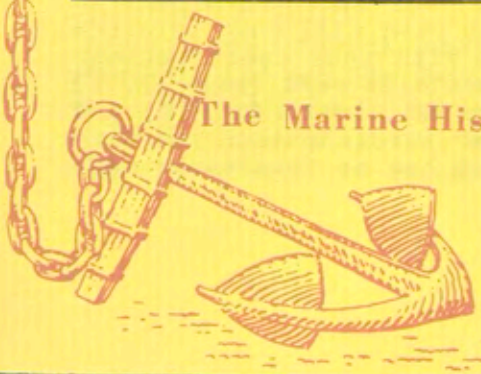
The Log of Mystic Seaport

Volume 8 No. 2

Spring 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*

OUR COVER

Each year, with the addition of new buildings, new exhibits, better arrangement, your Seaport offers new subjects to the photographer, new scenes to the visitor. Our Cover and the Tavern picture in this issue are examples of only two. This year the enlarged Galley (page 19), new dock, improved plantings, and added service building (page 4) offer more. Patterns of brick, stone and aged wood, under different light as the day progresses, lend constantly changing conceptions of composition to the photographer and the breath of reality to the visitor who does not carry a camera.

All this is the result of the cooperative labor and love of almost five thousand members and donors devoted to the perpetuation of something distinctly American which may not have been a part of their own lives but is somehow planted deep within themselves--the almost irresistible urge to create. Your participation, when you stop to think of it, should be a first chapter of Genesis experience. You have had a part in this. Thousands of others each year will come to catch the message you have written with your contributions in wood, stone or brick. Others will read (page 1), be inspired (page 6), share (page 16), learn (page 5) and want to help (page 9). By your participation you have started a chain reaction which has no forseeable end.

****

MINUTES OF A MEETING OF THE MISSIONARY SOCIETY

****

When Mrs. Alma Eshenfelder, Publicity Director for Mystic Seaport, was appointed to Governor Ribicoff's Vacation Advisory Council, she began immediately to plan for a tie-in with her own Mystic Seaport. And perhaps that is what Governor Ribicoff figured on, for the Connecticut State Development Commission has long considered Mystic Seaport Connecticut's No. 1 tourist attraction.

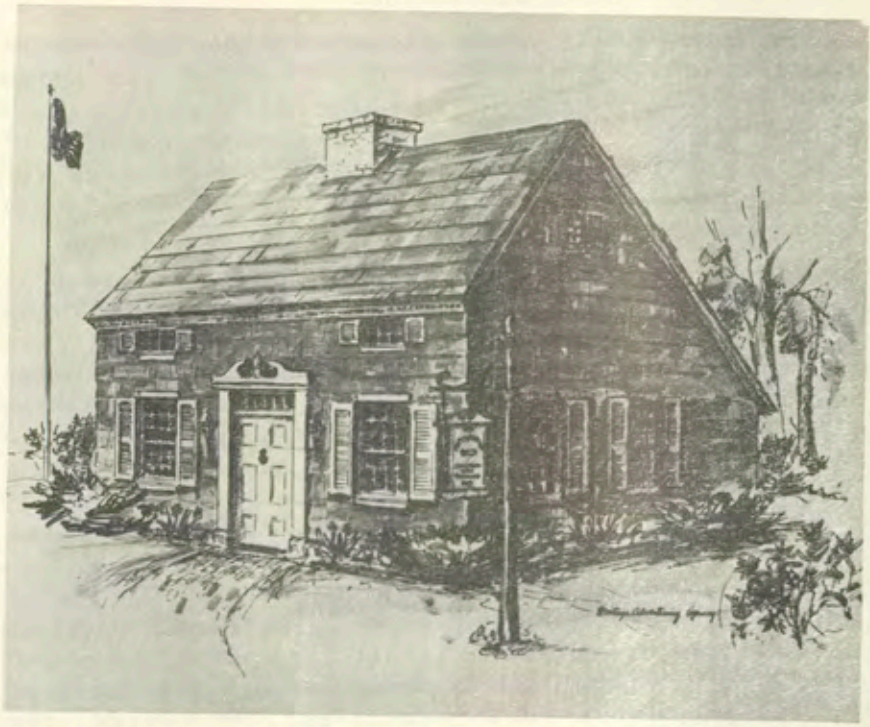
Quite naturally, then, the twenty-two member Council settled on Aloha Meeting House for its third meeting, Monday, April 3rd. Some fifty Council and sub-committee members, representing almost every attraction and service in the state, convened at ten o'clock and were welcomed during the day by Admiral James Fife.

The delegates came from a wide representation of Connecticut's travel and resort industry--included Herman Wolf, Executive Aide to the Governor. They represented inns, motor courts and restaurants; summer theatres and festivals, such as the American Shakespeare Festival at Stratford and Connecticut College's American Dance Festival. Transportation and communications were covered by committee members from airlines, railroads, bus lines, travel agencies, automobile clubs and the big (one million telephones) Southern New England Telephone Company. Others came from historical societies, chambers of commerce, the Manufacturers' Association of Connecticut, oil companies, parks and even roadside development services. A few members of the working press were present and, of course, the State Development Commissioners and Commission staff members. The meeting was considered of sufficient importance to be covered by a telecast on Channel 8.

Six sub-committees held round-table discussions beginning at 10:30, followed at noon by a dutch treat luncheon and general meeting of Council and Committee members. Out of the day's deliberations came seven major developments which should mean much to the State of Connecticut's tourist business and much to its prime attraction, Mystic Seaport:

(1) Six 15-minute films on Connecticut resorts and attractions for use by service clubs, schools and television stations.

(2) The building and operation of an information center at the entrance to Merritt Parkway at Greenwich, with the distribution of folders of the major Connecticut attractions. A feature of the information center will be an illuminated map on which Mystic Seaport can be readily found by the east-bound tourist.



The salt-box house, a typical New England structure, is scheduled to open Memorial Day and will be the state's first tourist information center.

