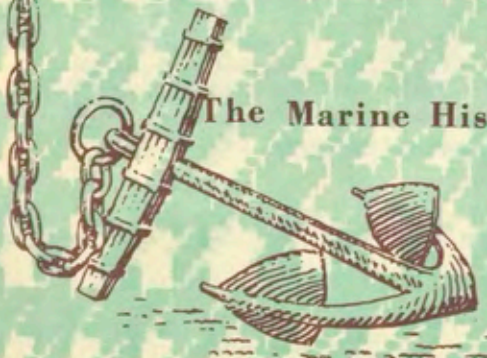
The Log of Mystic Seaport

Volume 8 No. 3

Summer 1956





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

OUR COVER



Our cover picture is one of the most intriguing accessions that has come to us in a long time. The scale model of a shallow draft landing barge carries a crew of British marines in full uniform, holding guns with fixed bayonets. Each has the company insignia on the knapsack on his back. Amidships are the drummer and fife player. On the drum are miniatures of the flags of England, Ireland, Scotland and Wales and coat of arms. In the stern sits a Lieutenant, the Captain of Marines, two color bearers and the color guard. The sixteen oarsmen show the red weskits of the Revolutionary Period. The figures are of wood and gesso and appear to be of French-make.

The model, 15½ in. o.a., is framed and planked with Swiss pear wood, to the minutest detail, including the method used for removing seats, floor-boards and so on. An interesting feature is the single thole pins in the gunwales. It is surmised that the oars would be lashed to the thole pins to lessen the noise of rowing at night. The whole is built to a scale of about ½ in. to the foot.

The model and its complement of sailors and marines is on loan from Mrs. Clarkson Collins III. Her late husband purchased it abroad in the twenties. There is said to be one other like it--or at least similar--in The Louvre in Paris.

drinks, washrooms, guides, even space--were all inadequate. The problem called for hurried reorganization, planning conferences, emergency adjustments. Admittedly there was some confusion. But the Association is very much alert to the problems and is working on ways and means of properly receiving all who wish to come. In the emergency a tent was hurriedly secured and erected as shelter against inclement weather. Additional areas had to be cleared for picnic spots, rain or shine. The tent area is now provided with a light-lunch counter serving sandwiches, ice cream, soft drinks. Additional washroom facilities are a need yet to be met. The problem has other aspects in that the unprecedented numbers from schools and camps must be serviced without detracting from the enjoyment of the normal visitors and adult groups. It all makes for a financial problem which the Association will have to meet. And it is all but one of the factors which make the institution's operations such a challenge.

In six days 2,642 children came in such groups. In the month of May alone there were 6,244 children--twice the number of adults who passed through the gate in the same month and approximately one half of the total in school and camp groups for the full twelve months of last year.



The chances are the flood will continue, perhaps in lessened degree throughout the summer, but revived again in full measure with the opening of schools in the Fall. Schools and camps are suddenly becoming aware of the extended use of visual aids in teaching and of the unique educational advantages to children of a piece of American history come alive.



AFTERNOON TEA



The annual tea for volunteers was given by the Museum on June 8 in the new Galley. Approximately two hundred hostesses and other volunteers attended. To make known to them staff members with whom they might have business, seven members of the permanent staff were introduced; all, with a few exceptions, new since the last get-together a year ago. Introduced also were two of the volunteers themselves, Mrs. Philip R. Mallory, wife of the President, and Mrs. Edwin B. Stillman, Chairman of the 250 volunteer hostesses. Youngest volunteer present was 13-year old David Rathbun, who this year, is assigned to the entire staff as a sort of super-cargo. Two new groups of hostesses were represented--the Navy and Coast Guard Wives, organized by Mrs. (Admiral) R.J. Mauerman and Mrs. (Admiral) F.T. Watkins; now actively headed by Mrs. W.I. Newton and Mrs. D.H. McClintock.

GALA EVENT



More than two hundred persons were in attendance for the dedication, May 19, of Schaefer's Spouter Tavern. A special car filled with guests of Mr. Rudolph J. Schaefer and his Company, was drawn into Mystic by the New Haven Railroad. Others came by private car.



It was the season's first really gala event. The ships were dressed with their colorful signal and owners' flags (put up at 6:00 a.m.). Old Glory was flying from every flagpole and Leonard Lewis, the tavern keeper, reported for duty for the first time at his new station. The special railroad car of guests arrived during the noon hour and as they embarked were greeted at the station by Business Manager, Charles A. Brooks. Special busses brought them to the Seaport. A

musical group called the "Eddie Turner Trio" furnished music while the crowd gathered in front of the Tavern and later, at the luncheon. Admiral James Fife, Director of Mystic Seaport, introduced Rudolph J. Schaefer, who made the formal presentation of the Tavern and Philip R. Mallory, President of the Association, accepted. A memorial plaque to Frederick and Maximilian Schaefer, brothers, who in 1842 founded the company now known as America's oldest brewers of lager beer, was unveiled, and Edouard A. Stackpole, Museum Curator, snipped the satin ribbon which invited the guests to enter for the first time Schaefer's Spouter Tavern.

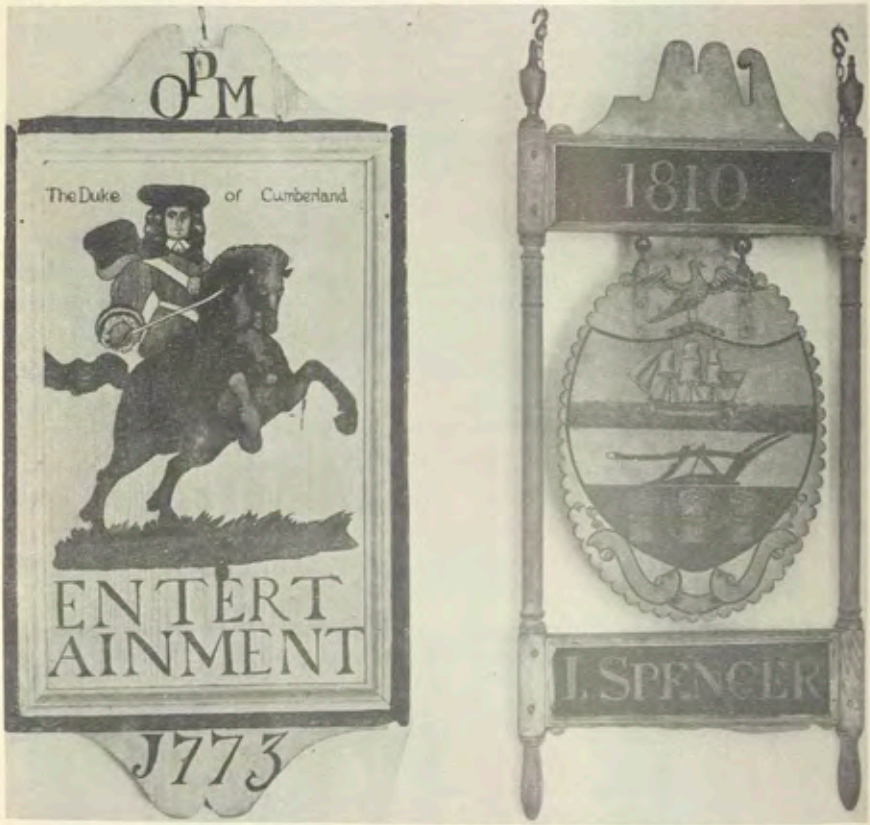
It had been intended to serve luncheon in and near Station No. 10 of the New York Yacht Club, but threatening weather drove the two hundred guests into a hastily arranged Mallory Building.

