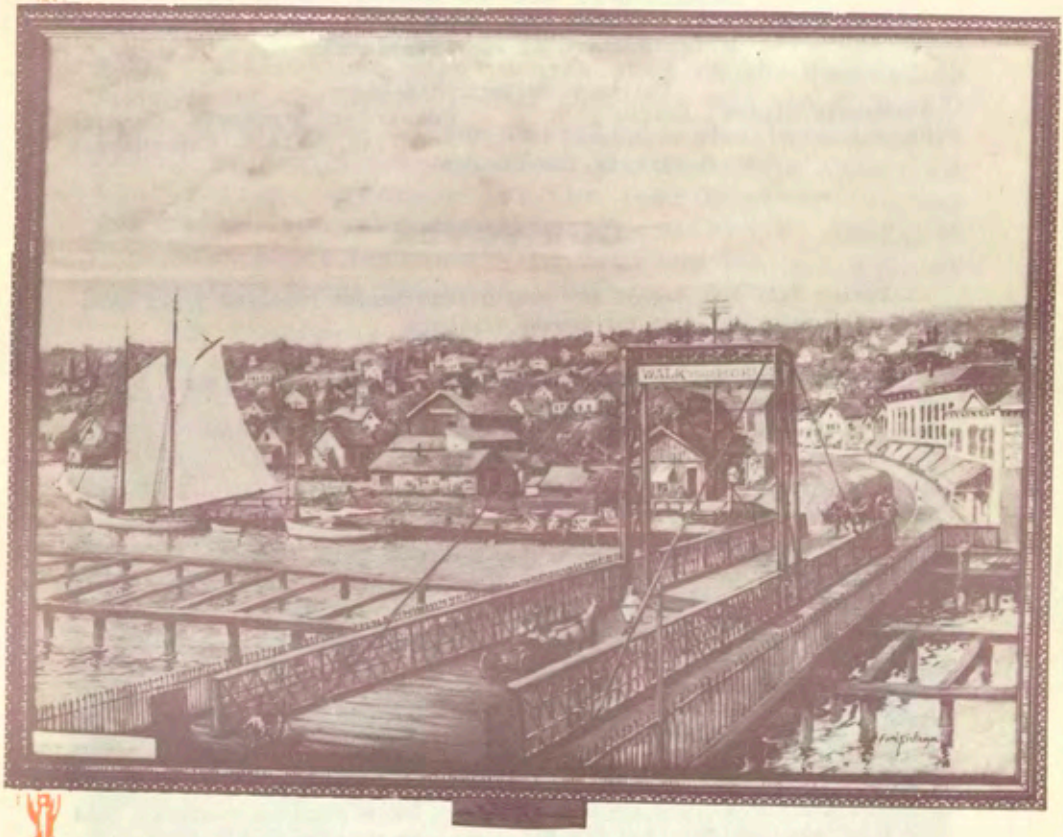
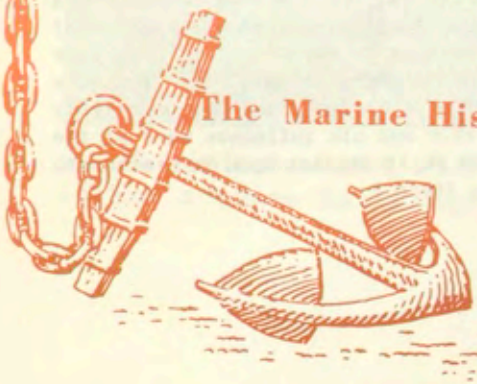
The Log of Mystic Seaport

Volume 8 No. 4

Fall 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* — Edouard A. Stackpole, *Curator*
Photography, Louis S. Martel — *Printing*, Lois B. Chesebrough
H. H. Kynett, *Chairman of Publications*

OUR COVER

During July and August the busy bridge tender reported 3,221 openings. The majority were for museum visitors.

The painting by Fred Rickman shows the Mystic River highway bridge at a more leisured time. Today's structure is of the bascule type. Its huge concrete lifts, carrying an inner core of railroad rails for added weight, are remarked by many a modern motorist and considered quaint. If he does not remember Mystic for its famed museum, he remembers it as the town with the curious bridge.



One hundred years ago it was a lower, less impressive affair, and its only openings were for the leisurely cat-boat or small schooner. A hundred years ago the caution was "Walk Your Horses", one we might well observe today, when if you miss one section of the revolving door your day is ruined. The tools and implements fashioned in great-grandfather's day were stronger and more permanent for having been less hurriedly made. Many of them exist today. His life and his influence were of the same solid stuff and permanency. We are still drawing upon their strength and we are the better for his having lived.

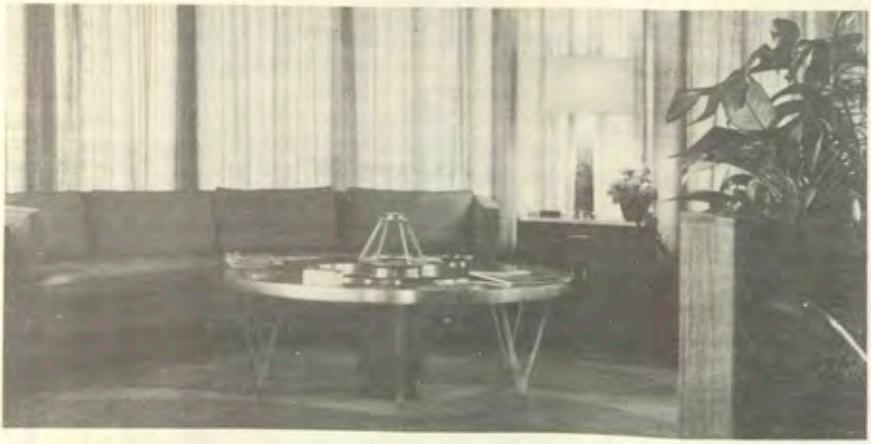
DESIGNS FOR LUXURY LIVING for the traveler..



H. Clifford Burroughes, A.I.D., and James R. Patterson, Associate, both of New Canaan, Conn., give Mystic Seaport credit for having inspired many of the interior design features for the lounge, dining saloon and staterooms on the cargo-passenger vessel, the S.S. *President Adams*, operated by the American President Lines of San Francisco.

Other design inspirations emanating from the Seaport's collections were incorporated in the decorating schemes of the S.S. *African Endeavor* and the S.S. *African Enterprise* of the Farrell Lines. In this most recent project, Burroughes and his associate have done the complete interior for the fourth of six former government mariner freighters acquired by American President Lines for conversion into the new and popular combination cargo-passenger carrier.

