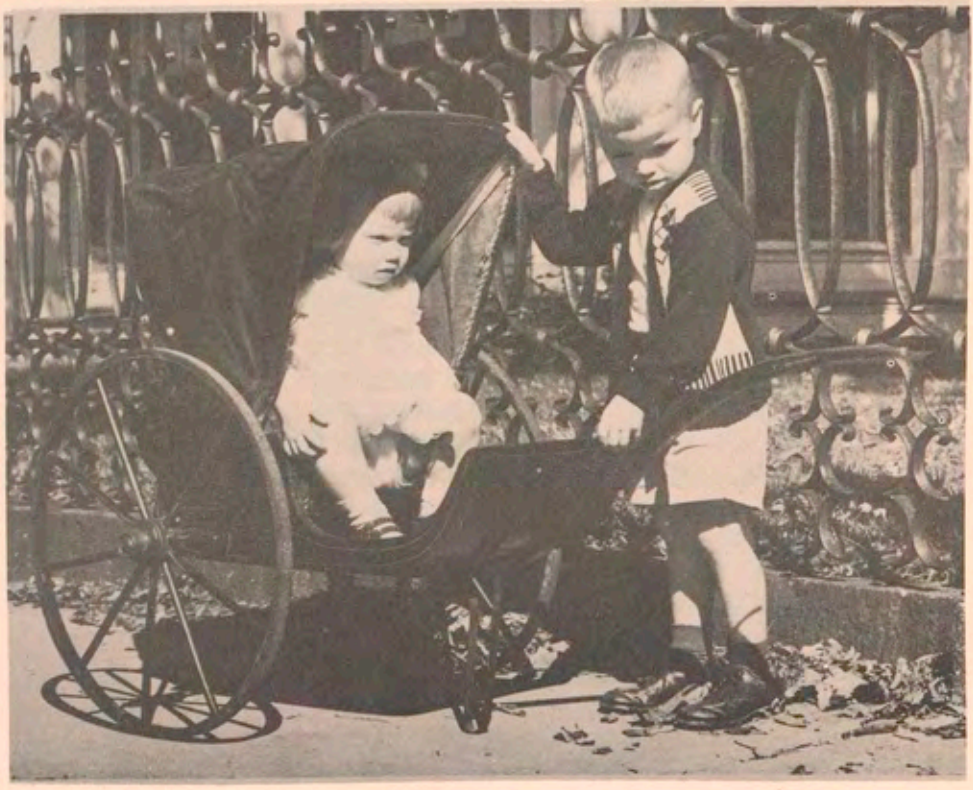
The Log of Mystic Seaport

Volume 7 No. 4

Fall 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

When Captain Riley Sweet was a mere moppet, he was pushed around the whaling port of New London, Connecticut in the two wheel baby carriage shown on our cover. That was in 1810, or as soon thereafter as he was able to sit alone. How many generations of infants have slumped over to sleep in its green oil-cloth interior since that time, is unknown; but it is safe to say its two iron tires have rattled and jolted over many a cobble-stone, its black oil-cloth top has been raised against many a summer sun and squall of rain.

It is a museum piece in every sense of the word. It has had tender care through its 145 years of existence. The top still raises and lowers. The red rose and leaf decorations on its body are still complete, though not fresh; the red and yellow pin stripes on body and wheel-spokes are still unscarred.

Now a part of the furnishings of Buckingham House, the carriage was the gift of Mr. Henkle S. Scott of New London, a grand-son of Captain Sweet.

The rickshaw boy is David Denison, his passenger his sister Deborah--son and daughter of Oliver Denison III, Seaport Accountant.



"This be the verse you grave for me:
Here he lies where he longed to be;
Home is the sailor, home from sea,
And the hunter home from the hill."

The epitaph is almost as famous as the author who wrote it, and every school-child, who knows Jim Hawkins, Long John Silver and Squire Trelawney, has had to learn the lines at some time.

In the photograph above, Robert Louis Stevenson is dictating one of his last stories to his step-daughter, Mrs. Isobel Strong Field, at his home, Vailima — in Samoa. The photograph itself hung on the wall to the right, just out of the picture, along with the author's collection of Samoan war implements. The pistols on the wall were a gift to Stevenson of the poet, W.E. Henley, and are now a prized possession of the Century Club in New York.

Mrs. Field's son, Austin Strong, became the famous playwright who wrote "Seventh Heaven" and "Three Wise Fools". His widow has just presented to the Museum the remainder of the collection.

The collection numbers thirty South Seas war implements and other oddities collected by the author on his travels. Three spy-glasses are included; one of them used by him on the schooner *Equator*, an account of which voyage he wrote. Another was used on his voyage to the Gilbert Islands which resulted in his well-known "Footnote to History". There are shark's tooth swords of varying sizes, shapes and kinds; one so tiny it must have been the fore-runner of the switch-blade knife.

