The Log of Mystic Seaport

Volume 7 No. 3

Summer 1955





The Marine Historical Association, Inc.

Mystic, Connecticut



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

Already registered for a 1956 *Brilliant* cruise (along with six others from six different states) is Sea Scout Ship 5266 of Grand Rapids, Michigan. Waiting for possible cancellations are five other groups from five states.

Already registered for the 1956 *Conrad* Youth Training Program is Mariner Troop 464 of Dormont, Pittsburgh, Penn., members of Allegheny County Council Girl Scouts. Other groups have applied from other states. In all, 12 states have been heard from--

Missouri
Indiana
Illinois
Michigan
Ohio
New York
New Jersey
Delaware
Pennsylvania
Massachusetts
Rhode Island
Connecticut

all seeking to participate in either the real or simulated cruises aboard the schooner *Brilliant* or ship *Joseph Conrad*. It is heartening to know that this year, for the first time, this has been accomplished without any promotional effort on our part. It all comes about through word-of-mouth promotion and that which has appeared in magazines, unsought by us.

To prevent us from becoming boastingly smug in all this security, are the mounting problems of selection, increasing burdens upon staff, better program, and like responsibilities. But it all attests the value and special appeal of the Association's burgeoning educational program.

Very Personal

With the activation program, the new indoctrinal film, and the use of mechanical aids in making understandable our exhibits, the Mystic Story is now more complete, and more personalized, than ever before.

It is a truism that no matter how hard you try, in some things, you never quite seem to make the grade. There is a story going the rounds at the Seaport of a family group going into the Boat Shed. Here have been gathered, with painstaking care of restoration and labeling, the small craft which but for our efforts would be lost to history. The examples preserved are, for the most part, the last of their kind, and were gathered from the full extent of the Atlantic Seaboard, from the inland rivers, the Great Lakes, and from a few foreign countries. Yet when one of the small fry asked "What are those?" the mother was heard to reply, "Oh, they're just old rowboats. Wouldn't you think they'd get rid of 'em?"

At first flush of resentment or humor, you think it doesn't matter. Nothing that you could say or do would reach that kind. But in them, first of all, must be planted an appreciation of the values of history. There are gradations in between that are important, too, and it is our job to reach those gradations of intelligence and appreciation. Is there anything we can do to make our story more intelligible?

More has been done this year than ever before; but, without any question, there is more that yet can be done.

The film, *Mystic Seaport and The Origins of Freedom* is the biggest step that has been made in that direction. Seven recorded "talking labels" may now be activated by pushing a button or stepping upon a doormat in such places as the *Morgan*'s after-cabin and forecastle, the Chinese Junk *Mon Lei*, the Plymouth Cordage Company's Rope Walk, the Boat Shed and New York Yacht Club's Station No. 10.

Nothing can more personalize an exhibit than a personality, and the Seaport has gathered together this season a bevy of personalities uniquely suited to their stations.

Remy Fauquet on the whaleship *Charles W. Morgan* was covered in your last *Log*. John Muise, woodcarver, was shown at his work in the pages of *The National Geographic Magazine* of June, 1955.



Richard Orr, model-maker and loftsman, has been in the business for a quarter of a century, has built more than 300 models of various kinds. He began building models while in the Far East, stationed with a salvage team at Singapore. His shipyard experience includes Lawley's at Dorchester, Mass., and Sun at Chester, Penn. He has built models for several well-known collectors, such as Joseph Pulitzer, and Admiral Cochrane; has just completed one of *Cleopatra's Barge* (3/8 in. scale, 60 in. o.a.) for Peabody Museum at Salem, Mass. and recently one of *Great Republic* for Pierre duPont III. American-born, he says he was "beached" at the conclusion of World War I, joined the Royal Navy, served for 12 years, took part in the Battle of Jutland. He maintained a shop at Bar Harbor for several summers.



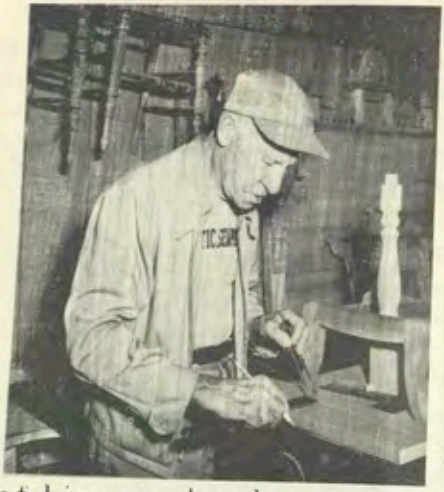
Herbert Reeves, Shipsmith, was born at Stony Brook, Long Island, began learning his trade at the age of 16. His first jobs were shoeing horses and carriage work. His ship work includes the iron work on the big ships *Minnesota* and *Dakota* at the old Great Eastern Shipyard at Groton, Conn; 17 years at the Noank, Conn., Shipyard, 15 at the Electric Boat Company's plant in Groton.

His experience has spanned the period of history from the horse-and-buggy days to the atomic submarine and he points with pride to the long and honored history of his craft, to Tubalcain, coppersmith to King Solomon. But when you talk of horses, his conversation perceptibly warms and he will reminisce of the days when he lived in the nest of millionaires around Smithtown, Long Island, and catered to the "carriage" trade.



The mechanical wonderland of the clock and instrument maker's shop is presided over by Richard M. Chapman who, when he was 19, was working at the once famous factory in Ivoryton, Conn. which imported ivory and ebony direct from Africa, turned the raw material into piano keys literally for the world. As a boy he took the two-year course at the Waltham Horological School in Waltham, Mass. They learned the hard way, he says, and had to make their own drills and balance staffs. Graduated in 1906, he has been repairing clocks and watches since. When he began to work at Kinney's of Mystic in 1919, he lived in New London, had to commute the 10 miles each day by trolley car. When he eventually moved to Mystic, his first apartment was in the old Charles Mallory homestead. He tries to maintain nine clocks of his own at home; says they need attention right now, but he is waiting for cooler weather to get them in shape again. Asked what he considered the biggest job he ever undertook, he answered without hesitation, "This one". He has approximately 100 clocks and watches to care for in his new "shop".

Octogenarian cabinet maker Leonard Lewis was born in Swansea, Wales; learned his trade by serving apprenticeship to a pattern-maker in his home town for five years--at 1/-6 a week, 2/-6 and 3/-6 as he grew more proficient. He came to this country about 1900,



practised his trade in Nashua, N.H. for another 50 years. The Seaport called him out of retirement to take over its woodworking shop. He is the only man in the area who can run a Danels planer, one of which the Museum has recently acquired. Although superior in many ways to the cylinder planer, the Danels has not been made for a century. "Dad" Lewis acquired one of his own when he established himself in business in Nashua years ago; can hardly wait for the Seaport to set up its Danels, so he can try his hand at it once more.