(3) The Connecticut Hotel Association is preparing a four-color folder including an illustrated map of the State on which Mystic Seaport will be shown.

(4) The Development Commission itself will prepare a descriptive booklet which will carry a full-color picture of Mystic Seaport.

(5) The State Highway Department has issued a Connecticut map featuring the Seaport.

(6) The United Air Lines representative announced that a new edition of its "Points East", a travel film distributed through airlines offices from Cleveland to Honolulu, has considerable footage with narration concerning Mystic Seaport. Over two hundred copies of the film will be available for showings.

(7) The Southern New England Telephone Company is publishing a new edition of its travel brochure "Trip-Tips" which includes a picture and description of the Seaport.

It will not be uncommon to find Mystic Seaport folders in the racks at motels, hotels and restaurants throughout Connecticut as a result of interest shown by owners of these establishments after their visit to Mystic on April 3rd.

Aside from all these developments, Corning Glass Center at Corning, N.Y., is designing an illuminated map and rack for folders of New England attractions within driving distance of Corning. The visitor will select the folder which interests him, then by pushing a button the best auto route will light up on the map to show him the way. Mystic Seaport will have its folders there, and of course its designated button. Similarly, Old Sturbridge Village and Mystic Seaport are exploring a cooperative scheme to encourage an interchange of their respective visitors, by a route map between these two famous restorations.

Everything considered, it looks as if Mystic Seaport will be one of the busiest segments of Connecticut during a busy tourist season.

Some of the scheduled events are: May 12--Yachting presentation of Herbert L. Stone memorial; Parker Bus Tour; May 18--National Safe Deposit Association visit; May 19--Schaefer's Spouter Tavern Dedication; May 23--Connecticut Library Association visit; May 24--National Building Code Officials visit and clambake; Mystic Garden Club meeting; May 26--Wedgwood Presentation; and twelve educational groups totaling 635.

June 10--First *Brilliant* Cruise; June 16--Parker Bus Tour; June 18--*Joseph Conrad* training program opens; June 24--Masonic Veterans of Connecticut (Amaranths) visit; June 28--Gray Line Bus Tour; National Association of Housing & Redevelopment Officials visit; and seven educational groups totaling 475.

July 7--Parker Bus Tour; July 9--Munson Institute opens; July 21--**M.H.A. Annual Meeting.**

August 4--Parker Bus Tour; August 8--National Lawn Bowling Association; August 9--American Yacht Club Rendezvous; August 10--Munson Institute closes.

****



Assistant Curator MacGregor, using a brand new spade for the occasion, dug the first earth from the site of the new Accessions Building, March 31st. As neither of the two donors could be present for the occasion, the spade was later presented as a souvenir to one of them--R.W. Bartram, Jr.

Present with MacGregor were Admiral James Fife, Director; Francis Day Rogers, Architect; Charles A. Brooks, Business Manager; Edouard A. Stackpole, Curator; and Charles Lorello of the firm of Lorello & Naccarato, Contractors.

MUNSON INSTITUTE'S SECOND YEAR

A press conference and luncheon at India House, in New York on April 10th, pointed up an unexpected but very real demand for Munson Institute in another field--the professional writer.

Arranged by Frank O. Braynard of the American Merchant Marine Institute, six marine editors of New York's leading newspapers and magazines in the field, were the guests of Clifford D. Mallory at luncheon, following which details of the Institute were made known to them. A knowledge of American Maritime History seems to be a working tool not only of the graduate student preparing to specialize in that phase of history or to use it as background to the more general subject, but appeals also to the teacher, present or aspiring; the museum worker in the fields of history, archaeology, ethnology and ethnography; the professional writer, whether newspaper, magazine, free-lance or novelist; the yachtsman or the mere lover of ships. At last year's Institute a good segment of the general public showed an interest by attending the open sessions four nights a week.

This year (July 9-August 10) Dr. Robert G. Albion, Gardiner Professor of Oceanic History, Harvard University, will again take over as co-ordinator for the Institute. His associates will be Dr. John H. Kemble, head of the history department, Pomona College, Claremont, Cal., an authority on Pacific Maritime History, and Edouard A. Stackpole, Director of the Institute and a recognized authority on the American whaling and sealing trades.

Professor Albert Van Dusen of the University of Connecticut, presently engaged on a history of the State of Connecticut, will join the permanent faculty for one week, on the subject of Colonial trade; and Commander Lane Kendall of the U.S. Maritime Academy, King's Point, will join the faculty for another week.

Additional authorities will take special lectures: Professor Wilson Heflin, U.S. Naval Academy; Walter Hamscher, Marine Editor, N.Y. Herald-Tribune; C. Owen Smith, Editor of the Maine Coast Fisherman; Frank O. Braynard, American Merchant Marine Institute; C. Bradford Mitchell, Editor of Steamboat Bill of Facts; Roland T. Ely, authority on the American-Cuban sugar

trade; Commander Thomas N. Kelly, U.S. Coast Guard Marine Inspector on the American pilotage system; William King Covell on the early American steamboats.

Dr. Finis P. Engelman, retiring head of the Department of Education, State of Connecticut, has been an enthusiastic supporter of Munson Institute and his advice and help were of inestimable value through its first experimental year.

****



Officers of the Royal Netherlands Navy on an official visit to the U.S. Submarine Base nearby, visited the Seaport February 24th. In the party were Vice Admiral de Booy, Chief of Naval Operations, R.N.N.; Captain H.G. Holtz, Naval Air Arm, R.N.N.; Commander R.W. Baron van Lynden, Rear Admiral G. Koudijs, Naval Attache Netherlands Embassy, Washington; Captain James C. Shaw, U.S.N. escort officer for the party and Captain J.E. Lee, commanding officer at the U.S. Submarine Base.

A month later the Seaport was a sight-seeing objective of other foreign officers attending a commanding officers' school at Groton--Lieut. Commanders E. A. Cordeiro and Orlando Raso of the Brazilian Navy, Commander O. Wang of the Royal Norwegian Navy, and Commanders J. Reinoso and C. de Trasa of the Spanish Navy.

