The Log of Mystic Seaport

Volume 9

No. 1

Winter

1957

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GALATEA

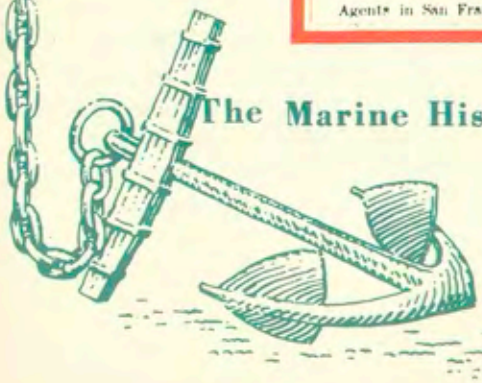
WENDELL, Commander,

Is now Loading very fast at Pier 10 East River.

She has made several very short passages, and is highly popular with all shippers—is the smallest vessel loading, and must have quick despatch.

RANDOLPH M. COOLEY, 88 Wall St., (Tontine Building.)

Agents in San Francisco, Messrs. DE WITT, KITTLE & CO



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.

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

OUR COVERS

The colorful sailing cards of the ships *Galatea* and *Sunrise* occupy, fittingly, our front and back covers in that order; for the first was of fine, the second of foul reputation.

Galatea was built by Joseph Magoun at Charlestown, Mass. 1854, for W.F. Weld & Co. of Boston, Captain Henry Barber. She was not famous for fast passages but did tolerably well--her voyages from New York to San Francisco running from 116 to 137 days.

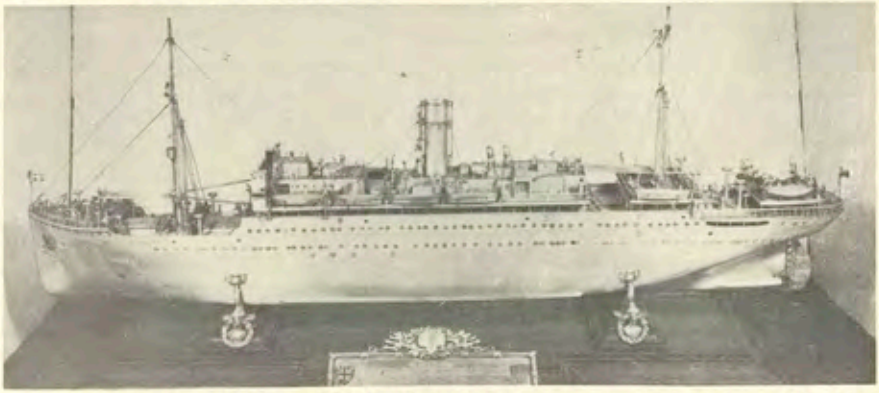
Her sailing card refers to the three-way love affair of the mythical Galatea. Loved by the beautiful youth Acis and the brute Polyphemus, Galatea accepted the youth, repelled the Cyclops. The vengeant Polyphemus tore a boulder from a hillside, crushed his rival, who was forthwith turned into a river by the unhappy goddess who then dove into the water. It is said that even today the River Acis murmurs from the cloven rock cast by Polythemus.

The ship *Galatea* was, in 1860, under the command of Captain George B. Wendell, the subject of one of the Association's past publications, and a replica of her sternboard adorns the gable of the Wendell Building. She was sold abroad in 1882. Her figurehead survives in a Capetown museum.

(CONCLUDED ON INSIDE BACK COVER)

Episode

The model of the World War I British steamer *Appam* is the gift of Mrs. Daniel Bacon and represents not only a valuable and handsome exhibit, but an exciting episode of the war.



On January 15, 1916 the *Appam* encountered, off the Canary Islands, what appeared to be an ordinary tramp steamer, but which turned out to be the German raider *Moewe*. The *Moewe* promptly ran up the German war ensign, let down false sides and revealed her powerful guns. Taken to Newport News by a prize crew, the *Appam* was eventually restored to her owners by order of the United States Government. The model, executed entirely in Sterling silver and bearing the British hallmarks, was presented to Daniel Bacon by Elder Dempster & Co., Ltd. and the War Risk Underwriters for his efforts which resulted in the vessel being restored to her owners.

With the model came a graphic account of the capture by Captain Graf zu Dohna-Schlodien, Commander of the *Moewe*.

He writes that having sunk the steamers *Farringford* and *Ariadne* by shellfire, the waves had scarcely closed over the last one when the *Appam* hove in sight. The German commander gave chase, but cautiously, considering from her high masts that she must be equipped

with wireless, debating whether she might be a passenger-carrier, merchant cruiser or warship, and her nationality. If she proved to be as fast as his own ship, he speculated whether she might be used as a tender when captured.