In other buildings and at other stations, the younger generation, with histories still ahead of them, have taken over. You will find a young man on the Chinese Junk *Mon Lei*, another at the Information Booth. A young lady in costume waits on you in the General Store, another will explain to you the antiques in Buckingham House, and still another acts as attendant in the Junior Museum.

Less Personal

While the Mystic Story has been personalized by such as these, young and old, the swarms of summer visitors find other improvements of a less personal nature. Hobey's Dock, all 300 feet of it, nears completion and will soon be making easier the entrance of the water-borne visitor.

Thomas Greenman House is open to visitors daily, 10:00 to 4:30, manned with volunteers corralled by the Committee.

The old ferry-boat *Brinckerhoff* is in a simulated slip, looking as if just about to take off for the opposite shore with her noisy, happy picnic parties.

Bill McGuire will cook you a hamburger or a hot dog, but you get your soft drinks, hot coffee (any way you like it), and ice cream from vending machines in the gangway.

And with the smell of the sea getting into your nostrils, it may be you will have a craving for a bit of sea food. Dave's Clam Bar has opened in an old shack on the waterfront. Dave will open the fresh clams and you will find cocktail sauce on the counter. Eat them right out of the shell and whet your appetite for dinner

The giant, complicated clock works which once ran the clock in the tower of Sheffield Scientific Hall at Yale, is installed in the Meeting House lobby, reaches from the basement to the tower clock, a full forty feet above the ground.

In the Boat Shed visitors may press a button and see the Herreshoff triple expansion engine actually operating.

As soon as it grows a little, Galley lunchers will find more privacy from a newly-planted hedge of honeysuckle; yachtsmen may come ashore and take their evening ease under the new awning over the porch and doorway of old N.Y.Y.C. Station No. 10.

And along the full extent of the property, streetside, is a 6-foot, barbed-wire top protected Cyclone fence which helps to keep the trespasser at bay.



CAVALCADE OF OLD CARS--JULY 9TH. 1955

...and The Origins of Freedom

After three previews by the critics (staff, local press, radio and TV representatives, and volunteers) the new indoctrinal film "Mystic Seaport and The Origins of Freedom" is being shown to visitors four times daily, hourly on weekends, in the beautiful new Meeting House. When the movie was first shown, the outside shutters were closed but it was very obvious this was not dark enough to do justice to the color film. So, after a hurried interview on a Thursday noon, draperies of natural monks cloth, with a lining of a special fabric which is white on one side and black on the other, were installed and in use by Saturday noon.

Unlike any other film owned and shown by any other restoration in the country, the Seaport's story was conceived and supervised by an Association director, H. H. Kynett, with the assistance and script of Curator Edouard A. Stackpole, executed by the de Frenes Company of Philadelphia, Penn. and made possible by Mr. and Mrs. Frederick Brewster of New Haven.

The musical accompaniment is but one of its unique features. Its only sound, aside from a few lines spoken by actors in the beginning, is provided by the narrator, a wind machine, and a group of musicians playing sea shanties.

Though but four musicians and four instruments were used at any one time, eight different instruments were used--a fiddle, an accordion, a flute, a clarinet, a steel guitar, a spanish guitar, a mandolin and a banjo. The musicians for the indoctrinal film had themselves to be indoctrinated at the beginning. It is typical of most modern singers or players of sea shanties that they make them too musical. They were work songs, sung by gruff men while at hard work, by men who seldom had any musical training or even ordinarily good voices. But the fiddler, the flautist and all the rest of them, soon caught the spirit of the thing, and it is our guess that at least within the bounds of Mystic Seaport, "Blow the Man Down", "Away, Rio", "Whiskey Johnnie" and "A-Roving" will be hummed and whistled oftener than "Davy Crockett".

Whaleboat Away

One hundred and fourteen years ago this month, when the *Morgan* sailed out of New Bedford on her maiden voyage, the Mystic River was already one of the busy whaling ports of the United States. Though one of the smaller ports (compared with once-great Nantucket, in 1841 with New Bedford or New London) the busy little port registered as many as 24 vessels active in the business, besides a sizeable fleet of steamers, coastwise schooners, fishing vessels and small craft.

In view of such a history, it may seem strange that when a descendant of Nantucket whalemen fitted out and launched at Mystic one of the *Morgan*'s rebuilt boats and sailed it across to Fishers Island and back, it was probably the first time in history that such a sight has been seen on Mystic River. The reason, of course, is that it is unlikely that the whaleboats sailed or rowed in the waters of their own ports, unless briefly at the yards where they were built, in trial runs.

The history-making run across to Fishers Island was repeated many times subsequently by the boat-header and his crew of six husky high school boys, including his own son, Benny. Now that school has closed, the whaleboat raids across the Sound are less frequent.

Unlike the whaleboat crews of 114 years ago, this boat crew has largely dispersed for the summer--off to more remunerative jobs or summer vacations with their families. Mate Edouard A. Stackpole, however, plods along at his port activity as Curator of Mystic Seaport.



THE FULLY EQUIPPED BOAT MAKES AN INTERESTING EXHIBIT, FLOATING ALONGSIDE THE MOTHER SHIP, AND ADDS TO THE NEW LIFE-LIKE LOOK OF THE SEAPORT

The World We Live In

The outdoor presentation of *Life* Magazine's great science series, "The World We Live In", was an outstanding success on June 28th, as the Seaport's first outdoor event of the season. Presented in "Tanglewood" style (which means that you bring your own chair, camp stool, cushion or blanket) the event drew more than 500 persons. Girl Scout Mariners from three states acted as "ushers". Currently undergoing training on the ship *Joseph Conrad*, the girls in blue registered from Connecticut, New Jersey and Virginia.

Presented by one hard-working technician (Bob Miller), using rear projection and operating three film-strip machines and one movie projector, all synchronized, at times a 30 ft. picture completely filled the wide rubber screen. Commentator David Hardy, with his native Irish humor, made what might so easily have been a stodgy, dull 90 minutes of science come alive for his audience and kept the 500 happy in spite of the damp ground, a heavy dew and an unseasonal chill in the air. He advised the immediate sale of waterfront property, warning the prudent property owner that in 20,000 years the Atlantic Ocean will have risen 100 feet from the melting Arctic Ice Cap. Projectionist Bob Miller had his own audience. During a short intermission and immediately following the showing, the crowd swarmed "backstage" to see how it all was done. David Hardy had already assured them it was not done with mirrors, but with buttons.