The acquisition of the collection contributes much to the literary flavor of Mystic Seaport, as it already has similar collections which belonged to Booth Tarkington and Richard Henry Dana.

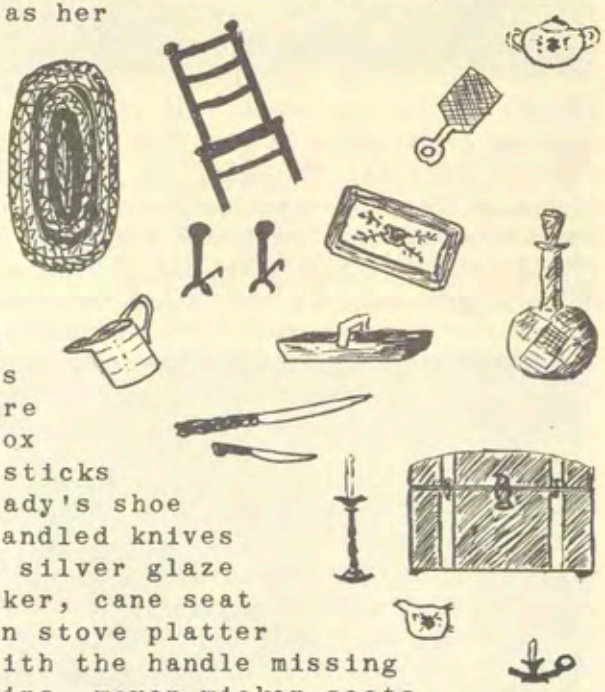


George H. Stone, proprietor for many years of the general store now an exhibit at Mystic Seaport, has a natural flair for commodity prices. His memoirs, now running in The Westerly (R.I.) Sun, tell that his mother's boarding house offered board at $4 a week, including washing and mending. A suit of clothes was $20, flour 60¢ for a 24½ lb. bag, loin of fresh pork 6¢ a pound and sugar twenty-five pounds for $1. He was

the youngest merchant in town at the age of fourteen; his commercial empire a building 6 x 8 ft. in his father's back yard. That was in 1903. His store, now open from 9 to 5, was then open 7 a.m. to 10 or 11 every night. But in 1903 the average wage for a man was $9 for a week of 10-hour days. Men and dollars had more lasting qualities in those days; like the George H. Stone General Store, now in continuous operation for 52 years, and still going.

TREASURES

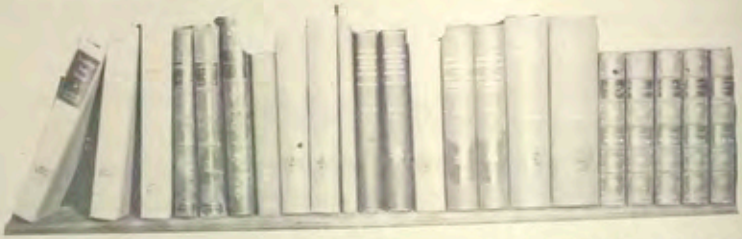
Any housewife would know (but few others) the multiplicity of her kitchen and other household needs. Suppose, for instance, a sudden catastrophe had wiped out her possessions. She would have lost such treasures and necessities as her



tin tray
snuff box
braided rug
napkin press
food chopper
butter mould
butter paddle
leather trunk
ironing board
fire place peel
pair of andirons
tin quart measure
kitchen knife box
3 brass candle sticks
wood last for lady's shoe
bone and wood handled knives
sugar bowl with silver glaze
1 slat-back rocker, cane seat
blue-rimmed iron stove platter
cream pitcher with the handle missing
3 slat-back chairs, woven wicker seats
kitchen table, dropleaf with drawer in one end
2 cut-glass decanters with ornamental stoppers

The list, as anyone can see, is but a beginning. It would go on for pages, and the memory of the loss

of her treasures would go on for the years of her lifetime. But in one happy case no such loss occurred. The list here given is but a partial listing of some sixty-three items presented by Elmer Keith for Edwards House at Mystic Seaport which must be shortly opened and which, of course, must be properly furnished for the approval of visiting housewives.



Worthy of your reading, if you have the digestive apparatus for 523 pages of historical novel, is "Jonathan Eagle", by Alexander Laing (Little, Brown). It's somewhat about Stonington in the days of the turbulent Federalist period. But mostly, strange and foreign scenes flip before the eyes and disappear like the credit lines on your TV screen, and with about as much effect. The first 75 pages, the real Stonington people and places in them, taken with a generous dash of Mystic Seaport, would establish the fundamental atmosphere of the typical small New England seafaring town, and of America itself. The widow Mallory goes out in a rowboat in the early hours of morning to get food for her undernourished family, only to fish from the sea another mouth to feed--an abandoned waif, Jonathan Eagle. The eaglet's adventures provide the rest of the story as he develops into the full-grown symbol of America.

