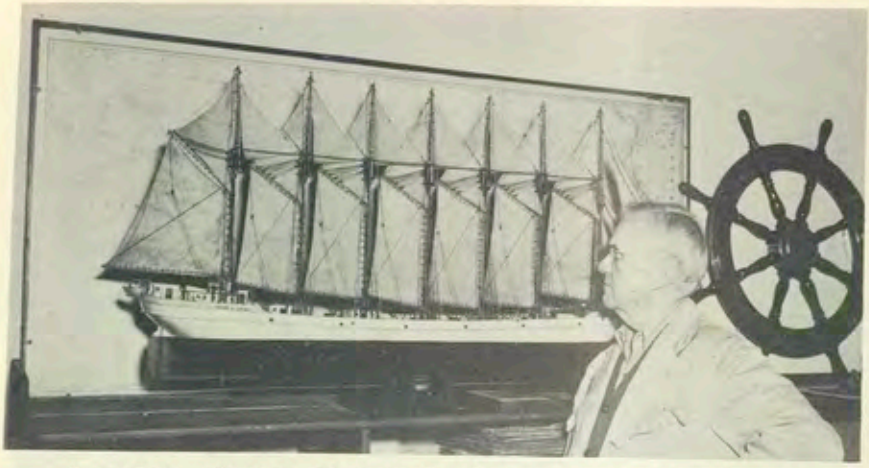
The day after New Year's, visitors were surprised and pleased to see, spotted around the exhibition rooms, placards inviting them to tea, from 3 to 4 p.m. They found a wood-fire burning in the Mallory Building, candle-light and pleasant hostesses sitting at a tea table before a silver service, offering the steaming cup to all who came.

A member of the Curatorial Staff greeted them and remained during the hour to answer the questions of visitors and to give them something of the background, significance, aims and essences of the Association's Museum and Seaport.

Mrs. Channing Burbank, Sunday hostess, acting under the overall Chairmanship of Mrs. Edwin F. Stillman, is the committee of one on arrangements. Her arrangements were so well made that the continuance of the teas and their popularity, until warmer weather makes candle-light, fire and tea-cup less needful, is assured.



Largest figurehead in the Mystic collection. *Magdalena* towers 10 feet in air, weighs 1000 lbs. and is four feet in circumference at her thickest point. From the full-rigged British ship celebrated by Kipling in his novel "The Seven Seas" and by curious coincidence his near neighbor while she was in the possession of the late Governor Ramsdell of New Hampshire and he living in Vermont. Found on Nantucket she was purchased for the Kynett Collection.



A model of the *Thomas W. Lawson*, received on loan from R.G. Rockwell of New Canaan, Conn., is of special interest not only because the original *Lawson* was the only 7-masted schooner ever built, but also because a member of the staff once sailed in her as Mate. Charles Baker, member of a seafaring family, two of whom are Seaport employees (The Log, Vol. 6, No. 4), made his voyage from Portland to Norfolk in 1914. Two years later she broke up in a heavy storm off the Scilly Islands.

The model was made by Captain Thomas Rosenkuist at Rockaway, N.Y. (Another example of his work, *Sovereign of the Seas*, is in the Museum.) Her official measurements, according to "Marine Engineering" of November 1902, were gross tons 5,218; net, 4,914; length at water line 368 feet; beam 50 feet; and depth 35 ft. 3 in. The model is on a scale of 1/8 inch.

The *Lawson*'s sails counted seven spencers, seven topsails, seven topmast staysails, a fore staysail, a jib, a flying jib and a jib topsail. She carried besides, five storm sails and could spread 43,000 square feet of canvas. Officially her masts were named fore, main, mizzen, jigger, driver, pusher, spanker; though some claim that her seven masts were, for convenience, referred to by the names of the days of the week.

The five masted *John B. Prescott* and the six masted *George W. Wells* had demonstrated the economy of large

sailing vessels, so that in 1902 it was believed the *Lawson* would revolutionize ocean freight carrying. Instead, she was the only one of her kind ever built; her life was short, and it was not long before steam had taken over completely.

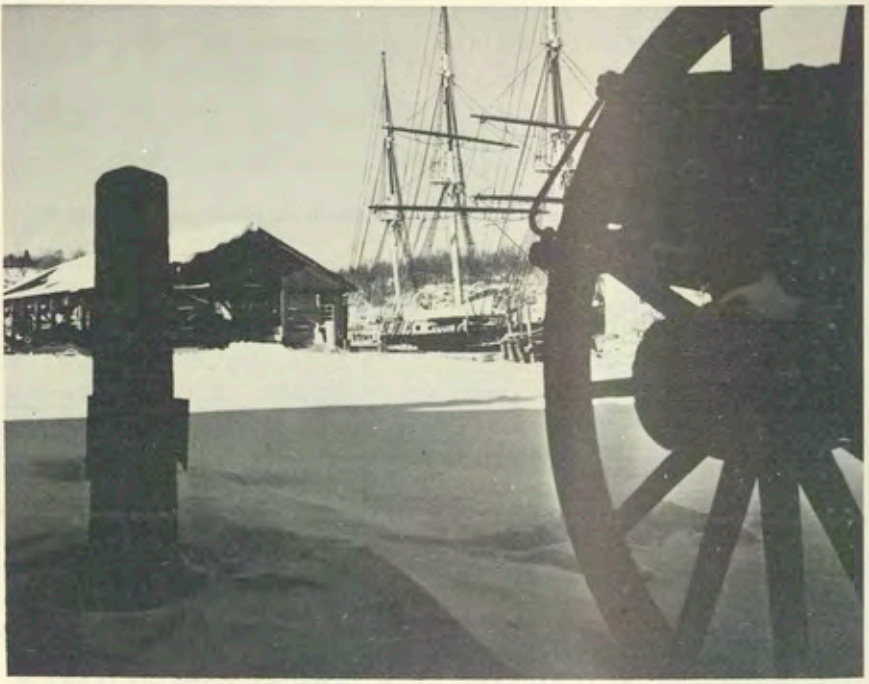
DIED, December 12, **Charlotte Rogers Stillman** of New York City and Waterford, Conn. Daughter of Thomas E. and Elizabeth Greenman Stillman of Mystic, Miss Stillman had been a member of The Marine Historical Association since its inception in 1929, and a Director since 1944. As the grand-daughter of Thomas Greenman, one of the three shipbuilders who operated a shipyard on the Museum property, Miss Stillman had long been active with her sister, the late Mrs. Mary Stillman Harkness, in the restoration and furnishing of Thomas Greenman House at the Seaport. A bequest provides for the future maintenance of her grandfather's residence as a typical home of the prosperous shipbuilder of a century ago.