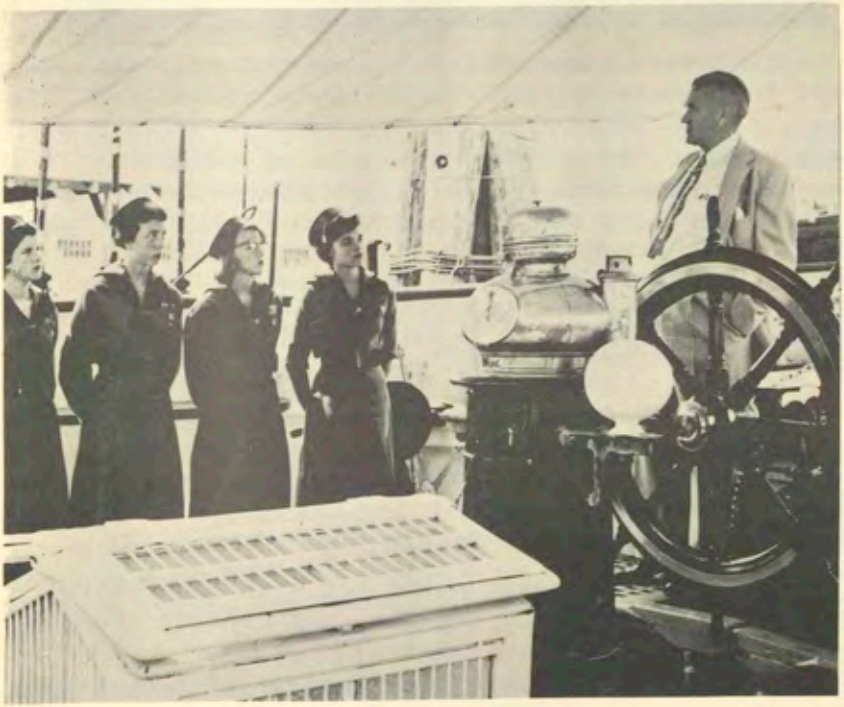
Technical difficulties beset the presentation. A down-pour in mid-afternoon brought a flood of telephone calls to inquire if the event would go on and of course, dampened the ground. An unwisely scheduled "coffee break" gave just time enough for the projection equipment to cool off, so that when the heat came on again, equipment and slides were dripping condensation. Hardy covered it all with such ease and good humor that the difficulties were scarcely noticed by the audience. All in all it was, perhaps, the most unique event ever given at Mystic Seaport.

Memorials

On Saturday, June 25th, the deck of the ship *Joseph Conrad* was the scene of a brief, but touching, ceremony which had a counterpart in far-off Copenhagen on the same day.

First suggested by Charles S. Porsvig, a graduate of the Danish Training Ship *Georg Stage* (later to become the training ship *Joseph Conrad*) the ceremony memorialized the one tragedy in the life of the 73-year-old ship--her sinking 50 years ago when rammed by a British collier off Copenhagen, a catastrophe which carried off the lives of 22 young Danish cadets. (See *Log*, Vol. 6, No. 1).

Chief participant in the ceremony was John Cosmus Braestrup of Scarsdale, N.Y., whose father once commanded the *Stage*, but at the time of the disaster was Superintendent of the Danish Naval Academy and Vice-Foreman of the *Stage*'s Board of Control. He it was who first carried the sad news to the families of the 22 boys.



»Georg Stage«-Katastrofen mindet



At the same time a similar ceremony was being enacted in Denmark by the organization known as "The Old Boys", former *Georg Stage* cadets. The caption in Danish explains that the ceremony was held on the deck of the new school ship *Georg Stage* at the place of the disaster 50 years ago, the Holland Deep in the Baltic, when the cadet ship sank with the loss of 22 lives. Captain Brettschneider, Foreman for the "Old Georg Stage Boys" is shown throwing a memorial wreath. A number of survivors of the disaster were present and are shown in the picture. Captain L. Jorgensen read the names of the 22 who were lost and then Commander N. Jule Brockdorff made a short speech. In a similar ceremony, the caption goes on, the Danish flag went to half-mast on the old *Georg Stage*, now at the Marine Museum in the small American town of Mystic, Connecticut.

Mr. and Mrs. Braestrup lunched with the cadets on the *Conrad*, also from Scarsdale, and he told them the dramatic story of the sinking fifty years ago as he had often heard it told by his father--of the heroism

of Mate Myhre and Captain Brun. Then, as the full complement of the vessel lined the rail on the quarter deck, the American flag was hauled down, the Danish flag run up in its place, taps was sounded by Barbara Orkney, and Mrs. Braestrup cast a memorial spray of carnations upon the waters of Mystic River.

John Cosmus Braestrup, himself, is an ardent supporter of Mystic Seaport, recalls that his charities began in his childhood. While his father was away cruising on the *Georg Stage*, his mother read to him, one day, the news story in a Copenhagen paper that the King had been robbed. Young Braestrup promptly took his piggy bank and went to the Palace. A sentry told him that the King was not giving audiences that day, but that he would report the call and his offer of financial assistance. Five-year-old Braestrup did not know the word "audience", but the sentry explained it to him, kept good his promise to report the offer to the King.

The Danish court did not forget the generosity of the youthful social worker; years later made possible a meeting between him (now a U.S. citizen) and Ruth Bryan Rohde on the subject of stateless persons in the U.N.

Ingenious, gadget-minded, Association Director Edwin Pugsley has rigged up a model of the old Sheffield Hall Clock Works for the use of workmen installing the clock works and for the interest of visitors. Using old bicycle chain and the innards of a coca-cola vending machine, he has made a working model of the intricate clock works. Mounted on a plywood panel, a weight automatically starts the winding mechanism at the bottom to raise itself to the top, where again it automatically shuts off the winding mechanism and falls by its own weight. Then the process starts all over again, in a new version of perpetual motion.

The carved eagle in the Meeting House, attributed to William Rush, circa 1824, has an eight-foot spread; a century ago it decorated the sternboard of the U.S. Frigate *Pennsylvania*. Designed by the famous Samuel Humphreys, she was the largest man-of-war designed up to 1822. Her career was a brief twenty-five years. Launched in 1837, she was burned in 1861 at Norfolk Navy Yard to prevent her falling into the hands of the Confederates. A model of the *Pennsylvania* has been added to the Kynett Collection. The model (as did the vessel) has 120 guns.

