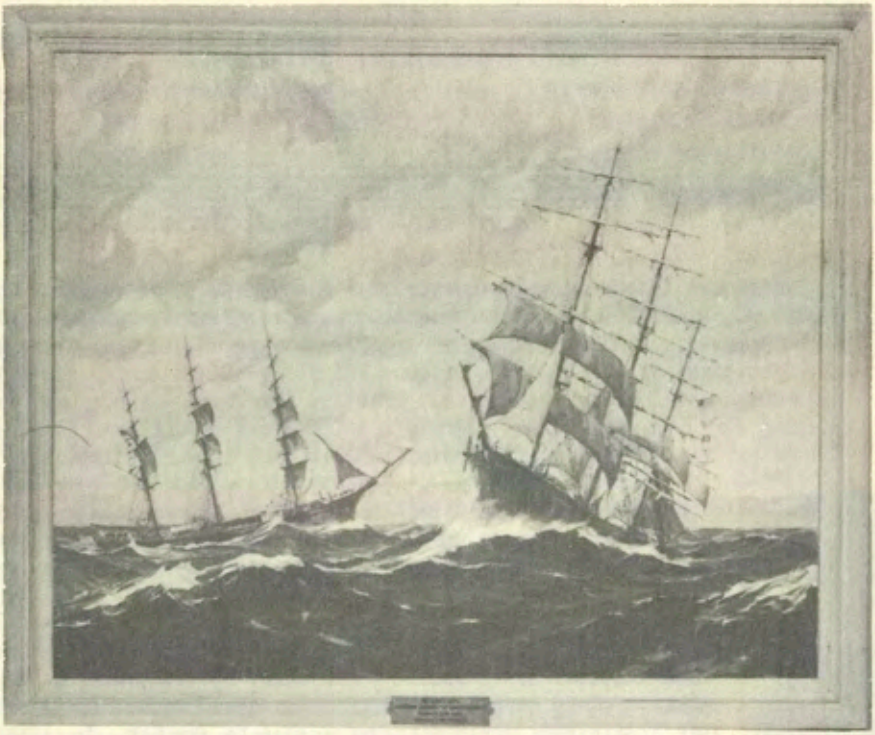
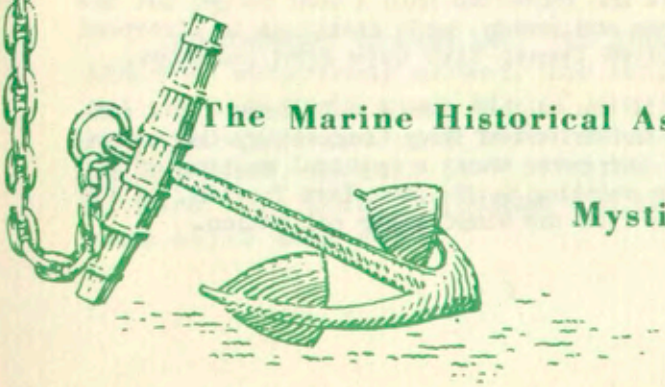
The Log of Mystic Seaport

Volume 7 No. 2

Spring 1955



Andrew Jackson and *David Crockett* speak each other at Cape Horn



The Marine Historical Association, Inc.

Mystic, Connecticut

The Log OF MYSTIC SEAPORT

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PRINTED AT MYSTIC SEAPORT

our cover



For the first time, perhaps, in the history of music, the small boy (who, as everyone knows, is made of snakes and snails and puppy dog tails) has taken over and skyrocketed to fame as the hit tune of the nation, a song of his own. On every street, in every sandlot and alley of America the love-lorn minstrel pining for his missus is taking a back-seat until America has finished with a gay and swashbuckling, yet tender, tune.



Davy Crockett was a national hero back in 1853 when the Brothers Greenman laid down a ship named for him at their yard in Mystic. She was built for Everett & Brown's New York-Liverpool Packet Line. She carried a life-size figurehead of the noted woodsman, done by Jacob Anderson of New York. She proved to be one the finest investments ever made by shipowners, and after thirty years of continuous service had not cost her insurance underwriters a single dollar. In 1890, after thirty-seven years of service she was towed to Philadelphia and converted into a coal barge; but she had seen Aden and Bombay, made crossings to Liverpool and completed twenty-five Cape Horn passages.

Mystic-built was another famous ship named for a confederate and friend of Davy Crockett's, the *Andrew Jackson*. Our cover shows a mythical meeting of the two. The painting by the late Lars Thorsen, is now on loan from the Wimpfheimer collection.

dreams come true If you still have your Log of Fall of 1952 (Vol. IV, No. 4), you will find just inside its cover that somebody had been dreaming. They dreamed of a Mystic Seaport far superior to the Mystic Seaport of 1952; one that had increased services for visitors, animation on all sides, guided tours and all sorts of things which then seemed next to impossible to the budget-minded member. Read now that Log and see what has come to pass, and will come to pass this season.