CHARLOTTE ROGERS STILLMAN



MARY STILLMAN HARKNESS



Few realize that the dramatic center of Mystic Seaport is a little area but a few feet in bounds, crowding close around the switchboard and the desk where the mail comes in.

Through the narrow vortex of this little whirlpool arises, from the hidden depths of mysterious distances, the news--good and bad. Fishing the swirling pool each day of the week is always one or two ladies. Wielding sharp tools--a letter opener or switchboard plug--they spear the most exciting things.

The fish they are most pleased to exhibit are (if you will pardon the vulgarity) checks and securities. They know that without them the whole vast enterprise would clog with inaction and the Seaport would become a ghost town of stifling stillness.

Through this narrow portal recently came two announcements which bring to fruition the dreams of the planners. The first came in the form of a check--the second came in the form of securities.

MEETING HOUSE--SEQUEL A grant of $15,000 was received from the James Foundation of New York, Inc. for the completion of the restoration of the old Seventh Day Baptist Church of Greenmanville, to be used at Mystic Seaport as a Meeting House.

The building, which has been the subject of a series of four historical sketches in *The Log*, had been long in use as a tenement house when it was purchased for the Association in 1951 by an anonymous donor. Notices had to be given and the tenants allowed time to find other homes, so that it was not until 1953 that the actual restoration could begin. Here the James Foundation stepped in with its first gift of $15,000 for the moving of the building to the Seaport grounds, and the beginnings of the restoration. The move was accomplished and restoration begun, but the work had to stop in the spring of 1954 for lack of sufficient funds.

Meanwhile, uses for the structure began to accumulate. An indoctrinal film, for all visitors to see, was in the making and needed but the finishing touches and a suitable place for showing. An indoctrination center for school and other educational groups was badly needed. It was hoped to begin a series of Saturday afternoon films and constructive entertainments for the children of the community--a sort of Junior Lecture Series--but there was no assembly place that could be used while there were visitors coming and going. (The adult lecture series is held in an exhibition room, at night, when there are no visitors.) And finally, there was that dream of a summer course in Maritime History which it seemed was important to the further rounding out of our educational effort, though this was but a dream and a plan and the wherewithal for its achievement was not even in sight.

The two gifts of the James Foundation are peculiarly appropriate. The late Arthur Curtiss James, who established the Foundation, was the first Life Member of the Association, September 11, 1930.



MUNSON INSTITUTE

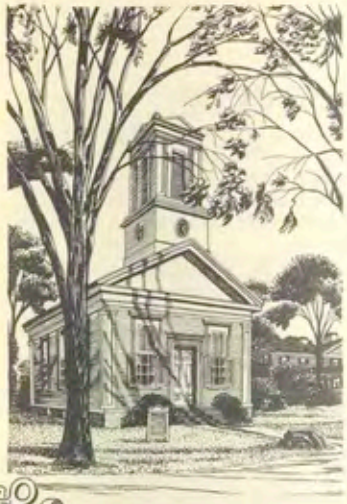
Through the generosity of Mrs. Frank C. Munson, a major milestone in the Association's twenty-five years has been achieved in the establishment of the "Frank C. Munson Memorial Institute of American Maritime History."

Born in Havana, Cuba, Frank C. Munson began his business career as an office boy for the Munson Steamship Line at the age of twenty. In seven years he was Manager of the Line's Cuba Department, in four more its Treasurer, and in twenty he had risen to the Presidency. The Company so prospered under his direction that he soon found himself President also of fourteen subsidiary and associated steamship lines.

With the outbreak of World War I in 1917, he served his country on the Shipping Commission of the National Council of Defence until appointed a member of the War Trade Board, representing the United States Shipping Board.

During all this activity he remained mindful of his civic duties, as well, and served his home town of Brooklyn and his adopted City of New York as Board member or President of a dozen civic and charitable organizations. He died September 24, 1936.

Nothing could be more appropriate than that his memory should be perpetuated and his good works extended to the field of higher education in the work his life exemplified--the development of the American Merchant Marine, the broadening of foreign commerce, and the enlargement of knowledge of the contributions made by our maritime ancestors to the development of our country politically, economically and spiritually.