Munson Institute

The Frank C. Munson Memorial Institute of American Maritime History opened on July 11th with a round of greetings from Mystic Seaport executives, introductions of the teaching staff by Director of the Institute, Edouard A. Stackpole, and self-introductions by the students. Dr. Robert G. Albion, Gardiner Professor of Oceanic History, Harvard University, then introduced his assistants--Dr. Byron Fairchild, Office of the Chief of Military History, Washington, D.C., and Professor John H. Kemble, Head of the History Department, Pomona College, Claremont, Cal.

That evening the first of the five weeks series of Monday-through-Thursday evening lectures opened with Admiral Edward L. Cochrane, Vice President for industrial and governmental relations at Massachusetts Institute of Technology, speaking on the subject "The Role of the Ship".

The Association had extended as a privilege to members admission to the evening lectures and 85-100 heard Admiral Cochrane's talk. The following evening Dr. Albion, himself, took the rostrum with the subject "The American Seafaring Tradition", and an equal number attended.

The opening evening the Institute could boast an Admiral on the platform, another in the audience, and a third in the student body. Listening to Admiral Cochrane were Admiral Calvin Durgan, USN (Ret.), a guest of Mr. O. P. Robinson, Jr., Senior Vice-President of General Dynamics Corporation (submarines), and Rear Admiral John D. Hayes, USN (Ret.) of the student body.

The students represented a good cross-section of interest in maritime history--teachers, museum workers, writers, and mere ship enthusiasts--all graduates of colleges from Maine to California. One student, John Britton, brought his own accommodations, a 30 ft. sloop. Another, Howard G. MacMillan, salvaged a wreck and sold its cargo of coal to meet his expenses, while a third Karl Ribar, (a late registrant) is a graduate of the Military College in Strass, Austria-Hungary, of the Architectural College in Sarajeva, Yugoslavia, and of the Royal Naval Academy in Dubrovnik, Yugoslavia.

Reason for Ribar's late registration: his registration blank was late in reaching him. He wrote his apology: "My work is on the sea and I am not often home." His background is typical of the qualifications of the entire student body; for if their work is not on the sea, their thoughts are.

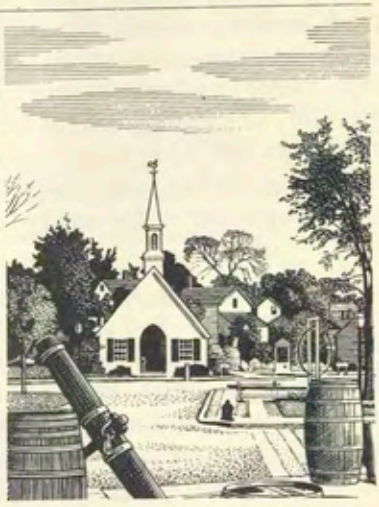
IN MEMORIAM

CORA MALLORY MUNSON
1877--1955

Benefactress of Mystic Seaport

and

Founder of
THE MUNSON INSTITUTE
of
AMERICAN MARITIME HISTORY



Fishtown Chapel opened its season Sunday, July 3rd, at 5:00 p.m. with a Musical Vesper, the Reverend John de Sousa, Chaplain to the Association, in charge of the service. Miss Dorothy Stokes, organist at First Church of Christ in New London, was at the organ.

The usual order of service was abandoned by Chaplain de Sousa. Instead, Mary Langdon, Mystic contralto, and Mr. de Sousa alternated in a series of five solos interspersed with meditations and readings. The Lord's Prayer and Twenty-Third Psalm preceded Malotte's musical versions; a meditation upon the scripture "I will lift up mine eyes unto the hills..." was followed by Harker's "How Beautiful Upon the Mountains"; and the other meditations and musical numbers were as appropriately joined. It was a novel, and effective, idea and gave a spiritual impact to the service seldom achieved.

Weekly vespers will be held until the Labor Day weekend.

The Quality of Youth

Perhaps a little on the better side, but almost typical of those groups participating in the Youth Training Program at Mystic Seaport are instances of Preparation, Performance and Leadership.

To raise money for their "cruise" a group from Hamilton, Ohio sold candy, scrap paper and old newspapers, ran a carnival and exhausted their personal savings. They bought packages containing each seven packets of Life Savers at 17½¢ a package, sold them at 35¢. Their carnival included a covered dish supper, mostly of donated food, sales of home-made pot holders, and needlework.

Another group (from the Greater New York Council) selected 31 girls from 80 applicants. They represented four boros, seven Mariner "ships". In order to qualify they had to get together with their leaders at least six times before departure, or they were dropped out. On the training ship at Mystic they organized their own port and starboard watches, under excellent leaders. Their interest and their deportment was so outstanding that they were formally commended to the Executives of their Council.

Miss Janet Quackenbush, leader of another group from Goshen, N.Y. is a Red Cross First Aid and Life Saving certificates holder. Now a sophomore at McGill University, she has been to Mystic before, when she herself was a Mariner undergoing ship training. Last summer she was sent by Girl Scout National Headquarters to Europe as a good-will ambassador and while there attended the International Youth Congress in Sweden as official representative of the United States. In 1953 she represented New York State at Cody, Wyoming, in somewhat the same capacity at an all-States Convention of Girl Scouts. The week before she came to Mystic as a leader in the current season, she was leading a Senior Girl Scout primitive camping expedition in Vermont at Katharine Hammett's Camp Derrybrook.

We hear a good deal of juvenile delinquency, too little of juvenile rectitude. Such examples as these are on the brighter, less publicized, side.



GIRL SCOUT MARINERS LEAVE FISHERS ISLAND COAST GUARD STATION--ONE OF THE EDUCATIONAL VISITS OF A REGULAR 'ADMIRAL JIM' LAUNCH TRIP.

Tex (Toggers Boyd) Ziegler has spent most of his young life as The Flying Trader of Alaska, maintains an Eskimo outpost general store at Igloo, lectured on his exploits for the Seaport two years ago.

Now in the States on a kind of sabbatical making TV films, and another adventurous exploit in South America, he took another kind of sabbatical on June 18th, and got himself married to young and pretty Marilyn Viola Hornbeck at Port Jervis, N.Y., headed straight for Mystic Seaport on his honeymoon.

An apologetic staff recalled his invitation, now of two years standing, to use his New York apartment at any time, regretted that the occasion had not yet offered, then changed its mind... after hearing the following story:

Recently, but prior to June 18, Tex entered his own apartment late one night and found an odd assortment of guests--all beds occupied by five of his men-friends sleeping (one of them Sasha Siemel, another Seaport lecturer), most of them with long beards. In the fireplace, caged in by the fire-screen, was a family of skunks (deodorized) awaiting a natural history TV appearance. Chained to the table leg was a South American civet cat. The bath tub was occupied by a stranger monster, the identity of which we have forgotten, except that he described it as having "hind feet like an elephant's, and a long snout."