The dream envisioned a motion picture for all which would plant in the mind of the visitor the significances of what he is about to see at Mystic Seaport. That dream film is now a reality and will be shown to all who want to spend 25 minutes to see it in the newly-restored Meeting House.

The visionary spoke of a pleasant, erudite history major ready to act as your guide, who "has the run of the Seaport, its Library, and the advantages that all its wealth of material imply, for he is using it all to work toward his doctor's degree, accumulating actual college credit..." Guided tours at Mystic Seaport have been a fact for two years now, are about to be abandoned for a better plan. Instead of the former three graduate-student guides working toward their doctor's degrees and accumulating credits, there will be the privileged graduate students enrolled in the new Frank C. Munson Memorial Institute of American Maritime History. A museum actually working in conjunction with the colleges!

The dreamer dreamt on, "At length you reach the old-time waterfront street. The shipsmith is pounding out on his anvil some bit of glowing metal..." and here is where the plan comes in that is better than guided tours. We call it "Activation of Shops", but it is more than that. Buildings and ships, too, will be more alive than ever.



In the General Store a young lady in costume, presumably the owner's daughter, will be selling licorice shoestrings, cinnamon red hots, root beer barrels, horehound drops and rock candy. From the shelves behind her may be bought and carried away, New England baked beans, Indian pudding or Rich's Crystallized Ginger. Available also will be baskets, firkins, wooden bowls and even Johnnycake meal.



At Buckingham House this season the "lady of the house" will preside, appropriately costumed. She will show and explain its antiques and the history of the house to visitors.

While but one room is now completely furnished, work is started on the older, 17th century kitchen wing.



In the Shipsmith Shop a smith may be working the bellows or shaping a bit of iron at his forge; in the old Greenman barn you will find a cabinet maker fashioning a ship's medicine chest or bench. In another shop a modelmaker will be fitting out a sturdy little brig or graceful schooner, clean and sharp. In the old Rigging Loft you may watch an expert rigger braiding a mat or fender and it is possible you may find a clock-repairman in the Instrument Shop.

On the ship *Charles W. Morgan* a full-time guide will be on duty. The Chinese junk *Mon Lei* will likewise be attended and you may see examples of oriental craftsmanship.



In addition to all this, there are to be some talking labels. On the *Morgan* and *Mon Lei*, for instance, what the guide cannot take time to tell you, will be told by a tape recorder or "message repeater". Several more of these machines are to be installed in the Rope Walk and possibly at other points. The idea has worked well at such institutions as The American Museum of Natural History, the Rochester Museum and George Eastman House.

Two donors and a revamped budget make possible the whole program of activation. One provides for the necessary additional personnel; the other, who was responsible for the installation of message repeaters in the American Museum some years ago, is so impressed with their performance there that he has made a similar offer to Mystic Seaport.



No longer will it be said of Mystic Seaport that the stage is set, the curtain is up and the lights are on...but there are no living actors. A cast is being assembled, rehearsed and the Seaport will shortly come alive with "activated shops" and "talking labels."

commercial artist An alert Mystic Chamber of Commerce and an equally alert Mystic Seaport are interested in people who pass through the town, hoping that all who pass will pause for a bit of shopping, refreshment or sight-seeing. Both have long viewed with alarm the inter-state bus which breezes through the town without stopping, sometimes because of a Public Utilities Commission ruling which prohibits an inter-state bus from picking up or discharging passengers unless they have come from or are destined to an out-of-state point.

So it was that when, on January 31st in Hartford, a public hearing was held on the application of the New England Greyhound Bus Lines to run a limited intra-state bus service, both the Chamber and the Seaport were represented, in the person of W. Douglas McKay, who is a director of one and a member of the staff of the other. He was supposed to testify in favor of the application and did so. Attorney for the bus company, a Mr. Kenneth Bradley, happened also to be a member and loyal supporter of the Seaport. In his examination of witness McKay he sensed a rare opportunity to slip in a telling commercial for his favorite Seaport. As McKay mounted the stand attorney Bradley asked the usual questions of name, address and occupation of the witness. When the witness mentioned Mystic Seaport, the attorney was quick to follow up his lead. "What is Mystic Seaport?" he asked. McKay gave a brief description. "What are the names of those old ships?" McKay gave them all. "How many visitors do you have in a year?" McKay knew the answer to that one, too. "How many of those are paid visitors, and how many unpaid?" McKay replied that over 10,000 of them had paid nothing for the privilege. "Who were those privileged unpaid visitors?" the attorney questioned. McKay reeled off the various classes--youth groups, service men, members. "How does one become a member?" McKay gave the various classifications of membership, listing them all.