Each guest received a handsome souvenir brochure which gave brief outlines of the Seaport, the Schaefer Company and the significance of its gift. The booklet made it plain that when the two young immigrants, in their twenties, established the Schaefer Company in 1842, the old whaleship *Morgan* was but a year old and plodding along on her first voyage. The little shipbuilding community of Mystic was just entering its period of highest adventure, with its ships plying the sea routes of the world. It was the end of the beginning of America's lesson to the world, the worth of private enterprise.



SIGNS OF THE TIMES

With the opening of Schaefer's Spouter Tavern, there was simultaneous opening of a special exhibit of old tavern signs from the collection of Morgan Brainard of Hartford. Mr. Brainard has one of the finest collections of its kind in the United States and lent some of his choicest items for an indefinite period.



The sign of the Duke of Cumberland Tavern (Rocky Hill, Conn.) contains a bullet hole from the gun of a continental soldier during the Revolution. Geo. A. Chaffee's (Providence Turnpike) bears the slogan "As we journey through life, let us live by the way." Read House Tavern at Norwich was used as recruiting head-

quarters for volunteers during the French and Indian Wars and advertises "Entertainment for man and hors." Another advertises rates of toll: each man and horse, 6 cents; each foot man 3 cents; a sheep or swine paid but one cent. A four-wheeled carriage got over for 15 cents, but a waggon drawn by two oxen paid the top price of 25 cents.

Other signs: I. Spencer, 1810; John Van Der Hayden (one of two at Saybrook), 1796; R. Hammon, 1818; and undated signs of Sally H. Woodhouse, Jr; A. Wightman's; C. Baker and Wm. Fred White.

An old tavern poem is quoted:

"Our life is nothing but a winter's day
Some only breakfast and away
Others to dinner stay and are full fed
The deepest age but sups and goes to bed
He's worse in debt who lingers out the day,
Who goes betimes has all the less to pay."

The exhibit is enhanced by a few of the Museum's own signs. Oldest, Isaac Stelle's spermaceti chandlery, Newport, 1761.

Puerto Rican Mariners of the *G.S.M.S. Nautilus* aboard the *Joseph Conrad*



KINGSTON LOBSTER BOAT



Howard I. Chappelle, in his most recent book "American Small Sailing Craft", mentions the type and gives two drawings, and states, regretfully, that the type has disappeared. But James Kleinschmidt of the Seaport staff, while spending a weekend in his home town of Cohasset, Mass., heard talk of a Kingston lobster boat in the area; and found it at last in nearby Scituate. Boat-lover Kleinschmidt located the owner, Robert Hanckel, and promptly negotiated the gift.

Kingston lobster boats were closely confined to the Massachusetts Bay coast between Boston and the Cape. Of strip-type construction (narrow strips edge-nailed to each other), they were open center-board boats with two-masted spritsail rig. Generally they were 16 to 20 ft. long. The present example is 19 ft., was built in 1890 by William Bates. In amazingly good shape for its sixty-five years, it is an excellent example of another type of work-boat to join other extinct, or fast-disappearing types, at Mystic Seaport.



INTERPRETATION BY ACTIVATION

Last summer's activation of shops and ships was a complete success, at least from the visitor's standpoint. Its interpretive values are unquestioned. But budget-wise it posed another problem. However, the Museum could not well do other than continue its steady progression towards better interpretation. A tavern without a tavern keeper would be falling short, a message without a signature. As it is, the visitor may find in the Tavern a keeper who in his off moments may be discovered at a game of cribbage or cards, but he may also hear from him Washington's recipe for small beer.

As was the case last season, ladies in costume are found in Buckingham House and the George H. Stone General Store. The whaleship has its whaleman, the Shipsmith Shop its smithy, the Instrument Shop its clock-maker, the Apothecary Shop its apothecary, the Counting House its bank clerk, and the Wood Carver's Shop its artisan.

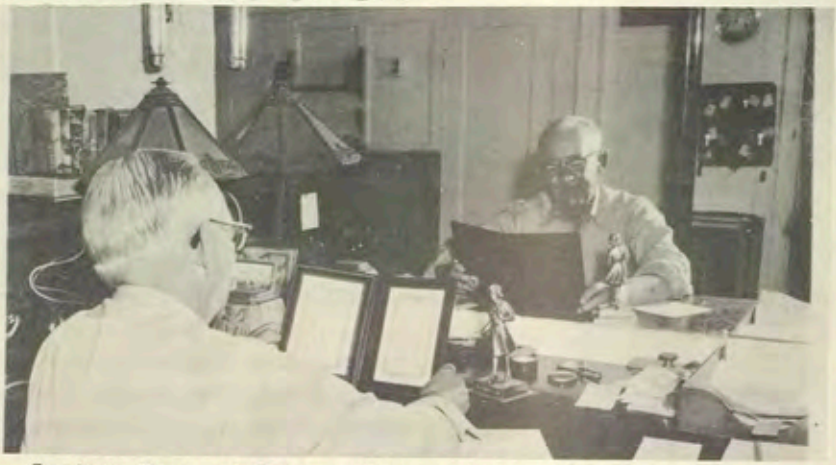
This season a new development has taken place in that three of the attendants are provided through the financial contributions of three companies. The pharmaceutical firm of Smith, Kline & French has provided an attendant in the Apothecary Shop for the summer season; the bank clerk in the Counting House has been possible through a contribution from The Hartford National Bank & Trust Company; and the tavern keeper was installed in Schaefer's Spouter Tavern by Rudolph J. Schaefer, President of the F. & M. Schaefer Brewing Company.