The *President Adams* sailed on her maiden voyage around the world July 14th with a capacity of twelve passengers. A curious sidelight of that voyage: to test the waterproof qualities of a well-known brand of watches, the ship trailed the entire width of the Atlantic, an aluminum container holding several wrist watches.

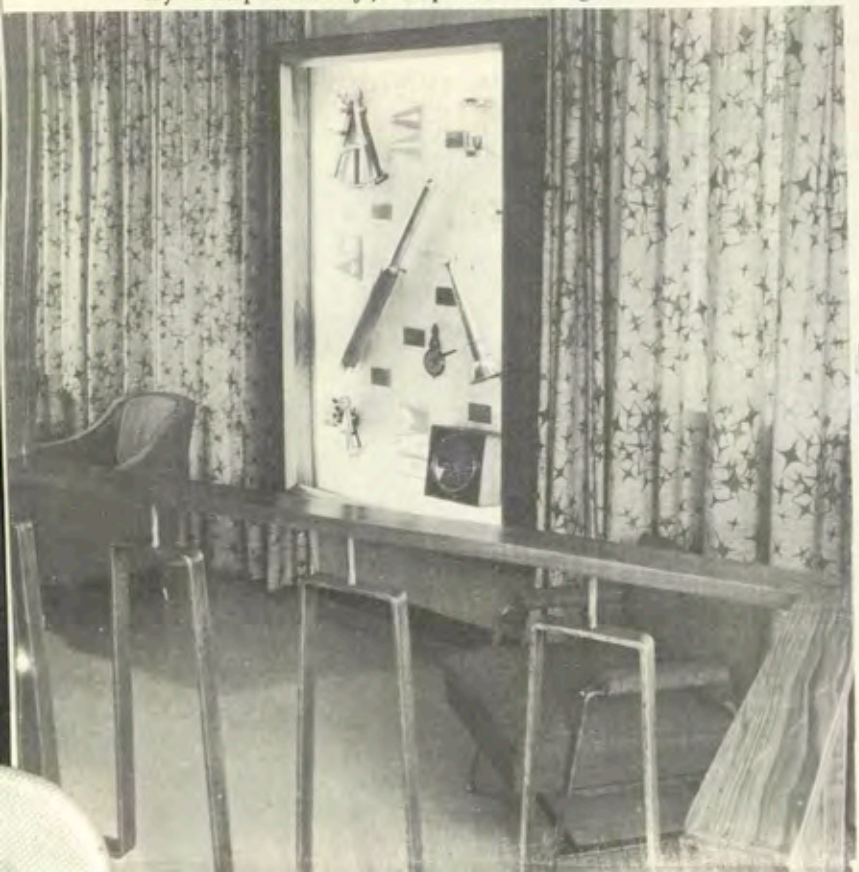


The illustrations show some of Burroughes' and Patterson's ideas in being: a binnacle-compass coffee

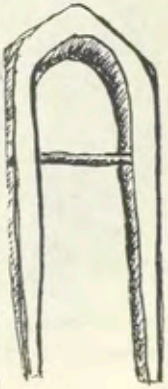
table, a celestial chart and other typical nautical items in a decorative arrangement.



Most original: an illuminated panel of navigational instruments copied from a display case at Mystic, behind a balustrade suggested by one of Mystic's prize exhibits--the pintle strap from the rudder of the mutiny ship *Bounty*, Captain Bligh.



This same rudder strap inspired the legs for the coffee table.



Burroughes and Patterson looked hard at Mystic for something closer to John Quincy Adams than compass, chart or rudder strap; came up with only a shipping paper signed by that President. Reason: Adams was not a maritime man.

Other interesting features of the ship *President Adams* are writing desks in the staterooms which are a modification of Captain's writing desks seen at Mystic; hand-adzed timber supports in the dining saloon and teak pylons in the observation lounge inspired by the 115-years-old timbers in the whaleship *Charles W. Morgan*; a hallway panel incorporating a globe and world clock which gives the passenger the time of day anywhere on the globe; and bulkhead paneling of zebrawood on which are mounted half-hulls of Cup defenders seen at Mystic. The thoughtful designers even provided for that peculiar urge of the steamship passenger to do his own navigating. They give him full play in a room above the navigation bridge just for passengers. It is equipped with world charts on which he can plot his own ship's course and then criticize the Captain for not following it.

Burroughes added that the actual uses of Mystic Seaport material cited do not tell the whole story. There is a certain intangible something, he explained, which comes to anyone concerned with the creative arts, which he carries away with him, cannot name, but which has its influence upon all that he conceives.

The *Adams* has special features for handling cargo, such as special liquid cargo pumping equipment to permit fast and efficient handling of bulk liquids, and refrigerated cargo boxes, automatically controlled, to accommodate both freeze and chill commodities. She also has special controls so that the passenger may govern the quantity and quality of the lighting in his own stateroom or lounge. All furniture, fixtures and decorations in the passenger areas are original and expressly designed for the vessel.

The present ship is not only the fourth APL Mariner-type ship so converted by the President Lines, but also the fourth ship of that name.

for the home . .

At a press party on September 11th, F. Schumacher & Co. showed its freshly redecorated Taliesin Suite at the National Republican Club in New York. One section featured the newest Frank Lloyd Wright designs; another their wall-papers and fabrics inspired by Mystic Seaport's collections.



Four open armchairs were upholstered in Charles W. Morgan curtain material, quilted to raise the pattern. Draperies in this same small apartment were of the Charles W. Morgan print. In her entrance hall, New York designer, Virginia Conner Dick used a Seaport wall-paper depicting the *Morgan* superimposed on a Coast & Geodetic Survey chart of the Mystic and Fisher's Island section of Long Island Sound. To accentuate the striking paper, she painted all doors and trim in stark white with a black plum color ceiling.

In another room the walls repeat the deep plum of the previous ceiling to give a sense of continuity;

this time with white trim and a blue ceiling. On one wall is John Jacoby's panel rendition of Mystic Seaport's waterfront scene.



A convertible sofa-bed is upholstered in a turquoise Charles W. Morgan damask. Two French provincial chairs are covered with the Mystic tapestry pattern "Old Reliance" in coral and turquoise.

The apartment's bathroom is papered with a design called Seven Seas which portrays twenty-six versions by Vera, of 18th century sailing vessels spaced around antique compass roses. The shower curtain, in old blue and tangerine, repeats the same pattern.