JUVENILE "LINQUENTS"

Not far from the Connecticut line, near Springfield, Mass., is the quiet town of Wilbraham, and its most prized institution, Wilbraham Academy for boys.

Small (but 175 boys, 12 to 17), Wilbraham is one of the few schools in the country which elects to remain small and, like Mystic Seaport, to remain privately supported and controlled. It has no ambitions for new dormitories, a giant stadium, or sprawling facilities with an eye only to the future. Its ambition is merely to do a better job with the boys it has, and to go afield and help imbue students everywhere with the American ideals of freedom of thought and freedom of enterprise. One of its own prospectuses states: "The private, non-profit institution may be called the foundation of the American free society."

Wilbraham has other distinctions: more Thai students (nine this year--two of them the sons of the Prime Minister and the Ambassador to the U.S.) than any other institution of learning in America. It has given scholarship grants to boys from Germany, Japan, the Netherlands, Finland and Spain. What Wilbraham Academy is doing to realize its all too uncommon ambition, is best shown by the spirit of its boys.

In 1948 its students collected 2900 pieces of clothing, hundreds of dollars of food and school supplies for post-war Europe. From that pride of experience came an idea now eight years old--a student project this year called "The Point Eight Program", so named for its age. The "Point Eight Program" has just raised more than $5,000 in five short days.

What do Wilbraham boys want with $5,000 if they do not want new buildings or land? They want to help students who, but for the whims of dictator governments, would have freedom like themselves; to help institutions, like their own, which, but for the land they live in, would be under the iron heel of dictatorship if they existed at all.

They had not forgotten their German friends who have benefitted in other years by the establishment of

their Freedom Fund in Berlin. Point 1 of their program was to raise funds for the continuation of that fund, to help East German boys and girls to escape into the free sectors of Berlin and there continue their education.

Point 2 was to provide a year's scholarship at Wilbraham for a boy from a foreign country to be chosen by a Selection Committee composed of the Student Council and the boys who raised the most money in their respective classes.

Point 3 was to duplicate Point 2 for an American boy or boys. Point 4 was to contribute $1,000 each to their favorite privately-supported free enterprises in America--Old Sturbridge Village and Mystic Seaport.

March 2nd the entire student body attended their "kick-off" banquet. Orin Dice, Assistant Educational Director of Mystic Seaport, was their speaker. Next morning the entire student body took off from school and began ringing door bells and writing letters, or took off for their own home-towns armed with printed material and Wilbraham enthusiasm. Five days later they had exceeded their $5,000 goal!

The Mystic Seaport presentation was made on April 17th by five of the six boys who raised the most in their respective classes--Bryon Tomlinson, James Miller. Leland Pinney, Stefan Zieman and James Tufts.



It should be understood that the Wilbraham Board grants the free tuition in each case as its own part of the student project. The boys raise money for expenses other than tuition. Wilbraham scholarships are unique in that they are "complete"--include more than mere tuition and board. They include money for books, clothing, laundry, travel, incidentals and even a weekly allowance for the year.

This year's fund provides for scholarship awards for three American boys yet to be chosen by the Selection Committee. The boys themselves interview the candidates and make the final selections. Any American boy of eligible age and scholastic standing may apply to the Director of Admissions. From there the Selection Committee takes over. At Wilbraham boys will be interviewing boys and judging for themselves whether the applicants are (to coin a word) "linquent".

****

FAITH WITH WORKS

****

While a member of the Association for five years, at the time of her death January 29th, Mrs. Theodora Griffis Latouche had seen Mystic Seaport but twice, and on those two occasions but briefly. However, she knew more about it than two brief visits would presuppose. In New Canaan she lived next door to Marion Dickerman, the Seaport's Educational Director, and had heard many of the details of its Youth Training Program and other activities. She had often helped in the preparation of the work-book used by the *Conrad* cadets and her belief in that program prompted her to contribute, for several years, the first prizes in the work-book contests; her acquaintance with our Educational Department's sea-chests for school use, caused her to make generous contributions of books for that purpose.

Of her own experience, she had learned to value the institutions of democracy and their work. Her will, when it was opened, read like a statement of faith in the ideals of those institutions. She remembered many of them generously. To the Mystic Seaport she left $50,000.

BIRDS OF A FEATHER

When the Associates of the Woods Hole Oceanographic Institution planned the premiere showing in the United States of Commandant Jacques-Yves Cousteau's motion picture "The Silent World", they graciously included in the invitation list those members of The Marine Historical Association living in the greater New York area. The showing was given March 15th in the auditorium of The American Museum of Natural History, thus bringing into the cooperative effort still a third nationally-known institution. This is the kind of friendly cooperation between non-profit institutions which is making America the most museum-conscious country in the world.

Further evidences of such joint efforts are not lacking. Elsewhere in this issue of THE LOG is mention of a joint promotional effort between this Museum and Corning Glass Center. Still others are contemplated. Mystic Seaport has, for years, maintained a friendly interchange of interest and help with Britain's National Maritime Museum at Greenwich, and a lively exchange of correspondence and materials with the ship-lovers' societies of New Zealand and Australia. Mystic's mail bag is likely to contain letters from such far-flung friends as The Royal Scottish Museum and Denmark's Kronberg Castle; with France, Jugoslavia, Mexico and Japan. It has interchanged ideas and materials with Wilmington and Santa Barbara Art Museums.