We'll take the Park Chambers in 58th Street!

Robin Hood--1824-1861

The *Robin Hood* of Mystic? She was, like Nat Palmer, of all the world. This vagabond wandered the seas for thirty-seven years, took cargo wherever she could find it, and came to end torn between loyalty to her Northern birthright and her affection for the South.

She was built at South Boston by Lot Wheelwright--an odd name for a shipwright. She had two decks, a square stern and a billet head. She measured 113 ft. 9 in. in length, 27 ft. 10 in. in breadth, and 13 ft. 9 in. in depth. She registered 395 27/95 tons.

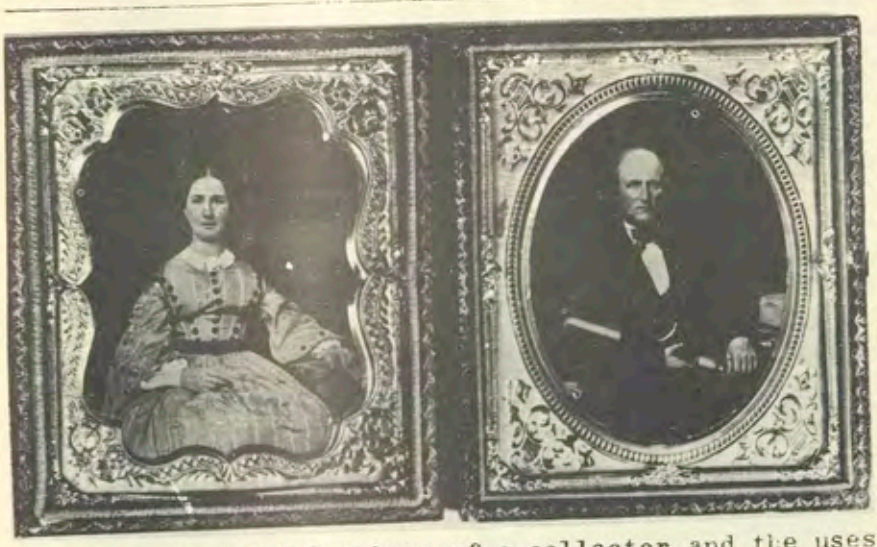
In her busy career she carried cotton to Liverpool and Havre de Grace, Spanish troops to Mexico, coffee to St. Ubes, salt to Boston, rice to Copenhagen, iron to Gothenberg, lumber to Havana, sugar to Antwerp, mixed cargo to Sumatra, pepper to Leghorn, oil to Mystic and finally stone to Charleston.

In 1845 she came under the ownership of Charles Mallory of Mystic and went hunting whales in the Okhotsk and on the Northwest Coast. She brought back 3600 barrels of oil from that voyage and is credited by some as having discovered the rich whaling grounds there. But Dr. E. Lee Dorset of Webster Groves, Missouri, a student and log-book collector, rightfully claims that honor for several other ships--the French whaler *Asia* in 1843, and, probably the same year, the American whalers *Herkules* and *James* of New Bedford, and the *Huntville*, Capt. George A. Coville. But the *Robin Hood* thereafter made five more voyages as a whaler for her Mystic owner, the last to the Indian Ocean.

In 1861 she was chosen to do service in the cause of the Union. As one of the "stone fleet" she was loaded with New England stone and sunk in the harbor of Charleston to prevent the Southern blockade runners from getting out to sea. Loaded with sails of the other stone ships, she was set afire by her crew in hope of providing the rebels with an impressive display of Northern determination, but the reluctant *Robin Hood*, back in the port from which she had first set forth on business, gave out only a cloud of smoke,

refused to blaze; and the hoped-for display was a failure. Her's was a busy life; a lesson in American enterprise.

Ed. note: Four of the Robin Hood's logs--of voyages 1828-29 to Liverpool and Havana, 1832-33 to Hamburg, St. Ubes, Copenhagen, Gothenburg, Havana, Antwerp; 1834-36 to Sumatra, Leghorn; and 1845-48 (2 vols.) to the Okhotsk Sea--have been recently acquired by purchase with funds from the Kynett Collection, will be distributed as an Association publication in the near future. The Association has, for a long time, owned the log of 1858-61, whaling at the Crozets, New Zealand



Both the satisfactions of a collector and the uses of a museum are hinted at in the two Daguerrotypes pictured above. They are the recent gift of Mrs. Charles J. Pierce of Groton, Conn., and are of Captain John Bolles and his wife, Nancy Chapman Bolles. The recent accessions fit nicely into the jig-saw puzzle of history now taking shape in Mystic Seaport archives and more particularly, into the personal records of a whaling captain and his wife.

She was the collector for a large display case of sea shells which have long been a prominent item in the Harwood Collection at Mystic. He was the writer

of a pathetic, yet amusing journal, which was for years on display in the Stillman Building.

Tuesday. Sept. 9th. 1856

All through these 24 hours very pleasant and light breezes from E.N.E. heading N. and S.E. A barque in sight to the leward. Lat. Obs. 23.39 S. Oh dear this is very hard times very pleasant weather and no whale and no prospect of any and very little oil in the ship. Oh what shall wee do the worms eating up the botom and the people the top and I am groing poor every day.

Thursday. Sept. 11th. 1856

All these 24 hours pleasant breezes from N.E. heading on oposite tacks. Saw fin backs. So ends this day. Lat. 23.51 S. Long. 48.35 E. This day my mother's unfortunate Son John is thirty six years of Age and when he comes to look and see what an unprofitable and useless life he has led it almost causes him to blush with Shame. 36 years of Sin and Guilt and have done so very little for the good of my fellow beings that my place had beter ben filled by A better man yet I feel anxious to linger out A few more years and am in hopes of thare being a change for the better for I am sure that I cannot easily change for the worse. The greatest trouble with mee at present is the want of whales to fill up Mr. Robinson's old Sugar box. the Minerva Smyth of New Bedford.

Captain John Bolles and "Mr. Robinson's old Sugar box" had not so much to complain of as might seem by reading his jeremiad. He had already sent home from Fayal, 2,175 gals. Sperm Oil and later, after 21 months at sea, brought home in his own ship 1,307 barrels more--a tolerable voyage.