Old (1946) but choice, and as unusual as beche de mer, is a recent discovery--if you like a thin book (246 pages) packed with distinction. "This Awakening" by Margaret Fuller (Westminster) brings in the building of the *Great Eastern* in an unusual and painless way. The book, a gift of Miss Fuller's two surviving sisters, has the ephemeral qualities of "Lolly Willows" and "Mr. Fortune's Maggot", the beauty of "Messer Marco Polo", the economy of "Mister Roberts".

The first requires the lusty appetite; the second (if you can find a copy) the discriminating one. The price of each is about the same--approximately a cent a page!



PHOTO BY LAMB

Four fancy figureheads came alive in early September and danced at the Artists' Ball. The annual costume event held at the Mystic Art Association's gallery tests the ingenuity and originality of its patrons. Above, Anita Thorp as *Abigail* (built 1799 probably at Duxbury), Herbert Rathbun Jr. as *Asia* (built 1854 at Bath), Mortimer Wright as *Aleppo* (British-built, 1819), and Mrs. Herbert Rathbun Jr. as *Lady Blessington* (built 1855 at Belfast). The four received the prize for most unusual and best-executed group. Below you see the originals as they appear at Mystic Seaport.



The threat of hurricane "Diane" and the torrential rains which followed in her wake, caused a postponement of Annual Meeting Day from August 13th to August 20th. In spite of the disruption of plans, more than two hundred attended the luncheon, with others coming in for the meeting after lunch. The program of the day was the same as had been planned for the previous Saturday.

ANNUAL MEETING DAY

August 20, 1955

One of the great satisfactions of Mystic Seaport is that beneath all its activity, its bustle and its spirit of youthfulness, there is a maturity of purpose and a deeply imbedded seriousness of intent.

The dedication of Hobey's Dock struck that note with impact as the first public event of Annual Meeting Day. When G.W. Blunt White drew from the boulder set in a small greensward the (blue and white) colors of the Cruising Club of America, he uncovered more than a memorial plaque. He revealed not only that young Hobey Ford, for whom the dock was named, was the youngest member ever taken into the Cruising Club, but that the Association was honoring the finest qualities of youth as exemplified in the brief life of one American boy:

"Hobey's Dock"
in memoriam
HOBART FORD, JR.
Gunnerd Mate 2d Class
Attached to U.S.S. LST-531
Born September 17th, 1924
Lost in action at sea
April 29th, 1945.

The service in Aloha Meeting House, which followed, deepened the same note with a touching solemnity. It was the usual Saturday morning Sabbath worship of The Seventh Day Baptist Church of Pawcatuck, Conn., brought to Mystic Seaport to help launch the new life and high purpose to which the former Seventh Day Baptist Church

of Greenmanville was to be dedicated. Their Pastor Emeritus, the Rev. Harold R. Crandall, officiated. Their organist, Mrs. J. Gaynor MacIntyre, played and their outstanding choir sang several anthems. Their President, Karl G. Stillman, told briefly the history of the building and how the four shipbuilding brothers Greenman were prominent in the incorporation of both churches, the one in 1840, the other in 1850.

In the actual dedication ceremony, President Philip R. Mallory stressed the real keynote of the proceedings when he spoke of the dedication as the beginning of a new usefulness for the building as the cultural and educational center of the Seaport.



Dr. Robert G. Albion and Curator Edouard A. Stackpole concluded the ceremonies with tributes to Mrs. Cora Mallory Munson, the benefactor who had made possible The Frank C. Munson Memorial Institute of American Maritime History. As the hymn "America" was sung, a memorial plaque to Mrs. Munson was unveiled and those who knew realized that when death had taken her on June 21 she had missed this moment by a matter of weeks only. Mr. Jeremiah Holmes, long-time member of the Association and a prominent church layman, pronounced the benediction.

MINUTES OF MEETING *August 20, 1955*

President Philip R. Mallory presided and after extending a welcome to the assembled members and guests, he called upon the Very Rev. Eymard P. Galligan of the Society of St. Edmund to open the meeting with prayer. After expressing his pleasure at being invited and a tribute to the Association and its work, the Rev. Galligan pronounced the invocation.

Mr. Mallory then called upon the Secretary, as in years past, to read the names of those deceased since the last meeting, and the Secretary read a list of thirty-three who are no longer with us. The members stood and paid silent tribute to the deceased.



PHOTO BY LAZARNICK

The principal address of the day was given by Rear Admiral Edmond J. Moran (U. S.N. Ret.). Mr. Mallory introduced Admiral Moran as a member of the Advisory Committee of the Association and, after reviewing briefly his distinguished career in the U.S. Navy, as head of the Naval and War Shipping Administration, in the Normandy invasion, and finally as President of the Maritime Association and President of the Moran Towing and Transportation Company, he presented Admiral Moran with a portfolio of photographs of Mystic Seaport.