He shaped his course to compel her to turn astern of him, in order to read her name; then consulted his list of merchant ships and determined her to be the *Appam* of the Elder Dempster Line, 7800 tons, passengers and wireless.

The *Appam* was stopped by a shot across her bow. A British attempt to send hurried wireless signals was halted by the *Moewe* training her guns on the wireless room. Several British sailors, loth to give up so easily, were observed preparing to train their one small, quick-firing gun upon the enemy. A second shot from the *Moewe*, over their heads, stopped them only momentarily. When they made a second attempt, rifle shots were directed at them and, Dohna-Schlodien writes, "even their dull intellects now realized that we are not to be trifled with."

While most of the *Appam*'s passengers milled about on deck in the greatest excitement, the raider observed a small group of about thirty passengers hanging over the rails and waving friendly greetings to them. They turned out to be German prisoners of war from a Cameroon Regiment in Africa, headed for internment in England. They were promptly ordered aboard the *Moewe* where toasts to the German Emperor were drunk.

The *Appam* proved to be carrying 160 passengers, a crew of 24 and 3000 tons of valuable cargo, including 14 cases of gold bars, 2 of gold dust. Her officers and crew were taken aboard the raider as prisoners of war and her two most important passengers, the Governors of the British colonies Sierra Leone and Nigeria, were given instructions to calm the passengers' fears and adjure them to submit without resistance. The male passengers were required to sign a statement that they would not bear arms against Germany or her allies during the war. A Lieutenant and twenty-two men were put aboard as a prize crew and the two ships headed for Newport News.

For his achievement the *Moewe*'s captain received a personal telegram of commendation from the Emperor: "I bid you and your gallant crew a hearty welcome to your home port after a long and highly successful cruise and express my imperial acknowledgments for your deeds which have an echo throughout the whole German nation. I award the Iron Cross, second class, to the entire crew. You yourself should report to me at the General Headquarters at your earliest convenience."

From F.B. Clapp, Potts Point, Sydney, is received the diary of Gilman G. Pierce while on a voyage to Australia in 1868. Pierce sailed in the bark *Enrique* from Commercial Wharf, Boston, August 28 that year and arrived Melbourne three days before Christmas. The journal includes a further voyage, Australia to Fiji in 1870.

Passenger Pierce writes that wife Elizabeth was horribly seasick most of the voyage; illustrates his account with occasional sketches such as a chart of the southern sky, a landfall, and even some poetry such as that bit inspired by a calm following a storm:

Exhausted ocean, out of breath
  Assumed the quietude of death.
Nature retired and went to sleep
  And cobwebs formed upon the deep.

Ten days or more old ocean slept.
  The heavens the while in sorrow wept.
Our bark was spellbound on the main
  Like chariot in the mirey plain.

The poet explains: "The captain thinks I must have taken this from Shakespeare, but I didn't."

Such journals are not often exciting reading except for those flashes of interest like the poetry sampled, but they are important as a record of the monotony and length of such voyages; and proof that few real poets were willing to endure their hardships.

A new member in Copenhagen, Denmark, is N. Juel-Brockdorff who is the present Chairman of the *Georg Stage* Foundation, owners of Denmark's cadet training ship *Georg Stage*. Mystic Seaport's *Joseph Conrad* was the first of the series bearing that name.

Campus Coadjutors



The primary purpose of the founders of The Marine Historical Association twenty-seven years ago was a national awareness of America's maritime history. They were conscious that our maritime story was then and had long been, a neglected portion of our history as a whole, which had a profound influence upon the shaping of the national character.

The first major institution of learning to supply the deficiency was probably Harvard University with its Gardiner Chair of Oceanic History, under Dr. Robert G. Albion. First museum to enter the field was Mystic Seaport with its Frank C. Munson Memorial Institute of American Maritime History, a five weeks summer seminar established in 1954 with Curator Edouard A. Stackpole as Director, Dr. Albion as Co-ordinator.

Shortly, another full-credit course was established at University of Maine, followed by a third at William & Mary.

Now, for the first time in the maritime field, a major museum and a major university affiliate; and the grounds of Mystic Seaport become for six weeks each summer, a college campus.

Under an agreement just signed by both institutions, the University of Connecticut recognizes and accepts for inclusion in its own catalog of summer extension courses, Mystic Seaport's graduate seminar; reciprocates by the granting of six college credits to any student satisfactorily completing the course.

Under the terms of the agreement, U. Conn. promotes the course as one of its own, screens and accepts applicants, grants credits to students and recognizes Munson Institute's full-time staff as on a par with its own. On the other hand Munson maintains its own identity, continues to select its own faculty and lecturers, prosecutes the course it originated, and may accept auditors of its own choosing. There are, of course, mutual assent provisions and subsidiary clauses, but by the new contract U. Conn. gains a course in a setting which could hardly be surpassed elsewhere, and Mystic Seaport gains a recognition and an academic standing.