His luck, however, while cruising off Madagascar at this particular time was not good. On the 22nd he lost two whales, one by sinking, the other by getting away after being fast.

And on October 7th he writes:

At 9 p.m. George Belain departed this life after an ilness of about 20 days. The last time he was taken down he having ben sick from the first of December

1855 untill the first of May 1856 with what I suposed to bee the consumption, but he did partialy recover so that he was about the Ship and asisted the Stuard untill within the last 20 days. At 8½ A.M. comit his body to the deep and sold what few things he had at auction. Later part light breeze from S. heading W.S.W. Lat. 30.21 Long. 40.00 E.

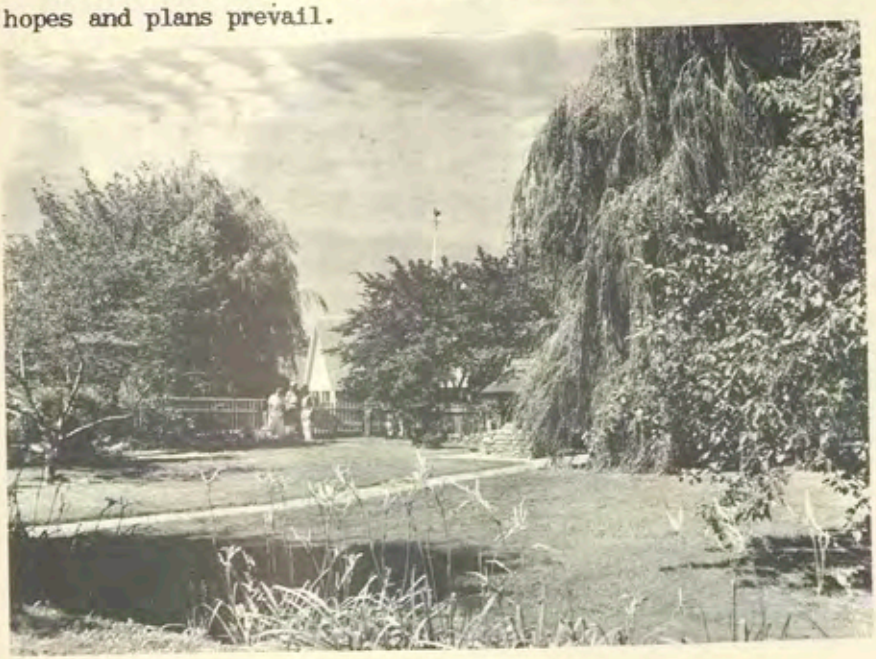
Captain John and his wife, Nancy, were from Groton, Conn. He is to be found again in the ship *Alert*, 1852 and in the New London schooner *Charles Colgate*, 1867-69.

The Captain's Garden

The Captain's Garden was one of the first to proclaim Spring in spite of chilly days. This Summer and Fall it should be in its full glory. Visitors of other days will miss a cherished friend. The Ancient European birch tree that stood in beauty and majesty--is gone.

"It would be wonderful if that tree could be replaced," said James Fanning, Landscape Architect of Mystic Seaport. "Its loss has left a gap in the basic plan of the Garden."

A sturdier European birch will replace it, and carry on, if hopes and plans prevail.



Dr. Ernest K. Thomas, internationally known horticulturist, is coming to the Seaport to give a Birch Tree Benefit. He will talk on his 1955 Spring Garden Tour of European Gardens, showing his colored slides taken in Holland, Belgium, France and England. At the moment, his limited group of people, who love flowers and the gardens in which they grow, are enjoying many private gardens and estates, usually available only to personal friends.

Dr. Thomas, born in England, had his early training at Kew Gardens. He is executive secretary of the Rhode Island Horticultural Society; Fellow of the Royal Horticultural Society of London; and Director of the American Horticultural Council. And as a photographer of flowers, he assuredly is headed for an Oscar.

The Captain's Garden is intended to reproduce a garden of the period with which the Seaport is chiefly concerned--and of illustrating the influence of imported plants upon American gardens and American horticulture.

And it is a spot where visitors may stroll, or sit in quiet and simply enjoy the out-of-doors, as the original owner of the garden might have done a hundred years ago.

Mrs. G. W. Blunt White, chairman of the Committee of Local Director's Wives, heads the Sponsoring Committee.

BY LOIS STILLMAN

Mrs. Clifford D. Mallory returned from her Spring Gardens tour of Europe filled with enthusiasm for the flowering bulbs that she had seen at the height of their glory in Holland and, remembering the Seaport, immediately began making plans to bring us some of the lovely things for next Spring.

Mrs. Robert P. Anderson, who has also done pleasant things for the Seaport in the past, was struck by the same idea at about the same time, and is contributing another batch of bulbs to add to next year's display.

All this has placed Landscape Architect James Fanning in the position of being pretty much snowed under by a profusion of riches, but he has promised both ladies that their gifts will not only be gratefully received, but will be used to best advantage for the growing beauty of the Seaport grounds.

Variable Winds

Commander Irving Johnson's brigantine *Yankee* is making weekly appearances at Mystic again, after her around-the-world cruise of 18 months. One of the few remaining skippers of wind-ships, Commander Johnson opens our Fall and Winter lecture series, "Mystic Seaport Adventures", on September 23rd, with the illustrated story of his latest voyage. He was also one of the special lecturers in the Munson Institute series.

In the first few days of May, Herrick Herrick, a producer at present working out of New Haven, with co-producer Robert Belcher and camera man Harold Coffin, began work on a 16mm. color film with Mystic Seaport background, to be used as a test strip for a Disneyland short. It is hoped the sequence will be a part of a new series, "I want to be a Sea Captain". Others in the series: "I want to be a Fireman", "I want to be a Railroad Engineer." Octogenarian (Mr. Mystic) Jeremiah Holmes took the part of a Sea Captain. Young Christopher Stackpole took the part of his grandson.

Francis R. Sullivan, Audio-Visual Director at Willimantic State Teachers College, has been working in and out of the Museum recently, taking a set of colored slides which will later be made into film strip for distribution to the public schools of Connecticut. Geared to ages 10 to 14, the film will be accompanied by sea shanties, ships' bells and a commentary by MacDonald Steers. The recording of narration and sound began on June 27th. The film will serve as preparatory material to schools intending to visit the Seaport.

Henry Fedus, Seaport electrician, and a friend went clamming the other day. As Henry got knee-deep in the water he realized he still had on his self-winding, waterproof, latest-model wrist watch. So he took it off, placed it carefully on a rock nearby and resumed his clamming. Suddenly they noticed a fight overhead between two gulls... You've guessed it. They were fighting over Henry's bright new watch! One of them got it, flew out to sea.

