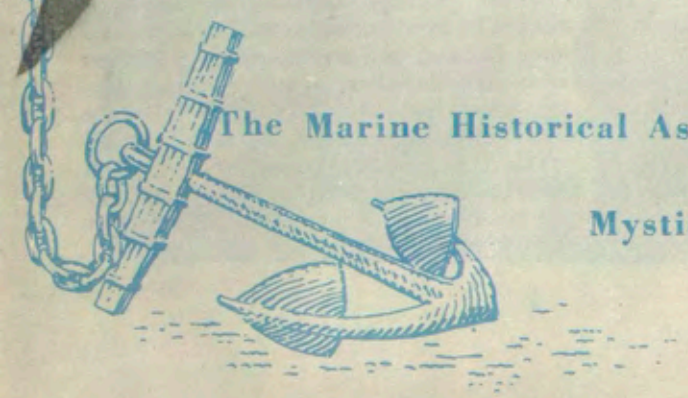
The Log of Mystic Seaport

Volume 8 No. 1

Winter 1956





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* — **Admiral James Fife**, *Director*
MacDonald Steers, *Editor* — **Edouard A. Stackpole**, *Curator*
Photography, **Louis S. Martel** — *Printing*, **Lois B. Chesebrough**
H. H. Kynett, *Chairman of Publications*

Editorial Comment

Now that we have an able and dedicated Director on the grounds, devoting full time to our problems, we can look forward to a year of still greater progress. An already versatile staff has been enlarged by the addition of persons of diversified talents, each an expert in his particular field.

We have much to be thankful for; but we still require many things. An adequate eating facility is a problem which must be met immediately. Off-area parking is a dream which is fast becoming a real need, if our interpretation of an 18th Century Seaport is not to become an anachronism. Docks and other yacht facilities, trees, road signs, maintenance of ships, restoration of paintings, are but a few of the problems which come with growth and time. It all adds up to the fact that the development of Mystic Seaport is a going thing, mounting in complexities, needing constant attention, understanding and support greater than ever.

A badly needed storage building is under construction. Irreplaceable accessions will be better guarded against the ravages of clutter and breakage. An entirely new Accessions Building is an actuality soon to take shape. Better exhibits and facilities for the care of our possessions are keeping pace with the improvements in organization, so that we should be able to do a much more effective presentation and interpretation of the 1840 environment of the Seaport, with its inspirational effect upon our visitors. Satisfying results of the year-end appeal for financial support and a newly activated Membership Department give promise of still greater progress.



Admiral James Fife, U.S.N.(Ret.) assumes his official duties as Director of Mystic Seaport. The new Director took up his first civil shore duties in forty-one years in January after having been introduced to his new staff at a luncheon in Aloha Meeting House December 13th. His arrival that morning, and greeting by President Mallory, were televised over WNHC-TV. Same evening he was honored at a dinner by Seaport officers and trustees, including invited area military personnel. Thursday morning, January 12th, he was introduced to the volunteers, some 150 of them, at an informal coffee hour in the Mallory Building.

The affection in which he has long been held by the Association is demonstrated in the fact that the navy launch used in the Youth Training Program was named *Admiral Jim* upon its presentation six years ago.



Related Profusion

Most hallowed spot in the entire Seaport should be the Accessionist's desk, for over it pass the tangible evidences of the varied pursuits of man. Bit by bit the record piles up as the pieces of his handiwork come in--sometimes trivial, often pathetic, but more often trailing clouds of the glory that was once, and will be forever, his.

They come in seemingly unrelated profusion--everything from an old baking powder can for the General Store and a wooden lemon squeezer for Edwards House, to a rare model of an 18th century ketch. But all of them represent man at his ingenious, resourceful, painstaking and aspiring best.

A teakwood cobbler's bench and hand-made tools attest the dignity and pride he put into his humblest occupations. A rope gauge for his rope-walk is evidence of the necessity of his inventions. An old mantel clock and an Eskimo doll tell of his groping for the the finer, more beautiful, things of life.

There is a harpoon head from the Scottish whaler *Truelove* (1861) found eleven years later by Captain John Orrin Spicer; a sword found inside a bulkhead of the old ship *Constellation*; a linen mail sack from the *U.S.S. Independence*; and a four-legged stool washed ashore from the steamer *Larchmont*. From a former Second Mate in the British clipper *MacQuarrie* comes the telescope he used aboard that famous vessel. From the one-time owner of the steam yacht *Noma* (1902) comes a lovely 6½ ft. long model of his yacht, which measured o.a. 252 ft.