THE MARINE HISTORICAL ASSOCIATION

Mystic, Connecticut

Announces
the establishment of

THE FRANK C. MUNSON MEMORIAL

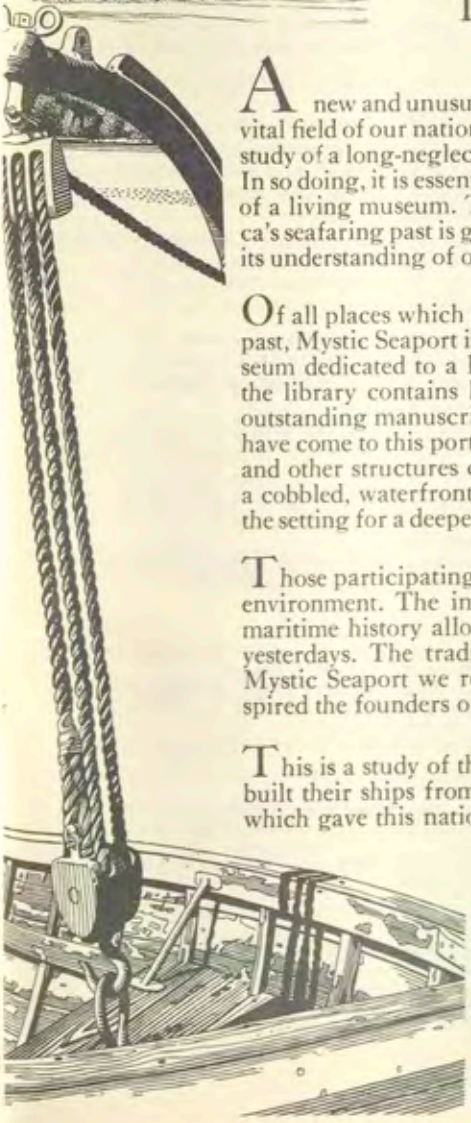
Institute of American Maritime History

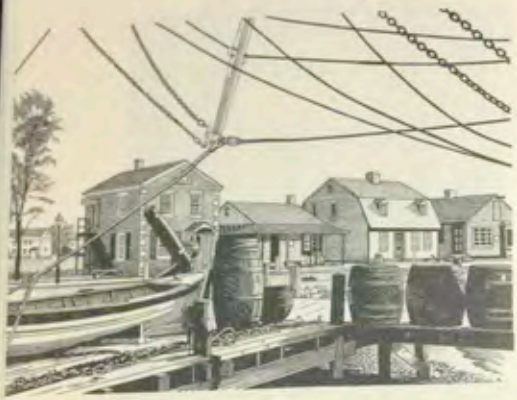
A new and unusual opportunity is now offered graduate students in a vital field of our nation's history. With the launching of this Institute, the study of a long-neglected phase of our rich background is made possible. In so doing, it is essential to make use of a new approach—that of the use of a living museum. Thus, this interpretation of the heritage of America's seafaring past is given life, made a compelling force, strengthened in its understanding of our traditions of freedom. ✻ ✻ ✻ ✻ ✻ ✻ ✻

Of all places which seek to present the story of our country's maritime past, Mystic Seaport is unique. Here has been carefully developed a Museum dedicated to a living idea. Buildings house the relics of the sea; the library contains hundreds of volumes of maritime history and an outstanding manuscript collection; old ships, after years of wandering, have come to this port to find a safe haven; a cluster of shops, dwellings, and other structures common to American seaports a century ago face a cobbled, waterfront street. These are the physical properties forming the setting for a deeper study. ✻ ✻ ✻ ✻ ✻ ✻ ✻ ✻ ✻ ✻ ✻ ✻

Those participating in this Institute become aware of the fitness of the environment. The intangibles become visible. A new concept of our maritime history allows the recapture of a spirit as elusive as history's yesterdays. The traditions of our maritime past are re-evaluated. At Mystic Seaport we recreate through study that living force which inspired the founders of this nation and guided their descendants. ✻ ✻

This is a study of those who established their homes in a New World, built their ships from the forests; it is a study of the forces and events which gave this nation leadership in world trade and established those qualities of free enterprise developing a great nation. It traces our economic growth from Colonial times to the present. ✻ ✻ ✻ ✻ ✻ ✻ ✻ ✻

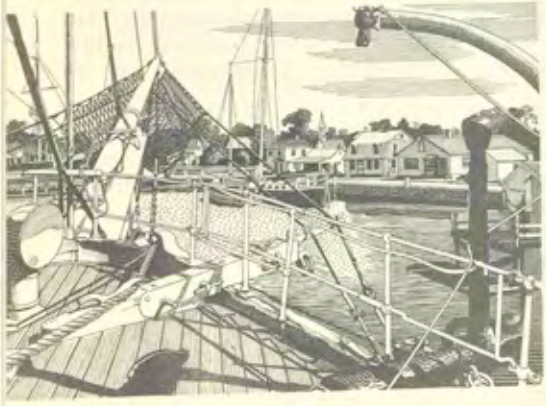




The Frank C. Munson Memorial Institute of American Maritime History was made possible by a gift for its endowment by Mrs. Frank C. Munson, in memory of her husband.

Through close association in maritime activities during his lifetime, through the shipping company which bears his name, and by his service in World War I as a member of the Shipping Committee of the National Council of Defence and as a member of the War Trade Board representing the United States Shipping Board, Mr. Munson realized the importance of the sea in shaping the nation's destiny.

Mystic Seaport, through the Munson Memorial Institute, plays a more vital role in presenting our American past. Thus it continues its purpose of preserving those principles which underlie our democracy by making the American Maritime Tradition live again. It is therefore appropriate that this Institute, marking a new era in the teaching of American history, should be established at Mystic Seaport as a living memorial to Mr. Munson, and to his ideals.



PROGRAM

During the summer of 1955, the Institute will offer an opportunity for a limited number of students to study for five weeks, from July 11 through August 12, at Mystic Seaport, under the direction of recognized authorities in the field of American maritime history and economics.

The class will meet as a unit three times each week day, with additional opportunities for personal conferences with members of the faculty. Included as part of the schedule will be a series of special evening lectures, and those giving them will remain to participate in the following day's program.