Karl Burger of Flushing, L.I. is with the U.S. Information Agency, "The Voice of America". He has been using the Seaport in connection with a radio script, one of a series called "Viewing America", which will be beamed to Germany. He read about our 25th anniversary over a year ago and conceived the idea of the script, but did not want to come in the summer when so many people would be cluttering up his camera, nor in the winter when it would be too cold to work comfortably; so chose the spring. The spot Mystic Seaport will have in the series will be about fifteen minutes.

Under the auspices of the local Directors' Wives, a new type of membership is available to juniors up to 12 years of age. The annual fee is $1 and carries with it a membership card and the privilege of unlimited admission to the grounds. Miss Evelyn Hanley, attendant at the Junior Museum, is handling the new memberships and they are not available elsewhere. Another project of the Directors' Wives, has been the placing of flowers in the Museum buildings, accomplished by arrangements contributed by members of the local garden clubs.

The 1955 Memorial Day weekend recorded more than 2,000 visitors; the largest in history for that time of year. In May also came flocks of school groups. Among the more newsworthy: the Waterville, Maine, High School Band which spent the night with members of the local (Fitch) high school band, three hours at Mystic Seaport, and the rest of the time sight-seeing elsewhere and in giving joint concerts with the local high school band. Miss Porter's School (Farmington, Conn.) sent sixty seven girls with eight leaders for a day at the Seaport.

The new arrangement on the *Brinckerhoff* releases the "uptown" Galley from the burden of picnic parties; gives the "carriage trade" some peace while eating and the school and camp groups the thrill of a picnic aboard a ferry-boat.

First yacht of the season (now almost forgotten in the increasing dock activity) was *Winnie of Bourne*, a yawl owned by John J. Parkinson, Jr. She tied up in mid-April, enroute from Cape Cod to New York to be shipped to Stockholm for the 150th anniversary races in the Baltic and for the race homeward sponsored by the Royal Swedish Yacht Club. *Winnie* was in the Bermuda Race of 1954.

The news of the death of Allan Forbes in Boston reached us on July 11th, opening day of the Munson Institute. Flags were promptly put at half-staff in honor of a man who has been for many years a member of the Board of Directors of the Association. A week later flags were again at half-mast for a member of the Advisory Committee -Malcolm Chace.

If your *Log* is late in reaching you, it is because of dire warnings from the July issue of the magazine *Horoscope*. In the department known as "This Month's Planet's Over Nations" it is reported: "Mystic, Connecticut, will find Mars opposing its meridian this month. This warns against serious fires, as both Pluto and Mars are of the element fire. But such an opposition of Mars can also time serious and violent political dissension, possibly even scandal." *Ed. Note: The only serious fire was that blazing down from overhead, causing only the usual minor dissensions, the usual minor scandals.*

At a parade of fire apparatus in Glastonbury, Conn., Saturday, June 18, Mystic Seaport's "Old Reliance" (hand-drawn, hand-pumped engine 1837) took first prize as the oldest piece of equipment in the parade.

Life Magazine was present several days in June, taking pictures of museum pieces for their Americana series.

Look for *Look*, issue of August 9th, in which the story of *Brilliant* cruises will be a feature.

The seven branches in the New London area, of the Hartford National Bank & Trust Company, are currently distributing in the monthly depositors' bank statements, 8,000 of the new Mystic Seaport folders. A local food store is also distributing folders in the shopping bags.

If you were not watching *Today* (Dave Garroway) at either 7:45 or 8:45 E.D.S.T. on July 21st you did not see action shots of the *Brilliant* and *Conrad* programs, as well as views of the Seaport.

Those who attended the outdoor Square Dance (July 22nd) which was held on the green by the Mystic River, agreed it was a delightful spot for such an event. Ralph Sweet, one of Connecticut's favorite callers and Lois Chesebrough (amateur) alternated to give the dancers continuous dancing.

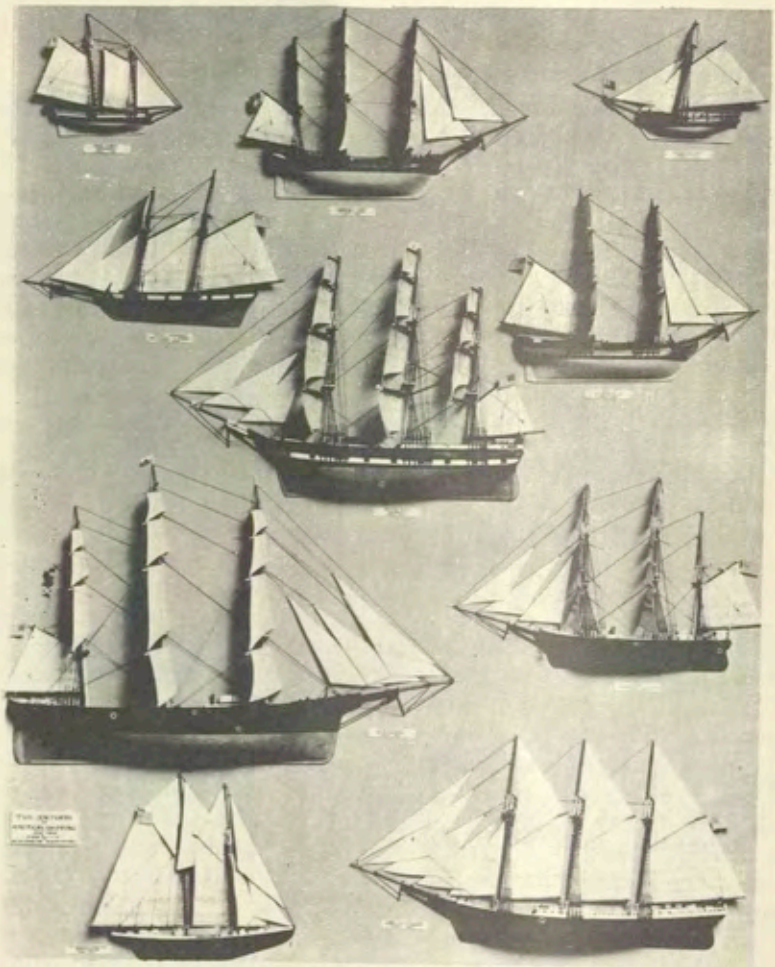
A gift of a truck-load of furniture from her family home, Linden Hall, by Miss Elise Owen, provided the first, temporary furnishings for the Meeting House and many prized pieces for the general collection. Victorian Linden Hall, with its frescoed and moulded ceilings, and its chandelier clusters of oil lamps, for almost a century, has been one of Stonington's show places. The new owners plan to keep it so.

