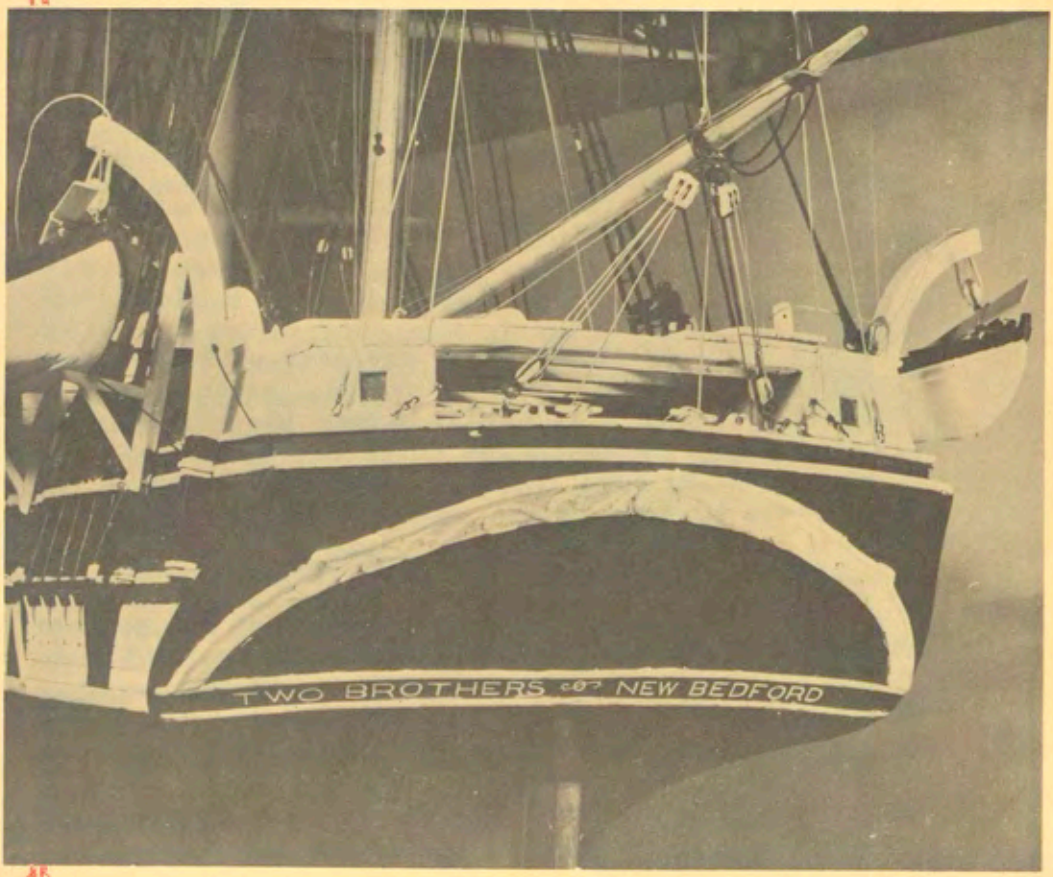
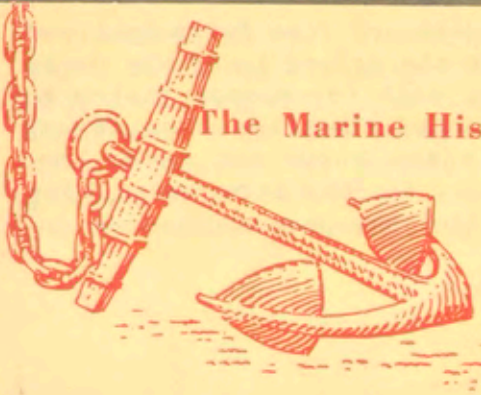
The Log of Mystic Seaport

Volume 9 No. 2

Spring 1957





The Marine Historical Association, Inc.