Admiral Moran devoted his speech to tracing the vital influence of the Navy on the history of our country, particularly in its early days. He went on to stress the part played by our commercial seamen who were, after all, the backbone of the Navy. In each successive war, he pointed out, the merchant seamen have been essential to our naval successes. He concluded on

a high note of praise for what the Seaport is accomplishing in preserving these traditions. He said that he considered its work a major contribution to a phase of education which has been sadly neglected. "I admire the Seaport and all it stands for," he said, "and I enjoy my membership in it."

It was voted to dispense with the reading of the minutes of the last meeting, the minutes having been printed and distributed to the members in a previous LOG OF MYSTIC SEAPORT.

The President then submitted his formal report of the year's activities to the Members. He reviewed the improvements added in the past year and the rapid strides toward the creation of better facilities for our increasing number of visitors, and the impending improvements; but stressed chiefly a long list of essential facilities needed to handle our various services. A storage building for rough materials such as lumber, a fireproof building to properly care for the storage of accessions of a finer nature, additional personnel for the daily cleaning, care and activation of exhibits, and amplification of our plan of organization were some of the needs. "Our needs," he said, "continue to out-distance our resources. Such is the concomitant of all growth. Any careful survey...points up the necessity of enhanced income of which a greater proportion should be of a fixed or assured nature."

"As of today", he went on, "I will be entering my fifteenth year of service to this Association. It has been a distinct challenge and a satisfaction to serve, but it also has been an arduous responsibility. Entirely apart from the fact that my own energies are not what they used to be, it is not desirable for any volunteer organization to retain the same President indefinitely. New blood and new energy are not only helpful, but quite necessary... At the moment, the transition to a new regime might be difficult as up to this time the President has served as an operating coordinator of our various activities. As our operations have grown in size and scope, this responsibility of coordination has become a task beyond what can be reasonably expected from a part-time volunteer. It must

now be considered as a daily, full-time job. This void must be filled before I consider my own job finished or before I could urge someone else to take over the office I have tried to fill."

Mr. Mallory then called upon certain of his colleagues for short statements. J. Burr Bartram, as Chairman of the Finance & Endowment Funds Committee read that committee's report and Mr. Mallory paid special tribute to their work. Charles A. Brooks, Business Manager, Edouard A. Stackpole, Curator, Miss Marion Dickerman, Educational Director, Dr. Robert G. Albion, Co-ordinator for Munson Institute, Mrs. Alma Eshenfelder, Promotional Director, and the Secretary were the others.

Mr. Brower Hewitt presented the following slate of Directors for the terms to expire December 31, 1958 and they were unanimously elected.

W. D. Campbell
Constantine Christatos
Briggs S. Cunningham
Henry B. duPont
Commdr. Irving Johnson
John Jay Hopkins
Franklin R. Hoadley
Francis Day Rogers
Alfred B. Stanford
J. Barstow Smull
Edouard A. Stackpole
B. MacDonald Steers
John W. Steube
Henry C. Taylor
Victor van der Linde
John R. Wheeler
G. W. Blunt White
Vice Adm. John Wilkes
Clarence Wimpfheimer

After a vote approving the acts of the Board of Directors during the past year, and an announcement by the President of resolutions of thanks passed in the meeting of the Board of Directors to Mr. Rudolph J. Schaefer for the gift of the new Tavern and to Mr. Hobart Ford for his gift of Hobey's Dock, the meeting adjourned.

B. MacDonald Steers, Secretary.

NOTICE TO MEMBERS

After long consideration, your Board of Directors on August 20, 1955, decided on the schedule of membership classifications described on the enclosed envelope. Rising mailing, printing and labor costs, the increased services offered by Mystic Seaport, and similar factors made it impossible to continue the Annual ($5.00) membership classification. *Those members who have been enrolled in that class may continue,* but no new ones will be solicited. The return envelope enclosed in this issue of THE LOG is for your information on the new classifications. It would be helpful to your Association if you found a friend who would use the envelope for a proper enclosure.



Six of the educators pictured above have been traveling around the U.S. for a year, studying our educational system for their respective governments--four from Liberia, one from Cairo and one from Thailand. Under the leadership of Oliver Caldwell, Assistant Commissioner of International Education in Washington and John S. Benben, Associate Professor at Northern Illinois State College, Dekalb, Illinois, the six paid a visit to Mystic Seaport while attending the National Conference of Professors of Educational Administration, Aug. 20-27 at the University of Connecticut. Miss Rebecca Brooks, Daniel Elliott, Arthur Summerville and Mansfield Yancy are highly placed in Liberia's school system; Hussein El Tanahy of Cairo University has been doing educational research at Ohio State; Sai Thanuratna of Thailand has just taken his doctorate in Education at the University of Florida.

Curator Edouard A. Stackpole on August 16th addressed the Nantucket Historical Society on "Adventures with the Nantucket Whalemen", and on August 23rd the Rotary Club of Bridgeport on "Mystic Seaport and the American Maritime Tradition."