Today's museums are a national resource. Over 60,000,000

people attend them annually. A conservative estimate numbers them at 3,000. Their turnstiles are clicking as never before and it is to their credit that it is their own stewardship which has made them the potent factor they are in education today.

In the new affiliation between the institutions at Mystic and at Storrs in the State of Connecticut, the Seaport provides the raw material which makes learning live for the graduate student, escapes from the old stigma of stagnancy attached to the word "museum", and goes even beyond the accepted role of the museum as a people's university to measure up to its present-day responsibilities of scholarship in an era of specialization.

Used in the making of a Canadian Broadcasting Corporation film, by permission of the Seaport and Alan Villiers, were sequences from Villiers' films THE CRUISE OF THE CONRAD and BY WAY OF CAPE HORN. The C.B.C. film is for television use, is called THE CHANGING SHORE and pictures the past maritime achievements of a little 200 miles bit of Nova Scotian coastline known now as The South Shore. Copies of the Villiers films have long been a possession of the Seaport, have had many other educational uses.



Cast iron fence is becoming rare even in New England. The almost 100 ft. section shown being set in front of the new Bartram Building is the gift of Mr. and Mrs. Charles Menge of Mystic, is over 100 years old and is the same style as that already existing around Thomas Greenman House and the Stillman Library.

Mystic Fleet

Two small sailing craft of types soon to be known only to historians, have been added to the Seaport's Hall of Fame.

From Robert Douglas the Museum has acquired the yawl-boat once attached to the famed schooner *Mertie B. Crowley*. After the wreck of the schooner, the little boat came into the possession of a Menemsha fisherman, who altered her for his own trade. She will be restored to her original condition. Her hull is in remarkably good shape, with plumb stem, wine glass stern, considerable sheer and deadrise. An old photograph shows that she had a high rounded coaming and a small deck forward. Other details necessary to her proper restoration are being determined from such authorities as M.V. Brewington and William J.L. Parker.

From James A.D. Geier comes the fine old clup-topsail (set on individual spars and hoisted aloft) cutter *Fox*. Originally named *Cockle*, she was built about 1900; is 16 ft. long, has unusual depth--though somewhat less than W.P. Stephens' *Snarleyow*, also in the Mystic fleet. She is one of the few of this type of rig left in the country. She is presently at the Crosby yard at Osterville, Mass., where the Crosby family are now restoring an old catboat for the Mystic collection (See Log, vol. 8, No.4).

The newcomers are typical of those which comprise one of the largest, most distinctive and varied small-boat fleets to be found anywhere outside of Mystic. Each has its particular uses and its peculiarities born of the environment in which it was meant to serve.

Curatorial staff members at Mystic are trying hard to get these small craft into better condition and better displayed, but there are not enough men and man-hours to bring to quick reality their dreams. They dream of an 80 x 30 ft. display shed on Shipyard Point, close to the water, for the exhibit of typical work-boat types. The yachting types they plan to display in the Museum area. They hope one day to have also an in-the-water display, at least for the benefit of summer visitors.

For the broader, and immediate, view they ought to be listed here, and are. Counting the larger ships--*Charles W. Morgan*, *Joseph Conrad*, *Australia*, *Brilliant* and *Brinckerhoff*, they add up to an impressive seventy-three.

WORK BOATS

Pinkey *Regina M.*, built Perry, Maine 1900. Fishing.
Keel catboat, built by Button Swan.
Boston Whitehall boat, 1875. For harbor use by ferrymen, agents, boarding house runners.
Nomansland boat. Martha's Vineyard area. Designed to be beached every night.
2 New Haven Sharpies. Oystering. one two-masted, one sailing skiff.
Sekonnet River boat. Rhode Island-Massachusetts. Fishing.
Friendship sloop, built by Wilbur A. Morse. Maine, 1907.
Strip-built pulling boat *Favorite*. Maine coast, 1900.
5 whaleboats, four Beetle built, one Leonard.
2 Dugout oystering canoes. Quinnipiac River.
Clinker-built sailboat used by Rev. Elijah Kellogg, 1880. Double end, Hampton type. Fishing.
Kingston (Mass.) sailboat, 19 ft. Lobster trade. (See Log Vol. 8, No.3)
Surf boat of Massachusetts Humane Society, fore-runner of Coast Guard. Life-saving. 1861.
Life-saving car from Watch Hill (R.I.) Coast Guard Station.
Double-end metal life-boat from L.I. Sound steamer *Elisha Lee*. 1913.
Collapsible landing boat from submarine *Bluegill*.
2 dories from Stonington (Conn.) fishing boat *Black Hawk*. Modern.
2 Monomoys. Pulling boats added to *Joseph Conrad*. World War II.
Small fishing dory.