Mystic, Connecticut

The Log OF MYSTIC SEAPORT

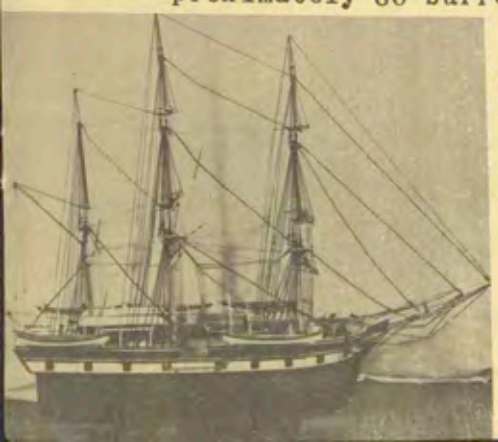
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OUR COVER

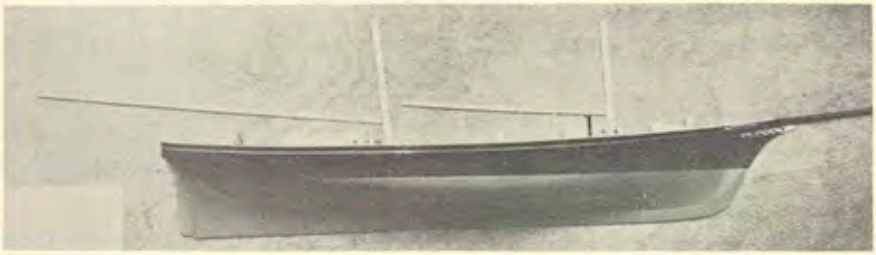
The model of the bark *Two Brothers* of New Bedford is from Mrs. Clarkson A. Collins, Jr., given in memory of her husband. Mrs. Clarkson was the donor of the landing barge shown on the cover of the Summer 1956 (Vol. 8, No. 3) Log; the only donor so honored in the nine years history of the magazine by having two Log covers devoted to her gifts. The fact attests the quality and importance of her gifts.

The model was made by Capt. Hammond of New Bedford to a scale of ½ inch to the foot. Dimensions of the model: 6 ft. 9 in. l.o.a., height to main top 5 ft. 7½ in., maximum beam 14 in. It is fully equipped, even to the whale alongside, ready for cutting in. As the model whale is 32½ in. long, he would be a lucky catch of a good 65 feet, weighing approximately 65 tons and yielding approximately 60 barrels of good sperm oil.



There are five fully-equipped whaleboats griped in at the davit heads, with two spares lashed to the top of the after deck-skids, plus spare booms and oars. Each boat has its own oars, sweep, line-tub, line, harpoon and lance.

Wanderings



MODEL OF THE SLAVE-YACHT *WANDERER*, ORIGINAL OF WHICH WAS BUILT AT SETAUKET, N.Y. IN 1857 FROM DESIGN OF CAPTAIN THOMAS B. HAWKINS, WHO ALSO SUPERINTENDED HER CONSTRUCTION. MODEL IS THE GIFT OF JOHN C. MARSELLUS, GRANDSON OF THE DESIGNER.

The year 1857--a hundred years ago come June--saw the schooner yacht *Wanderer* launched at Port Jefferson, Long Island, for John D. (or M.D., versions vary) Johnson, a respected member of the New York Yacht Club. Less than a year later, he sold her to W.C. Corry, a Southern gentleman only recently elected to membership in the club. A leading sporting journal commented: "Captain Corry is a high-toned Southern gentleman, and one of the most liberal patrons of sports, of any and all kinds, in the South."

Wanderer's new owner was seen much in New York for several weeks after his purchase. As a Southerner of good social standing he was welcome in some of New York's best homes. He was charmingly frank about his plans for his new yacht. He intended to take a long cruise in her, with a party of friends, and considered it wise to provision her well. As the voyage might take them to some out-of-the-way places, it seemed expedient to include in his stores such articles of primitive barter as beads, knives, cloth and rum.

Meanwhile Port Jefferson gossips had noted that Capt. Corry had discharged most of *Wanderer*'s crew and replaced them with a hard-looking lot of foreigners. There were other odd changes, among them the installation of additional tanks, capable of carrying 12,000 gallons of water. Captain Corry said they were for water ballast, as the former iron ballast had not

worked well. But if they were for water ballast, why not put them all under the floors, instead of between her frames, in the wings and in her forecastle, as some of them were? And if they were to be used for fresh water, as their number and positions indicated, who was to drink it up on any cruise shorter than one around the world? She had already been fitted out with two light guns on deck and a considerable equipment of light arms, cutlasses and boarding pikes.