Schumacher features five different printed fabrics, three woven fabrics and seven different wall-papers of

Seaport motif. All are of 19th-century period design, all bear names reminiscent of the Seaport, such as Legal Tender (a fabric of money design), Seven Seas, General Store (kitchen utensils), Greenmanville, Naval Heroes (Hull, Decatur, Barry and others), Galatea, Old Reliance, and of course, Charles W. Morgan. Some of the fabrics and wall-papers are companion pieces.

The Mystic Seaport Scenic panel, the General Store wall-paper and the Legal Tender draperies are used in the newly decorated and enlarged Galley at Mystic Seaport. Mr. Frank Durante's Babylon, Long Island, Town and Country Shop has a present window display showing the Charles W. Morgan fabric and paper. The Scenic Panel forms attractive murals in a sitting room of the Mount Vernon, N.Y. Hospital, the private dining room at J.P. Morgan & Company and the lobby of the United Hospital at Port Chester, N.Y.

Schumacher's display rooms at 54 West 40th Street in New York, will be open to the general public from 10 a.m. to 4 p.m. week-days for a year. The would-be traveler may follow the Seaport around the world in the *President Adams*.

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CENTRAL FEATURE NEWS is a sort of clearing house for news stories; issues a catalog six times a year called FEATURE from which the hungry editor may select outlines of the stories and pictures he wants.

A late issue (in July) gave editors a tip that Mystic Seaport is good for a feature.

In preparation for possible requests Mystic Seaport assembled one hundred press kits, each with four photographs and the story "Stout Hearts Make a Safe Ship". When the supply of one hundred was quickly exhausted, the Seaport prepared an additional fifty. That supply was soon exhausted. To date 175 copies of the kit have been sent to satisfy requests from this source.

They went to such odd destinations as the SUCCESSFUL MORTUARY QUARTERLY in Los Angeles; to THE GASSER in Colorado Springs, Colorado; to THE DIPLOMAT in Washington, D.C.; to the magazine GUNS in Skokie, Illinois; to THE ALTAR BOY in Albany, New York and to SHIH PAO TSA CHI at Hackensack, New Jersey.

The story went as well to many a leading newspaper such as the ARIZONA DAILY STAR in Tucson; the SAN DIEGO UNION in California; the FLORIDA TIMES UNION in Jacksonville; the ATLANTA CONSTITUTION in Georgia; NEBRASKA AGRICULTURE at Lincoln; THE MAINE COAST FISHERMAN in Camden, Maine; the PITTSBURGH POST GAZETTE and the NEW YORK HERALD-TRIBUNE.

FROM WAY DOWN UNDER



Came in mid-September, the above-pictured wishbone rig 60-ft. ketch *New Silver Gull*. She had been on the way from Sydney for nine years but that is only because the wandering Scotts, the only two people aboard, are never in a hurry to get anywhere. They like people better than places, and so they linger when the people they meet take their fancy. And there must have been a parcel of them take their fancy, for in the nine years they've done no more of their round-the-world voyage than island-hop the Pacific (back-tracking and zig-zagging along the way), make their way down the western coast of the United States, through the Canal and up the east coast.

They seldom lose a night's sleep navigating. They just secure the tiller and go to bed, running under a spinnaker. They ran from Tahiti to Samoa that way. They

said that from January 1949 to September 1954, they never experienced a blow any harder than the one encountered at Mystic, which was about 30-mile winds. In January 1949 they lay hove-to in Bass Strait for three days. They missed a hurricane in Suva Bay which brought 170-mile winds.

Harry Newton Scott calls himself the Mate. Ocey, his wife, is the Skipper, he says. She's Oceani, more formally, because she was born while crossing the Irish Sea, with her parents of course.

Harry Scott designed and built the boat himself. He had seen such a rig on the front cover of RUDDER and an article on it by Frederick I. Fenger. After a long correspondence on the peculiarities and sailing qualities of the rig, he went to work. Ocey came along about that time and he signed her on for life. Her frames (the *Gull*'s of course) were shaped from spotted gum, her planking of Douglas fir.

Typically, the Scotts stayed four days at Mystic. The Seaport did what it could to make them welcome. The Scotts did more than their share. They gave an entire evening to the staff, their friends, husbands and wives, showing the films and slides of their voyage and the strange and colorful places it had taken them. Where did they go from Mystic? South, of course; but beyond that the Scotts didn't know.

Ocey can't understand the vogue for women wearing pants aboard a boat in the States, or anywhere else. Women's skirts are cooler and more comfortable, she says, and a pipe is the most sensible thing for a woman to smoke--safer, cleaner and none of that ugly aftertaste. Ocey wears both!



One day in July (the 24th) Mr. and Mrs. Douglas Murray came to visit the Seaport for the first time in their boat which tied up at one of our docks.

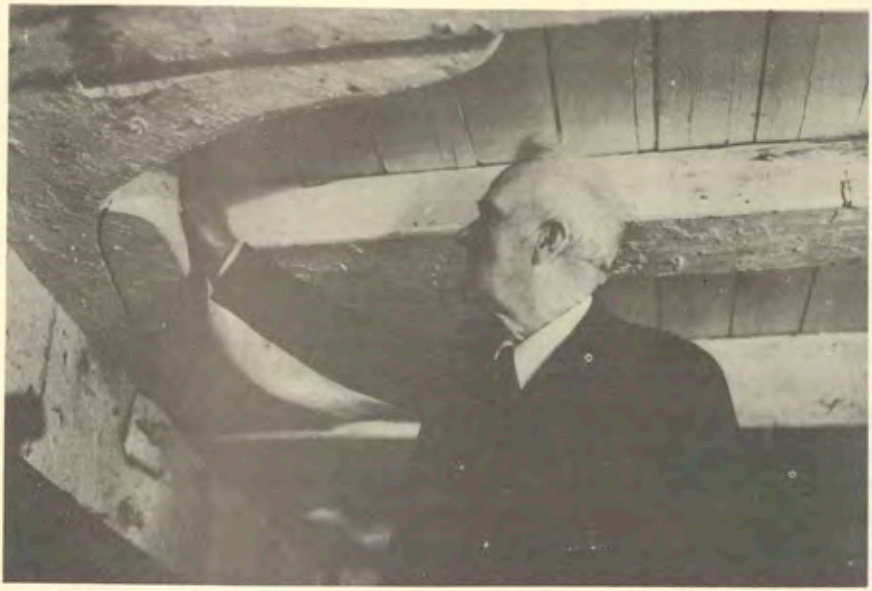
They were celebrating that day their thirtieth wedding anniversary. As their boat came up-river, Mrs. Murray recognized an old friend--the ferryboat *Brinckerhoff*.