At other stations tape recordings tell the story of the building mechanically. The Plymouth Cordage Company's rope walk has two of these "talking labels" to tell the story of rope-making, by next year may feature a short motion picture to make the processes visual. Other talking labels are found on the whaleship, in the yacht club and in Fishtown Chapel. The Chapel label has a background of organ music played

by the Seaport's versatile Lois Chesebrough, who prints The LOG and other Seaport small publications, but has often doubled as organist at vespers in the Chapel. These recorded messages are an expedient only. A fully activated museum is the ideal, but that perfection has insurmountable obstacles at the moment in budget limitations, in the seasonal requirements of a New England institution, and in the availability of proper personnel.

APPRECIATION





Captain Raymond Titus, Skipper to youth groups aboard the ship *Joseph Conrad* and her auxiliary, the schooner *Australia*, admires a bronze miniature of a Girl Scout and a citation presented to him by the Scarsdale, N.Y. Girl Scout Council and signed by Dorothy H. Tucker, President. The citation reads: "To Captain Titus, in appreciation of your many kindnesses and years of devoted service to youth while administering the training program on the *Joseph Conrad* at Mystic, Connecticut. We especially thank you for your understanding of our Senior Mariner Scouts and your patience with them. The Scarsdale Girl Scout Council, Inc."

Scarsdale Girl Scout Mariners have been aboard the *Conrad* each year since the inception of the program in 1949, and the past two years have placed two groups aboard each year. Captain Titus has been Skipper since 1951.



UNAVOIDABLY DETAINED

A hundred people had assembled for the christening. The speeches had been made, the uniformed girls of Mariner Ship *Twilight* and the boys of Sea Scout Ship *Admiral Dunn* stood stiffly at attention. Photographers held their fingers on camera triggers and flash bulbs and there came that breathless, expectant moment when the good ship would slide down the ways into the sea.

But some unnamed glass blower had thrown the proverbial monkey wrench into the machinery. The champagne bottle wouldn't break!



Clinging tightly with one hand to a bunch of roses, Sponsor Miss Eleanor Stephens banged away at the bow one, two, three times, but the bottle seemed tougher than the ship. Someone remarked that if the ship proved as tough as the bottle, the Museum need not have much concern about future maintenance costs. Finally a gentleman stepped to the launching platform and pointed to a metal cleat. Miss Stephens swung again and this time she made it. Happily sprayed with champagne the foremost bystanders cheered and the others joined in.

The date was May 12th. The occasion the launching of the *Herbert L. Stone*, 16 ft. Dyersin utility outboard--a gift to Mystic Seaport for use in its Youth Training Program. Critchell Rimington, publisher and editor of YACHTING, remarked that in all launching history there had probably not been so many people to launch so small a ship.

The story of the combined presentation of YACHTING's gift of boat and Evinrude's gift of power, was told in detail in the Spring edition of your LOG. When the little ship slid into Mystic River, a driver took over and sped her around the river for a trial run, while the guests repaired to the interior of old Station No. 10 of the New York Yacht Club for refreshment and social chatter, mostly about boats.



LECTURES

A series of evening lectures by authorities in their fields will be held in the Aloha Meeting House at Mystic Seaport between July 9 and August 8 at 8:00 p.m.

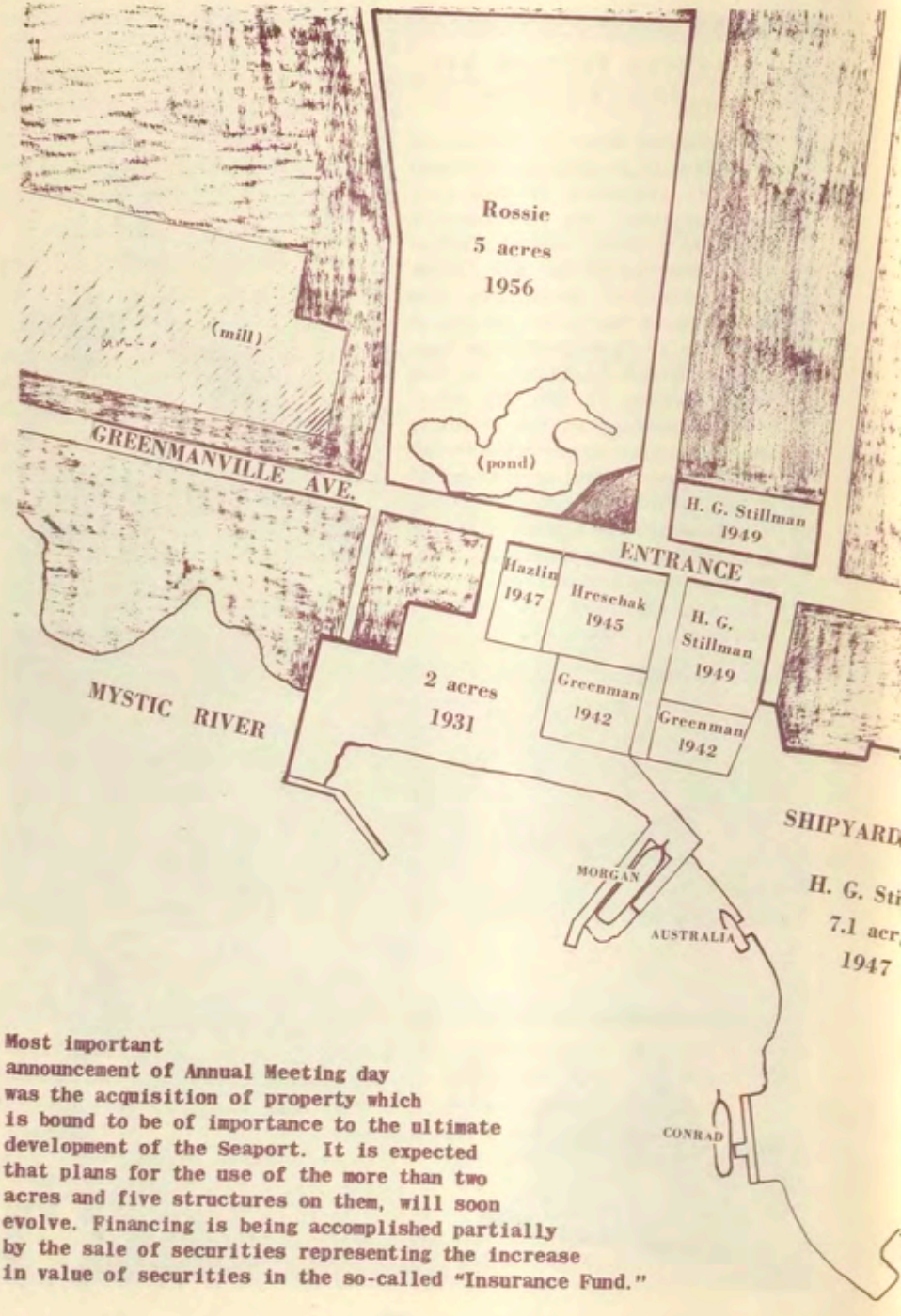
Designed as part of the curriculum for students entered in the Frank C. Munson Memorial Institute of American Maritime History, the lectures are of such general interest that we are glad to extend to our members and friends the opportunity to participate in the series within the limits of our seating capacity. There is no admission charge.