PLEASURE BOATS

Sandbagger racing sloop *Annie*.
Cutter *Snarleyow*. Designed by W.P. Stephens.
Clinker-built boat, built by Dr. I.F. Wardwell.
Chesapeake Bay log canoe *Fly*.
Fan-tail motor launch, formerly with Palmer engine.
Naptha launch *Lillian Russell*.
Racing launch *Panhard I.*, built by Elco, fore-runner of Electric Boat Company, 1907.
Half-rater sailboat from steam yacht *Pantooset*. Racing sloop. 1900's.
Sailing canoe *Kestrel*. W.P. Stephens design.
2 Penobscot Indian birch bark canoes. One a replica.
Gig from schooner yacht *Dauntless*. Mystic, 1866.
Work-boat of Cup Defender *Endeavour I.*

FOREIGN BOATS

Jolly boat from steamer *Anglo Saxon*. British.
Bindals boat. Norwegian. Used in fjords.
Zambango boat. Philippines, 1903. No metal used.
Dugout canoe. Brazil.
Two-man kayak. Eskimo.
Dugout canoe. Hawaiian. 1940.
One-man Suicide submarine. Japanese.

Not historic but assigned to Youth Training Program

Admiral Jim. 40-ft. Navy launch.
Herbert L. Stone. Moulded plastic, with outboard.
Jewell. Converted metal life-boat with 4-cylinder engine.
Friskie. 18-ft. Rhodes centerboard sloop.
Ram. 16-ft. flat-bottom skiff.
2 10-ft. sailing dinghies.
13 9-ft. Dyersin Dhows, plastic.
Rowboat, attached to *Jewell*.

Mariner Memoirs

The odd-looking packages began arriving about the first of December and there were not only more of them than ever before, but they were bigger. They came by express, by mail and by messenger. One of them arrived in a carton 14 x 14 x 18" and, sure enough, it was from the Asbury Park, N.J. group, last year's winners.



When the judges had opened them all, and considered them for group effort, originality, attractiveness and content, Asbury Park was, indeed, the winner again.

It was the time of the annual award for the best work-book submitted by a group or individual who had undergone training aboard the *Joseph Conrad* and *Australia* in Mystic Seaport's summer Youth Training Program.

A work-book is a small book of instruction in nomenclature, pilotage and ship routines. It is given to each individual in the group upon coming aboard and followed meticulously throughout the period of training. It goes home with the group and they begin to elaborate upon it as a sort of evaluation of the experience enjoyed at Mystic during the past summer.

The book is dressed up with photographs of the activities at Mystic, usually with a touch of humor; with compositions of a serious nature upon what has been learned of maritime lore in daily routine, field trip and museum tour.

Asbury Park's Girl Scout Mariner Ship *Wasp* carried off high honors with an entry which had on its cover a fully-rigged model of the bow of the *Conrad*, enclosed in a plastic exhibit case half a foot high. The impressive second cover was a bronze etching of the *Conrad*. The entry was remarkable for summing up, in its various sections, every important phase of group activity--the bus trip to Mystic, favorite songs and sea poetry, the fun of learning on a launch trip and histories of Mystic's major ships, the Seaport and the Town; facts about figureheads, whales and whaling gear; even contained a ditty bag full of odds and ends, models of a whale and of the *Conrad*'s binnacle complete with miniature compass. The entire book was beautifully illustrated with appropriate water-color sketches by "Bobbi", a talented member of the group.

Asbury Park's, like all the entries, represented not only hours and weeks of group effort, but proved to those responsible for the program at Mystic that the groups go home with more than trivia in their heads, that the experience is an on-going experience and only the beginning of a richer life. Second group honors went to the girls from Babylon, Long Island; third to a group from St. Louis, Missouri. Hamilton and Belmont, Mass. were runners up. First individual prize was taken by Doris Iations of Manchester, Mass. and second by Barbara Dean of Fairport, N.Y.

Prizes will be presented at New York's annual Motor Boat Show which opens on January 19th.



Across the Atlantic, from England, has come a miniature fleet of ships representing 2500 years of history. Packed in six cases aboard the Steamer *Pioneer Wave*, they were the first accessions to arrive in the newly-built Bartram Memorial (Accessions) Building.

Purchased in England by H.H. Kynett for his extensive collection at Mystic, the models were brought to their destination from a New York pier by bonded carrier and had to be unpacked in the presence of a New London customs official. The unpacking was like releasing the ghosts of all the ships that ever sailed, from a Grecian bireme (500 B.C.) to an International sailing dinghy (1947).