Thirty years ago they rode on the old *Brinck* while on their honeymoon trip.



"They just sail away"

Died September 24th, at his home in West Haven, Conn., Walter I. Bechtel, 77, believed to be the last surviving member of a crew of the whaleship *Charles W. Morgan*.



He was a farm boy who ran away to go to sea. He had entered Williams College at the age of fifteen but left at seventeen for the adventure of whaling. In spite of the fact that his voyage aboard the *Morgan* cured him forever of the urge to go to sea, he remained a great and good friend of the ship and the Seaport. On many occasions he sacrificed a day's pay from his job in West Haven to pay a visit to his old ship or to respond to a call for his assistance on some special day at Mystic. He would take the bus from West Haven, walk up from the bus stop on Main Street, Mystic, and appear ready for work. All efforts to arrange transportation for him failed. He would fade out at the end of the day as unobtrusively, scorning a lift or any other special favor.

His stories of life on the *Morgan* fascinated many a visitor, for he had a rare wit and a special ability for spinning a yarn. He was the subject of innumerable feature articles in magazines and newspapers. On one occasion he broadcast his reminiscences from the deck of the whaleship, with Ivan Sanderson, naturalist and whaling writer.

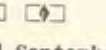
His twenty-first birthday was spent aboard the *Morgan* in the Pacific Ocean. He had shipped in 1900 under Captain J.A.M. Farle, out of San Francisco. Mrs. Earle and their five-year old son, Jamie, were aboard. He related that Mrs. Earle was a New Zealander and spoke with an accent. He recalled a time when she had come up from below and saw whales all about the ship. In her excitement at seeing so grand and awesome a sight, she ran for the Captain, calling, "They're a-singin' out daown there, the whales a-goin' raound the bow."

They lost a boatsteerer by sickness and a Japanese crew member jumped overboard one day with a can of pea soup and started to swim for Japan. In Japan Bechtel drew $10 from his account and remembered drawing another $2 as they approached the Bonin Islands. At the conclusion of the voyage he had $30 left for his eleven months at sea.

A bread barge and molasses barrel were kept in the forecastle. One member of the crew was elected each day as "Peggy", whose duty it was to swab down the forecastle deck, sweep and get the food forward. At meal time Peggy was blindfolded. Another member of the crew would fork a piece of salt-beef from the pot and say, "Whose piece is that?" Peggy would say, "That's Bechtel's" or some other member of the crew. It was the only fair way to portion out the meat; otherwise the big fellows would have gotten the best and the little fellows would have gone hungry.

It was the custom when they reached 1,000 barrels of oil, for the cook to make doughnuts, which were fried in the try pots in whale oil. "The first three or four bushels went pretty fast," said Bechtel.

For his unfailing good humor and his willingness to help work the ship during life, his Owner should have a better reward for him than doughnuts in the next.



The summer Vesper Services ended September 9th with a unique service on the *Charles W. Morgan*. The accordion prelude was by Miss Caroline Saunders. Introductory remarks regarding the 115th anniversary of the first voyage of the *Morgan* were by Rev. Orin E. Dice. Another Seaport employee, Rev. Ralph E. Merithew, whose father was lost at sea on a whaler and who himself was once a ship master, read the sermon. The scripture was from a Bible once owned by Capt. Gordon Dunbar, who carried it many times around the world on his whaling voyages. The prayer was from one of the services in a log of the *Morgan*. Appropriately, the hymns were Faith of Our Fathers, Jesus Saviour, Pilot Me and Eternal Father, Strong to Save. An oil cask served as a pulpit.

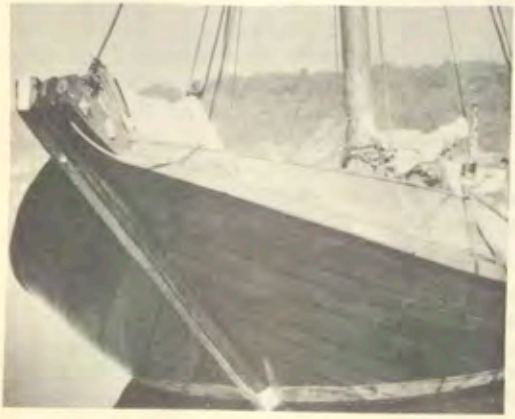
ONE OF THREE



The ideal breeze for a Hoogaars, explained the Norwich, Conn. BULLETIN next day, comes with the raising of small craft warnings along the coast. Then the Hoogaars tucks her stubby bow into the waves and settles down to a steady ten knots, her greatest speed.

The Hoogaars *Santa Maria* was the attraction at the Seaport on August 17th when her owner and skipper, Zachary DeGaster, brought her in from Port Washington. There are said to be but three of the Dutch type in the world and but one in the western hemisphere; but they have been used by the Dutch through three centuries of navigation on the North Sea. The type dates from the 17th century, when used as a warship against the galleons of Spain. The bows were then loaded with gun powder and used to ram and blow up the Spanish men-of-war. Later they became useful in the maintenance and fueling of light buoys.

Santa Maria is 51 ft. long, 16 ft. beam, weighs 17 tons and draws but 3½ feet. She was built for Prince Henry of the Netherlands in 1898 and served as his personal yacht. A Mr. Hursthee found her on the scrap heap after she had been laid up during the German occupation, refurbished her about 1951, and she was sold to Mr. DeGaster who brought her to this country, arriving September 15, 1955. Her rebuilt frames are of 100-years-old oak, her rebuilt decks are of teak.





While owner DeGaster has made every effort to preserve her style, even to oil lamps set in gimbals, she boasts all the comforts an ordinary man really needs and some fit for a Prince. Prince Henry's Delft tiled fireplace is still intact and in use. The central tile depicts the famous *Santa Maria* of Columbus, and was made by a Dutch craftsman in 1592 to mark the 100th anniversary of the discovery of America.





She carries leeboards. A peg rail holds her tiller in position. She can be handled by one man against almost any sea, but DeGaster had as crew a high school boy who is currently learning the ways of a ship aboard the *John W. Brown*, the New York Board of Education's school ship.

A special exhibition of Polar philately was arranged during International Museum Week, October 7-13. Museums in the United States and more than forty other nations joined in the international observance marking the tenth anniversary of the founding of the U.N. Educational, Scientific and Cultural Organization.

The Mystic exhibit featured the personal collection of stampless covers and letters of Neil D. Josephson of New Britain, Conn., Secretary of the American Polar Philatelists.