A prescribed syllabus has been carefully developed, copies of which are available on request.

The program has been designed primarily for students who wish to acquire advanced credits. This detail should be discussed by each candidate with his faculty adviser in his own college or university.

FACULTY

DIRECTOR

EDOUARD A. STACKPOLE, *Curator*, Marine Historical Association; Editor; Author: *The Sea-Hunters—Voyages and Discoveries in The Great Age of American Whaling*

Lecturer: Whaling; Early Commerce with South America

CO-ORDINATOR

DR. ROBERT G. ALBION, *Gardiner Professor of Oceanic History*, Harvard University; Honorary Member Society of Nautical Research in England

Author: *Forests and Sea Power: The Timber Problem of the Royal Navy 1652-1862; The Rise of New York Port, 1815-1860; Square-Riggers on Schedule: The New York Sailing Packets to England, France, and the Cotton Ports*

Lecturer: Co-ordinating those phases of maritime history included in this Program.

ASSOCIATES

DR. BYRON FAIRCHILD, *Office of the Chief of Military History*, Department of the Army, Washington

Author: *Messrs. William Pepperell: Merchants at Piscataqua;* presently collaborating on official history *The U. S. Army in World War II*

Lecturer: The Colonial Period through the 18th Century

DR. JOHN H. KEMBLE, *Head of the history department*, Pomona College

Author: *The Panama Route, 1848-1869;* currently at work on a general book which is to be a maritime history of the Pacific Coast

Lecturer: Early 19th Century Shipping and Pacific Coast Maritime History

SPECIAL LECTURERS

FRANK O. BRAYNARD, *Director Bureau of Information*, American Merchant Marine Institute

Subject: Development of the Passenger Ship from Packets to the present day Ocean Liner

VICE ADMIRAL E. L. COCHRANE, USN (*ret.*), *Vice President for Industrial and Governmental Relations*, Massachusetts Institute of Technology
Subject: The Role of the Ship

CHARLES H. P. COPELAND, *Curator of Maritime History*, Peabody Museum at Salem, Massachusetts
Subject: The Rise of Salem as an East India Port

ERNEST DODGE, *Director of the Peabody Museum at Salem*, Massachusetts
Subject: New England and the South Seas

DR. JOHN G. B. HUTCHINS, *Professor of Business History and Transportation*, Cornell University.
Subject: American Maritime Industries and Public Policy

COMMANDER THOMAS N. KELLEY, USCG, *Marine Inspector*, New London (Connecticut) District
Subject: American Pilotage System (Emphasizing the Delaware River pilots—the first to organize as pilots in the United States)

C. BRADFORD MITCHELL, *Editor*, Steamboat Bill of Facts; Bureau of Information, American Merchant Marine Institute
Subject: Early Steamboats and their importance in Development of Coast and River Ports

C. OWEN SMITH, *Editor*, Maine Coast Fisherman
Subject: History of the East Coast Fishing Industry

PROCEDURE FOR APPLICATION

The 1955 summer Program is open to men and women who have baccalaureate degrees or better, and are either studying for advanced degrees in the fields of history or economics, or are now holding teaching positions. The enrollment is limited to *thirty* students.

Applications will be screened by a Committee on Admissions, and candidates will be notified promptly of the disposition of their applications.

TUITION

Tuition for the five weeks course is $75. A registration fee of $10 is required and must be submitted with the application papers. This fee is to be credited toward the payment of tuition and will be refunded only if the applicant is not accepted for admission to the summer Program.

The tuition fee must be paid in full on or before registration day, July 11. Checks should be made payable to the Marine Historical Association, Inc.

LIVING ACCOMMODATIONS

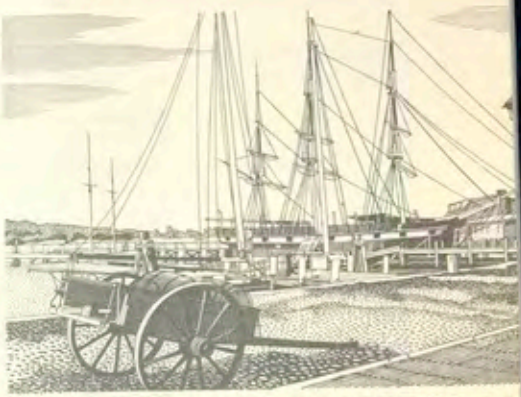
Although living accommodations are not avai able on the premises, rooms in the vicinity will b listed at Mystic Seaport and meals may be obtaine at the Seaport Galley or in the village of Mystic. I is suggested that applicants desiring informatio concerning accommodations write to Mystic Seapo for a Room List.

FIELD TRIPS

In order to more fully comprehend the geograph ical features which brought about the establis ment of outstanding New England seaports, and obtain a closer picture of their growth and chang over the years, there will be field trips to such wel known seaports as Newport, Providence, New Be ford, and New London. Expenses for these trip (other than meals) are included in the tuition fe

CERTIFICATE

A certificate will be awarded to students wh satisfactorily complete the requirements of th course.



APPLICATION FORM FOR FRANK C. MUNSON MEMORIAL INSTITUT
in American Maritime History July 11, 1955—August 12, 1955

Name ..... Birth Date .....