They are not ship models in the accepted sense, built up with scale precision and modern techniques; they are, rather, research models constructed to show exacting details of rig, proper flags and pennants, coats of arms, hull colors and markings, and other externals. Their builder, Brigadier General A.G. Coward, World War I veteran invalided and retired because of gas poisoning, began his labors as a mere hobby. As he worked he became more and more impressed with the difficulties of research into the details of ships long gone and, with time on his hands, determined to make research easier for those who would yet



run into the troubles he encountered. General Coward died in 1954, but not before having shown his models on several television shows and having given lectures on them.

Of particular ships, the Coward collection includes models through four centuries of British history, from *Santa Maria* to Nelson's *Victory*. In between *The Great Harry, Golden Hind, Ark Royal* and *Revenge*, the Pilgrims' *Mayflower* and Bligh's *Bounty*. In types, 2500 years of shipbuilding are shown. There are a Viking ship with winged figurehead, a Crusader's and 13th century warships. British types alone include a Royal Stuart yacht, an Elizabethan Galleon, a Scottish Zulu, a Harwich Bawley (or cargo barge) and a Thames River barge. The Mediterranean is represented by a second century Roman ship, a Grecian bireme, a Venetian gondola, Barbary felucca, Arab dhow and Egyptian river boat. Oriental types include a Foochow River trading junk, a Burmese paddy boat, Thamakan outrigger. There is not an American ship in the lot, but Mystic already has them.

The models number forty in all--a bonanza to future researchers at Mystic--may be arranged to show the historical sequence of types from ancient to modern times.



Rare old sign presented by Nina Fletcher Little. Probably came from the village three miles upriver from Mystic, now known as Old Mystic.

Two Nails

When V.F. Nole, Corrosion Engineer for Chase Brass & Copper Company visited the Seaport recently, he carried with him an old sheathing nail dredged up from the bottom of a Spanish bay where several old ships had gone to the bottom years ago. Nole wanted an opinion from Edouard A. Stackpole; whether the nail might have come from a nineteenth-century merchant vessel known to have been sunk there, or from an Italian ship of the Roman Empire period, known also to be there.

Stackpole knew that lead sheathing went out of use about the middle of the thirteenth century; copper sheathing was introduced in the nineteenth. Nole took his nail back to the Chase laboratory, along with an original 1841 nail recovered from beneath the present copper sheathing of the *Charles W. Morgan*, had both spectographically and chemically analyzed. Both were found to contain approximately 89% copper and, while disappointing to Nole, established his nail as from the later vessel.

The incident proved, once again, how the scientist can be helpless without the historian, and vice versa.

LETTERS

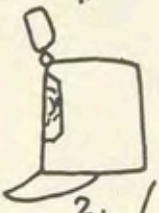
The pictures and article on the landing barge (Log Vol. 8, No. 3) were of great interest to me as my specialty is in the field of military and naval uniform and I was very much intrigued with this little model...

In the interests of accuracy, I should like to point out one or two items of some value that may help date it a little more closely. The Seamen of the British Navy did not have a uniform which was officially regulation until 1853 and prior to this they wore a large variety of seafaring men's dress but of no regular pattern...

It seems very doubtful that the soldiers are marines and I would guess that they were probably infantry being carried as assault troops in transports or acting as marines. The British marines became "Royal" in 1802 and wore blue facings but then so did many infantry regiments of the Line. Without knowing the colour of the facings *(See note below)* I can't say for sure they were a royal regiment. The major item that differentiated marines from the line infantry were the hats or caps, as a round hat (figure 1) (or what we would call a stove pipe or silk opera hat), was ordered for marines from 1799 to 1821, while the infantry wore a shako (figure 2) or a cylindrical type cap of felt with a peak. Marine officers wore bicorns (figure 3), (a cocked hat worn athwartships). I'd be more inclined to say the figures were infantry and this probably dates your model at about the time of the Peninsula War c. 1807.



1.



2.



3.

Sincerely yours,

George Keester, Curator

United States Naval Academy Museum
Annapolis, Maryland

Note: facings white with red—Ed.



Two of the five Puerto Rican girls who trained aboard the ship JOSEPH CONRAD last summer were Nancy and Linda Hellmich. Their parents, Mr. and Mrs. Edward J. Hellmich came up the day before the group's arrival for a commendably cautious examination of Mystic Seaport and CONRAD facilities; found things so much to their satisfaction that they brought the girls up the following day, later made a contribution of enough dishes to serve a capacity group of cadets aboard the old square-rigger. 252 pieces in all, the dishes are Color-Flyte (plastic) Dinnerware by Branchell of St. Louis, Missouri, through Hellmich Manufacturing Corporation of Bayamon, P.R.