A model of the 18th century ketch *Mercury*, when purchased in England for the Kynett Collection, was the only known rigged model of an 18th century ketch in England. She was captured during the Revolutionary War by the British while carrying our Ambassador to Holland. He had on his person a top-secret treaty with the Dutch. To save it from British eyes, he threw it overboard, but it refused to sink and the alert British recovered it. Later, they so admired the sailing qualities of the *Mercury* that they took off her lines, and

it was those British-made lines from which the model was made.

An actual half-rater from another donor once hung from a davit on the steam yacht *Pantooset*, which was sold to the Cuban Government in 1915. It is therefore, more than forty years old. The craft measures 22 feet long; has a very shallow draft; and centerboard. The speedy little boat represents a class which has been obsolete for a good many years.

Every red-blooded American knows the story of the capture by the American brig *Enterprise* of the British brig *Boxer* off Portland on September 5, 1813. Both captains were killed in the engagement, and both were buried in Portland with equal honors. Now has come to the Museum the silver liquor flask of British Captain Samuel Blyth of the *Boxer*, to join another piece of her history--her stern-board decoration now on display in the Wendell Building.

These are the scraps of history which come to Mystic. Bit by bit they fit together to form the whole piece. The illustrations show two more of them.

By the will of Franklin Remington, the Museum has received an elaborately carved elephant tusk, 31½ in. long. The piece was presented to Emperor Napoleon I by the Poles during his march on Moscow in 1812 and by him to his brother, the Prince. It bears a likeness of the head of King Joannes Sobiesky III, King of Poland in 1683.



The pewter tea and coffee set was owned by General Lafayette and used by him during his return voyage to France on the *Brandywine* in 1825. At the termination

of the voyage the General presented the set to Elisha Peck, Sailing Master of the *Brandywine*. Presented to the Museum by R. W. Bartram, Jr.



The following article by Judson S. Bradley, Editor, appeared in the Bell Telephone Magazine, Autumn 1955:

Outdoor telephone booths are not a novelty, of course. One of our favorites stands at the (former) entrance to the Mystic Marine Museum at Mystic, Conn. When the need for it developed, three years ago, somebody in the Southern New England Telephone Company had the inspired good sense to search the banks of the Thames River, near by, for some structure which would serve as an appropriate if unconventional booth. There lay the steamer *Miranda*, her usefulness ended, her hulk rotting--but her pilot house intact. Lifted from the deck, the Pilot house was hoisted on a barge, brought to the Museum's dock, and installed on a new concrete foundation. So now that essential part of the *Miranda*, gleaming with paint and gold leaf, windows and wheel and binnacle intact, shelters those who would talk with others while they look out over waters the old lady will never sail again.

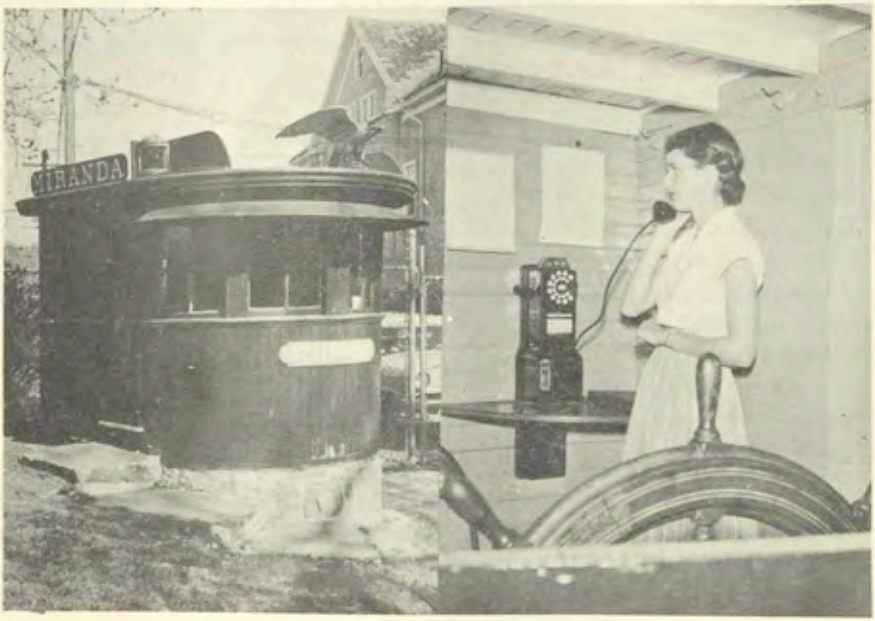
That's the first part of the story--and a satisfying yarn it is. The sequel is more difficult to tell, simply because it is so personal that the "editorial we" gets in the way. Let's just