Res. Address ..... Present Address .....
(TO WHICH CORRESPONDENCE SHOULD BE SENT PRIOR TO CO

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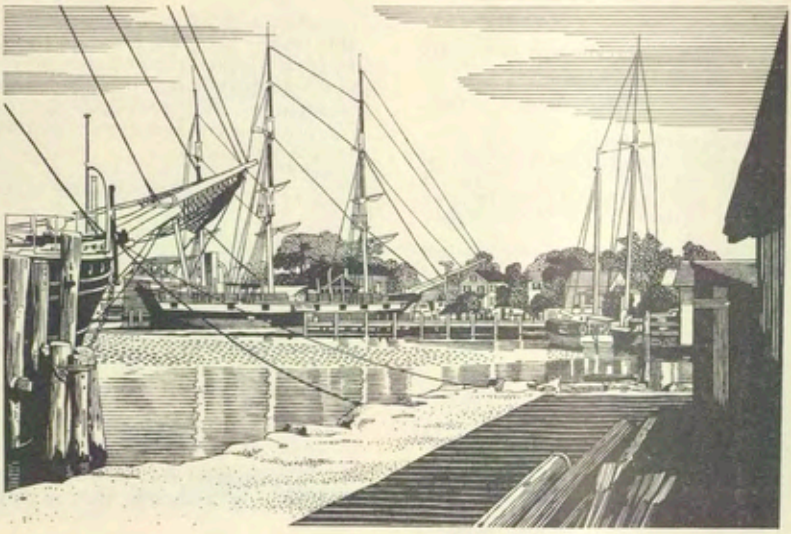
PRESENT OCCUPATIONAL STATUS .....

REFERENCES (2-COLLEGE OR UNIVERSITY) NAME ..... ADDRESS .....
NAME ..... ADDRESS .....

I am enrolling in this Program because I am particularly interested in the following phase of maritime history .....

.....

DATE ..... Please include any further information on separate sheet and





MYSTIC SEAPORT
Marine Historical Association, Inc.
MYSTIC, CONNECTICUT

MUSEUM LIFE



A new (December) member is Commodore J. Webb L. Sheehy, U.S.C.G. Auxiliary, 9th District, Rochester. Commodore Sheehy's introduction to Mystic Seaport was in 1939 when a member of his crew fell off our dock in broad daylight with a berry pie in his hand. Miraculously, the pie was saved, he writes, but doesn't say what happened to the crew member. It's an ill wind that blows nobody good.

Curator Stackpole received a visitor one day, Morgan Wing of Millbrook, N.Y., with a gift for the Museum of an old sextant. "I come from Dutchess County", Wing explained, "and I found it in the attic of an old house. I don't know how it got there."

"Was the house anywhere near the Nine Partners in Dutchess County?" Stackpole inquired.

"Why do you ask?" Wing replied, with a suspicious look in his eye.

"Because they taught navigation at the Nine Partners School at one time. Lucretia Coffin Mott's father was one of the instructors."

"That's it, all right," said Wing.

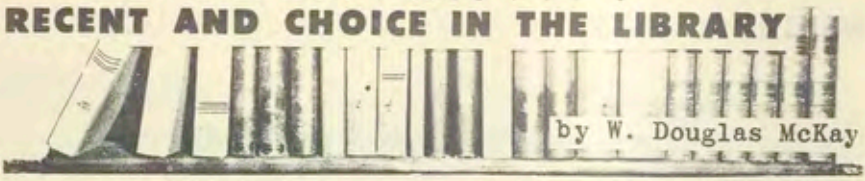
It was Stackpole's turn to ask, "Why are you so sure?"

"Because I bought the Nine Partners for my home a number of years ago," said Mr. Wing and handed over the instrument.

When the Reverend and Mrs. Partington, retiring to their old home at North Stonington, visited the Seaport they found a familiar piece in the George H. Stone General Store. The old Post-office boxes were just as Mrs. Partington remembered hearing of them in her childhood. She remembered, even, that the family box number was 54. Now, through her thoughtfulness, there is mail in the box--a Certificate of Merit given to her father by his fourth grade country school teacher.

When the new night watchman began his rounds in early December he came near to being arrested or shot. Several resident staff members did not know of his presence. One reached a new high in excitement upon seeing a strange man prowling about in the dark; an anxious wife excitedly awoke her husband to say there was someone on the porch. Charles Schonleber, now that he is accepted by the neighbors, is making his rounds peaceably. It takes him an hour to make the complete circuit, ringing in at twenty-two stations. Inquiry is being made to see whether insurance rates will be reduced, but in any event his presence adds vastly to the security of the Seaport.

RECENT AND CHOICE IN THE LIBRARY



by W. Douglas McKay

"Windjammers Significant" by J. Ferrell Colton, Flagstaff, Ariz., J.F. Colton & Co., 1954. 296 p. including plates and appendices. $10.00

The complete story of two steel 4-masted barks, *Moshulu* ex *Dreadnought* ex *Kurt*, and the *Mary Dollar* ex *Hans*, later the 6-masted schooner *Cidade do Porto* ex *Tango*. Full description of construction, histories, owners, officers and crews of the two vessels, supplemented by 188 illustrations and 19 plans. Excellent source book for model makers and those interested in the finest of technical detail of the big Cape Horners, but heavy going for the average armchair sailor. A painstaking piece of work, however, by the author.

From Alfred Irwin Abt, Bridgeport, Conn. Four scrapbooks, compiled by himself, of ship interiors, American and foreign, carefully indexed. "Steamship Funnel Book", a souvenir of The Southern Railway Company (of England) Southampton Docks, showing the distinctive colouring of the funnels of the steamship lines using the docks. Valuable to a museum in the identification of ship paintings; and to the research student for the same reason. Also two bound volumes; one of particular interest to the student of steam transportation--"Rivalry on the Atlantic" by Commander (now Vice Admiral) W. Mack Angas, USN, published by Lee Furman, N.Y., 1939. A history of the rivalry, with tables giving their fast passages and dimensions, of steamships on the Atlantic from the *Savannah* to the *Elizabeth*.