Here the Chairman of the Commission interrupted. "Hold it!" he said. "That's enough. I'm sold!" and directed that the commercial end and the testimony get back to its proper channel.

the "morgan" Many a visitor at Mystic Seaport, if luck were running his way, has had his stay made saltier and more enjoyable by finding on the *Charles W. Morgan* a small-sized man named Remy Fauquet, busy at some bit of tarring or rigging. Remy Fauquet is a Frenchman who has had a career chiefly to do with fishing and boats in general, but he is not a man to confine his talents to one endeavor. He has done a tour through Europe as an acrobat with a circus and at 67 can turn a handspring on the deck of the *Morgan* to prove it. He is something of a prestidigitator, too, and has a bagfull of tricks which he brings out on occasion. In anything he does, his sincerity, his courtesy, his obvious love of people and his job, plus an accent which clings in spite of his 46 years in America, make him an appealing and loveable bit of humanity.

Remy's place this season, in the activation program will be as guide on the whaleship *Charles W. Morgan*. Since his advent at Mystic Seaport the *Morgan* has been his particular enthusiasm. He it was who painted the "mural" above the Captain's swinging bed.



Besides Remy the visitor will this year find the table in the after-cabin all set for a meal. Aboard ship are arranged, ready for use, all the paraphernalia of whaling--harpoons, lances, spades and mincers; even the huge cutting-in tackle and blubber hooks. Casks, barrels, tubs and other gear are strewn about in a natural welter of the whaler's multitudinous gear.



Visitors may now descend into the lower hold where a platform runs from the main hatch to the bow. There they will see the more remarkable features of the old ship's construction, the bare bones of her. Electric lights and several spotlights make the entire hold clearly visible from any angle, so that they may study her rugged beams and ceiling, knees and breasthook carved out of single pieces of durable oak carefully selected from trees with the natural curve already in them.

Remy will let you "heft" a piece of whale's jaw-bone and can even show you samples of whale oil saved from whales who have long since burnt out the rest of their substance for the benefit of generations of men now gone.

It is one hundred and fourteen years come July, since the *Morgan* sailed out of New Bedford, a brave new ship--a long time ago, but Remy Fauquet speaks of it all as if it were yesterday.



On March 16th, the great-grand-daughter of Nelson Cole Haley visited her ancestor's ship, the *Charles W. Morgan*.

Major and Mrs. John R. Lloyd came from their home in Cambridge, Ohio; were seeing Mystic Seaport and the old whaleship for the first time.

Those of you who have read "Whale Hunt" know that Nelson Cole Haley, whose journal it is, made a five-year voyage as harpooner in the New Bedford whaleship, 1849-53.

In 1849 the ship was owned by Edward M. Robinson who, for certain reasons, was nicknamed "Black Hawk", and the interview with the new boatsteerer was held in Mr. Robinson's office. In his journal Haley wrote later:

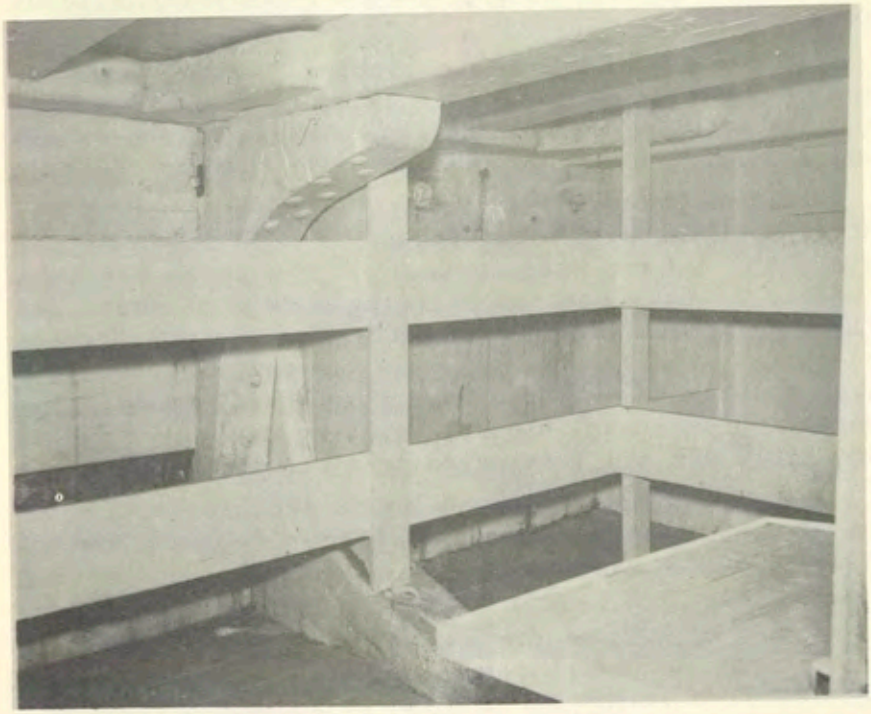
"(Robinson) arose and shook hands with the Captain; and looking down upon me with his eagle eyes, he said, 'The ship you want to sail in can command the very smartest men for officers and boat-steerers that the city affords. You look young and small for the position you would have to fill on board that ship.'