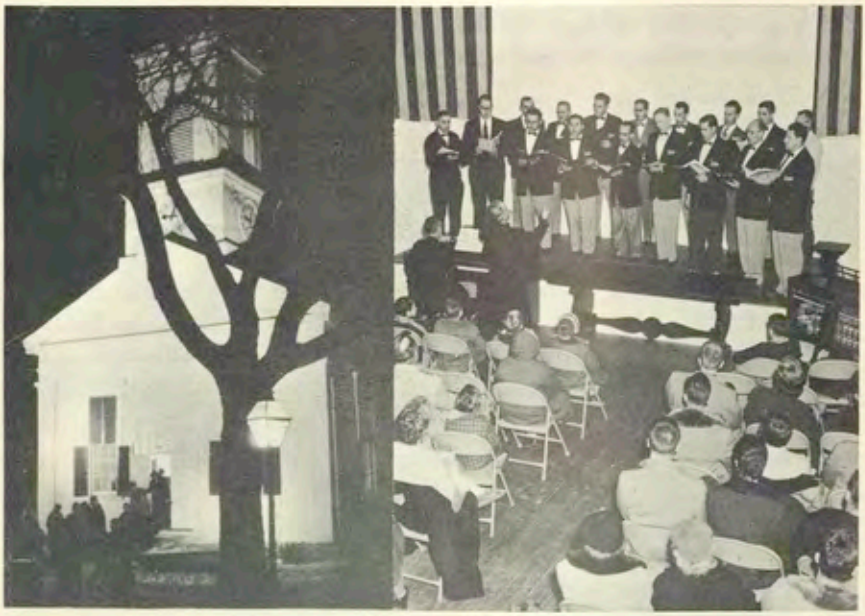
talk about the editor in the third person and get on with this tale of a strange coincidence.

Three years ago there came across the editor's desk the issue of the Southern New England Company's *Telephone Bulletin* for May containing the story of how *Miranda's* pilot house was being given an extended career in a different field. It was a Friday night, he and his wife were on the way to Providence, R.I., at the head of Narragansett Bay, to visit his wife's parents, and he put the *Bulletin* in his pocket to read on the train. That night he said to his wife's father, who had had maritime interests for many years, "Dad, didn't you have a vessel named *Miranda*?" and showed him a picture of the pilot house in its new setting.

"She was once mine," said the elder man, "named for my grandmother." And he went on to relate how he had designed her, had supervised her construction in a Maine shipyard, and had had her brought down the coast and around Cape Cod--for there was no Canal at the turn of the century--and up the Bay to his docks. She served him for many years, until he sold her after the first World War.

So that is why the editor, when he takes his children to the Mystic Museum, can show them the name of their great-great-grandmother prominently displayed on--of all places--a telephone booth.





Becoming traditional is the annual turning-on of the Christmas lights at Mystic Seaport. This Christmas, for the first time, the turning-on of the lights was coupled with a community Carol Sing.

A fortunate snowfall arrived the day of the event, adding to the beauty of floodlighted buildings, ships, spars and masts. Every window of the big exhibition buildings contained a Christmas candle. An unfortunate drop in temperature (to just above zero) drove the Carol Sing indoors at the Meeting House, but there was no lack of the Christmas spirit. The Electric Boat Company Male Chorus of thirty voices, under the direction of Richard W. Hyde, lent its talent for the evening and provided a program of concert numbers interspersed with community singing. Peter Roberts sang solos. Words of the carols were flashed onto a big screen by slides, and approximately 150 people participated.

One of the maintenance crew, who knows about such things, reported that there were eighty floods lighting the various building facades, masts and spars of ships, totaling 12,000 watts, not including those on the two

Christmas trees--one outdoors on Shipyard Point, the other in the big picture window of the South Wing. Flood-lighted Christmas trees were lashed to the masts of the ships *Charles W. Morgan* and *Joseph Conrad*, and the schooner *Australia*. The lights were on from 4:30 to 11 p.m. for nineteen days, December 19 to January 6, and your Mystic Seaport looked like a gigantic Christmas card. As usual, throngs motored up River Road, across the river from the Museum, to enjoy the effect; others drove through the grounds for a closer view.

The Wives of the Trustees of Mystic Seaport sponsored the Sing, with Mrs. Carl C. Cutler acting as Chairman. A hardy maintenance crew arranged the floodlighting, superintended such mechanics as the amplifying equipment, lent by the Navy's Underwater Sound Laboratory. Sea Village Restaurant provided "coffee and" for the principals and chorus. Mrs. C.H. Loutrel, Jr. lent her piano. Lois Chesebrough acted as organist. Mr. and Mrs. Richard P. Grover (as in previous years) gave the Christmas trees.

It was a true community effort with Mystic Seaport providing a unique and beautiful setting.