In the collection were letters from famous Arctic explorers of the last century, including Franklin, Parry, Greely and Kane. Parry on his fourth expedition in 1827 reached the then closest point to the Pole--430 miles. Kane later published his "Arctic Explorations" which revealed the existence of the open Polar Sea.



CRUISE WIND-UP

It was not a lengthy announcement which appeared in the local papers, merely a short item, but somehow the news that American Yacht Club's annual cruise would end at Mystic Seaport brought curious crowds eager for the marine parade.

By five o'clock, the announced time of arrival, the river banks on both sides were lined with cars, bumper to bumper, for three-quarters of a mile. Other groups sought vantage points on the grassy banks. But they waited in vain.

The fleet had slipped in long before the crowds had even found their observation places. Yachtsmen are not fettered with time-tables, and conditions had brought the fleet up-river hours in advance of the expected time. Beginning at 1:30 p.m., some forty-five boats, carrying two-hundred members and guests, ran through the bridges in groups. But the town's people saw Mystic Seaport draped in color as seldom before, with the Museum's own ships gaily dressed for the occasion.

Biggest attraction for the bobby-soxers, and for many an adult radio and TV fan as well, was Garry Moore, who drew bevies of autograph seekers, among them the forty-nine Girl Scout Mariners then in training on the ship *Joseph Conrad*.

Commodore Jim Mertz, Race Committee Chairman John Meade, and Dr. William L. Hitchcock, Fleet Captain, were aided and abetted by a perfect day. They had provided, even, for the evening with a sickle moon and a placid river.

Dinner was served under a big tent, close by the Cruising Club of America Dock and the New York Yacht Club's Station No. 10. There were no speeches, as such. Philip R. Mallory, President of The Marine Historical Association and a past Commodore of American Yacht Club, expressed his pleasure in these double capacities. Race Committee Chairman John Meade announced the winners of the various classes.

Among the crowd were four past Commodores--Philip Mallory, Ed Richards, Fred Hibberd and Don Evans. But there was, as well, many another seasoned sailor, including long-time Secretary of the Club, Roger Sherman and his lady.

The event was a bang-up success from just about any standpoint. Most flamboyant description, overheard next day: "You should'a seen this place yesterday! They was lined up five abreast at them docks." Said the lady visitor: "What was going on?" "Oh," came the ready answer, "some big meetin' of stockholders and donators."



SPARKS OR SHARKS

The American brig *Independence*, commanded by Captain Decimus Forthridge, in 1840 lay becalmed off the island of Sumatra. She was loaded with a cargo of fireworks, for China manufactured, then, most of the fireworks of the world.

In the mid-watches of the night Captain and crew were aroused by the cry, "Pirates! Pirates!" All hands swarmed on deck only to find that there was no ammunition with which to defend themselves and their ship. The murder of the crew and plunder of the ship seemed inevitable, for two war proas lay close by, filled with dark-skinned men.

In desperation, Captain Forthridge tore open a box of fireworks which lay handy, and began setting off Roman candles and rockets over the moonlit waters. The pirates stopped, perplexed, and when the leader of one of the proas was hit by a ball of purple fire, they drew off to a safer distance. A third proa had drawn in close, unobserved, and the crew were already stealing up the anchor chains. At that moment the wrappings on a box of fireworks blazed up by accident. Captain Forthridge seized it, carried it to the rail, dropped it into the boat of the attackers. It broke open and in another moment Roman candles spat flame; rockets exploded in every direction; firecrackers popped about the bare legs of the pirates; and pinwheels whirled in a fury of sparks.

The Malays went overboard as one man, preferring to take their chances with the sharks. A breeze came up at this moment, the Yankee brig sailed away and the frustrated enemy were left to nurse their burns as best they could.

The above incident, in typescript, is a recent accession.

A recent addition to the attractive Coast Guard exhibit of Navigational Aids at Mystic is a vertical hot bulb engine and air compressor, with all brass exterior fittings and which is for kerosene fuel. The interesting piece was part of the fog signal equipment removed from Governor's Island Light Station, New York, located at the base of Castle William, opposite the Battery, Manhattan Island.

PRICE OF POPULARITY



The speaker who was described as having jumped on his horse and galloped off in all directions at once, has the real sympathy of a beleaguered President and his Executive Committee in planning for Mystic Seaport.

They can't dwell too long on the distant view for the necessity of keeping an eye on what is underfoot.

Take the school groups, for instance. There had been no reason to believe that the number of school children would be any greater in 1956 than in the year before. In fact, one would have thought less, with the new 25-cent admission imposed upon individuals in school groups. But by the end of August there had been 22,431 school children, nearly twice the number in the previous year.

The year's budget had been twice revised, for similar unexpected occurrences. Now it had to be revised again, to provide for a shelter under which school children could eat their picnic lunches on rainy days. Milk had to be ordered in bulk quantities, almost daily, with the purchase of wire basket-carriers for both lunches and milk. A whole new bank of washroom facilities had to be provided.

By Fall the release of the motion picture "Moby Dick" brought a rash of requests from schools all over the country for whaling material. A dollar kit of pictorial material was hastily planned as an aid to the teacher in presenting the subject to her classes. And, finally, the Committee was faced with two alternatives: to hire additional personnel for the supervision and guidance of school groups, or continue the activation of shops through the school group season, so that guides would not be necessary. The latter was deemed advisable in that the benefits of "men in the shops" would accrue to the adult visitor, as well.

Children were not the only ones who came in unprecedented numbers. Adult attendance boomed, as well. Biggest day all summer was August 26th, when more than 2,000 admissions were recorded. This did not count a special luncheon group which counted more than 200.

Our attention is called to a letter written way back in 1949 by the then Curator, Carl C. Cutler in which he says, "Yesterday --Sunday--we had the best 'regular' day in our history--780 paid attendance, and about 150 free. This has been exceeded several times on special occasions, but never before equalled when nothing special was going on. Nearly every day runs well above 400."

Now if you will add 1,000 to that 780 you will have a normal August Sunday attendance in 1956--just seven years later.



THE CROSBY'S CAT

Some time, in the not too distant future, the visitor at Mystic Seaport will probably see a sight he is not likely to see again--a Crosby cat-boat under way. Today, with sailing waters dotted with sharp-lined hulls, the old cat-boat will bring many a tug at memory. Along the Cape and about Nantucket they were once quite common.

To keep the memory of them alive, the Crosby family has undertaken a generous and unique project: to fit one out for actual use in the Mystic River area. They have found one near Falmouth and reconditioning is already underway at Osterville.