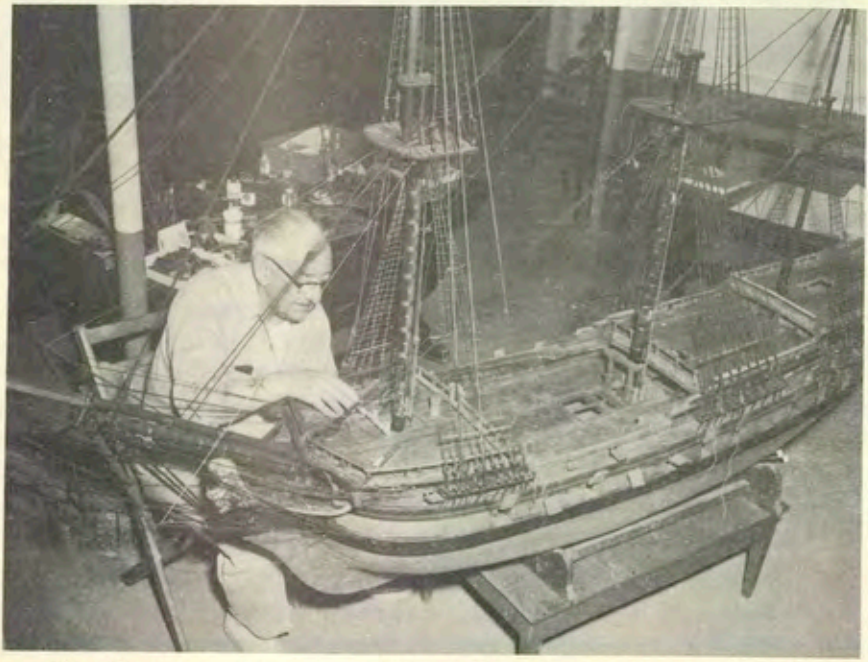
These places exist, not as rivals but as workers for a common cause. Mystic Seaport, having attained a quarter century of maturity, has even fathered some of the newer ones. It had a hand in the early planning of San Francisco's Maritime Museum, with the Winston-Salem Moravian restoration and with the new Twin Lights (Navesink) Commission in New Jersey. It owes much to such venerables as the Metropolitan Museum of New York, Peabody Museum at Salem, the Mariners Museum at Newport News, Brooklyn Museum, Yale University and such restorations as Cooperstown, Shelburne, Dearborn and Williamsburg. It cooperates with all the local institutions--Pequot-sepos, Lyman Allyn and the

Mystic Art Gallery. It holds membership in the foster parent of all, The American Association of Museums, and was once host to the latter's New England section.

A local industrialist recently offered to help in the establishment in this area of a "rival" industry because, he said, it all attracts people into the area, whether as visitors or home-seekers, and what is good for one turns out to the benefit of all. A cut-throat competition in industry is a short-sighted policy. In the field of education it is a strangling preliminary to defeat.

Mystic Seaport is happy to be a working member of the family, too busy to be concerned with trivial jealousies and comparative attendance figures, but not too busy to help with and profit by the progress of all.

****



The Museum's largest model, a French 64-gun warship of the late 1700's, is 13 ft. from outer jib-boom to stern; has a 20 in. beam; is 9 ft. from keel to top-gallant. Restoration is progressing under the skilled hands of Capt. Raymond Titus, skipper of the *Joseph Conrad* Youth Training Program.

REMINISCENSES

Mrs. Nancy Grant Adams and her niece, Mrs. Jessamine Ronan, stood on the deck of the whaleship *Charles W. Morgan* April 18th and reminisced.



Mrs. Adams' father, George A. Grant, was a whaleman, as was his father before him. She carries on the family tradition as President of The Nantucket Historical Society. She was born while her whaleman father was on a voyage to the Arctic.

Her grandmother, Nancy J. Wyer Grant was sixteen when she was married to Captain Charles Grant and the 16-years-old wife could stand under her husband's outstretched arm. When he came back from his voyage she could no longer do so and she was twenty years old. She said she had forgotten how he looked, except that he had red hair. For the first eleven years of their married life, he was away ten of them.

Nancy made six of her husband's twelve voyages with him (on the *Potomac, Mohawk, Milton, Japan, Horatio* and *Niger*). Their son George was born in Samoa and was carried aboard his father's ship, wrapped in a banana leaf, at the age of three weeks. Another son, Charles William Grant, was the first white child born on the island of Pitcairn, 1850. A daughter, Ella Baker Grant, was born at Russell, Bay of Islands, 1855.

None of Nancy's children had the regular benefits of milk, cod-liver oil or pablum, yet one lived to be eighty-seven and one reached the century mark. Another died at thirty-one having contracted "consumption" after being swept overboard.

Mrs. Adams relishes a story concerning her grandfather and the girl he did NOT marry. His fiancee exacted a promise from him that he would bring back to her a parrot which had been taught to repeat the Lord's Prayer. After many trials and several years of effort, the young mariner was able to fulfill his promise (except that the parrot would invariably skip "forgive us our trespasses"). On the steamer home to Nantucket another passenger was taken with the parrot, offered him, finally, $100 for it. Young Romeo was practical as well as romantic, could not resist the munificent offer, and sold the parrot. He was immediately overcome with remorse, suffered all the pangs of a broken promise, torn between his eagerness to see his beloved and the dread of the consequences. Braving himself for the meeting and the inevitable explanation, he found that his girl had married another man!

****

WHALE OIL TODAY

****

One of the seeming oddities of American industry is that the big Archer-Daniels-Midland Company, which markets the products of the whale, has its headquarters in the mid-western city of Cleveland, Ohio, far from the haunts of the mammal which supplies their raw material.

The Company recently sent for exhibit on the last of the old-time, wooden whaleships, the *Charles W. Morgan*, samples of crude and refined sperm whale oil and spermaceti wax.

Today chemists have revived interest in sperm oil with the discovery of its unique qualities. It offers a minimum change in viscosity at wide extremes of temperature. ADM's pressed and refined oils and spermaceti wax have a variety of unexpected uses.

Sperm oil is a rare phenomenon, a natural-occuring

liquid wax. It will not dry to form an impenetrable film, resists oxidation and is non-corrosive. It is not soluble in either water or alcohol, until treated to make it so.