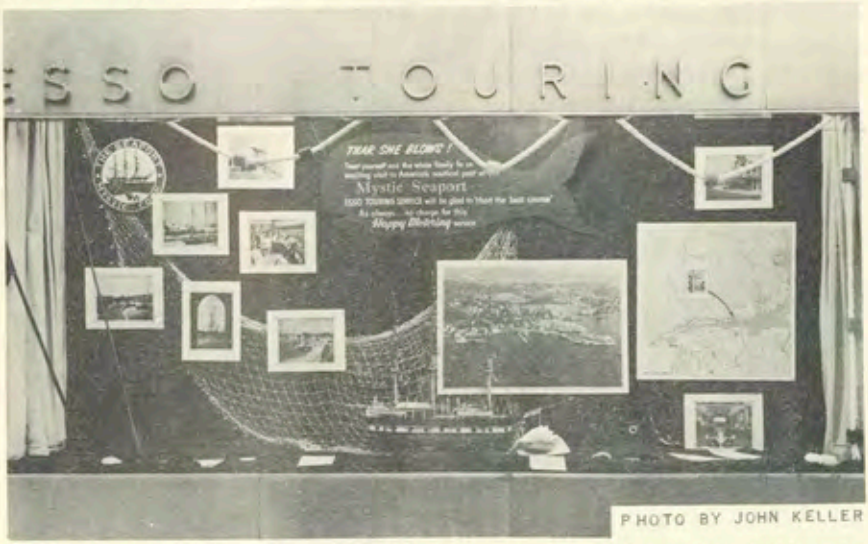


PHOTO BY JOHN KELLER

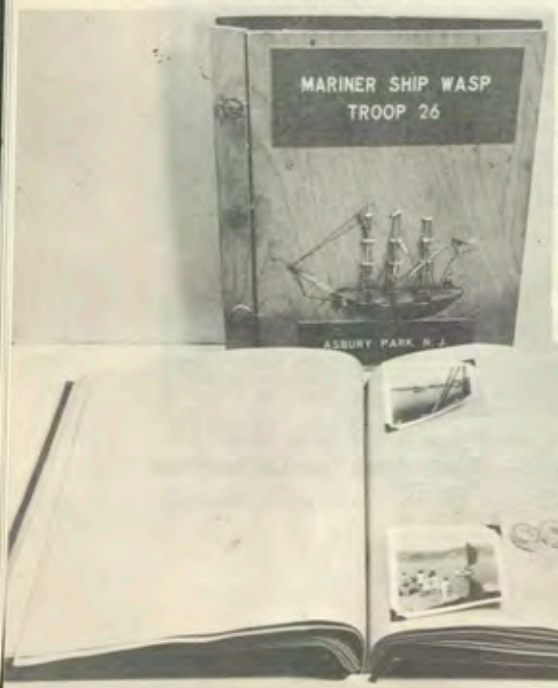
October 10 to 23 the attractive display above was shown in a lobby window of the Esso Building in Radio City, New York. Esso Touring Service promised "to chart the best course" for its public to Mystic Seaport.

Winners

The Youth Training Program aboard the ships ends about Labor Day each year but the work is far from over. Ships are secured for the winter, inventories are taken and equipment is stored. Then, too, begins the rating of groups, review and evaluation of the season, planning sessions for next year, and the judging of entries in the annual notebook contest.

Prizes are offered for the best book turned in. The work-book is a compendium of nautical knowledge used aboard ship by cadets, containing such things as nomenclature, ship lore, rules of the road and the like. At season's end, each group with any spirit at all, sets to work to enhance its work-book with such additions as photographs of the gang, candid shots of the program in operation, an account of the "voyage", comments, souvenirs, experiences enroute to and from Mystic and happy memories of ship-board living. A recorded adventure is an experienced, recalled and evaluated adventure. It is for this reason the contest was instituted two years ago. In 1955 sixty-seven cadets contributed to the effort.

The results are sometimes amazing, occasionally enlightening, always interesting. First prize this year (a $50 government bond) was taken by Girl Scout Mariner Ship 26 of Asbury Park, N.J., leader Mrs. John B. Arpin. Second prize (a $25 bond) went to an individual, Ruthanne Kruse, member of a group from St. Louis, Missouri.



The photograph shows the No. 1 and No. 2 entries for 1955. Honorable mentions went to Diane Green of Tarrytown, N.Y., Mariner Ship 113 of Schenectady, N.Y. and Mariner Troop 26 of Hamilton, Ohio. Each runner-up received an etching of their training ship *Joseph Conrad*.



The largest single group ever to visit Mystic Seaport arrived on Saturday, November 5th, for the day.