Yankee Sails Again

Irving Johnson's brigantine *Yankee*, which keeps to its timetable better than many a railroad, sailed from Gloucester at 2:00 p.m. Sunday, November 4th, on what may be her last round-the-world voyage. Captain Johnson has sold her, plans to buy another vessel at the conclusion of this voyage. Her new owner takes technical possession at Singapore.

Aboard, as a member of the crew, is "Mike" Sumner, who, you might say, received his first training aboard the Chinese junk *Mon Lei* at Mystic Seaport. He served one summer as *Mon Lei*'s attendant, the following year climbed aboard *Yankee* for service in local waters.

Upwards of 2,000 people gathered along the Gloucester (Mass.) waterfront to see the Johnsons off. The Mystic contingent included such fans as the Haineses, Fowlers, Brooks, Wimpfheimers and Seaport photographer's assistant, Judy Wallace. A Sea Scout "ship" wearing Mystic Seaport shoulder patches was prominent among the well-wishers.



The Mallory Building basement--an area of 1666 sq. ft.--has been remodeled and equipped with tile flooring, dehumidification and fluorescent lighting, as office space for the growing Filing and Membership Departments.



AMERICAN YACHTS, THEIR CLUBS AND RACES by J.D. Jerrold Kelley is designed to accompany and explain the twenty-seven Water-Color Sketches of American Yachts by Frederic S. Cozzens. The book is in our Library--the framed sketches, gift of Capt. Marion Eppeley of Oyster Bay, Long Island, exhibited in Aloha Meeting House.



Plate XXV Ice-boating on the Hudson, tells us sailing an iceboat is so totally different from the ordinary water craft that the tarriest of tars would be a double-lubber on board. To get under way, the sheet is flattened aft, the stern swung around until the sails fill, and then, if any one of the crew is not aboard, he will be permitted to console himself in a very few seconds with an enlivening view of the winter landscape, while his late shipmates are accentuating the distance as more or less agile dots upon the back of a diminishing spider. The yachtsman who steers should have a head cooler than the ice he sails on. The boat occasionally capsizes and the crew are gently dropped upon the ice.

The speed of ice-boats is really extraordinary. With a wind on the beam, boats have been known to attain a velocity of from sixty-five to seventy miles an hour. It is said a gentleman residing in Poughkeepsie wished to speak to his brother who had started in a train for New York. He sprang into his ice-boat, soon passed the train, and was on the platform of the station when the cars dashed up.

A recent acquisition of our historical Library is THE CONNECTICUT RIVER STEAMBOAT STORY by M.W. Jacobus, published by The Connecticut Historical Society of Hartford, Conn.

A complete account of steam navigation on the Connecticut, it also sheds interesting light on the early developments of Fitch and Morey versus the claims of Fulton.

Of slight offense to the archaically minded may be the omission of the definite article with ship's names. This, however, does not detract from the book's value as a reference work nor from its interest to the casual reader.

--book review by Capt. Adrian Lane

Variable Winds

Saturday afternoon, October 27 was the date for the Annual Dhow Derby in which eleven eastern yacht clubs who have given sailing dhows to the Association for use in its Youth Training Program competed in their gifts. Now known as yachting's most unorthodox racing event, the usual shenanigens took place. Preceding the racing a dutch treat luncheon was served. On shore 150 participants cheered and jeered, depending upon their feelings about what was taking place on the water. One newspaper reported it: "Some of the east coast's best deep water yachtsmen let down their rigging yesterday to race in the classic example of how not to sail a boat--Mystic Seaport's yearly Dhow Derby." After all the jeering and cheering the Wadawanuck Club of Stonington carried off the Mallory trophy.

While the newly furbished Galley is now provided with heat and winter operation is possible, it is not profitable. The Galley closed down the middle of December, except for specially-arranged events there, and will reopen early in April.

Next publication of the Association will be a translation of Jean Baptiste Marestier's "Memoir of Steamboats of the United States of America."

Every other Tuesday evening at 7:30 the newly organized Mystic Coast Guard Auxiliary is meeting in the Aloha Meeting House.

Among the many recent speaking engagements of Curator Edouard A. Stackpole was one before the Corinthians in New York. His subject: "The American sealers in the Antarctic." On January 25 he again travels to New York to appear before the boys of the Buckley School with "Mystic Seaport and the American Maritime Tradition."

Received from H. Lynn Pierson of Detroit, is a model of a French privateer, snow-rigged and built to scale of 3/8 in. by the late Captain H. Percy Ashley. It is the second snow-rigged model in the Museum's collections, the first model of a French privateer of that rig.