ANNUAL MEETING DAY
July 21, 1956

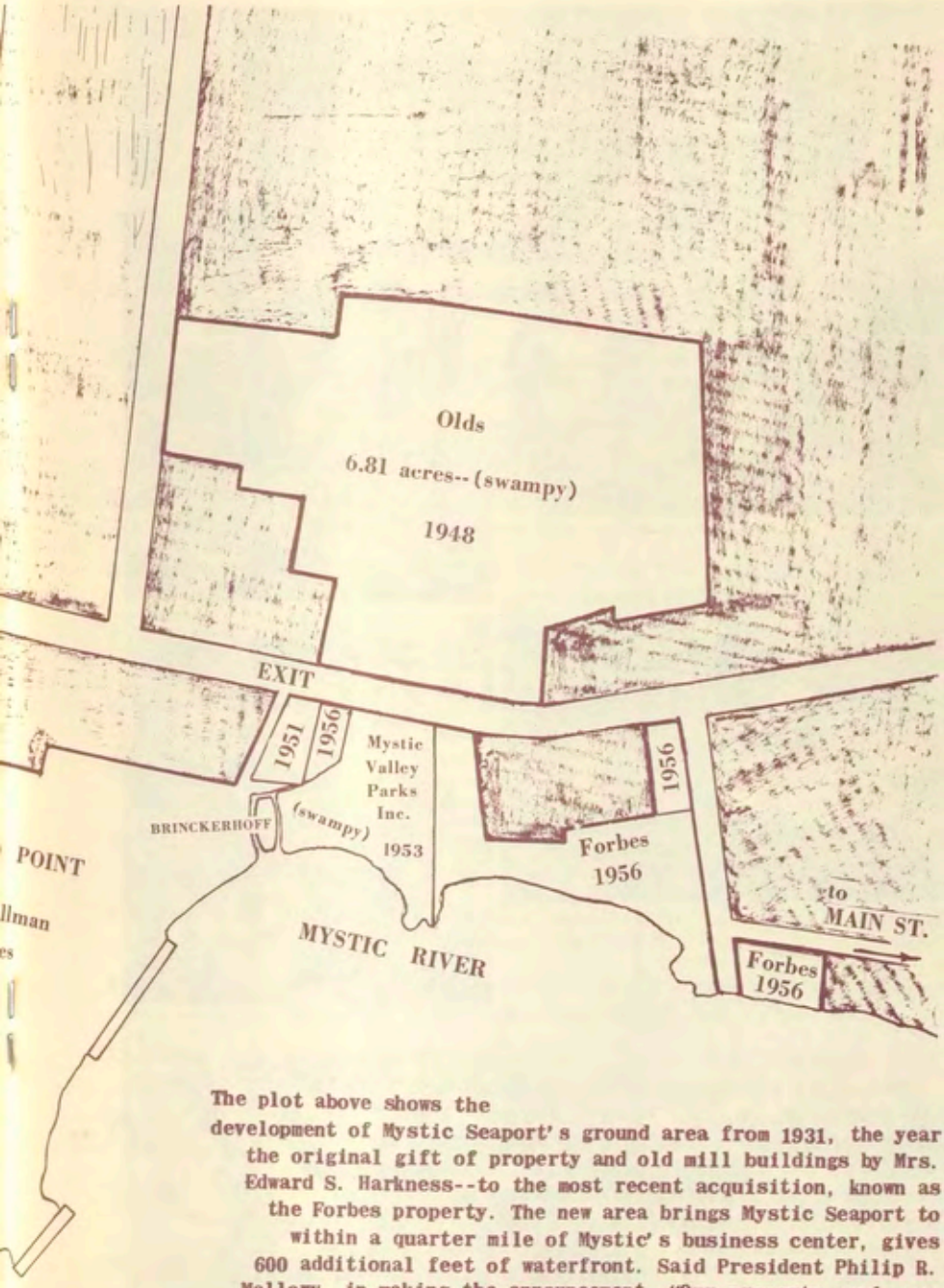
Rain poured down in torrents! In spite of it 275 members and friends gathered in the tent for luncheon, the President's progress report, and the principal address of the day, given by Clarence G. Michalis. The day honored the institution of which he is President--The Seamen's Church Institute of New York. Events of the day were: a board meeting at ten o'clock; an impressive memorial service in Fishtown Chapel at eleven, at which the Rev. Roscoe T. Foust, Chaplain for the Seamen's Church Institute, officiated; at noon, an hour-long Educational exhibit and seminar; and the business meeting at two o'clock.







Most important announcement of Annual Meeting day was the acquisition of property which is bound to be of importance to the ultimate development of the Seaport. It is expected that plans for the use of the more than two acres and five structures on them, will soon evolve. Financing is being accomplished partially by the sale of securities representing the increase in value of securities in the so-called "Insurance Fund."



The plot above shows the development of Mystic Seaport's ground area from 1931, the year the original gift of property and old mill buildings by Mrs. Edward S. Harkness--to the most recent acquisition, known as the Forbes property. The new area brings Mystic Seaport to within a quarter mile of Mystic's business center, gives 600 additional feet of waterfront. Said President Philip R. Mallory, in making the announcement, "Our property needs are now complete."