Aside from its use as the finest of penetrating oils and lubricants for clocks, fine instruments and high-speed machinery, it is used in the manufacture of leather and textiles, in detergents, in wax, buffing and polishing compounds. Quantities are used in the manufacture of felt and leather gaskets, in cordage manufacture and as an additive for metal tube and wire drawing compounds.

Its rust-proofing qualities make it valuable to the gunsmith, the hunter, and the army ordnance man. It is used in the moulding of bullets and in the pressing-out of bottle caps.

The ladies require it in their cosmetics and high-quality hand soaps and pharmaceuticals. It imparts a satin-like smoothness and brilliant sheen to them, and by that we mean the ladies as well as the cosmetics and soaps!

Airplanes use whale oil in their engines because it does not break down easily, flows freely at sub-zero temperatures and is not destroyed by great heat.

Whale steak is a modern delicacy, in great demand for restaurants and clubs. Shipped frozen from Norway, the demand keeps far ahead of the supply. Even the bones are used for fertilizer and in chicken feed.

The whale today disproves the old adage that valuable things come in small packages.

****

SCHAEFER'S SPOUTER TAVERN

****

May is National Tavern Month, says The F. & M. Schaefer Brewing Company, and that is why Rudolph J. Schaefer and his company chose that month for the dedication of the Seaport's newest exhibit--a kind of building and a kind of business to be found on any waterfront or in any seaport town a hundred years ago or today.



Often not the low-class grog shop associated by many with the lowest section of the town, the respectable tavern of a century ago could enjoy the patronage of the merchant class as well as the sailor. It could be, and often was, a meeting place for business men, ship owners, master mariners, and a place of vendue for the sea-borne merchandise of the day. Schaefer's Spouter Tavern is located at the head of the cobbled street lined with the shops and lofts of the period, and from its windows facing the waterfront can be seen the tall masts of the whaleship and coastwise schooner.

Its authentic bar counter, wooden sink, folding wall bed and comb-painted paneling came from an old Stoddard, N.H. tavern which dated back to the Revolutionary period. Its crescent seated bar chairs are equally authentic.

The dedication on the 19th is expected to be one of the most pretentious ever held at Mystic Seaport, with several hundred invited guests, including representatives of the press, TV and radio. The ceremonies will be filmed for telecast. A feature of the dedication will be a loan exhibit of old tavern signs from

the collection of Morgan A. Brainard of Hartford.

Rudolph J. Schaefer, donor of the Tavern, is President of the F. & M. Schaefer Brewing Company, America's oldest brewers of lager beer, founded in New York City at the exact period the Tavern represents, the mid-19th century.

****

VESPERS

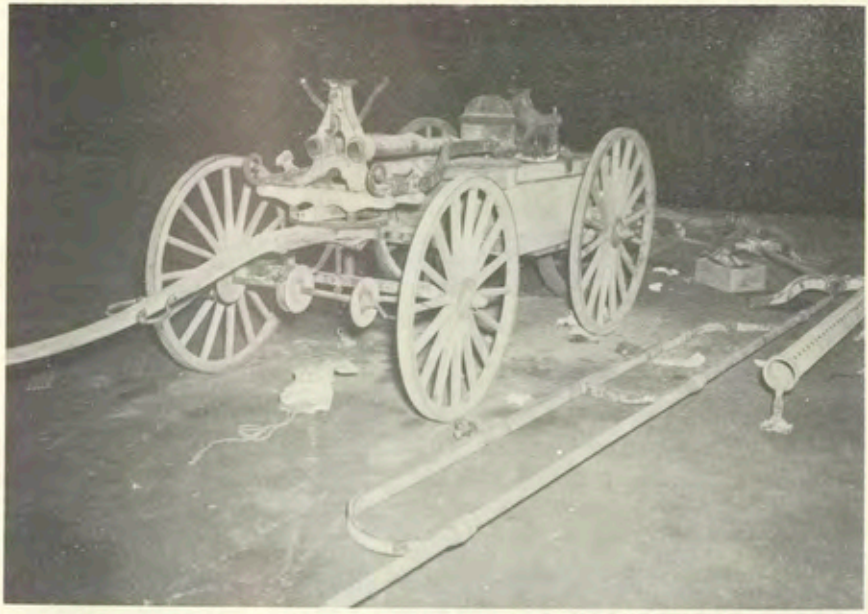
****

The Reverend John R. de Sousa, Seaport Chaplain, announces the list of visiting ministers who will conduct vesper services in Fishtown Chapel each Sunday at five during the summer. For the first time, a central theme will be the subject of all meditations, and plans are being made for the publication of a booklet containing the series. Aimed towards pointing up the spiritual message of the Association's purposes, the theme "Meditations on the Origins of American Freedom" is broken down into sub-topics--"Foundations", "Courage", "Self-reliance", "Dependability", "Perseverance", "Integrity" and "Ingenuity".

Mr. de Sousa will lead off with the subject "Foundations". Others who have accepted invitations to speak are Dr. Anson Phelps Stokes, Episcopal Bishop of Massachusetts; the Reverend Simon P. Montgomery, minister of the Old Mystic Methodist Church; the Reverend Dr. Allan Lorimer, First Church, Congregational of Essex, Conn.; the Reverend J. Oliver Cronan, St. Patrick's Roman Catholic Church of Mystic; and Rabbi Leonard Goldstein, Congregation Beth El, of New London.

Fishtown Chapel, aside from these weekly vesper services, is used by visiting youth groups for their own Scout services, for private baptisms, weddings and funerals. Its unique baptismal font (a real shell) is a memorial to a sea captain; its flowers each Sunday are often contributed in memory of departed seafaring men; it faces the last of the old-time wooden, sailing whaleships; it has no collection plates at services; it has no regular parishioners; and it serves all faiths attached to one God, the Creator.

****



The old Block Island fire engine, presented by Mrs. E. Paul du Pont, so interested the local firemen that they undertook its restoration, as a volunteer project. The local company, known as the "Hoxies", worked in a local garage, downtown, nights. There they stripped it down, took off all the old paint and repainted it as it was originally, even to the decorative striping.