The second annual Community Christmas Carol Sing and Concert sponsored jointly by Mystic Seaport and the Mystic Community Center, featuring the Electric Boat Male Chorus, took place in front of Aloha Meeting House on December 19. The chorus of twenty-five men was under the direction of Richard Hyde. Manager of the ensemble was Alvah Welt of Mystic and the accompanist was Morgan Daboll of Waterford. Soloists were Betty Mae Curran and Peter Roberts. The community singing was accompanied by Mrs. J.C. Chesebrough, a member of the Seaport Staff, at the organ.

From Wednesday, December 19 to January 2 in the new year, the waterfront street, ships and other buildings at Mystic Seaport were flooded in light for the fifth consecutive season, creating a Yuletide picture unlike any other to be found in this country.

Traditional Christmas trees were placed on the peaks of the mainmasts of the CHARLES W. MORGAN, the JOSEPH CONRAD, and the AUSTRALIA. A twenty-five foot Christmas tree was placed on Shipyard Point adorned with 600 bulbs. Lighted candles appeared in each window of the major exhibition buildings, and a total of 12,000 watts of floodlighting completed the picture. The Museum grounds remained open until 10:00 p.m. each evening for the public to drive through to enjoy the scene. Best view of the whole panorama was from the River Road on the west side of the Mystic River.

When yachtsmen Joseph W. Wadsworth and John T. Bates of Hartford became co-owners of a handsome new sailboat, they named her COMPASS ROSE and went about inviting all their friends to come to see their new yacht. The list grew and grew until finally Messrs. Wadsworth and Bates decided they had better act on the invitations in a big way, dispose of the long list of social engagements in one fell swoop. They brought COMPASS ROSE to Mystic Seaport, tied her up at the Cruising Club Dock and invited all their friends to come there to see her. Eighty of their friends converged on Mystic, went aboard COMPASS ROSE, and toured the Seaport as the guests of the owners of COMPASS ROSE.

Just received from Plymouth Cordage Company as their contribution towards the education of the public in the intricacies of making rope is a seven-minute motion picture on the subject. When proper projection equipment is installed in the Rope Walk for showing it, the picture will be run off automatically and so enhance immeasurably the effectiveness of their exhibit. The 250 feet of Rope Walk now at Mystic Seaport was Plymouth's original establishment at Plymouth, Massachusetts, built in 1824.

From Chandler Hovey of Boston (Mass.) comes a handsome model of famed ocean racing J boat RAINBOW--a fitting addition to the visual history of yachting, now installed in old New York Yacht Club's Station No. 10.

Carl V. Solver of Strandng, Skedaborg, Denmark is the author of books on navigation. Two of them have recently been added to our Library--his Imago Mundi, published in 1951, the gift of Edwin Pugsley, and one in German on old ship compasses presented by the author himself.

Fifteen wooden planes used in the building of wooden ships at the Brooklyn Navy Yard during the last century have been received from Thorne Perry of Glastonbury, Connecticut.

Word of mouth advertising was aptly illustrated to E.B. Donaldson, advertising manager, for Curtis One Thousand Inc., when his cub scout son returned from a group visit. He so pestered his parents that to quiet him the entire family made the trip to Mystic. Donaldson himself, was so taken with the Seaport that he had published in the Courier, house organ of his company, a view of the waterfront street. When he brought home his copy of the Courier, just off the press, his three-year-old son immediately recognized the picture and said

"Daddy, we were there." Mr. Donaldson writes, "It's easy to see that a trip to Mystic has a lasting effect on boys of all ages."

Peter Freuchen, with his wife and daughter, visited the Seaport November 24th. The one-time Danish Governor of Greenland and famous Arctic explorer is now more nationally famous as a winning contestant on the $64,000 Question and its TV successor the $64,000 Challenge.

Harry Lathrop, seventy plus, is always in a hurry. Head of Maintenance at Mystic Seaport, he has bossed such operations as the reconstruction of Aloha Meeting House, Buckingham House, Schaefer Spouter Tavern, Mallory Sail Loft and many a lesser project. His latest: the reconstruction of the so-called "Main" building. But before his job of reconstruction began, the building had to be moved some 700 feet from its former location, across the parking lot, to the new location near the waterfront street. His last job finished and ready for the new, he found the building still on skids, actually moving, but only half way to its new location. Impatient Lathrop set two carpenters to work anyway, renewing rotted beams while the building was still on the move.

In the days of the covered wagon, many an immigrant took west with him the sound of the sea trapped within the conch shell brought home by some seafaring member of the family. In a modern version of the same story, an Arizona school teacher, on a visit to New York recently saw one of the Seaport's sea chests in use in a New York schoolroom; heard the shantey records it contained, which led to a study of sea shanties by her pupils in Coolidge, Arizona.