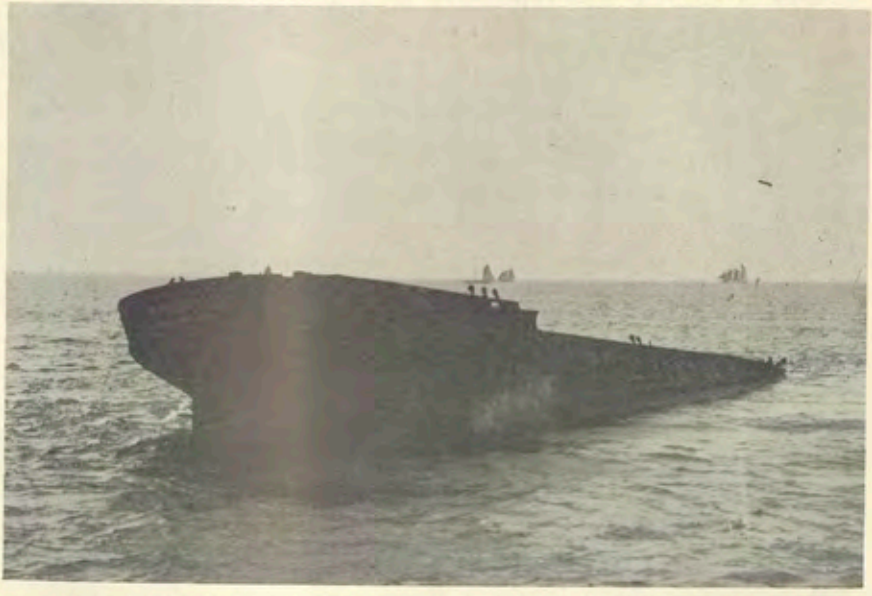
NO END IN SIGHT

The Davy Crockett craze still rages, with no end in sight in the foreseeable future. It touches Mystic Seaport as the rest of the country. The picture and story of the clipper *David Crockett* in the Spring issue of THE LOG brought a rash of requests for information, pictures and such. One request came from the great-great-great grand-daughter of the woodsman-Indian fighter. According to Mrs. Charles E. Norton, of El Cajon, Cal., Crockett's daughter Mathilda begat Tyson Wilson, who begat Sallie Mathilda Wilson Bryant Vance, who begat Flora Dell Bryant, who begat Daisy Mary Bryant Greenwell, who begat Goldie Marie Greenwell Norton, who has already begotten Sally Marie and Charles Davy. Mrs. Norton is keeping a scrap-book of Crockett lore for Sally and brother Davy.



Another David Crockett, member of the Steamship Historical Society of America, attended the Society's annual meeting at Mystic September 17th and had his picture taken admiring a painting of the ship named for the famous woodsman. The ship was launched at Mystic in 1853. The contemporary David Crockett was born at

Bath, Maine and knows his ancestors were in the shipping business but cannot trace descendancy from the woodsman. His hobbies? He has but one--hunting.



The ship was converted to a coal barge in 1890 and about 1898 she ran aground on Romer's Shoal at the entrance to New York Harbor--the end of the proud ship *David Crockett*, but not the end of the craze.

TIRED BUT HAPPY

When the five weeks of Munson Institute's first sessions were closed and diplomas awarded, the students were reluctant to leave. One and all acclaimed it an ideal setting for the study of American maritime history, but, more than that, it was downright pleasant. Two morning classes, an afternoon for study, and Monday-through-Thursday evening lectures by outstanding men in their fields, completed a normal day. Weekends were reserved for field trips, and they ranged far and wide. The ports of New London, New Bedford, Newport and New York were explored. At Newport they enjoyed luncheon on the porch (and a fine harbor view) as guests of William King Covell and a harbor boat trip as the guests of J.T. O'Connell. Typical of all field trips was that to New York.

An early train took the students to America's largest port

city in time for a watery whirl around Manhattan in the Moran tug *Carol Moran*, (courtesy of the Moran Towing Company). An hour and a quarter for lunch and a conducted tour of New York's vast Seamen's Church Institute was followed by a quick inspection of the Maritime Exchange of the Maritime Association of the Port of New York. It was but a few steps from 80 Broad to 45 Broad Street, where President Walter Greene took the class in tow for an inspection of the American Bureau of Shipping. A scant half hour later they were sitting in the Board room of the American Merchant Marine Institute and hearing an account of its functions. By 3:30 they were headed uptown for the train back to Mystic, paying brief visits on the way to the big piers of the Cunard, United States, Home, American Export and Holland American Lines.

Tired, but happy and wiser, they reached Mystic in time for a late bed.



PHOTO BY OBERT

SANTA BARBARA (CALIFORNIA) MUSEUM OF ART EXHIBIT "THE AGE OF SAIL" INCLUDED RARE ITEMS FROM MYSTIC SUCH AS WATER COLORS BY HONORE PELLIGRINI, MEMBERS OF THE FAMOUS ROUX FAMILY OF MARSEILLES, AND UNKNOWN CHINESE ARTISTS.