"I felt a little embarrassed (I was but seventeen years old and stood but little over five feet in height) and hardly knew what to say. Turning to the Captain, he said, 'You pick your own men, and if he will suit you for a boat-steerer it is all right.' The Captain told him it was. Then he turned to me again and said, 'Do you think you could strike a whale?'

"I told him I had struck sharks and dolphins; and that whales were so much larger, I thought I could if the boat I steered got near enough to one. He looked at me a minute with a twinkling eye and replied, 'Well, often valuable articles are in small parcels.'

"I signed the ship's articles and went out."

Mrs. Lloyd, the former Mary Louise Rothwell, remembers that she heard her mother tell of hearing Haley talk of his voyage on the *Morgan*; that he was but 5 ft. 2 in. tall, so had plenty of room in his bunk. Mrs. Lloyd's first request was, of course, to see the sleeping place of her "small parcel" ancestor.



chain reaction The chain reactions of a schoolboy's visit to Mystic Seaport are shown in an article which appeared in the Christian Science Monitor in January. Gene B. Reid of Babylon, N.Y. is the author and he relates what has happened to him in the two years since his memorable visit.

At the time, he bought the book "Whale Hunt" by Nelson Cole Haley (see page 8). As the result of the "live" experience at Mystic and the vicarious experience through reading the book, he became so fascinated with the subject of Whaling that he decided to start his own collection of whaling books, logs, scrimshaw and other items. After two years, he says, "I feel that I have found a life-long hobby."

Collector Reid next put an ad in a hobby magazine asking for whaling items to buy. A man from the midwest, with twenty-five years of collecting experience, wrote him, sent him several books and his first whale's tooth, along with suggestions for sources of whaling items, fair prices to pay and good collections to be found in other museums.

In two years Reid has collected 22 whaling books, including official logs of the barks *Lancer* (1886-1890) and *Black Eagle* (1862-1863), two whaling account books and a file of the Whalemen's Shipping List for 1865.

He concludes: "This hobby, while opening up for me an exciting part of American history, has had other benefits. I have used several of the books for book reports. I have started building models of ships (my first good one I sent to my good friend in the Midwest as a thank you for his help and encouragement), and I have found that I always have a good subject for conversation as young, and not-so-young men, women, boys and girls are all interested in my hobby.

"Needless to say, there is no trouble getting me to cut the grass, etc., because there is always another whaling book I want to buy."

A.J.L. Sheat of Auckland, New Zealand, brings the first blush of the season to the Editor's face with a reminder that Leith (where the steam yacht Iolanda *was built) is in Scotland, not England.*



designs The winter effort of one member of the staff has opened up and is making useable a valuable field of research material for the historian, model-builder, designer or yachtsman. Captain Adrian K. Lane (summer-time Skipper of the schooner *Brilliant*) has gathered together in one place a vast number of ship and yacht designs hitherto stuck away in such museum cubby-holes as old trunks, boxes, faded envelopes, files and other not unexpected places. Those who have been with the Seaport for some years knew of the existence of the material, in fact have handled it at one time or another, but lacking the time to coordinate it had not realized its diversity and importance. When an expert finally opened the door and brought it to light, like Fibber McGee's closet, the most unexpected things came tumbling out.

With the provision of special space on the third floor of the Stillman Building, it became possible to assemble and evaluate the store of material. At present it numbers approximately 4,700 items--original drawings, tracings, blueprints, photostats and lines taken off of ship-models. No estimate has been made of the number of vessels represented, since the number of drawings to a vessel varies from one to more than 400, as in the case of a single class tanker.