From Friends of the Dartmouth Library, "In a Sperm Whale's Jaws". An episode in the life of Captain Albert Wood of Nantucket, Mass. "...The next I knew he had swung his jaw between my legs & I found myself sitting astraddle of his jaw under water with his jaw closed holding me tight...he brought his fluke down

across the stern of the boat killing the boatsteerer & at the same time letting go of me so I swung clear of him & rose to the top of the water."

This simple description is a part of Captain Wood's own account to his son of an experience so terrifying and so vividly remembered, that he never again talked of it and even forbade his children to publish it. Now, through his grandson, the episode comes into print for the first time--the story of the only man known to have escaped alive from the mouth of a whale. A brief biographical sketch of Captain Wood precedes the whole, giving dimension to the account.



Because the Carriage Shed is not yet, the old coach shown above must remain outside temporarily. The ancient vehicle is the gift of Mrs. James L. Dawes of Hopkinton, R. I. It was drawn by either four or six horses, could accommodate 18 passengers (4 inside, 11 on top), carried oil-burning lamps and suspension leaf springs. Body by Brewster, 105 years ago.

CONRAD CADETS CONTEST At the close of the fifth season of youth training aboard the square-rigged ship *Joseph Conrad* and her auxiliary vessel, the schooner *Australia*, the Association offered prizes for the best work-books turned in by either a group of cadets or by an individual cadet who had participated in the program.

First prize was a fifty dollar U.S. Government Bond; second prize a twenty-five dollar bond.

Out of the four hundred and forty-two cadets who trained on the popular sailing ships during the summer, seventy-six took part in the contest. Most of those participating in the contest entered work-books compiled as a group project. Two, however, were individual contestants.

The books varied widely but all showed considerable thought and planning. On a basis of originality, freshness, care and neatness, the judges came up with the following awards:

First Prize--Troop I, Mariner Ship,
Upper Montclair, New Jersey

Second Prize-Mariner Ship *Wasp* #26
Asbury Park, New Jersey

Three additional groups entered books of such merit that the judges asked that they be given special awards, chose etchings of their training ship done by a local artist--Yngve E. Soderberg. Special prizes went to:

Mariner Scout Troop V, Hammondsport, N.Y.
Goshen Girl Scout Council Group, Goshen, N.Y.
Mariner Scout Troop 63, Roanoke, Va.

John Masefield's poem, "Sea Fever", beautifully lettered for framing, was awarded to runners-up:

Eilynne Trifethen, Chappaqua, N.Y.
Charlotte Clifton, R.F.D. Stafford Springs, Conn.

A rigged model of the U.S. Brig *Argus*, built by Edmund Hart of Boston, is the gift of A. Langer of Paterson, N.J. The *Argus* is famed for her capture by the British Brig *Pelican* in the English Channel in the War of 1812.

LETTERS

Providence
November 23, 1954

"The beginnings of the Association were of great interest to me because of a long friendship with Kirt Stillman. We were at Brown together and tho' he was three years younger (his class was 1900 and mine '97) we were thrown together quite a bit... Stillman was clever with his pen-and-ink and wash drawings. The *Liber Brunensis* of 1897 has many of his illustrations--whimsical and light and full of humor.

"I came to Mystic often. My boyhood was spent there and my father and mother lived there. As the years went on and Kirt came home I used to drop in occasionally to chat with him. When the idea of a Marine Association began to develop I have always thought it was based on the crowding collection of half-models stored in the house at Greenmanville; at that time I knew about Carl Cutler's collection only casually.

"I was not in on any of the preliminary meetings, and the first I knew that the Association had been launched was the little booklet of 1929, written I assume by Carl Cutler: 'Statement of Plan and Purposes of the Marine Historical Association, Incorporated, Mystic, Conn., 1929.' Under date of December 28, 1930 Admiral Dunn wrote me from Ninigret Farm to welcome me as a member...

"Then came a mimeograph sheet: 'Roster of the Marine Historical Association Dec. 31st, 1930.' The list of names numbered 48, of which eight were Associate Members. The list which you printed in the Fall number of *The Log* needs correction. Several names were omitted, and the star was not correctly used...

"It would now seem that inclusion on that first year roster of 48 was to become a pleasant distinction. I really think you might properly correct the list as printed in *The Log*..."

George L. Miner

The names omitted in *The Log*'s printed list were:

Mrs. Ellery Allyn	*Clarke Freeman
Dr. G. S. Allyn	William Segar
Eric T. Bradley	Jesse B. Stinson
James Davidson	John Wilbur

The Editor is happy to add to the honor roll, and to bestow well-earned stars for continuous support for twenty-five years with a major star to member Miner for his careful preservation of now valuable historical data.



DIRECTORS' WIVES In mid-November at the home and under the chairmanship of Mrs. G. W. Blunt White, a new and potentially useful organization was formed.

Eighteen wives of directors living in the area were invited to meet to discuss ways and means of being helpful to the Association. A gratifying majority accepted the call, met again on November 19. There was no lack of enthusiasm or ideas for helpful projects. Some of them: to create a greater use of Thomas Greenman House; to aid in cleaning, dusting and polishing Museum objects and rooms; a roving volunteer on the grounds in summer to answer questions of visitors; the enlargement of the volunteer organization to include communities further afield; to promote local membership in the Association; to show Museum promotional films within and outside the community; to foster a junior membership; and, through the garden clubs, to keep fresh flowers in the buildings. One proposed a novel, and sensible, idea: to get local doctors to advise patients in need of occupational therapy to volunteer their services to Mystic Seaport.