Mystic
SERVICES
Seaport

Monday, July 9--*Our American Seafaring Tradition*
Dr. Robert G. Albion, Harvard University

Tuesday, July 10--*The Background of American Colonization*
Professor Francis M. Rogers, Harvard University

Wednesday, July 11--*The West India Trade--Molasses, Rum and Sugar*
Dr. Albert E. Van Dusen, University of Connecticut

Thursday, July 12--*The American Mariners' Contribution to Knowledge*
Mr. James A. Farrell, Jr., President, Farrel Lines

Monday, July 16--*Outstanding New England Types of fishing boats, whalers*
Professor George Owen, Marine Architect and Engineer

Tuesday, July 17--*Maritime History and Our Understanding of the Oceans*
Dean Nelson Marshall, Alfred University

Wednesday, July 18--*The American Pilotage System (Pre-revolution Pilots)*
Commander Thomas N. Kelley, USCG, Marine Inspector, New London, Conn.

Thursday, July 19--*The Trail of Herman Melville in the South Seas*
Professor Wilson L. Heflin, United States Naval Academy

Monday, July 23--*American Participation in the Int. Geophysical Year*
Professor Nathaniel Gerson, Chief-Ionospheric Physics Laboratory

Tuesday, July 24--*The Fishing Industry of New England*
Mr. C. Owen Smith, Editor-Maine Coast Fisherman

Wednesday, July 25--*Cuba and American Sphere of Influence on Caribbean*
Mr. Roland Taylor Ely, Historian

Thursday, July 26--*The Panama Route*
Professor John H. Kemble, Pomona College, California

Monday, July 30--*Steamboats in the Nineteenth Century*
Dr. C. Bradford Mitchell, Maritime Historian and Writer

Tuesday, July 31--*Architectural development of American Sidewheel Steamboat*
Mr. William King Covell, Historian, Newport, R.I.

Wednesday, August 1--*Merchant Marine in Mid-twentieth Century*
Mr. Frank O. Braynard, American Merchant Marine Institute

Thursday, August 2--*Admiral Stephen B. Luce, Educator of Mariners*
Rear Admiral John D. Hayes USN (Ret)

Monday, August 6--*The Raising of the Normandie*
Professor Herbert Lee Seward, Maritime Consultant

Tuesday, August 7--*Covering the Waterfront and the Ships*
Mr. Walter Hamshar, New York Herald-Tribune

Wednesday, August 8--*The Sea-Hunters--Whaler and Sealer*
Mr. Edouard A. Stackpole, Curator, Mystic Seaport

RARE ITEM



Presented by Arthur Brown of Easton, Conn., a rare item for the Library: "Directions for Sailing into the Harbours of Salem, Marblehead, Beverly and Manchester" by Nathaniel Bowditch; printed by Edmund M. Blunt, Newburyport, 1806. This rare pamphlet contains the pasted-in signature of Nath[1] Bowditch taken from a cancelled life insurance policy. For one hundred years, from 1836, in Milton, Mass., the descendants of Nathaniel and Mary Ingersoll Bowditch gave an annual Christmas Day party honoring their distinguished forbears. A copy of the last (1936) invitation was also included in the gift, showing that Augustus H. and Elizabeth Bowditch Eustis and Sarah Higginson Bowditch entertained at 1426 Canton Avenue, Milton, at "four hours after the sun passes the Seventy-fifth meridian". At this last party a pageant of four scenes from the life of Nathaniel and his wife, Mary, was presented and a room was set aside to display articles belonging to Nathaniel--his sextant, spyglass and manuscripts.

Printer of the Sailing Directions, Edmund M. Blunt, was great-great-great-great uncle of G.W. Blunt White, Executive Vice President of The Marine Historical Association.

LITTLE PEOPLE



A pigmy tribe of real-life and fictional characters invaded the Seaport in May. Fifteen little people converged upon the Seaport from six states and the District of Columbia and took their places as a temporary exhibit in the Stillman Building.

A national doll contest sponsored jointly by the magazine "Toy Trader" and the Museum brought about the pilgrimage to Mystic. Of course the characters were nautical in nature. They were sea captains and their ladies, common sailors and their chippies, and charac-

ters such as Starbuck, Ahab and even the white whale "Moby Dick" himself.

Mrs. Elsie Shannon of Pass-a-Grille, Florida, won first prize. One of her entries was Captain Joshua Patten and his wife Mary. In 1856 Capt. Patten rounded the Horn with his nineteen years old bride. When seriously injured on the voyage and unable to perform his duties, Mary Patten assumed command and brought the clipper ship *Neptune's Car* safely into San Francisco.



Other little people were Captain Nat Palmer, the Stonington boy for whom a large segment of the Antarctic Continent is named; Sam, a sailor returning with parrot, monkey and packages; and a bearded mariner named Pete, with a cooperative brunette named Sal clinging to his arm, aptly typifying the men who follow the sea and the women who follow the men who follow...

The award to Mrs. Shannon had unexpected results in her home-town of Pass-a-Grille and nearby St. Petersburg. With the publication of the story in the St. Petersburg Independent, Mrs. Shannon received mail, telegrams, telephone congratulations and strangers on the street extended congratulatory handshakes. A bank wrote its congratulations and a rival newspaper which did not carry the story asked for similar coverage.

LETTERS



Foreningen
»Gamle Georg Stage Drenge«

København, den 30/5-1956.

Mr. Eduard A. Stackpole
Curator
Mystic Seaport
Marine Historical Association, Inc.
Mystic, Connecticut, U.S.A.

Dear Mr. Stackpole.

On behalf of the Union of Old "Georg Stage" Boys I thank you most cordially for the beautiful and deep-felt manner in which you in Mystic commemorated the fiftieth anniversary of the tragic foundering in Hollanderdybet of the "Georg Stage", in which 22 young men lost their lives.

It gives us sincere satisfaction to know that our old ship is lying at Mystic Seaport under such traditionary and fine conditions as in fact she is. We should not have been able to do better ourselves.

When, 2½ years ago, we had some correspondence regarding the barometer which you were good enough to let us have, you wrote that you would like to have an unframed picture of the "Joseph Conrad" as the Danish training ship "Georg Stage", and we now send you such a picture, hoping that you will find it satisfactory.

At the same time, we thank the joint Board of Management for their kind understanding and cooperating in the past.

With kind regards
for and on behalf of the
Union of Old "Georg Stage" Boys

Aage A. Brettchneider.
Chairman.