****

NELSON'S GLORY

****

The most glorious tradition of the British Navy is that of Admiral Lord Nelson. Across the Atlantic, far from the scenes of his triumphs, is being accumulated at Mystic Seaport a Nelson group of memorabilia. Most recent: in the Kynett Collection a bronze circular box with Nelson's portrait on the lid, inscribed "England's Admiral Nelson, Duke of Bronte" and "Hon. Vice Comm. Nelson ob patriam pugnando mort. Oct. XXI, MDCCCV." In the box were found a series of miniature, circular prints in color by Edward Orme, representing various naval incidents from 1782 to 1816, including the Battle

of the Nile and the victories at Copenhagen and Trafalgar. The box was once the property of the First Earl of Liverpool, Prime Minister of England in 1812.

On loan from Mrs. Josephine McSherry Robinson of Palm Beach is a print of the Battle of the Nile painted and engraved by R. Dodd, 1799 which was once the second of a series of four owned by George Washington and hung in the dining room at Mount Vernon.

Previous Nelson memorabilia are a miniature of the Admiral--unquestionably the work of Renoir, a commemorative medal of the Nile victory, a framed sampler on the hero's death, a piece of the flagship *Victory*, a hinge from a barracks building in English Harbor, a piece of Liverpool ware, an etching of the Admiral's launch, a colored engraving and a drawing, a telescope alleged to be from the *Victory*, and an antique settee from his famous flagship.

For years visitors have placed their umbrellas on rainy days, in an umbrella stand which is a replica of those struck off to celebrate Trafalgar.

More than fifteen items at Mystic already pay tribute to England's greatest naval hero, and the collection and the tradition are likely to grow as the years advance.



****
HASWELL TROPHY
****

On June 3, 1858 the rookie yacht *Haswell*, which had been launched but five days before, entered and won the New York Yacht Club Regatta. From a start almost opposite the first home of the club at Elysian Fields, Hoboken (the same building now serving Mystic Seaport as headquarters for yachtsmen) she ran down the bay and, a poor third at the halfway mark, won the race on time allowance over *Una* and *Minnie*, the other two entrants. The *Haswell*'s trophy has been presented to the Museum

by President of the Association, Philip R. Mallory, grandson of her original owner, to join other mementoes of her days of glory--the builder's half-model and an oil painting of the yacht.

****



A Spring project is the enlargment of the old Galley. The new Galley will be two and one-half times the old, in floor space; should provide a far faster service (all cafeteria) and a pleasanter meal. Interior decoration will be by F. Schumacher & Co. of New York and will show some of that firm's most recent productions in fabrics and wallpaper, incorporating Mystic Seaport designs.

****

As a memorial to the late HERBERT L. STONE, longtime publisher and editor of Yachting, a 16-foot Dyer utility boat, bearing his name, will be presented to the Seaport on May 12 for use as a tender to the Dyer Dhow fleet used in the Youth Training Program.

Just prior to his death the Ole Evinrude Foundation presented the 1956 award for lifetime contribution to recreational boating in America to Herbert Stone. The award, aside from recognition of his long and distinguished service, consisted of a commemorative plaque and $1,000. After Mr. Stone's death, Yachting decided it would use the money for a useful adjunct to Mystic Seaport's training program, settled on the utility boat.

When this became known to W.J. Webb, Executive of Evinrude Motors of Milwaukee, his company offered to provide the power for the boat in a 30 h.p. Evinrude Big-Twin Motor.

The joint contributions will be the occasion for a ceremony to include officials from Yachting, Evinrude and Mystic Seaport. Christening will be by Miss Eleanor Stephens, Seaport Librarian. She worked for eleven years on Lloyds' Register of Shipping and for twenty-three years as Librarian of the New York Yacht Club. Her father, the late W.P. Stephens, was one of America's noted yacht designers.

****

DID YOU KNOW that members may purchase a guest ticket book? The price of $5 brings the admission of your house guests down to 50 cents each (lower than our group rates) and provides a gracious way of entertaining as well as avoiding that embarrassing WHO PAYS.

Summer visitors get all the benefits of the pleasurable (and expensive) activation of shops, so the adult admission rate from June 1 to October 1 is $1.25. The adult rate of $1 remains for the other eight months.

****

LETTERS

****

"I am enclosing a very small contribution towards the Marine Historical Association's year end appeal, which should have been sent much earlier, but despite the fact that such a tiny sum of money ($2.50) was involved I have had great difficulty in getting a permit from the government to send it. You may not know of our strict currency control, which is most tiresome at times. However, I just felt I would like to send even a token amount to express my gratitude for all the good things which have come to us from the Marine Historical Association through your kindness and the kindness of Mr. Philip R. Mallory. I do greatly appreciate it."

(signed) Mollie F. F. Lukis, Archivist
Public Library of Western Australia-Perth

VARIABLE WINDS

Weathermen called it a sneak blizzard, March 16th. The Museum virtually closed, employees went home early except for a few stoics who live close by and stuck it out until the regular closing time at 5:00. The only visitors all day were a Mr. and Mrs. Ernest G. Roetman, who had come down to see their son, a lieutenant stationed at Quonset, R.I., and all three were sight-seeing. The winter blizzard bothered the Roetmans not at all. They came from Anchorage, Alaska.

There is now a film strip in color available on loan to schools for use as indoctrination before a field trip to Mystic. The running time is about fifteen minutes and the film is accompanied by either tape recording or record. Narration is by MacDonald Steers and the whole project was made possible through Francis R. Sullivan, Audio-Visual Aids Director for Willimantic State Teachers College. Three films, three tapes and three records are already available. The Seaport is ordering copies for wider distribution. They will accompany the Educational Department's novel sea chests, when requested by the school.

The March issue of Seaports and the Transport World, published in Montreal, Canada, carried an announcement of the completion of bookings for our Youth Training Program and its opening, June 18. Montreal has, for years, sent groups of Girl Guides to Mystic for participation in the program.