Variable Winds

Sponsored by the National Foundation for Junior Museums was the First Junior Museum Directors Seminar at American Museum of Natural History in New York, on December 9th and 10th. Miss Marion Dickerman. Educational Director of The Marine Historical Association presided as Chairman of the History Section of the two-days seminar. Miss Anna Billings Gallup, a Mystic Resident and founder of the first children's museum in the country (in Brooklyn, N.Y.) was an honored guest and received the William T. Hornaday Gold Medal at a Recognition Day luncheon at the Savoy-Plaza Hotel.

A Museum exhibit, a rigged model of *Flying Cloud* was sent to Hollywood recently for use in the preparation of a film featuring Henry Fonda, to be broadcast over WRCA-TV at 7:00 p.m., February 12 and again August 20, 1955. The broadcast will be seen in the Mystic area over WNHC-TV. Channel 8, on the same dates but at a later hour--11:00 p.m. The same advertising agency (Foote, Cone & Belding of New York) previously arranged an English TV broadcast, with Douglas Fairbanks, using examples of scrimshaw from Mystic Seaport.

Twenty-five British merchant seamen and officers of the anti-aircraft frigate *St. Anstell Bay* were visitors September 27. In 1948 Captain Adrian Lane (of the schooner yacht *Brilliant*), then Skipper of the survey vessel *Atlantis*, gammed with the officers and men of the *St. Anstell Bay* in the Mediterranean. The Britishers arrived in New London from South Georgia, had hoped to reciprocate the Mediterranean visit by inviting Capt. Lane aboard, but a too tight schedule arranged for them in New London prevented. American hosts to the Britishers in New London were the officers and men of the submarine *Grenadier*.

A second group of British sailors, numbering an even dozen toured the Seaport on October 5. These were from H.M. Submarine *Alcid*. They had put in at New London, were enroute to Bermuda, Nova Scotia and home.

A good-will ambassador for the Seaport, speaking before service and other clubs, chiefly in the New Haven area, is William Prendergast of the editorial staff of The New Haven Register. In the medium of kodachrome slides he tells the expectant travelers of the "chicken-a-la-king circuit"--"Places to Go in Connecticut", giving due notice to the ships, shops and lofts, and the famed collection of Mystic Seaport.

If you have any feeling for Mystic Seaport, you will be sorry if you don't get Vogue's "Knitting Book" (Spring and Summer 1955 issue) which hit the stands January 6. It is packed with stunning backgrounds of Mystic ships, building interiors and outdoor scenes,

mostly in color. Lovely ladies are posed in equally lovely settings from cover to back page. The superb photography is by Fred Baker.

January 14-15 were the days for the annual Power Squadron convention and show at the Astor Hotel in New York. Mystic Seaport was there with an exhibit in charge of W.D. McKay.

A bonus event added to the winter series of lectures is planned for the evening of February 25th, when C.A. Beckley, Vice President of Merritt-Chapman & Scott Corporation, will give an illustrated talk on the raising of the big liner *Normandie*. She broke the east- and west-bound transatlantic speed records in 1937, came to inglorious end at a Hudson River pier. Sharing the spotlight the night of the lecture will be the huge whistle of the *Normandie*, a gift from the company who conducted the salvage operation, Merritt-Chapman & Scott.

John Black lives in Glasgow. A business trip to this country gave him an opportunity to view for the first time the Seaport. When he returned home he wrote: "I shall most certainly remember your Maritime Museum and, as I think I told you, I would consider a return visit to the United States worth while to see that alone."

After he had court-martialed and executed his own friend, Thomas Doughty, for "hindering the progress of the expedition", Sir Francis Drake said to his men: "I must have the Gentlemen to haul and draw with the Mariners, and the Mariners with the Gentlemen; let us shew ourselves to be All of one Company." This sentiment, properly inscribed and framed, is to be hung in the training ship *Joseph Conrad* as admonition and inspiration to group trainees; might well be heeded by adults.

A 29 inch, brass trimmed, spy-glass attributed to, but not authenticated, the ownership of Horatio, Lord Nelson, is the gift of Arthur Head of New Haven, Conn. By an odd coincidence, a week earlier the Museum received from William S. Houston of Alloway, Ayr, Scotland the November 7,1805 copy of the London "Times" giving the first newspaper account of Nelson's victory at Trafalgar Bay. The two items join a third at Mystic commemorating the world's most famous naval hero--a sofa from Nelson's flagship *Victory*.

Unique and choice, among recent accessions, are a Donell Rotary Wood Planer dating from 1845 and a section of wooden water pipe used as a fresh water conduit from 1849 until it was dug up in 1948, from J. Louis Koehler of Broadbrook, Conn.

Curator Edouard A. Stackpole was, in October, one of the three speakers at a symposium on "The Mariners' Contribution to Knowledge" held in Bowditch Auditorium, U.S. Merchant Marine Academy at King's Point, N.Y. The symposium was in joint observance with Columbia University's bi-centennial cele-

bration. Other speakers, Dr. Robert G. Albion, Professor of Oceanic History, Harvard University, on "The Great Age of Exploration and Discovery", and James A. Farrell, Jr., President and Director, Farrell Lines, on "The Modern Mariners' Contribution to Knowledge". Rear Admiral Gordon McLintock, Superintendent of the Academy, welcomed the group and was responded to by Dean Emeritus James Kip Finch of the Columbia University School of Engineering.

Lillian Russell, naptha launch of the gay-nineties, fascinator and moustache days, travels to Asbury Park, N.J. for exhibition at the Jersey Boat Show, February 19-27.

Gerald Carson, author of the fast-selling "The Country Store" and a participant in the dedication last summer of our own George H. Stone General Store, is the author of an article in the lush new bi-monthly magazine "American Heritage", distributed just before Christmas.