Three most numerous single collections are those from the late W.P. Stephens and the Ward Line (each numbering upwards of 1,200 items, so far) and those received as a gift from Mrs. Boyd Donaldson; 750 drawings, chiefly tracings of original designs of every class of modern sailing yacht, including fairly complete construction details of class "J" cutters. The Stephens Collection alone defines the evolution of the sailing yacht from its beginning in mid-19th century, to the present. The Ward Line Collection is made up of blueprints of commercial steamers, principally of the Clyde and Mallory Lines, often covering every detail of construction of a single ship.

In a miscellany of over 1500 other items is the pilgrim ship *Sparrowhawk* (hardly original, of course, but taken from the hull remains discovered on Cape Cod





in 1865). Others: a molasses tanker, a cable ship, a New York harbor ferry, a tank steamer for Egyptian canal service, a lightship, the seven-masted schooner *Thomas W. Lawson* and *H.M.S. Victory*.

Cataloguing is as yet incomplete but the collection is accessible to the researcher although, after use, it may appear that the present system of arrangement can be improved upon.

ginseng, jade and sea otter are queer needs, but Educational Director Marion Dickerman needed them for her sea chests which are our traveling exhibits for the schools. She wanted to show the kind of things which American ships took out to China and brought back from the Orient in the days of John Jacob Astor and "Bloody Jack" Williams, or Joseph Warren Holmes.

Ginseng, a medicinal root, was highly prized by the Chinese as a tonic and they ascribed miraculous powers to it. Grosier, the naturalist, named it so to signify "the resemblance of a man", for its frequently forked root often resembled a man's thigh. Even the Iroquois had a similar name for it--garentoquen--which meant, literally, "legs and thighs separated." Its American counterpart--quinquefolius--once sold at $11 a pound. It was perhaps over-prized by both Chinese and Americans, for its only medicinal effect was that of a mild, aromatic stimulant.

The American sea otter--Enhydris--was highly prized also by the Chinese for its pelt, which was often used for cuffs on the Mandarin's robe. John Jacob Astor and his successors in the China trade, made a pretty good thing of the exchange of the two along with other items such as beaver skins, for sandalwood, spices, beche-de-mer and jade.

Jade is a common enough item. The museum had samples of white jade, and white-and-green jade, but as most people associate jade with the color green, Miss Dickerman wanted a piece of pure green jade. And where did she find such oddities? It was a long search.

Mr. T. A. Scott, former head of the nationally-famed Merritt-Chapman & Scott Corporation, is a

collector of semi-precious stones; came through with a gift of green jade. Sea otter could not be found even with the New York furriers and the trail brought her back, finally, to Connecticut where she found a sample in the attic in New London of Miss Ruth Newcomb, granddaughter of a whaling-master and Arctic trader. Ginseng she found in a Chinese apothecary shop in Mott Street, Chinatown, New York, where, believe it or not, they are still selling it for medicinal purposes.



WHAMPOA HARBOR ABOUT 1850 BRENGLE COLLECTION

field trip Those who visit the Seaport in the Spring usually see hordes of schoolchildren touring grounds and buildings under guidance, but few know the elaborate and careful planning that must go into such a visit. Often such trips must be preceded by a fund raising campaign or work projects to raise the funds themselves. Usually they come by bus, which means a bus must be hired and a driver paid for the day.

When the Quaker Ridge fifth grade visited, for instance, there were 18 pupils, their teacher, their principal, four chaperones and several parents. Transportation had to be provided from school to railroad station, where they boarded a special railroad car at Stamford, Conn. Trains do not ordinarily stop at Mystic

so that special arrangements had to be made for stops here both ways. Walking up from the Mystic railroad station leisurely the children had an opportunity to see real "salt box" houses, "widows' walks", stone fences and similar things typical of New England. They were met by their Seaport guide and inspected the ships and toured the buildings as a group, ate their box lunches as a group, then split into smaller contingents for a tour of the old-time shops and lofts.

Plans made by the four 7th grades of Bronxville (N.Y.) School were even more elaborate. Theirs was an example of advance preparation which could well be followed by others. In their application they gave a choice of four possible dates, which made it easy to fit them into the Museum's busy schedule. They purchased guide books in advance, requested and received the loan of a sea chest exhibit for advance indoctrination and asked for maps of the Seaport to plan their tour the better. They read the book "Fast Iron" by Victor Mays--the story of a young boy shanghaied aboard a whaler, then invited the author to speak to them the day before the trip. They, too, made the trip by special car in a New Haven train, brought competent guides of their own, including well-qualified Mr. Mays himself.

Such planned field trips are a rewarding experience. As one school reported its own visit in the local paper: "The new experiences had enriched and developed their abilities and interests. Not only had they enlarged their intellectual and environmental horizons, but had also provided practical knowledge in the arts of organizing and planning trips, observing and collecting information, and practicing standards of traveling etiquette.