Neat as a Liverpool splice in their blues and Navy-style puttees, 218 American Bluejackets came from New York in two special railroad cars. They marched the mile from the railroad station in formation, entered the grounds in formation and lined up in platoons in front of Aloha Meeting House.

One-half of the company saw the film "Mystic Seaport and the Origins of Freedom" while the other half (divided into negotiable groups of fifteen each) toured the Seaport, its ships, shops and exhibition buildings, under guidance. Then the thing was reversed.

Having eaten an early lunch on the train, they were ready for an early supper at 3:30 p.m. when the group was served in the basement of the Meeting House. Menu: chicken pie, green salad, potatoes, blueberry pie and milk. They marched back to the railroad station at 5:00 p.m., again in formation. The impression they left on Town and Seaport alike--an impression of smartness, good discipline and hope for the future of America--indicated that American Bluejackets is living up to its slogan, "Youth at its Best."

The group came under the supervision of its Commanding officer, Carl H. Gmoser.

"The Voyage of the Huron and Huntress", distributed to members earlier this month, is a study of American sealing activities in the Antarctic in that crucial season of 1820-21, and Curator Edouard A. Stackpole's theories as to the discovery of the Antarctic Continent. The publication is the 29th issued by the Association since its founding in 1929.

Who really discovered Antarctica? The answer rests in the conjectures of the many who hold theories and upon the personal interpretations of the scholars after studying vague log entries. But Stackpole's book brings a new conception of the extent of activities of the sealers, in general, and of the American sealers, in particular. Of greater importance, it brings to light two important logs, recently discovered, which should bolster American claims in the Antarctic. The most exciting episode in its eighty-six well-documented pages and appendices is the moment when the little shallop *Cecilia*, attached to the *Huron*, touched the continent and Mate Samuel Goddard and his crew of American sealers stepped ashore, the first human beings ever to set foot on the Antarctic Continent.

With a new Byrd expedition in the news, and renewed activities down there by other nations, the new publication should be of considerable interest to the public, as well as to the governments of those nations making their conflicting claims.



A MALE AND FEMALE SEA ELEPHANT
From an engraving in Anson's *Voyage Round the World*, London, 1748

Mutiny

Once upon a time, before 1948, when Mystic Seaport was little more than a gleam in the eyes of a few loyal supporters, a tourist inscribed his name in the visitors' register and identified himself as a former whaleman from the schooner *Pedro Varela*. He was gone before we would find him, and we felt we thereby lost a personal account of one of the strangest mutinies ever known. His very name became buried in a welter of crowding events and people, but the memory of that lost opportunity somehow persisted through the years.

Seven years later, by strange coincidence, a manuscript came to Curator Edouard Stackpole's hands, giving a personal account of the "mutiny" on the *Pedro Varela*. It came from Plainfield, N.J., from the widow of a whaleman aboard that vessel. Since Starbuck lists but one other voyage for the *Pedro Varela* (1876) it is more than a possibility that the unknown whaleman visitor was the husband of the lady who now presents an account of the mutiny, or at least was on the same voyage.

The so-called "mutiny" occurred in 1910, in the latter days of whaling, when the choice crews that were formerly the rule, were not so easily obtained. The ship sailed out of New Bedford with a crew largely picked up from the foreign population of that mill city. The vessel headed for the Cape Verde Islands; was plowing heavily across the Atlantic when her motley crew decided, of a sudden, they didn't want to go whaling after all. They rose up in the night, quietly heaved overboard every necessary bit of gear, and went back to bed.

The ship was halfway across the Atlantic, could do nothing but continue her course for the Cape Verdes. Neither could Captain Antonio C. Corvelho do anything much. It wasn't mutiny, in the legal sense of the word. His crew had harmed no one; had not even rebelled against authority. He could not handle the ship without them. There was nothing to do but continue.

At Fayal he turned them over to the American Consul. He, too, was helpless. The result: the crew were sent home, faced a civil charge, received ten days in jail. Capt. Corvelho was made of sterner stuff than his men. After his unique voyage, he was so little discouraged that he made three more--in the ship *Greyhound*, 1913, 1917 and 1918.

The whole, unusual story of the *Pedro Varela* and her unwilling crew is slated for Spring publication by The Marine Historical Association; will be titled "A Twentieth Century Whaleman".

LETTERS



SCHOONER BOWDOIN

REAR ADMIRAL DONALD B. MACMILLAN, U.S.N.R.

Provincetown, Mass.
December 29, 1955

Miss Fanny R. Alliger
Membership Director
Mystic Seaport
Mystic, Connecticut

Dear Miss Alliger:

I am very much interested in the establishment, and now more than ever in the development of the Mystic Seaport, an enterprise which appeals to the heart of everyone who loves the sea and all that pertains to it. To preserve and tenderly care for the old as it was in the early days of our history should be of the highest interest to us all. To see ships and all things connected with ships as they were - what a privilege!