Four ship and harbor paintings, including one of John Jacob Astor's famed *Beaver* (The Log, Vol. 4, No. 3) have been sent out to the Pacific Coast for a special exhibition put on by the Los Angeles County Museum. Others: Chinese paintings of Macao, Canton and Whampoa Reach.

Mystic Seaport scenes are to be found in at least four 1955 calendars--Hartford County Mutual Fire Insurance Company, Tileston and Hollingsworth, Historic American Landmarks Calendar and The Bullard Company.

The Fifth annual Dyer Dhow Derby--that completely unorthodox racing event participated in by crews from the yacht clubs who have given Dyer Dhows for youth training at Mystic--was held, as usual, in October; this time the day after hurricane "Hazel". For the first time The Corinthians and Larchmont Y.C. were represented with boats, but due to "Hazel", no crews. The Race Committee of G.W. Blunt White, Chairman, William Taylor of "Yachting" and Melvin D. Southworth of Springfield, Mass. awarded the P.R. Mallory trophy to a pickup crew racing the Larchmont boat. This is not the first time a non-participating club has won the trophy. It happened in 1952 also.

The grander days of yachting were revived in a recent gift from A.F. Haffenreffer--brass stern plates from *Weetamoe*, *Resolute* and *Enterprise*, with the private flag of Sir Thomas Lipton.

Miniature sea chests, packed with Museum material, have this year traveled to Milford, Greenwich, New Haven, Noank, Middlebury and Redding, Connecticut schools; and went to out-of-state schools at Scarsdale, N.Y. and Tuscon, Ariz. These unique traveling exhibits are sometimes accompanied with lighted dioramas for classroom display. Almost 300 other school, camp, scout and other groups found it possible to travel to Mystic Seaport, to a total of 10,276 individuals. One group came from Iowa, one from Vermont; others from New York, Massachusetts, New Jersey, Rhode Island and of course, Connecticut.

During February and March, at the Delaware Art Center, Wilmington, may be seen a loan cross section of Mystic Seaport treasures: three oil paintings and three Currier & Ives of famous ships, two salute cannon from the *Joseph Conrad*, the figureheads from the ships *Lady Blessington* and *Shakespeare* (of the Dramatic Line), and a handsome transom gilt eagle from the brig *Consul*, plus a case containing relics of the *Constitution*.

At Bulkeley Junior High School in New London, each teacher sponsors a school club. Miss Evelyn Hanley, Junior Museum attendant in summer at Mystic Seaport, sponsors the popular Anchor Club there. Its 35 members are interested in the sea, famous ships old and new, and in diving; uses Seaport materials and exhibits in its research projects. The group has made one visit, plans more.

A contribution to the restoration of Edwards House, in remembrance of various members of the family, has been received through Miss Eva A. Edwards, formerly a Mystic school-teacher, who herself lived in the house for 47 years.

Mystic's Tercentenary year ended, as it began, at the Seaport. On the night of December 17, as the Seaport's Christmas lighting was turned on to usher in the season of good-will, J. William Jones, finance chairman for the celebration, turned over to Edward C. Coogan, chairman of Mystic's community park development committee, a check for $8,000 representing the proceeds of the birthday activities. These two and a group of officials stood before a lighted Christmas tree in the year-old picture window of the Museum's south wing, as the money changed hands.

The South Wing was filled for the first two of the winter series of Special Events--November 21 for Jane Crile in "Treasure Diving Holidays" and December 17 for William W. Harris with "Norway, Land of the Midnight Sun."

THE MATERIAL WORLD

When the Publicity Director sits down at her desk to run through the daily papers to see how she is doing at her job, she knows that the papers she is reading are complimentary copies. What the *New London Evening Day* and the *Westerly Sun* are doing for The Marine Historical Association is typical of what industry is doing and, contrary to the general notion, it is seldom attended with high power publicity.

Gifts of material roll in, almost daily, from private donors, but it took the Malleable Iron Fittings Company of Branford, Conn. to think of the need of show cases for their display. Museum officers must

travel to New York for meetings and other museum business. The Park Chambers Hotel holds open house for them on such occasions, with rent-free rooms; and from time to time sends truck-loads of its used furniture to Mystic for museum uses.

When the busy museum official finds his secretary overloaded with dictation, he speaks his thoughts, while they are fresh, into a Dictaphone Time Master which was a gift of the Dictaphone Corporation of Bridgeport, or a Webster Wire Recorder received from International Nickel Company of New York. Printing machines are rolling over 40 reams of Old Concord Bond from the Southworth Company of West Springfield; workers in the wood-working shop are using a tilt-table band saw and motor from the Camden Wire Company of Camden, N.J. or a drill press and band saw from Kearney & Trecker of Milwaukee. Riggers are uncoiling a roll of strong Italian hemp from Plymouth (Mass.) Cordage Company or cutting off a section from 300 ft. of galvanized wire rope from Paulsen Weber Cordage Company of New York. The galley stove on the schooner *Brilliant* breaks down. Four new burners are immediately supplied by Wilcox Crittenden & Company of Middletown, Conn.

Outside, an acetylene welding and burning outfit sputters at its job on an historic ship by courtesy of Air Reduction Sales Company of New York. There are magnesium anodes from the Dow Chemical Company, a 7500 G.P.M. trailer fire pump and equipment from Sonoco Products Company of Mystic.

Sometimes the gift comes in the form of a special gift discount only, such as in a Coleman space heater for the gate-house, but on every side industry lends a hand. Those mentioned are only highlights of all received in 1954, but this has been going on for a long time. It does not mention the individual gift of material nor the corporation gifts of money.

Most of these wind-falls come through executives who are members of the Association, but often as not they come from merely history- or charity-minded corporations and small industry. It is pleasant to have friends at court.



OFTEN GIFTS OF THINGS

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