If and when she comes to Mystic, she will have to make her own way, but what would be better in the spirit of a marine historical association than to bring one of these familiar old-time craft to the actual use and enjoyment of the really-interested visitor?

The Association and the Crosby family have jointly approved the venture. The Crosbys are already at work. The Association will start its part when the cat-boat is ready for delivery. Irving Johnson's idea, it was, and his enthusiasm which got it going.

One realizes that the ship *Joseph Conrad*, moored at Mystic Seaport, and the bark *Eagle* which sails out of New London's U.S. Coast Guard Academy are not unique in the field of youth training, when one looks over the list of entries in the first Sail Training-Ship International Race run from Torbay to Lisbon in July.

Entries included the new *Georg Stage* for Denmark, successor to the *Joseph Conrad*, and the Portuguese *Sagres* which carries on all her sails the cross of Christ as carried by Portuguese ships since the days of Vasco De Gama.

Other entries were Sweden's three schooners, *Falken, Gladan* and *Flying Clipper* (formerly Lord Runciman's *Sunbeam*). Norway's three-masted training ship *Sorlandet* and her 676-ton *Christian Radich*; two British entries, the schooner *Creole* and the ketch *Moyana*; and finally Belgium's barkentine *Mercator*.

STRANGE ENCOUNTER



One day, in the year 1874, something happened that had never happened before, has not happened since and is certainly not likely to happen in the future.

Two brothers, each of whom was Captain of a clipper ship, passed each other off Cape Horn. One was going west, the other east. They hailed each other at 5:30 in the morning, spoke, and then passed on. They never saw each other again.

It was a quiet, unspectacular meeting in many ways; just two sea captains speaking each others' ships. But it was, in another sense, one of the most dramatic meetings on record. There never was another just like it; there are but few even similar. The two ships were the *Thomas Dana* and *Dauntless*; their captains, John P. and Robert P. Wilbur.

Twenty-five years ago Carl C. Cutler, now Curator Emeritus, started the story of *Dauntless* by giving her builder's half-hull model. Little by little the saga has grown, with two paintings, two photos, a paper clip used on the ship, a bone fid used by Captain Wilbur, a speaking trumpet used by Captain D.W. Chester, and another fid used by Captain Fitch. If all other knowledge of *Dauntless* were missing, we would at least know her lines and the names of three of her captains.

Recently Mrs. Roberta Wilbur Lamphere of Mystic added to the *Dauntless* story by sending in a black thorn cane which had been given to her father, Captain Robert P. Wilbur, by Philip Barry on the occasion of a voyage to Queenstown, Ireland. By coincidence, in the same week, C.C. Robinson, through his guardian Mrs. Josephine McSherry Robinson, sent in an oil painting and a rigged model of another *Dauntless*, the famed schooner of which we have had the gig for many years.

Thus it is that the bits and pieces fit together to make the whole story of our captains, their ships and the origins of our freedom, for what they did and what they did with are the bases of all that Mystic Seaport possesses and has to show to its visitors.



MONKEYS AND MUTINY
or
Anything for the sake of History

In the thirties there went out of existence, by way of the auction block, one of the most fascinating small museums that ever existed in this, or any other area.

At the head of Mystic River stood the old Charles Q. Eldredge Museum. One of its old catalogues gives the nature of it--a glass jar of 211 rattlesnake fangs, a wooden nutmeg, a slice of bread baked in Syria in 1889. Some pressed ferns from St. Helena launch the visitor into the story of Napoleon, a stone from the Mormon Temple at Nauvoo is followed with the whole fascinating history of the Mormon migration. A bottle of sand from the base of Starved Rock, Illinois, brings the history of Marquette and LaSalle, while a basket and some bread fruit leaves from Pitcairn launch us into the story of the mutiny on the *Bounty*.

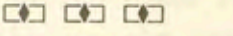
A number of items found their way eventually to Mystic Seaport--jawbone and vertebra of a whale, a plum duff kettle from the *Robin Hood*, a turnkey used by William Franklin, son of Benjamin, an outrigger canoe and probably others which cannot be traced.

The old catalogue is unique in that it also follows a non-sequitur system. For instance, comment on a picture of the old stone mill at Newport is followed by the tidbit that at a social entertainment once given there the thoughtful hostess provided a pet monkey to sit beside each guest at table. The hodge-podge of material had no apparent point of cohesion. He saved everything that would launch one into any kind of knowledge; sometimes with a touch of humor as, in the Prohibition Era, a collection of cork-screws "once used in the United States."

It is a pity the old museum is gone. Modern museum technology would be outraged by his system; yet his collection never failed to fascinate. Each item titillated both intellect and memory, and either set the

visitor off on a trail of memory (if old) or put him into a healthy state of curiosity (if young). The modern principles of museum arrangement forget one thing--that people like clutter. Prissy perfection repels. They like to browse, to turn over the unexpected.

Perhaps Eldredge's techniques are now archaic, but they may not be psychologically far wrong.



From a Jacksonville, Florida paper of 1896 comes this modern version of the old story of the destruction of the whaleship *Essex*: "With great dents in the plates on each side...the steamer *Seminole* (269 ft.) arrived here this morning. The damage to the vessel was the result of an encounter with monster whales. Soon after passing Sandy Hook...the vessel ran into a school of whales. Soon six of the monsters appeared almost under the ship's bow and she crashed into one."

"The impact apparently broke the whale's back and it began to spout blood. Then the officers and passengers witnessed a remarkable sight. As if in a rage, the five other whales drew off a short distance and dashed madly against the vessel, causing her to tremble from stem to stern. The whales repeated this performance four times and at each collision the *Seminole* quivered as if about to go to the bottom."

"Many of the passengers were hurled to the deck and bruised. Several women fainted. So terrible was the shock that some of the furniture in the saloon was broken from its fastenings. The whales were badly injured...and after the fourth rush drew away spouting blood. They tried to come again but moved slowly...and the vessel soon distanced them."

The account, as taken from the New York Herald of August 5th that year, appeared in a story by Alexander Crosby Brown printed in American Mercury of October 1941; appeared also in the annual report, 1954 of the Whaling Museum Society of Cold Spring Harbor, New York.

The story of the ramming of the *Essex* by a whale is a classic of whaling lore which has appeared in many a whaling book and magazine article; once was a feature of Life Magazine.

Variable Winds

2000 Mystic Seaport folders were distributed to the members of the American Institute of Biological Sciences at their meeting in August at the University of Connecticut in Storrs.

On long-term loan from C. C. Robinson is a fine oil on wood by John Trumbull showing the signing of the Declaration of Independence.