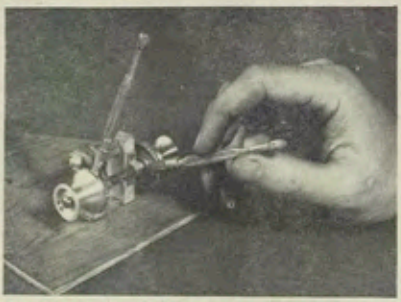
Iris

On June 3, 1939 John Martucci, Master and Owner, with his wife and three friends, sailed from Sheepshead Bay for a pleasure trip to Italy and return. It was the beginning of the end of a dream come true.

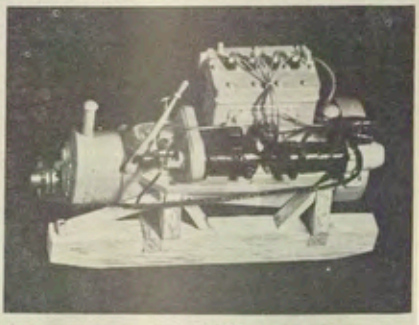
John Martucci came to America as a young Italian immigrant. He was a man of considerable talents--a top-ranking photographer, an amazingly skilled writer, and a craftsman of the first order. He had been an officer in the Italian Navy during World War I.

By World War II he owned his first yacht, *Consuelo*, named for his lovely wife. She must have shared his enthusiasms, for he was as much wedded to the water. He was from, of and usually on it. He and his wife sacrificed much to do the thing he most wanted to do.

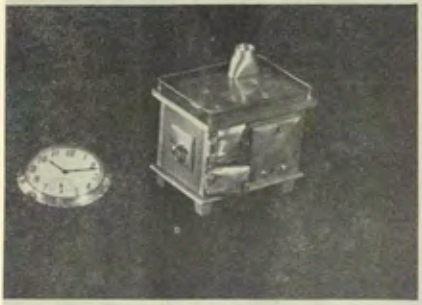
EVERYTHING WORKS



THE WINCH



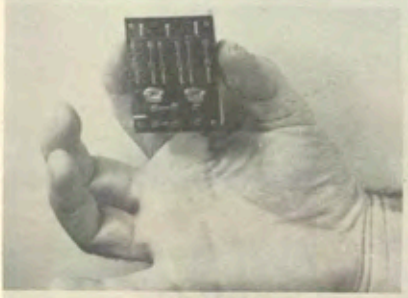
THE ENGINE



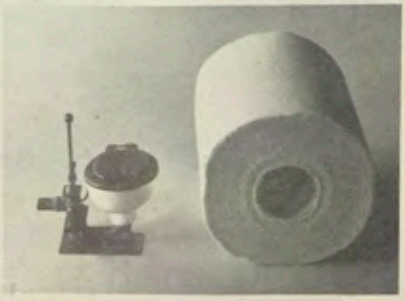
THE STOVE



THE BILGE PUMP

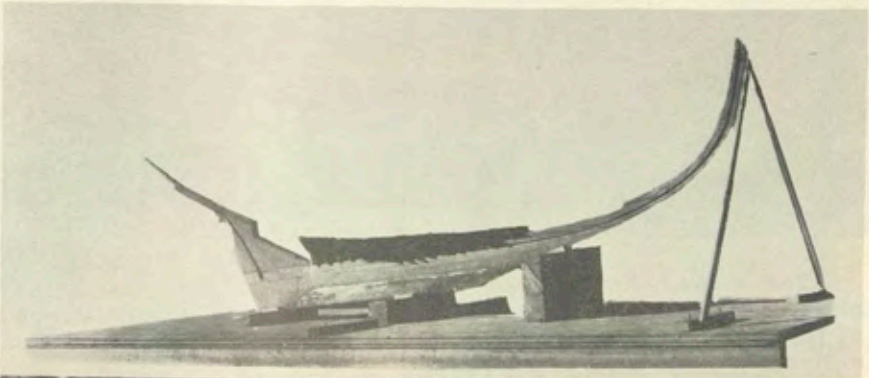


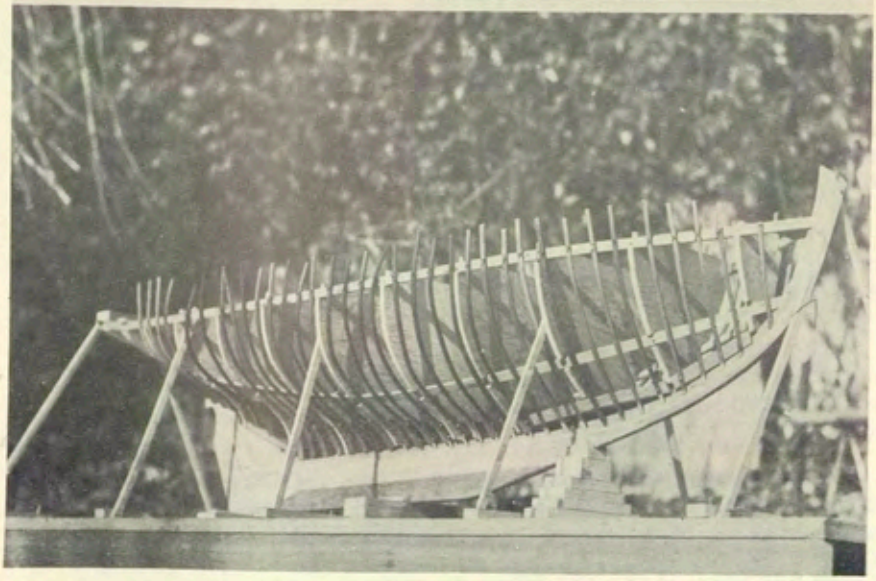
THE SWITCHES



THE HEAD

Consuelo was followed by *Iris*. The building of *Iris* is a story in itself. Begun in 1938, her building made yachting news in the leading boatsmen's magazines. The 1939 cruise to Italy and the Mediterranean was a feature in YACHTING magazine; a cruise of 10,000 miles without a serious mishap. He was such an avid yachtsman that he kept *Iris* in the water the year around--it was not uncommon to find him sailing at Christmas time. During World War II yachting restrictions kept him from the enjoyment of his beloved *Iris*; so, as a form of self-expression, he began the building of her model.







The model *Iris* cost him several times the real thing; and its building was the subject of a series of articles in MOTOR BOATING, eagerly followed by other yachtsmen and model-builders.