"Furthermore, the trip served as a valuable supplement to the class' intensive study of New England and the role it played in the growth of our nation. The new experiences gave reality to the past--a reality which the children will be able to reflect in the "whaling play" they have written for their assembly..."

Such well-planned visits are a rewarding experience for the weary Museum docent, as well.

hobey's dock He was not yet twenty-one when he was lost in action at sea, but those who knew him had already been enriched by his short life. He had been on or near the water for most of those years, so that his final resting place was not an unfamiliar haven. He was sailing on or about Milton Harbor at Rye, N.Y. by the time he was twelve; he had been literally tossed from the cradle into the rigging.

Yachtsmen who did not know him will, for years to come, have their own experiences at Mystic Seaport enriched as well, when 150 feet of new dock space is provided for them this season by gift of his father. In his memory it will be called Hobey's Dock.

His name was Hobart Ford Jr., Gunners Mate Second Class, attached to U.S.S. LST-531. No more appropriate memorial could be erected to him than a safe haven for the men who love and skipper boats.

Funds for the construction have been realized from the sale of the non-marine items in the extensive Simeon Ford Collection of prints. (Log, Vol. 6, No. 1). Hobey's Dock will be the first step towards expanded and greatly improved yachting facilities in Mystic River.

When Dr. Arthur Caswell Parker died on January 1, 1955, he had been for 21 years Director of the Rochester Museum of Arts and Sciences and for nine more years a leading museologist and promoter of the modern museum. Some of his sage and witty sayings:

"One thing about museum people is evident; they are all happy enthusiasts (otherwise, they may join other outfits and make money). It is a great thing to like one's job as I like mine, and kick vigorously about how slowly things go. There's such a thing as divine impatience..."

"When a politician or a critic tells you that a museum is a luxury and a non-essential, pat him on the back and thank him, at the same time...reminding him that the so-called non-essential made possible...all that we deem valuable in life. Without the non-essential we should become savages..."

"In a general museum...it takes all the skill of an old stage driver who can control a Twenty Mule Team to keep the horses running in the same direction."

LETTERS

Clark Greenman Esq.

Boston, Nov. 3, 1869

My dear Friend

I have just read your letter in answer to that of Mr. Whipple, asking you to attend the Convention at Cleveland saying circumstances will not permit your going. Now I hope you will not think it impertinent of me if I write again to say that it seems to me that Conn. should be represented in the coming convention which is more important than any event which has occurred since the formation of the American anti-slavery Soc. and nobody can represent it so well as the brothers Greenman who dared to be known as abolitionists, when all Conn. stood back.

Now if you can not go, cannot one of your brothers? Or if not any of you cannot you invite and send some one, who is a friend of the movement?

Pray reconsider and see if something cannot be done in this way even if you are not able to go. It will be a great historic event and Conn. ought to have her share in making it all that it ought to be, and should have somebody, as an officer in the American Woman Suffrage Association.

Excuse the importunity and let me hear from you at box 299, New York City.

Very respectfully yours,

Lucy Stone.

Ed. note: Mystic men have always been individualists and free thinkers. George Greenman, another of the three brothers who operated the shipyard where Mystic Seaport now stands, once entertained Susan B. Anthony. She and Lucy Stone spoke once at the Methodist Church in Old Mystic. Charles H. Mallory's diary tells of old Captain Ambrose H. Burrows reminiscing to him of Tom Paine, whom he knew and admired when Paine lived in Mystic for a time. It was Captain Nathan Haley of Mystic who brought Paine over that second time, when he was much in disgrace in this country as an infidel and, some people said, a drunkard. And William Lloyd Garrison was invited by one of the Greenmans to speak in Mystic; when no hall could be found for him in Mystic, he was taken to Old Mystic, where the speech was made.

March 17, 1955

I have just received my first copies of the LOG and sat right down and read them cover to cover. I congratulate you on a fine job of editing, format, pictures, and everything.

But I think I have caught something! In the description of the *Thomas W. Lawson*. It lists the sails as seven spencers, seven topsails, seven topmast staysails, etc. I think that should be six topmast staysails. The topsails are rigged from topmast to peak of gaff from each

mast, but the topmast staysail is rigged from topmast to the crosstrees of the mast next forward. Therefore there is no foretopmast staysail, but you have from the foretruck your headsails, jib topsail, and flying jib. Am I not correct in this? I'll have to have a look next time I can get to the Seaport.....

Most cordially yours,
Bob

(Robbins W. Barstow, D.D.)

Ed. note: Brandnew member Barstow, Fleet Chaplain of The Cruising Club of America, was the first and only reader among 4,257 to write of an error which even a land-lubber should spot.