I want to congratulate the founders of such an institution. Surely they were men of vision. It is my desire to be one of them, although a bit late, I hope not too late.

Kindly send me a membership blank.

Sincerely yours,

Donald MacMillan

Admiral MacMillan became a member on December 30, 1955 and is scheduled to appear at Mystic Seaport on March 30th, with an illustrated lecture on "Greenland and the Far North". He has completed his 30th expedition to the top of the world.

Dean E. W. Sinnott
Yale Graduate School
Yale Station
New Haven, Connecticut

Dear Dean Sinnott:

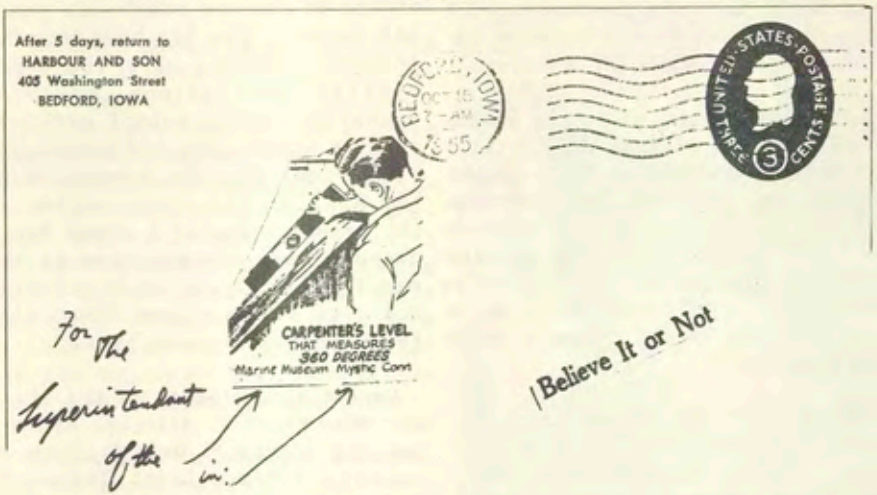
You have already received from Mr. Edwin Pugsley, one of our Trustees, the details as to the installation in the Meeting House Tower at Mystic Seaport of the clockworks and bell from the old Yale Scientific School. When Mr. Pugsley arranged through you for the loan of these historic relics, he went further and proceeded to restore the mechanism of the clockworks, arrange for the additional equipment to complete the moving parts (some of which came from England), and personally supervised the installation of the assembly at our Meeting House.

Today, the mechanism is in operation. The bell strikes the hour daily, just as it did a century ago at Yale, and the clockworks assembly is set up in a glass-enclosed room in the vestibule, where it can be observed by our visitors. An explanatory card gives the story of the clock, and the whole makes an outstanding display.

On behalf of the Board of Directors at Mystic Seaport, I am happy to announce the rehabilitation of the clock and to express our sincere appreciation to Yale University through you in making this development possible. I am sure that, in restoring such evidence of the past, we are also reviving those classic memories of time and place which makes the old clock a fitting addition to our efforts in recreating an historic American seafaring community in this corner of New England.

Sincerely,

Edouard A. Stackpole
Curator.



A carpenter's level that measures 360 degrees (a possession of the Museum) was featured in the syndicated cartoon "Ripley's Believe It or Not" which appeared in the Omaha World-Herald of October 14, 1955. From Bedford, Iowa, came a letter of inquiry addressed as shown above, using the cartoon itself for address.

Variable Winds

In the blueprint stage but closer than you think to the cornerstone and ceremonial trowel, is an Accessions Building which will rise between the Administration Building and Thomas Greenman House. The building will have a receiving room, processing facilities for incoming accessions, and offices for that department. The new unit is the gift of Jane Bartram Weed and Rensselaer W. Bartram, Jr. as a memorial to their father.

A newly arranged and much more adequate staff parking space has been provided on the lot across from the present entrance of the Seaport. A row of evergreens, transplanted from their old and scattered positions on the lot, screens the cars from the visitor and street traffic. The new facility was a necessity not only to take care of a growing staff, but to make way for the new Accessions Building.

To avoid confusion in the public mind, between Admiral Fife's title (Director) and those fifty on the Board, who formerly held the same title, the Association's by-laws were changed at the last meeting of the Executive Committee to designate the Board as a Board of *TRUSTEES*, rather than a Board of Directors.

Correction: The unique clock pictured on the back cover of your last LOG was the gift of President Philip R. Mallory's British associates, the Directors of Johnson, Matthey & Co., Limited; Mons. Dor made three such clocks, instead of two, as stated.