Martucci's model is a real built-up model. The ribs were fastened to a keelson, and the planks laid on in true fashion. Each screw is fastened in the normal way and the screws are actually plugged in as on a big vessel. Many of the mechanical parts work--steering gear, stove, light switch panel, bilge pump and head.

The model is 6 ft. 5 in. o.a., to a scale of 1½ in. to the foot. The real *Iris* was 36 ft. o.a., 10 ft. 4 in. beam and 5 ft. 6 in. draft.

The model is a gift to the Museum of John Martucci, builder, and occupies a place of well-deserved honor as the central attraction in the main exhibition building of Mystic Seaport.

At the time of the gift, John Martucci's life was ebbing away. A close friend declared the Seaport's interest in and acceptance of his model prolonged his life by weeks. It was our hope, and his friend's, that he would see this article before he died; but he slipped quietly away at 3:00 a.m. July 20th.



The officers and crew of the Royal Netherlands submarine *Zeeleuw* toured the Seaport on July 5th. Sojourners of many kinds come to visit. Among them have been movie stars, French, British, Dutch, Scandinavian, Peruvian, Bolivian, African delegations, sailors from all the ports of the world, and industrialists from as many of the great, teeming population centers of the globe. There have been a Florida cowboy, a Danish cadet, an Indian woman with a caste mark on her forehead, a blind woman with a seeing-eye dog, a group of deaf children, a Tibetan monk, a Chinese student, a Japanese doctor. They come in all kinds of boats, palatial yachts, on horseback, on motorcycles, on foot, in cavalcades of sports cars, in jalopies and in chauffeur-driven Cadillacs.

On Flag Day, appropriately enough, came an American woman from Philadelphia on a bicycle. Mrs. Minna Werner's bike was laden with saddle bags and pup tent. She had cycled her way through New England, stopping at all the points of interest. At Mystic Seaport she talked with a few of the staff members--an English gate attendant, a Welsh tavern keeper, a German ship's carpenter, a Nova Scotian model maker, a Canadian staff assistant and an Irish colleen. As she headed homeward she praised them all, said everybody was "as nice as could be; especially the man in the orange shirt." That was our young Scotsman from Edinboro!

VARIABLE WINDS



As a member of the Honorary Committee for the World Premiere of Warner Brothers' "Moby Dick", Edouard A. Stackpole traveled to New Bedford for the event on June 27th. He had previously been a consultant in the filming, attended a luncheon at New Bedford's Spouter Inn for Walter Huston, star.

The Seamen's Bank for Savings in New York has placed on loan with the Seaport, an eye-arresting and meticulously-built diorama "Building of a Yankee Whaler" which is attracting attention of thousands of summer visitors. This is the second of two similar dioramas built for the Seamen's Bank, and the second on loan.

When a group of British visitors arrived June 29th, a very special British white ensign was flown in their honor. This one: 6 x 12 ft., flown by *H.M.S. Queen Elizabeth* on entering Newport News after having been torpedoed in the Mediterranean harbor of Alexandria in World War II. Presented to donor, Col. N.S. Strode-Jackson and Mrs. Strode-Jackson by the Chief Sailmaker of the Royal Navy and the Master-at-Arms of the *Queen Elizabeth*.

For Mystic Seaport's Believe-It-Or-Not Department, two facts: It has no less than 120 rubbish cans located about the grounds and buildings, yet must hire one man just to roam about the grounds picking up litter. When Walter Cressy was added to the staff as night janitor, for preening floors he received his indoctrination from a specialist, brought to Mystic for one night only to give the new man a lesson in the care and cleaning of tile floors.

W.Z. Gardiner is the author of an article on the American clipper ship *Great Republic* in the March-April issue of "The Ships' Bulletin", publication of The Esso Shipping Company. The article is illustrated with Mystic Seaport's figurehead of the *Great Republic* and shows Mr. Gardiner's usual careful documentation.

An unsolicited suggestion was that the following be headed "Contributions from unexpected sources". An itinerant duck chose a unique nesting place--under the wheel-box of the schooner *Australia*--and laid an egg there. A surprised workman found it during restoration by putting his hand inadvertently into the secreted nesting place. The surprised duck set up a surprising clamor. The workman withdrew his hand surprisingly fast; much later retrieved the egg, by then quite over-ripe.

Some institutions similar to Mystic Seaport take the stand that the visitor should pay the cost of operations, and gauge the admission price accordingly. Many of them call for additional funds only for capital improvements. Mystic Seaport's gate receipts are only 41.9% of its cost of operations. Contributions must

supply the rest. You get more for your dollar at Mystic than most places.

On May 18th 230 members of the American Safe Deposit Association visited and four days later 300 members of the Building Officials Conference of America enjoyed a clambake on Shipyard Point, guided tours and a launch trip down the Mystic River. The Building Officials insured themselves against inclement weather by the rental of a large tent.

First yacht of the season to tie up at a Seaport dock was the diesel cruiser *Viking* from Boothbay Harbor with owners Captain and Mrs. George Lowden aboard, May 1st. Irving and Electa Johnson's brigantine *Yankee* was in for some days in early June, sidetripping over to New London once to see the Coast Guard's *Eagle* off for her annual summer cruise for cadets. The *Yankee* has been in and out numerous times since.

Six new directional signs, placed at strategic locations on roads leading to Mystic Seaport, have been recently erected. The signs are ships' wheels hanging from davits.

The Rochester Museum of Arts and Sciences is preparing a "Whales and Sails" exhibit which will include photographs of "sails" from Mystic Seaport; whales from other places, although our print files can (and did) produce old whaling prints for the exhibit.

A seaport's needs are many and cover a wide range of materials often supplied by thoughtful friends. A few of them: Office furniture and showcases from Wade Realty Company; a used Pontiac station-wagon from John W. Coolidge; building stones from Norman Lamb, Charles Barstow and Walter Prescott; six 55-gallon drums from Charles Pfizer & Company; a dry-mounting press from Mrs. R.W. Bartram Jr.; and heavy timbers, useful in docks and buildings, from Pratt & Whitney Aircraft.

Young Eddy Buxton of Fairgrounds Road, Woodbridge, Conn., visited with his school group May 24th. Eddy is a great-great-great-great grandson of Charles W. Morgan on the Rotch side, which could be either the distaff or male side; was wearing a ring, with crest, which was Charles W. Morgan's.