One of the most soothing sights to a beleaguered staff at the height of summer is to see the boys in the yellow T-shirts, bearing the legend and seal of "Legion Town Camp". They should have some kind of merit badge for conduct. Their youthful leaders (some of them barely seventeen) could tell older leaders a thing or two.

On the bus they receive an indoctrination talk, with the slogan "You see with your eyes, not with your hands", and they are thus cautioned not to touch or handle priceless museum objects. They divide into small, negotiable groups. No two groups are allowed in the same building at a time. One group, which had blistered or cut feet (from minor camp accidents) were kept as a group so they could be taken about the grounds at a slower pace. On the day of our interview with several of the leaders, the boys were not being allowed to see our indoctrinal film, because of the number of communicable diseases going the rounds at the time.

Bob Smith (23), one of the older leaders, has been coming to Mystic for some years. Winters he teaches a

seventh grade in a Junior High School at Johnston, R.I.

The boys come from the less privileged homes. They spend two weeks at camp. Each one, during his camp experience, gets a Wednesday visit to the Seaport.

The camp is operated and maintained by the Rhode Island Department of the American Legion, the only Legion department operating a full-time resident camp.

Each summer a group of deans and headmasters of eastern preparatory schools and colleges take a cruise on *Bestevar*, Tabor Academy's training vessel. In late July *Bestevar* put in at New London where the educators were the guests of the U.S. Coast Guard Academy and, during their stay in the area, of Mystic Seaport.



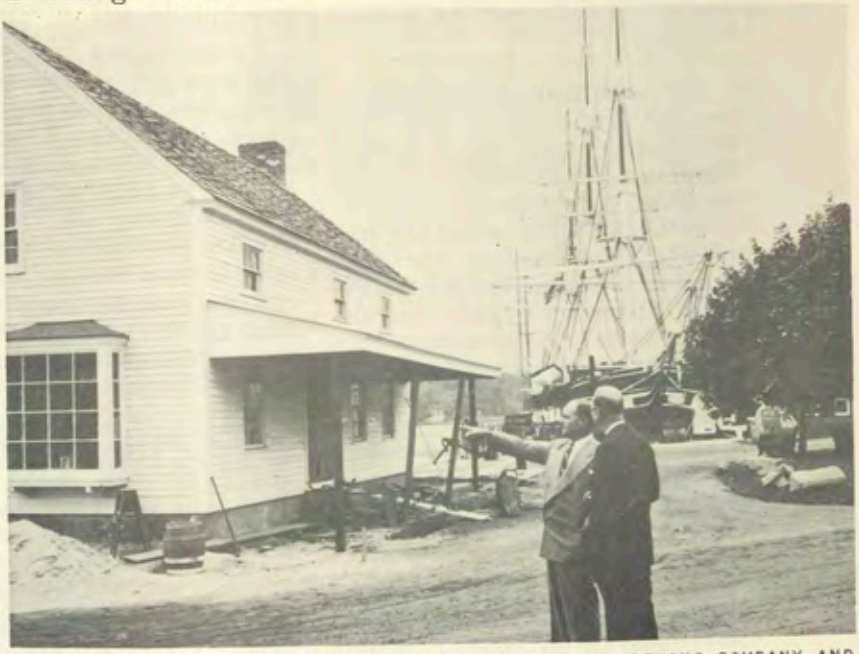
First row: Capt. M.J. Williams, Coast Guard Academy; Richard McMeeken, Philadelphia, Penn.; Thomas Wickenden, Short Hills, N.J.; Dr. Dana Cotton, Harvard College, Cambridge, Mass.; James W. Wickenden, Tabor Academy, Marion, Mass.; Lt. Cmdr. R.G. Parks, USCG.
Second row: Dr. Donald Hagerman, The Holderness School, Plymouth, N.H.; Dr. Harrison L. Reinke, The Fay School, Southboro, Mass.; Dr. Bernard Ireland, Columbia College, New York City; Dr. Albert I. Dickerson, Dartmouth College, Hanover, N.H.; Dr. Arthur Howe Jr., Yale University, New Haven, Conn.
Third row: Dr. John Howard, Northwood School, Lake Placid, N.Y.; Dr. Herbert Williams, Cornell University, Ithaca, N.Y.: Dr. John Boyden, Deerfield Academy, Deerfield, Mass.; Dr. Fred Copeland, Williams College, Williamstown, Mass.; Cmdr. E. M. Espelie; Dr. James Gowing, Tabor Academy, Marion, Mass.

The location of the old seaport tavern now going up across the street from Fishtown Chapel has interesting historical precedent, judging from this item, by Devere Allen in his column "Rhode Island Law and Laughter" in the Providence Sunday Journal which caught our fancy:

"Many churches have battled to keep ... taverns at a distance from their doors. In the year 1757 it was the opposite--in at least one instance.