Brief statements concerning Mystic Seaport are being used for spot announcements in the Eastern Connecticut Broadcasting Company's "Around the County" radio program.

The Hempstead (N.Y.) Battalion of the American Nautical Cadets paid a visit on April 21st. 150 cadets were in the group.

A gavel and block turned from original pieces of the whaleship *Charles W. Morgan* were presented recently to the American Institute of Marine Underwriters by Carpinter & Baker, the oldest marine underwriting firm in the country. The presentation was made by Emil A. Kratovil, President of the firm and accepted on behalf of the Institute by Percy Chubb, first vice president, and long-time member of this Association. Let into the pounding surface of the block is an 1841 silver dollar in keeping with the tradition of placing a coin beneath the foot of the mast of a new ship.

Admiral James Fife, Director, made his first appearance before a Mystic service organization as the guest speaker at a meeting of the Mystic Lions Club March 1st.

A log book of the German training bark *Horst Wessel*, now the USCG *Eagle*, has been received as the gift of Raymond T. Walker.

A representative of the old and honored house of Wedgwood has been seen on numerous occasions this spring, making arrangements

for the manufacture of a set of four ten-inch Wedgwood plates now on sale at the Seaport Store. Center scenes in the series are the whaleship *Charles W. Morgan*, the ship *Joseph Conrad*, the schooner *Australia* and the charming nineteenth-century seaport street.

The original drawings, from which the copper engravings are made, become the property of the Seaport on May 26th in a formal presentation by Mrs. Hensleigh Wedgwood, wife of the present head of the house in America. The British firm is presided over by Josiah the Fifth at Barlaston, Stoke-on-Trent, Staffordshire. These two and their forbears have carried on the business and the tradition since the middle of the eighteenth century. Today Wedgwood uses the same hand process established in 1759 by Josiah.

One of the plates (the street scene) is shown on the back cover.

Generally our Curatorial Department does its own labeling, after its own research; but sometimes it is necessary to call in an expert in a very specialized field. When this is done, the expert generally comes to Mystic and does the job. A different method was used in labeling a large collection of shells. The collection was sent 3,000 miles across the country to California.

Mrs. Frederick T. Arnold and her daughter Winifred of Long Beach, Cal., visited in November 1955, were intrigued by soggy cartons of unlabeled shells which had been covered with the flood waters of one of the hurricanes. Miss Winifred has collected shells from the South Seas and west coast, is now working on a dictionary of conchology. Her mother knew the eminent conchologist, Henry Augustus Pilsbry, author of the 31-volume Manual of Conchology. The entire collection was returned in February, complete with Latin names of species, as the contribution of Mrs. Arnold and her daughter, is now beautifully exhibited in the new shell room in the basement of Aloha Meeting House.

The Iroquois Publishing Company has asked for and been given a picture of The Little Red Schoolhouse for use on a Christmas card. Cards will be sent to thousands of school customers in this country and overseas.

"The word 'museum' is so misleading" says Joan Orlando, Junior Clerk of the Metropolitan Life Insurance Company's Westerly R.I. office. In an article in the company's house organ Chronicle she says "It's really an actual fishing village, a reconstructed, authentic replica of a typical seafaring community of the 1840's." That, Joan, is why the name Mystic Seaport is more commonly used.

Fabrics and wallpapers made by F. Schumacher & Company of New York, from designs inspired by Mystic Seaport accessions and scenes, will be ready for distribution about July 1. Visitors having luncheon in the Galley will see a sampling of the designs.

In The Photo-Journalist, a bulletin of the Photographic Society of America, March issue, Paul K. Pratte of St. Louis, Mo. writes: "So many convention cities have little to offer those who travel relatively long distances such as we did in attending the Boston

convention. We therefore investigated the possibilities at Mystic before making the trip... We only hope that future conventions will think of similar things... We are sorry, now, that we did not allow more time for the Mystic stopover because I believe that by following the shadows around you can get almost any type of picture at Mystic."

The PSA group spent the day at Mystic Seaport October 3rd.

Harry and Ruth Hansen of Copenhagen, Denmark--he touring America for a Scandinavian newspaper foundation--visited his father's old training ship, the *Joseph Conrad* on March 29th. The elder Hansen was a cadet on the *Georg Stage* about 1910. The younger Hansen is writing special articles for the Boston Globe, the Meriden Record and other American newspapers.

An open meeting was held in Aloha Meeting House March 1st under the auspices of the Stonington Parent Teacher Association. Dr. Rosemary Park, President of Connecticut College, reported on the White House Conference on Education which she had attended.

At the request of University of Zagreb a collection of the Association's publications was sent for a permanent exhibition of foreign scientific and vocational literature at the Rectorate of the University last spring, followed by additional publications as issued. The contribution to the exhibit elicited New Year's greetings and a thank-you note from the President of the Committee, Prof. Dr. Ing. Bozo Tezak. The greeting and expression of thanks are hereby referred to members, as the real donors of the exhibition material.

When Robert Carse was doing research at Mystic for his whaling novel, "Great Circle" he stumbled upon a rare and source-full volume in the Stillman library--"Navigation Spiritualized, or A New Compass for Seamen" by John Flavel, Minister of the Gospel at Dartmouth, England, published by Edmund Blunt at Newburyport in 1796. The rare volume was one of the hundreds of books presented by Dr. Austin Lamont from his own library. (He is still shipping books.) Carse's novel was released March 12 by Scribners, N.Y., contains original material from Dr. Lamont's little known volume.

After Miss Marion Dickerman, Educational Director, had spoken to a school group one of the students wrote her a letter of thanks and added: "If you learn much about anything else I hope you will come to tell us about it."

Curator Stackpole was invited to New Bedford in March for the planning of the gala premiere of the new film "Moby Dick", produced by John Huston. There were gathered not only film personalities, but the big-wigs of whaling history, including Mrs. Delano, widow of Clifford Ashley, famed author of the whaling source-book "The Yankee Whaler", and William H. Tripp, retired Curator of the New Bedford Whaling Museum and himself a whaling authority with first-hand experience.