Mr. Abbott Lowell Cummings, nationally known Antiquarian and Director of The Society for the Preservation of New England Antiquities, has accepted membership, with Antiquarian Elmer D. Keith and Architect Francis Day Rogers, on a new committee on Interior Restorations and Furnishings. Clifford D. Mallory Jr. is Chairman; and the Committee will supervise the period furnishings of present and future historic restorations at the Seaport.

By special arrangement with the New Haven Railroad, any groups of more than ten persons wishing to make a visit to the Seaport, will receive special rates, and the train will stop at Mystic for them.

The satisfactions of old age are coming to the now twenty-six years old Seaport. She has been helpful in the formation of a few other similar institutions; has been consulted in the mutual problems of many others. The new Twinlights Historical Society acknowledges the help of its older sister in the organization of a group dedicated to the preservation of the two famous beacons at Highlands, N.J.; is off to a good start with four hundred members already.

Recent appointments to the staff are Miss Fanny R. Alliger, as Membership Director; Orin E. Dice as Assistant Educational Director; James C. Kleinschmidt as Ship Maintenance Superintendent.

Miss Alliger is a native of Kingston, N.Y., an alumna of Wells College, has done public relations

work for colleges and other institutions in the major cities of the country.

Mr. Dice hails from Pittsburgh, is a graduate of Yale University, has long been associated with seamen's welfare agencies; and as Executive Secretary of the Boston Seaman's Friend Society.

Mr. Kleinschmidt is a graduate of Admiral Billard Academy and the U.S. Merchant Marine Academy at King's Point; holds an unlimited Master's license; is performing his first shore duty after years in our Merchant Service; was one-time Master of the research vessel *Vema*.

The Cottrell Lumber Company of Mystic has presented each of its sixteen employees with an Active Membership in The Marine Historical Association. William B. Dodge is head and owner of the Company; is also a member of the *Brilliant* Youth Training Committee.

The most complete and carefully documented article, and the best illustrated (in number of pictures) that we have seen on the subject of Mystic Seaport, has appeared in "The Ship's Bulletin", publication of The Esso Shipping Company, November-December issue. A total of eighteen pages, including forty-two excellent pictures, tells the story as well as it can be told in one piece. W.Z. Gardner, Editor of the magazine did the article and took most of the pictures.

Of interest to research students and of particular interest to a California reader of THE LOG, some years ago, whose name is now lost to us, is the fact that the National Historical Publications Commission of the General Services Administration, National Archives and Records Service, Washington, is soon to publish a Guide to Archives and Manuscripts in the United States. Mystic Seaport holdings are included.

Newly appointed to the Advisory Committee are Charles F. Noyes (real estate) of New York and Dr. Francis Henry Taylor, Director of the Worcester (Mass.) Museum of Fine Arts.

Fishtown Chapel's new baptismal font was used January 8th when the sacrament of holy baptism was administered to Miss Kyle Tracey Sheffield by the Rev. William J. Watts of Calvary Episcopal Church, Stonington. Using a real shell surmounting a column designed and executed by Richard Orr, the unusual piece was presented by H. D. Hodgkinson as a memorial to Captain Daniel Averill of Branford, Conn.



The Conrad Youth Training Committee has added four new members.

Captain Karl O.A. Zittel of Groton is Skipper of the U.S. Coast Guard Academy's training ship *Eagle*.

Don M. Fisher of Westerly is Boy Scout Commissioner for Stonington, has been at sea in the Merchant Service most of his life.

Robert B. Chappell Jr. of New London is Industrial Relations Director of The Electric Boat Division, General Dynamics, Inc. and President of the Alfred Mitchell Woods (Recreational) Park in New London.

Lt. Comdr. (USCG) Stanley L. Smith of Mystic has long been active in Scouting, is an instructor of Navigation at the Coast Guard Academy.

Harold C. Blair of Noank is the civilian head of the unique (only one in the U.S.) School of Aids to Navigation at the U.S. Coast Guard Training Station, Groton; has long been interested in Scout work in both the New York and Mystic areas.

Less recent is the new Consultant, Mrs. C. Vaughan Ferguson, a prominent figure in Girl Scouting.

Earl L. Canfield of Essex, Conn. has presented his excellent little Rhodes 18 ft. sloop to the Youth Training Program.

An excellent model of one of the last big merchant sailing ships, the *Benjamin F. Packard*, is received. The model is by William S. Quincy, Jr., is the second example of his work displayed. The other: the ship *Joseph Conrad* which he built expressly for the Museum some years ago.