"Sam Westcott had received from his father a house and 20 acres, and had ideas for a profitable business development. The Congregational Church stood at the junction of Weybosset Street and Broad.

"The city's record books show that in 1757 the Presbyterian Congregational Church membership took the initiative and asked the town fathers to grant Samuel Westcott a license--to keep a tavern near the meeting-house."



R.J.SCHAEFER, PRESIDENT OF THE F. & M. SCHAEFER BREWING COMPANY AND C.A. BROOKS, BUSINESS MANAGER AT MYSTIC SEAPORT, EXAMINE CONSTRUCTION NOW UNDER WAY OF A TYPICAL MID-19TH CENTURY TAVERN. THE TAVERN, AN EXHIBIT BUILDING WHICH WILL BE OPEN EARLY NEXT SPRING AT THE SEAPORT, IS THE GIFT OF MR. SCHAEFER.

Variable Winds

Seaport office employees were puzzled recently by a series of contributions from widely separated sources, "in memory of Captain Oscar Lane". At length the answer came from Mrs. Lane herself. Captain Oscar Lane died at Fort Lauderdale, Fla., September 7th at the age of 73. He had been active in marine endeavor for over sixty years, from the day he joined a sailing ship as cabin boy, aged 12. He was for twenty years with Lake Tankers Corporation, and the company's President, Mr. David Wright, has offered to give his advice in the use of the memorial funds contributed to Mystic Seaport.

Business Manager Charles A. Brooks traveled to New York City to arrange three window displays of materials. A rigged model of the whaler *Charles W. Morgan* and supplementing exhibits have been in the 43rd Street, Chrysler Building display window of Lotock Cameras, Inc., have just been moved to Esso Travel Service Bureau in Rockefeller Center. The figurehead from the Dramatic Line ship *Shakespeare* and other materials are currently on view in the Rockefeller Center branch of The Hanover Bank.

Current income from the Lewis L. Cross Memorial Fund, now amounting to $150 plus, was this year awarded to Admiral Dunn Ship of Sea Explorer Scouts of Westerly, R.I., the energetic and public spirited group of boys who, for years, have been contributing of their elbow grease and excess energy to the annual scraping, painting and general refurbishing for the season of the ship *Joseph Conrad*. The money went into their pooled funds for a cruise on the schooner *Brilliant* this past summer.

Louis Martel, Staff Photographer, in August appeared on the Wendy Barrie Show on WABD-TV in New York City. Captain Raymond Titus appeared in a starring role in a film shown on July 21 on the Dave Garroway morning show.

Since August 1st articles, pictures and other notice have been seen in such magazines as Look, Redbook, Travel, New Yorker, Friends, Elks Magazine, New Haven area's new Info and in a full page ad for Saturday Evening Post seen in the metropolitan dailies.

Part V--America's Arts and Skills--in the October 17th issue of Life shows intriguing color shots.

The trade magazines number The Sea Horse Institute's Bulletin, the weekly of the American Merchant Marine Institute and the Journal of the Photographic Society of America. *Reprints of the Look article may be had from the Seaport on request.*

Film crews were here for a New York Stock Exchange documentary, the New England Mutual Insurance Company, and

a documentary on U.S. Route 1 for the Ford Motor Company.

"Mystic Seaport Adventures" is the new name for the Fall and Winter series of illustrated lectures. Whether the folder, the new name or the quality of the series was responsible, we know not; but we do know that by the time Irving Johnson, famed skipper of the brigantine *Yankee* opened the series on September 23rd, the house was sold out and dozens of unhappy people had been denied tickets for that event or the series. 268 persons were jammed into the South Wing of the Stillman Building and others, hoping for vacant seats or standing room, were turned away. There was no standing room for the seats occupied every available inch of space.

The series of six events is sold out for the season and there are no more tickets available--for the first time in history.

Distinguished visitors in July and August were Senator Prescott Bush; Admiral Sylvester, new Director of the Mariners Museum; Robert T. Hatt, Director of Cranbrook Institute of Science; Dr. Louis Jones, Director of the Farmers Museum at Cooperstown and 51,922 others whose names we did not catch.

On August 11th Earle Newton's class from the Institute of Historical And Archival Management sat down with members of the staff and learned something of how Mystic Seaport is organized, supported and managed. (One member of the class chose as her theme paper the New London area museums and their procedures and problems).

Other examples of museum collaboration occurred June 28 and July 5 when groups of employees from Old Sturbridge Village paid visits.