ABRAHAM RIBICOFF
GOVERNOR

STATE OF CONNECTICUT
EXECUTIVE CHAMBERS
HARTFORD

January 14, 1955

Mr. Philip Mallory, President
Mystic Seaport Marine Historical Assn., Inc.
Mystic, Connecticut

Dear Mr. Mallory:

Thank you for your kind invitation to serve as Honorary Chairman of the Mystic Seaport Marine Historical Association. I am delighted to accept and look forward to visiting the Mystic Seaport in the near future.

I know of the historical significance of Mystic Seaport, and how much it means to Connecticut.

With kind personal regards, I am,

Sincerely,

Abe Ribicoff

A. A. Ribicoff



Visitors from Indonesia on March 11th were an Army Colonel, Major and Captain. Left to right--Col. R.P. Sudarsono, Capt. Sutario Kartadihardja, and Major R. Sukardjono Sosrokamidjojo were at the U.S. Coast Guard Academy in New London as observers, studying ways and means of forming an Indonesian Coast Guard. Indonesia is having considerable trouble with smugglers from Singapore and pirates from the Phillipines among their 30,000 islands. Their visit to Mystic Seaport was under the guidance of Lt. Comdr. A.C. Wagner, who was showing them the sights of the area.

In mid-February eight officers of the Royal Helenic Navy were visitors, being observers also at the nearby Coast Guard installations at New London and Groton, Conn.

Sixteen members of the Girls' Basketball Team (J.V. and Varsity) of Elliot, Maine toured the Seaport as a group on March 20th. The teams played Stonington High School the night before and won--both games.

Variable Winds

Visitors on April 11 were Thomas and Naomi Okuma and daughters Kathryn and Margaret from Vila Teixeira da Silva, Angola, Portuguese West Africa. Minister Okuma is Director of the Missao (mission) Evangelica do Bailundo; has under his pastoral care the largest Congregational flock in the world, numbering 10,000 members. The Okumas found among the century old utensils of the New England seaport, many such as are still in use in Vila Teixeira da Silva. Housewife Naomi Okuma was, therefore, more impressed with the present day New England housewife's modern kitchen.

Three Seaport views are included in the new Connecticut Date Book, an engagement calendar published in Boston. A similar publication for Massachusetts features our whaleship on its cover, the text being concerned with whaling.

With two changes in command of local military installations, the Association welcomes to honorary membership two new names. Captain Joseph D. Conway is the new Commanding Officer of the U.S. Coast Guard Training Station at Groton, Conn., replacing Captain Beckwith Jordan, ardent friend and supporter of Mystic Seaport, whose good offices were responsible for the Coast Guard exhibit here. Admiral Frank T. Watkins assumes the top command of U.S. Submarine Base, New London, replacing Rear Admiral G.C. Crawford.

A view of the Seaport through the window in the South Wing, Stillman Building was used in the Tileston & Hollingsworth Company's (Boston) calendar for 1955, won the 1955 critic's award as best of the twelve views for the twelve months; came second in the post-card poll. The annual competition is between twelve different printers, who pick their own entries. Judge in the contest was Melvin Loos, Manager of the Printing Office, Columbia University Press. The distribution is 8,500 calendars throughout the United States.

Edgar Richards, carpenter who did the conversion of a garage into the Seaport Galley, of a residence into the Seaport Store; who supervised the erection of Fishtown Chapel, dismantled and reassembled the Plymouth Cordage Company's Rope Walk and cut in half at Saybrook, Conn. and reunited at Mystic historic Buckingham House, is coming back to Mystic Seaport to undertake the further restoration of Buckingham House. An accident involving a broken heel, a long illness and convalescence has kept him inactive for months.

A letter from Marshal Tito Square, Zagreb, Jugoslavia, The Committee of the Permanent Exhibition of Foreign Scientific and Vocational Literature at the Rectorate of the University of Zagreb begs us to be so kind and to support their efforts in fostering the

science of the Jugoslav peoples by sending currently the publications of our Association, particularly the *Log of Mystic Seaport*. The request was complied with.

We have members now in 42 states, but no members in:

Alabama
Arkansas
Kansas
North Dakota
South Dakota
Utah

Perhaps you know a good prospect in one of these states. If you can sign him up, do so. If you can't do it, let us try.

With the chill New England spring this year, you might call it frost-biting. The Connecticut College Sailing Club began using Mystic Seaport dhows early in March, held a regatta the end of the month. Mystic Community Center began the use of our boats on April 23rd. The local group has been going through a course of indoor instruction for some weeks by "sailing" one of our boats on rollers on a hardwood floor, are now putting theory into practise.