For Mystic Seaport's two horses, Port and Starboard, the hayride is over. They have been boarding all winter and spring, are now at work hauling a 3-seated, high wheel brake, to give our visitors' children a ride.

The Seamen's Church Institute of New York featured our own *Charles W. Morgan* on the cover of its most recent issue (June) of THE LOOKOUT. Other publicity: YANKEE Magazine; The New Haven Railroad's brochure "See Southern New England"; Connecticut Motor Club's weekend trip booklet; the Joe Francis Program over WNHC-TV, New Haven; and a summer-long weekly television series over WJAR-TV, Channel 10, Providence, called "Operation Schoolhouse". The latter, seen 10-10:30 Wednesday mornings, covers the varied richness of the museum's activities, discussed or demonstrated by members of the staff.

A June accession is a large model of the whaling bark *Two Brothers*. The model carries five fully equipped whaleboats and two spares, with spare oars. The model is also equipped with a cask for salt beef, grindstone, tryworks and trypots, anvil, chicken coop, cutting-in stage and tackle--all meticulously built to scale. Alongside is a scale model of a sperm whale, ready for cutting-in and trying-out. The *Two Brothers* with sperm whale is the gift of Mrs. Clarkson A. Collins, Jr. of Providence and was built by Captain Hammond of New Bedford some time between the close of the Civil War and the year 1880. The gift included also a cut-away (uncompleted) construction (planked) dock-yard model of a ship of the line with a female figurehead. A rare Admiralty model received from Mrs. Collins at the same time, is on indefinite loan.

Unusual and rare is a contribution to the Library from Raymond Holmes--1951 "Sailing Directions for the Antarctic."

In late May Mrs. Alma Eshenfelder represented Mystic at the annual conference of The American Association of Museums in Cincinnati. Side-results of the annual get-together of museum people were Mrs. Eshenfelder's contacts with Cincinnati members of this Association, gift of a whaleboat model from one, and an exchange of a scrimshawed whale's tooth for the spy-glass from the whaleship *Wanderer* with the Cleveland Museum of Natural History.

Most recent request for the Albion bibliography (of books on maritime history) came from Moscow.

A gift of 34 books from William H. Vanderbilt, all properly marine and some rare, are a valued addition to the Library.

A plaque commemorating the reconditioning of the *S.S. Leviathan* in 1923 is received as the gift of American Export Lines; will serve as a reminder of an almost forgotten phase of our Merchant Marine following World War I.

A late spring gift was the model of the steam yacht *Arrow* for over twenty-five years on loan, by John F. Noyes of Groton Long Point, Conn. For many years the model was on display in a Mystic store window, and was familiar to Mystic residents of that time. The model, 8 ft. 4 in. long, was made over fifty years ago by Captain John Forsythe of Mystic; is of careful workmanship; and has been for so many years a familiar feature of Mystic Seaport, that it will come as a surprise to many that it is a recent accession.

Two recent touches of realism added: A large sign close to the ferry boat *Brinckerhoff* reading "23rd Street Boat", which was an extra in storage, for the Lackawanna ferry, Hoboken side. The other: a sign (purchased from a dealer) reading, "To Steamboat Landing".

Friend Arthur J. Sheat of Auckland, N.Z. writes that descendants of the *Bounty* mutineers on Pitcairn will soon be using a New Zealand invention to launch their long whaleboats. The invention is a powerful timberjack, developed by A. and G. Price, Ltd. of Thames many years ago, and now in general use in the timber industry through-

out New Zealand. Its purpose is to allow one man to roll heavy logs into position on saw benches and in stacks. At present the Pitcairn islanders must launch their 35 ft. whaleboats by crowbars and brute strength to sell curios to passing ships. The firm has made a gift of one of their largest-sized double-clawed timberjacks to the islanders.

From H.V. to Grace to Charles. July visitors were Dr. Robert Cushman Murphy and his wife, Grace--both naturalists, both writers; he a former lecturer for Mystic Seaport, author of "Logbook for Grace", "Bird Islands of Peru" etc., and former Curator of Marine Life, American Museum of Natural History in New York. Mrs. Murphy left a contribution for the whaleship *Charles W. Morgan* --H.V. Kaltenborn's silver dollar. The famous commentator had had dinner at the Murphys, and after dinner announced that he always tipped the waitress; handed the silver dollar to his hostess, Grace Murphy.



THINGS WE NEED

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The little drummer from the barge on the front cover is drumming for

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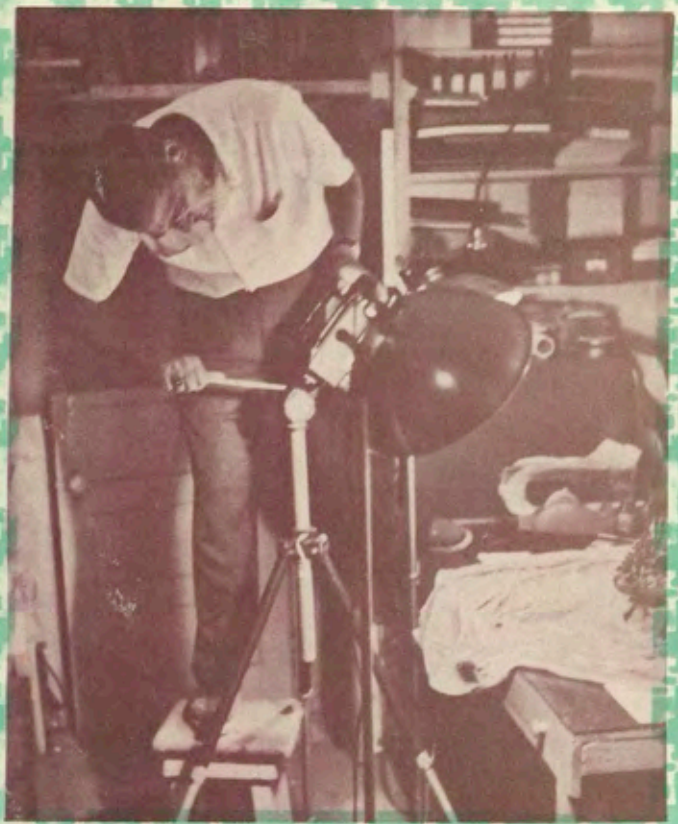
Heavy-duty power EDGE TRIMMER

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ANDIRONS --period 1700-1850

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Back of our front cover--photographer Martel in action