A capacity enrollment of thirty-five Girl Scout Mariner leaders registered for the three-day leaders' training course aboard the ship *Joseph Conrad* September 15th. The course was arranged jointly by Girl Scout Regions I (New England) and II (New York and New Jersey). Miss Erdine Cobb, National Community Adviser, was co-ordinator. Mrs. Harlan DeVoe of Maplewood, N.J. was chief instructor. Other specialists served as instructors in sailing and small craft techniques, outdoor skills and teaching crafts. Leaders were enrolled from New York, New Jersey, Maine, New Hampshire, Massachusetts, Rhode Island and Connecticut. The annual session held at Mystic Seaport is the only resident course for such leaders in the two regions.

Miss Marion Dickerman, Educational Director, attended the yearly meeting of the American Association for State and Local History held at Colonial Williamsburg and on Sept. 27th addressed the Conference in the Great Hall of the Christopher Wren Building, on the subject "Mystic Seaport Services to Youth". On Sunday she was the guest of Miss C. W. Evans, Librarian Emeritus of the Mariners' Museum at Newport News.

Also representing the Museum at a conference was Malcolm D. MacGregor at Cooperstown, N.Y. in a week-long workshop sponsored jointly by the National Trust for Historic Preservation and the New York State Historical Society. The subject: "Museum Problems and Procedures."

Members of the Photographic Society of America, on their way to Boston for their annual convention, stopped on Oct. 3rd and spent the day snapping photographs. Something like three hundred hopefuls squinted through their peep-holes at ships, cannon, anchors, rigging and hoped for salon honors.

Same day two hundred members of National Credit Union Managers Association, with their wives, converged upon the same scene for a visual impression of American Maritime History.

In late August The House of 1833, Old Mystic fashion shop for women, held its annual invitation tea and fashion show; this year, and for the second time, as a benefit for Mystic Seaport.

In mid-July some thirty crippled children, with attendant doctors and nurses, visited as part of their "Christmas in July" annual outing.

September events included the annual meeting of The Steamship Historical Society of America, a visit from members of the Connecticut Industrial Editors Association, and the annual meeting and buffet supper of The Westerly (R.I.) Historical Society.

The International Salt Company of Scranton, Penn., Edward L. Fuller, President, has contributed handsomely to the preservation of the last whaleship, the *Charles W. Morgan*. Again a carload of salt rolled into Mystic as their donation. The salt pickles the timbers of the 115-years-old vessel and prevents dry rot by keeping her moist.

Believe it or not, but your old washcloths make the most efficient wiping rags the printing department has yet found! They are just the right size and their texture is just fine. How about a "shower" of these--we will not acknowledge them as gifts or accessions but they would be most welcome.

August group visitations included The Society of Small Craft Designers (seventy-five) and thirty-one foreign students, the latter under the auspices of the United States Office of Education during its eighth summer program of American Studies at Yale University for Foreign Students. The objective of the program is to enable a group of French teachers of American Civilization to combine in the study and interpretation of their subject the basic elements of history, art, literature, and the social sciences. The formal academic curriculum is supplemented in other ways realistically, such as the visit to Mystic Seaport.

The clock on our back cover is a gift of Mr. George C. H. Matthey and is one of only two made in Paris by N. Dailleu Dor.



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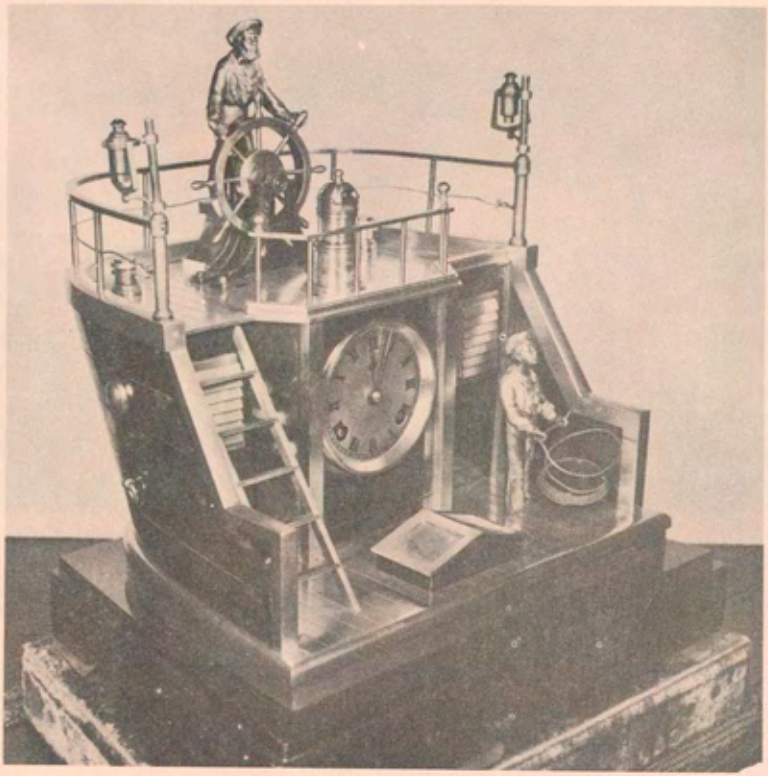
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