The Youth Training Program begins on the *Conrad* June 10; has been booked solid since March 1. The *Brilliant* program was booked solid long before the turn of the year, suffered cancellations and was quickly re-booked. Long-distance groups come from Independence, Kan., St. Louis, Mo., Munster, Ind., Lynchburg, Va., Grand Rapids, Mich., and the further extremities of Massachusetts, New York, New Jersey and Pennsylvania. Of course Connecticut is well represented, too.

It's an ill wind that blows nobody good. The hurricane so damaged some of the dolphins at the New London terminal of Ballard Oil Company that Grover Lassen, Chairman of the Board, offered, and Mystic Seaport accepted, enough piling for 100 feet of Hobey's Dock. There are 67 piles in all, ranging from 60-100 ft. in length. The same hurricane swept away a lot of barrels used along our waterfront for atmosphere, which were quickly replaced by DeRedon Food Products Corporation of New London, through Frederick DeRedon of that company. Still more have since been offered by member Hans Hinrichs of New York.

The black-and-white with sound, 16mm., 11 minutes Pathe News film "The Call of the Sea" was shown widely throughout the country. A copy has been given to the Seaport and is available to educational groups. The film's action centers about the Seaport and Mystic River.

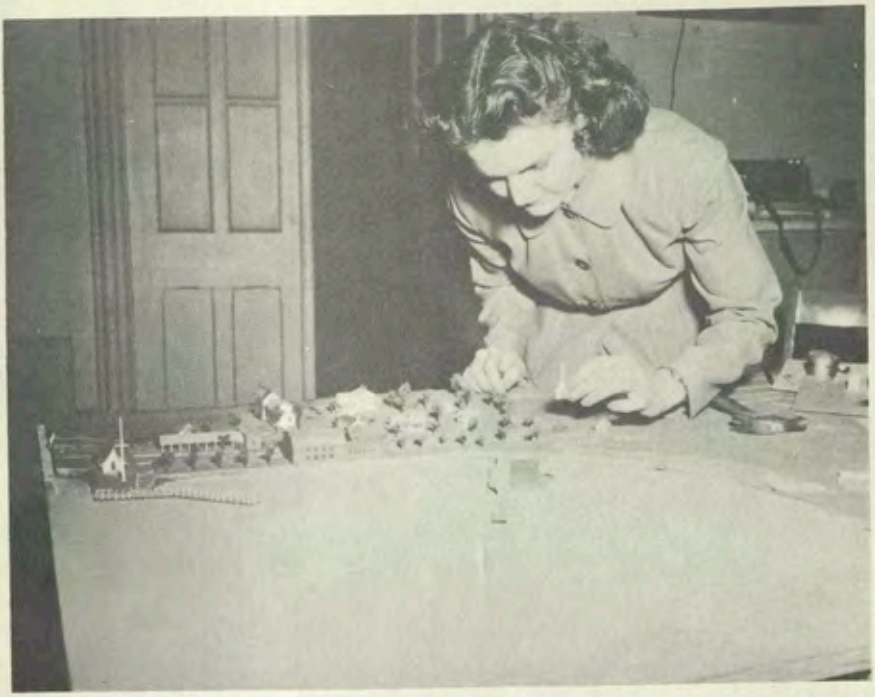
Curator Edouard A. Stackpole is the author of an article appearing in the May issue of "Art in America", issued by the Metropolitan Museum of Art.

Long-time Director and Member of the M.H. Association, Vice Admiral Wilson Brown, USN (Ret.) has authored a book "Aide to Four Presidents", a resume of which has already appeared in the book-magazine of history "American Heritage". Admiral

Brown served as Naval Aide to Coolidge, Hoover, Roosevelt and Truman.

Mystic Seaport relics were featured in special exhibits at the U.S. Power Squadron Conference in New York in January, at the Northern New Jersey Motor Boat Show in February, and at the quarterly meeting of the New England Council in Hartford in March.

The Printing Department is the proud possessor of a power trimmer, replacing the hand-lever one long in use. No longer is it necessary for one of the busy maintenance men to interrupt an important job, as the female of the department can manipulate this trimmer. Our Annual Report gave a good example of one versus the other. With the hand-lever trimmer a man could go through only five copies at a time--with the new trimmer the female could trim ten copies at a time with ease. As the run of this publication was 5,000 copies and the booklets trim three sides, a little arithmetic can easily show the advantage of the power trimmer for speed, and of course, the terrific amount of muscle saved.



Miss Alva Williams of West Haven, Conn. works on scale model of Mystic Seaport. Miss Williams, a talented designer, expects to complete the model in May. Member-Director Franklin Cole is underwriting the project.