If Mystic Seaport has an honest-to-goodness-Seaport look, it is partially due to the generosity of the deRedon Food Products Corp. of New London. This company has sent several loads of old-time barrels which are scattered around the Seaport, particularly in the cobblestone street area.

Robert Douglas found and presented a 26-foot yawl-boat from the schooner *Mertie B. Crowley*. Like many another yawl-boat it once hung from the stern davits of one of the huge four-, five- and six-stickers of the early 1900's.

Henry B. duPont was host at the Seaport on August 26th to three hundred yachtsmen marking the 25th birthday of his schooner *Northeaster*. A tent, a buffet luncheon, strolling musicians and the guests' own boats made the occasion a colorful one.

Other large groups seen during the summer were two groups (75 each) of United States Coast Guard Academy cadet-prospects, Mystic Coast Guard Auxiliary Flotilla, and a group of wives of Electric Boat Company officials.

Received from a Danish friend in Copenhaven is a tinted photograph of the old *Georg Stage*, Danish training ship, now better known as the ship *Joseph Conrad*. The photograph shows her under a full set of canvas on the high seas and now hangs in Captain Raymond Titus' cabin on the ship.

The usual winter series of illustrated lectures, known as the "Adventure" series, opened October 5th with Dimitri Rebikoff, famed underwater camera man and inventor. The series was a sell-out days before the opening and many would-be subscribers were crowded out for lack of room.

Recent gifts to the Tavern include a set of seven old "Thumb Nail" ale glasses from Mrs. Channing Burbank and two very old pewter mugs from Mrs. Clifford D. Mallory.

Two companies which activated their own exhibits all summer, also wrote, designed and printed give-away pieces which were a credit to them and to the Seaport. Hartford National Bank & Trust Company distributed an attractive folder giving the history of the Counting House and the old-time methods of banking. The F. & M. Schaefer Brewing Company provided for its Tavern visitors an attractive triple-card in color giving similar information on their exhibit. A third such piece will shortly appear in the Apothecary Shop sponsored by Smith, Kline & French Laboratories.

The Bodenwein Public Benevolent Foundation, Inc. has recently made a gift of another 100 chairs, sorely needed for the over-subscribed lecture series and other coming events.

Gratifying recognition has been given to Elmer D. Keith, Chairman of our Buckingham House Committee and member of the committee on Interior Furnishings and Restoration.

At the October meeting of the American Association for State and Local History at Old Sturbridge Village, he was the only individual who received a personal award for services far beyond the line of any duty. The award was made by and at the suggestion of Louis Jones (Cooperstown, N.Y.), Chairman of the Awards Committee.

Received from Mrs. John Martucci, widow of the late John Martucci (see Log, Vol. 8 No. 3) The Blue Water Medal of the Cruising Club of America awarded to him for his voyage in the yawl *Iris* from Sheepshead Bay, N.Y. to Italy and return, June 3rd to November 11th, 1939. The medal is being displayed along with the model of *Iris* now in the Stillman Building.

Mrs. Esther Gray, cook to the *Conrad* cadets, served an incredible 10,000 meals during the summer.

Forty reams of paper for stationery was recently received as a gift from Melvin Southworth of the Southworth Company, West Springfield, Mass. This kind of assist is getting to be a habit with Mr. Southworth.

Curator Edouard A. Stackpole has more speaking dates than you can shake a stick at. One of especial interest, however, was his appearance before the summer meeting of the Cartophile Society of New England. His talk was on the American sealers and the discovery of Antarctica.

Two loads of very usable timber came as a gift from Pratt & Whitney Aircraft of East Hartford, Conn. with another load yet to come. The gift also included a quantity of 55-gallon drums which are also quite usable at Mystic Seaport.

Forty-four carrier boys, winners of a contest by a Long Island, N.Y. newspaper received as part of their recognition a trip to Mystic Seaport on August 22nd. The prize trip included delivery of the carrier boys in the 65-ft. fishing vessel *The Harp* which sailed from Montauk Point.

The boys saw the film "The Origins of Freedom", enjoyed a picnic lunch on Shipyard Point and spent the afternoon re-living 19th-century maritime history.

From member W. Van B. Claussen of Silver Springs, Florida comes word that he makes good use of the decalcomania Seaport seal always given to him upon the payment of membership dues. His is displayed on the boat he uses when putting on small-craft safety demonstrations throughout the country, on behalf of the Red Cross National program of Water Safety.

The Connecticut Council for the Advancement of Economic Education at the University of Connecticut,

Storrs, is compiling a bibliography of current literature on Connecticut. The primary purpose of the project is to make available to educators materials which will facilitate their teaching. Request was made of Mystic Seaport for publications it could contribute and the Seaport complied with at least half a dozen.

From Harlan W. Clifton comes a steering wheel from the S.S. *Mandalay* which grounded in the Narrows of lower New York harbor 28 May 1938 in a collision, during fog, with the Bermuda-bound passenger vessel *Acadia*. The 325 passengers and crew of the *Mandalay* were expertly rescued by the *Acadia* so that the relic has not the usual sorrowful associations.

In the August issue of U.S. Naval Institute Proceedings appeared an article by Dr. Robert Greenhalgh Albion, entitled "Communications and Remote Control." Dr. Albion spends a large part of his summers at Mystic Seaport as Coordinator for Munson Institute.

During the summer the sailing fleet of the ship *Joseph Conrad* was added to by the gift of another Dyer Dhow from W.D. Campbell. These boats with their colorful sails are teaching many a youngster from inland how to sail as he participates in the *Joseph Conrad*'s Youth Training Program.

Lieut. Comdr. Zachary Taylor Jones (USN Ret.) and Joseph H. Christoph have presented the Navy commissioning pennant once flown by the Sound Steamer *Richard Peck*. The pennant was flown in 1943-44 when the Peck served as a barracks ship for Navy personnel. Even the not-so-old recall the old *Richard Peck* as operated between New Haven and New York by the New Haven Railroad. In 1937 she was purchased by the Meseck Company of New York and again operated as an excursion vessel out of New Haven. After her Navy career, the old "Queen of the Sound" was purchased by the Pennsylvania Railroad and renamed *Elisha Lee*. After sixty-three years of honorable service she was scrapped.

The Columbus Day weekend brought a parcel of visitors. Friday the gate checked in 712 adults, 394 children. Saturday there were 684 adults, 238 children. Sunday brought in an unprecedented 1,013 adults, 255 children. Total for the three days, 3,296.