A "Snow Ball" was held December 29th in Aloha Meeting House. This annual event of the Stonington area is arranged for college and prep-school students home on vacation.

James Kleinschmidt has been scraping down the cabin paneling of the *Charles W. Morgan*; found that it is chiefly of pine and cypress, painted over with so many coats that the square-edge moulding appeared round. Six gallons of paint remover has revealed eight different coats of paint, including green, blue and white.

Mrs. Alma Eshenfelder, Publicity Director for the Seaport, has accepted an appointment from Governor of Connecticut, Abe Ribicoff, to serve on a Vacation Advisory Council to the Connecticut Development Commission. The Council will assist in promoting the vacation-resort-travel industry of the State. There are twenty-two on the Council. Mrs. Eshenfelder will chairman a subcommittee on Arts and Restorations, which includes in its memberships museums, historical societies, summer theatres and publications.

Frank Ochs, one of our enthusiastic members, and his wife Agnes are avid Navy fans as well, yet neither has ever been to sea. Their home is a veritable museum, boasting such rarities as a flag flown by landing craft in the 1950 assault on Inchon, Korea; Union Jack presented by Admiral Tennant of *H.M.S. Sheffield*; Mussolini's hat, his body-guard's knife. Besides Mr. Ochs' paintings of naval ships and actions, their home is a pleasant clutter of battle flags, ship models, navigation aids, naval relics and citations. The citations are mostly Mrs. Ochs', received as administrative assistant to the

Legal Officer, Third Naval District. She is still on the active list after thirty-four years of naval service.

Parker Tours of New York is advertising all-expense tours into New England--one a month for seven months--beginning next April 13. Motor coaches leave 6:30 p.m. Friday evening, return by 7:00 p.m. Sunday evening--$29.95 plus meals. Detailed itineraries are obtainable from the company at 496 Second Avenue or by telephoning MU 9-6053. Of course they allow for a leisured visit to Mystic Seaport. Here's a way of getting a package, audio-visual course in the origins of your freedom, with all the modern comforts pre-arranged.

An illustrated article by Marion Dickerman on the Pynchon Junior Museum at Mystic Seaport, requested for "New Horizons", bulletin of the National Foundation for Junior Museums, correctly calls ours "The Nation's first Marine Junior Museum".

An interesting corollary: Mystic is not only the home of the nation's first Marine Junior Museum, but it is also the home of the founder of the nation's first children's museum of any kind--Miss Anna Gallup, founder of the Brooklyn Children's Museum.

The article on Mystic Seaport's scrimshaw in the November "Think" (house organ of the International Business Machines Company) is being reprinted in "The Norwegian Whaling Gazette" of Sandefjord, Norway. Author Cedric Larson titled it "Scrimshaw: Art of the Whale Hunters".

The Yankee Network, covering the New England states, featured Seaport Stores, Inc. on its "Yankee Home Town Food Show" December 8th at 1:15 p.m. Theme of the broadcast was "The Bells". The show was introduced by the sound of sleigh bells, featured such Seaport Store items as cow bells and dinner bells. Mrs. Duncan MacDonald is Director of the program.

IN MEMORIAM



Charles W. Morgan

b. (of unknown parentage) July 11, 1955 in the carpenter's cabin aboard the whaleship *Charles W. Morgan*.

Adopted (at age 3 days) by Miss Pat Lucke, then a cadet in training aboard the ship *Joseph Conrad* at Mystic Seaport.

Constant companion of Ti, the cocker, in his short life he endeared himself to all in the Lucke homestead at Storrs, Conn. Oddly (for a cat) he loved music, water, pen and ink, dish-washing and (not oddly at all) his 16 years old mistress, Pat.

d. (of worms) December 8, 1955 at Storrs, Connecticut



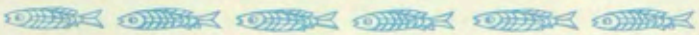
Often gifts of things are as acceptable as gifts of dollars



Ships' wheels for road signs--not smaller than 36 in in diameter.



Two tarpaulins, each 20 x 30 ft. or about that, to protect workmen from sun and snow while busy at the restoration of our ships.



A dump truck and a straight truck. If you are considering turning in your old truck on a new one, consider giving the old one to the Seaport. We need a dump truck (of about 5 yards capacity) and a straight truck (body and motor on same chassis), 5 tons capacity. Two trucks are needed because there are two divisions in the maintenance crew--frequently working on different jobs at the same time.



Aquariums and fish. Last year an aquarium on the "Conrad" stimulated the study of sea life by the cadets in training there, caused much favorable comment on the part of visitors. The idea may be amplified, to make a project for the cadets of collecting and studying what they find in the water on their field trips.

PRINTED AT MYSTIC SEAPORT