On April 12th the Seaport staff saw a preview of a new Esso film for school and general educational uses, which included Mystic Sea-

port as a typical old-time port in the days of sail. The film was produced and directed by Herbert Millington to show how America, through its maritime trade, has achieved its present greatness.

Orin Dice, Assistant to the Educational Director, was the author of a story dramatized over a national hookup on television May 4. His story was accepted for the series "Crossroads"--a religious program, one of the requirements of which is that the experience related must be a true experience.

The incident dramatized was one which Rev. Dice knew in his former capacity as Chaplain of the Seaman's Friend Society of Boston.

Another whaleboat has been refitted and placed in the water near the whaleship *Charles W. Morgan*. This one, the gift of Chandler Hovey of Boston, once was carried on the whaler *Wanderer*, was sold by Captain Edwards of that ship in 1921 to Captain Mosher of the whaling schooner *Athlete*, a Gloucester fisherman converted to whaling that same year. An interesting sidelight is that Mosher's father-in-law left his fortune to the Captain with the strange stipulation that the money must be used on the island of St. Eustatius. As Captain Mosher had no wish to live the rest of his life on St. Eustatius, or even a glorious portion of it, he refused the bequest.

Curator Edouard A. Stackpole was the guest speaker on WNHC-TV in the New Haven State Teachers' College Program series "Connecticut, Her Life and Institutions". Mr. Stackpole's subject was "Connecticut on the High Seas".

He was also the principal speaker at the spring dinner meeting of the Connecticut School Library Association in New London in May.

Commander R.W. Timbrell, holder of the Distinguished Service Cross and Commanding Officer of HMCS *St. Laurent*, accompanied by Commander Angus McKnight of the Canadian Embassy in Washington, visited February 7th.

Died: February 27, O. Pomeroy Robinson, Senior Vice President of General Dynamics Corporation and long-time Trustee of the Marine Historical Association; March 6, Edward P. Farley, member of the Advisory Committee since its inception; and April 21, W. Ellery Allyn, one-time Insurance Commissioner for the State of Connecticut and husband of a charter member who was our first Chairman of the Volunteer Hostesses group.

With the coming of the new Director (Admiral Fife), another dictaphone became a necessity. As usual, T.H. Beard of The Dictaphone Corporation in Bridgeport came to the rescue. One might almost say that the Corporation's gifts of dictaphones serve as a measure of the progress of Mystic Seaport. The first was received in 1952, the second in 1954, a third in 1956.

An organization meeting of Community Captains for Museum hostesses was held April 6th in the Mallory Building. The Seaport's approximately 250 volunteer hostesses are drawn from ten communities and two special groups. Unable to be present (because confined to the hospital) was Mrs. S.E.

Barron (Groton Long Point) who for at least ten years has been serving in the same capacity.

New groups are being organized by Mrs. (Admiral) Frank T. Watkins for the Navy wives and Mrs. (Admiral) R.J. Mauerman for the Coast Guard wives. Actively heading up the new groups will be Mrs. Kirby McClintock (Navy) and Mrs. W.I. Newton (Coast Guard).

Three IBM electric typewriters have recently been received as a contribution of International Business Machines Corporation.

Story of the American Bluejackets' visit to the Seaport last November was given in an earlier LOG.

Sequel to the story is that an essay contest was held and Cadet Robert Wida, age 14, of Unionport Station, won with the essay judged best for its keen observation, originality and unaffected comment on all that Cadet Wida remembered having seen. Even his olfactory process was active. He wrote, concerning the *Charles W. Morgan*, "The ship even smelled old."

****

OFTEN GIFTS OF THINGS
ARE AS ACCEPTABLE AS GIFTS OF DOLLARS

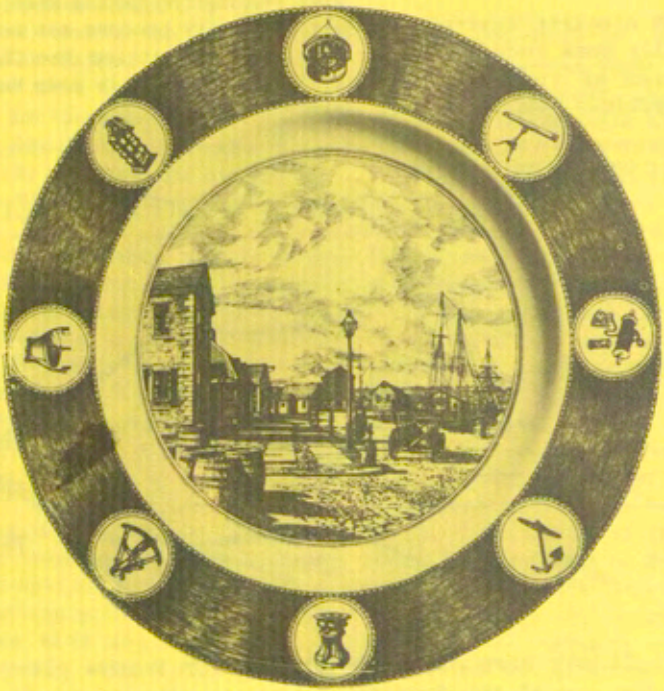
****



Things
WE
need

SNOW PLOW. It may seem odd to be asking for a snow plow, complete, to fit our 4½-ton Ford truck, in the season when all nature is bursting into new life and the voice of the turtle is heard in the land; but with a New England Spring sprinkled with late, unseasonable and "sneak" blizzards, it is practical. We needed it badly when the heaviest storms in years struck on March 16th and 19th, and the "last gasp" (we hope!) blizzard on April 9th. Our previous gift-snow plow, due to our additional areas, is not adequate although most helpful.

However, it is also practical to wish for a small tractor, with plow equipment, to plow the many driveways and parking area, for with the blade removed the tractor would be of inestimable year-round use.



PRINTED AT MYSTIC SEAPORT