Unique in its way, and of value for teaching purposes, is a recent accession from James A. Keillor of White Plains, New York--a silhouette model of a three-masted full-rigged ship with sails spread. Each mast pivots by a system of lines and pulleys operated from below. The overall length is 28 inches, its height 34 inches.

On November 5th a detachment of twenty-five British submarine ASTUTE crew members visited. In their honor the British ensign was flown from the Yacht Club flagstaff.

Members of the Ligonier, Penn. Chamber of Commerce enjoyed a showing of colored slides and heard a talk by Mr. Lambert Wise on November 30th. The special feature was arranged by Association's friend C.H. McCullough of the Pittsburgh Plate Glass Co.

A gift to the Tavern from Mrs. Clifford D. Mallory, Sr. is a rare brass harness ornament intended to be worn by a dray horse for a brewery. These unusual ornaments were intended to denote the trade of their owners, date from 1685 and often appear in oil paintings and tapestries.

In late November The Westerly (R.I.) Sun ran a two-column ad suggesting to its subscribers contributions to the usual Year-End Appeal of the Association.

Practical contributions of material continue to come in from

widely separated sources in industry: from Piedmont Cotton Mills at East Point, Georgia, 104 yards of 36-inch canvas; from Diamond Expansion Bolt Co., Inc. at Garwood, N.J., four cartons of metal bolt shields and one carton of steel toggle bolts.

Foreign visitors on October 27 were Mr. and Mrs. Julian Bates. Mr. Bates is with Reuter's in London--first read of the Seaport in the New York Times and felt he must see it. The same article was responsible for bringing to Mystic thirty teachers and supervisors from the Bronx, New York. The educators, upon arrival, were briefed on the Museum's educational efforts by MacDonald Steers in the Meeting House; toured the ships, grounds and shops and requested a sample of audio-visual aides for their school program in New York.

On November 27th thirty-five consultants from eastern colleges and universities, who were the guests of the school board of the City of New London, came to interview seniors of New London High School. Their agenda included a visit to Mystic Seaport.

Additions to the growing number of bygone vehicles in the Seaport Carriage Shed have been made by Mrs. Frank B. Washburn of Germantown, New York. They include a brake with a high driver's seat and accommodations for eleven passengers, drawn by two teams; a victorian carriage; a ten-foot, three-seated sleigh; and a light, one-horse buggy.

Honored in a surprise ceremony in New York December 11th, was the Association's 5000th member, Barnes Compton of Bronxville, N.Y. He was presented an engraved silver membership card by President Philip R. Mallory.



Recently arrived from a dealer in Aberdeen, Scotland, for the Kynett Collection, a seven ft. tall figurehead which has come from the British ship ST. GEORGE circa 1890.

(CONTINUED FROM INSIDE FRONT COVER)

Sunrise was built by Robert E. Jackson at East Boston in 1860. Two years later she was sold to Howland & Frothingham of New York for $68,000. Except for a few trans-Atlantic voyages in 1863, she ran to San Francisco until 1874.

She was tough, and her principal master equally so. She survived financial, hurricane, and trade disasters. He survived criminal procedure. In the great gale of January 1875, she was practically dismantled but was overhauled at a cost of some $30,000 and sold a year later for $29,000. After two years of retirement she came back to enter the case oil trade to the Far East. She died in 1890, but the records do not say how.

Her voyages were conspicuous for their length. In 1873 she gained a world-wide reputation which clung to her for the remaining seventeen years of her life and continued long after death. Captain Robert K. ("Sunrise") Clarke, Jr. was prosecuted and served fourteen months in jail, was fined $1,000 for excessive brutalities to his crew. His mate served four years for the same crimes. Clarke was as tough as his ship. He served his sentence, came back to reassume command of *Sunrise*. Ironically, his mate went on the San Francisco police force, under an assumed name.

In contrast to the treatment received by the crew of *Sunrise* under Captain Clarke, the Museum has a letter written to Captain Wendell by *Galatea*'s owners adjuring him to treat his crew well, see them well-housed, well-clothed, well-fed. The records show that he did just that.

DIED, January 2, 1957, Vice Admiral WILSON BROWN of Waterford, Conn. A charter member of this Association and a Trustee since 1930; one-time Superintendent of the U.S. Naval Academy and Commanding Officer U.S. Submarine Base in New London; Naval Aide to four Presidents, with one of whom he attended the Cairo, Teheran and Yalta Conferences. With almost fifty years of distinguished service for his country, he was an Honorary Commander of the British Empire, Officer in the French Legion of Honor, and held the Navy Cross and Distinguished Service Medal.

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