New England's famed fall foliage abetted by perfect weather may have been responsible.

And of course the New York Herald-Tribune's well-timed feature story, "Mystic is 139 miles and 150 years away" did us no harm.

Curator Stackpole is asking if any members have and do not want their copies of the recent publication "The Voyage of the Huron and the Huntress" would send them in to him. He will be glad to have them as the publication is now out of print and additional copies are needed.

A recent contribution to the *Charles W. Morgan* came from her namesake, Charles W. Morgan in Kennebunk, Maine. The contributor is a one-year old Newfoundland dog, who writes "I have heard so much about the Marine Museum that I want to send my contribution."

The canine Charles is the pet of Mrs. Brewster Sewall of Tarralong Farm, Kennebunk. And this is news, because when a dog makes the Log, that's news.

Captain Titus of the *Joseph Conrad* has reversed the story of Mr. Roberts and the palm tree in the play and book "Mr. Roberts". When the palm tree was thrown overboard in "Mr. Roberts" the irascible Captain was enraged. In the Mystic version, the exasperated captain threw his own palm tree overboard.

A group of Mariners with a sense of humor, from Asbury Park, N.J. brought with them and presented to Captain Titus, a small potted palm tree. Captain Titus finally found that enough was enough--someone was watering the palm tree about every five minutes and once he found it tied in the rigging. Finally he decided he had had enough ribbing, heaved the palm tree overboard.

Ellery Thompson, local fisherman-artist, some years ago the subject of a New Yorker "Profile", is the donor of an oil painting of a typical dragger.

The Not-very-old Publicity Director of Mystic Seaport found herself reading, by some strange coincidence, the New London Day's column--25 years ago--and spotted the following item: September 17, 1931. "As a memorial to the men who raised America to the position of the first maritime nation of the world, the Marine Historical Association opened to the public a permanent exhibit of old ship models and marine relics at Mystic. The property was on the site of the old Greenman Mill and was given to the association by Mrs. Mary S. Harkness."

Presented recently by President Philip R. Mallory was a Titanium harpoon, originally presented to him by the Mallory-Sharon Titanium Corporation. The Titanium head is 5½ inches at its widest point and is carried on a ½ inch shaft of titanium 31½ inches long, with a hardwood handle 40 inches long. With the gift came a statement that "Titanium is the one metal of strength that will not corrode or rust in salt water and most acids. It has a better weight to strength ratio than any form of steel or aluminum."

If titanium harpoons had been in vogue one hundred years ago the job of the poor harpooner would have been very much easier.

Soft lights and sweet music--oil lamps and candles were the only lighting used in Fishtown Chapel, Friday, September 21st at the wedding of Seaport employee Francis Bogue and Lois Oates.

Mrs. Elias Everett Davis has given a rigged model of the 5-masted schooner *Elizabeth Palmer* made, in 300 hours of painstaking work, by her husband.

The recent publication of the Association on the *Pedro Varela* Mutiny will shortly appear in the Boston Globe, serialized.

More than fifty members of the Sons of the American Revolution held a luncheon meeting September 22nd. A meeting of the Board of Managers was held at 11:00 a.m. with luncheon catered for the entire group in a tent. Following the luncheon Curator Edouard A. Stackpole addressed the group.

Forty art students from Middletown High School spent the day sketching ships, rigging and waterfront scenes October 9th.

From Mrs. M.L.E. Spivy is received a U.S. Coast Guard certificate of honorable service awarded to the Seaport's schooner *Brilliant* for her participation in World War II.

On the high hill across Greenmanville Avenue and opposite the Seaport, a new housing development is in the making, called "Seaport Heights". One unit is complete; another under construction. First commercial use of the name came several years ago with the organization of Seaport Appliance & Supply Co., who do much of the electrical work of Mystic Seaport.

Henry C. Taylor has contributed a colored shipping card of Coleman's California Line advertising regular sailings to San Francisco of the "celebrated A 1 Extreme Clipper Ship *David Crockett.*"

Operation Schoolhouse, the television series which featured Mystic Seaport over WJAR-TV (Providence, R.I.) had such notables on its programs as Victor Mays, author of "Fast Iron" and "Action Starboard"; Ralph Weaver, Assistant Production Manager for Plymouth Cordage Company; Dr. Robert G. Albion, Harvard University professor and Freeman R. Hathaway, past President of The Steamship Historical Society of America. Mr. Hathaway closed the series for the season, October 18th.

The ship *Joseph Conrad* (nee *Georg Stage*) was built in 1882 by Burmeister & Wain, Copenhagen. Poul A. Christensen, president of the company, now in New York, has recently presented a history of the Company, "A Century of Burmeister & Wain", published at Copenhagen in 1948.

Doctor J.E. Kay of K-Twelve, a service to the blind in Brooklyn, N.Y., has requested and received a copy of Dr. Robert G. Albion's Bibliography on Maritime and Naval History.

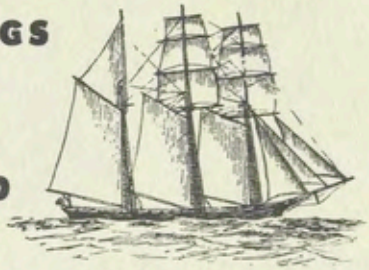
Burl Ives, well-known balladeer was a visitor twice during the summer season.

Winchester Repeating Arms Company of New Haven, Conn. has presented for Schaefer's Spouter Tavern, a British flintlock musket, circa 1800. A similar musket of the same era was also presented for Buckingham House, and Buckingham House is the richer for two rare items received from Edwin Pugsley of New Haven--a grandfather clock made by Silas Hoadley of Plymouth (now Thomaston, Conn.), circa 1825, and a pair of hand-wrought andirons, very old. One andiron post is decorated with a representation of the sun--the other with the moon.

The Royal Scottish Museum, under Dr. Douglas A. Allan, Director, is preparing a publication on museums of the world, and including the one at Mystic.

A very nice gentleman visited the Printing Department to see the equipment. He was from another historical society and said we could get an idea of its size by the fact it employed one secretary at $1 per year and he was it.

THINGS WE NEED



Often

Gifts of Things are as acceptable as Gifts of Dollars.

A DICTIONARY OF AMERICAN BIOGRAPHY

for the use of Munson Institute students

A VARIETY OF ANCHORS

such as Patent, or stockless, Mushroom, Grapnel and Plow for use in teaching ground tackle to cadets on the Conrad

A GOOD MIMEOGRAPH MACHINE

for a harried secretary who has been doubling as repairman to the old one far too long





(See page twelve)