There were so many letters and there is so much confusion in the matter of the *Lawson*'s sails and their names, resulting from an article in the last *Log*, that a bemused and distraught Editor prefers to handle them individually. In general it appears to be a matter of nomenclature, and there the differences lie. According to some, there may be a topmast stay without a topmast staysail on the forward mast; depending whether or not you prefer to call that sail a headsail. The record shows that experts disagree as to the listing of sails; that even Arthur Crowley, her first Master, variously called the masts by different names.

Inspired by the cover and article in your last *Log* on the tune and the ship named for the national woodsman-Indian fighter-hero "Davy Crockett", Joseph W. Spencer has lent to the Museum a number of articles closely related to the ship and her Captain, Joseph

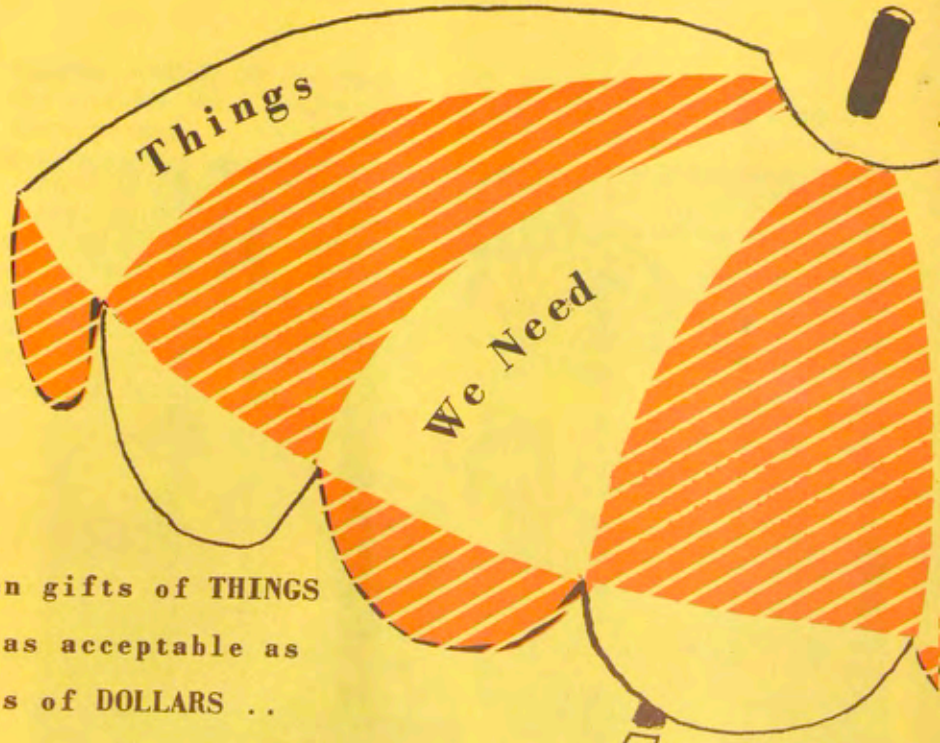
Spencer, father of the donor. The articles are a ship's carpenter's gauge, a serving mallet, sextant, account book and oil painting. The account book covers the voyage New York to San Francisco in 1858 and that from Liverpool to Aden and Bombay in 1855. The *Crockett* was a 3-decker, built for the New York-Liverpool Packet Line costing $93,000.

On Sunday, June 26th, the annual Press Party was held--the Seaport's way of thanking the representatives of co-operating newspapers, radio and television stations. After viewing the film "Mystic Seaport and the Origins of Freedom" the group found refreshments awaiting them in N.Y.Y.C. Station No. 10.



200 YEARS OF AMERICAN SHIPPING 1700-1900
PLAQUE MADE BY RICHARD ORR FOR LEWIS MC CARTHY OF NEWCASTLE, N.H.





Often gifts of THINGS are as acceptable as gifts of DOLLARS ..

THE MEETING HOUSE WILL SOON BE NEEDING
An electric organ
An apartment grand piano

THE CHAPEL NEEDS
A silver or pewter baptismal font
(excellent idea for a memorial)
A church register

THE SHIPS NEED
A gasoline driven bilge pump
(Gorham-Rupp)

THE OFFICE NEEDS
A photo-copier
A new large-print typewriter
(1/4 inch capital letters)

We don't *really need* but 'twould be nice--a water cooler



The Marine Historical Association, Incorporated
Mystic, Connecticut

Schedule of Events
for
ANNUAL MEETING DAY, SATURDAY, AUGUST 13, 1955

10:00 a.m. Meeting of the Board of Directors.

11:30 a.m. Dedication of Hobey's Dock.

11:45 a.m. Organ Concert, Meeting House.

12:00 noon DEDICATION OF MEETING HOUSE.
(Formerly The Seventh Day Baptist Church of Greenmanville)

Officials and the Choir of The Pawcatuck Seventh Day Baptist Church will take part in the dedication ceremonies.

12:30 p.m. LUNCHEON ($2.00, by advance reservation only)

2:00 p.m. TWENTY SIXTH ANNUAL MEETING OF MEMBERS

Speaker: Rear Admiral Edmond J. Moran (U.S.N. Ret.)

Member of Advisory Committee for Mystic Seaport; President, Moran Towing & Transportation Co., Inc., Seaboard Shipping Corporation and the Maritime Association of the Port of New York.

"The American Merchant Marine During National Emergency"

4:00 p.m. Meeting of newly-elected Board of Directors.

PLEASE SEE OTHER SIDE OF THIS SHEET

SPECIAL SUMMER HALF-PRICE SALE . . . . .

of publications of The Marine Historical Association, Inc.	Price	Now
( ) The Great Coal Schooners of New England--Parker	$2.00	$1.00
( ) George B. Wendell, Clipper Ship Master--(Cutler, Editor)	2.50	1.25
( ) The "White Star" Journal--(published weekly on board ship)	2.00	1.00
( ) Five Hundred Sailing Records--Cutler	3.00	1.50
( ) The "Champion of the Seas" Times--(published weekly on board ship)	2.00	1.00
( ) Pieter Holm and His Tobacco Box--Crone	1.00	.50
( ) White Mist to Rio--White	1.00	.50
( ) Captain Prescott and the Opium Smugglers	2.00	1.00

I have checked those I wish and enclose

my check for $ payable to The

Marine Historical Association, Inc.

Name _____

Street _____

City _____ Zone__ State____