S.S. Norton, Surveyor of the Port of Port Jefferson, imparted his opinion to the U.S. Marshal in New York. The *Wanderer* was being fitted out as a slaver!

In a scene tense with suspense, the Marshal's men boarded the yacht, questioned the owner and were disarmingly relieved of their suspicions. A New York paper discredited the ugly implications of slavery, the U.S. Marshal was publicly rebuked, and the *Wanderer* slipped quietly out of port.

At Charleston no secret was made of the fact that *Wanderer* was intended for "the trade." Indeed, throughout the South government officials were prone to close their eyes to the affairs of so influential a man as Capt. Corry. One July morning, flying the colors of the New York Yacht Club, *Wanderer* slipped out past Sumter, crossed the bar and headed for Trinidad, where clearance papers were issued for St. Helena. Of course British officials at the lonely island of exile welcomed the visit as a relief from monotony and saw no reason why *Wanderer* should not have clearance papers for Punta de Lehna at the Congo's mouth. There the man-of-war *Medusa* was keeping a watch on the outlawed trade. Captain Corry invited her officers aboard, gave them a tour of his splendid yacht, even jokingly asked them what sort of a slaver they thought she would make. All agreed that the sleek American yacht could show a clean pair of heels to any interference.

One dark night, when the *Medusa* was called away by an alarm, there was action aboard *Wanderer*. Her partitions were torn out, the main hold was converted into a slave pen, a cargo was taken aboard from the barracoons and before daylight the yacht was sailing west-

ward. A conservative guess put the number of slaves taken at six hundred.

Wanderer's cargo was landed on Jekyl Island, near Brunswick, Ga. The pilot's story, told afterward under oath, numbered the slaves at something less than four hundred, in poor condition. The crew, with a few exceptions, were paid off and told to scatter. The negroes were also eventually scattered. The Savannah Republican later reported that $15,000 was paid to the owners of Jekyl Island to permit the landing there.

Unfortunately for Corry, Savannah's U.S. District Attorney was a conscientious and fearless public servant. *Wanderer* was seized and Corry and his colleagues arrested; but as often happened in such cases, no one was punished, although the schooner was forfeited and ordered sold. The fearless Marshal located a few of the blacks, but they were taken from him at night and spirited away. Corry was expelled from the New York Yacht Club and his name expunged from the list.

Wanderer made another profitable slaving voyage, was once "stolen" by her mate and delivered up to the U.S. Marshal at Boston, was reclaimed by her owner, finally seized by the government and appears in the Navy list as a cruiser. She became a hospital ship in 1863, a guard vessel at Key West, was sold by the government as unseaworthy, went into the cocoanut trade and was finally driven ashore on Cape Henry in a gale and lost.

These are the bare facts of *Wanderer*'s vivid history, and not all of them. She lived a hard life, she had more adventure and more litigation than most.



Purchased for the Kynett collection, three manuscript letters signed by George W. Slocum, Consul in Rio de Janeiro--reporting to Daniel Webster, Secretary of State--upon stranded crew members of the brig *Sophia* when she became a slaver, and stating cases against Master and Mate.

Late Models

The newest conversation piece in the Stillman Building is a handsome model of the largest sailing vessel ever built. A model of the five-masted ship *Preussen* has been placed just inside the entrance so that it is probable that 90% of all visitors pause before it.

By an odd coincidence an inquiry came from Germany but a few days before the arrival of the model, asking if Mystic Seaport had any relics of this famous ship. The bell from the *Preussen* has long been a possession, having been removed from the *Preussen* at the time of her loss in 1910 and having served later on the yacht *Vema*.

At the time of her building at Hamburg in 1902 for the Flying "P" Line the real *Preussen* was considered by many to have been the ultimate in the development of the sailing ship as an ocean cargo carrier. She was made of steel, of 5081 tons gross and could carry 8,000 tons of cargo. She was 433 ft. long, 54 ft. beam, carried a crew of forty-seven officers and men and spread 1 1/3 acres of sail (6,000 sq. ft.).

The model of *Preussen* is the gift of D.M. Weston of Providence, R.I.; paused enroute to Mystic for exhibition at the Rhode Island Trust Company's West Providence branch.

Equally famous was the "J" Class *Rainbow*, a model of which comes from Chandler Hovey of Boston, Mass. Close by *Preussen* she finds her final port in Mystic alongside the later and more modern *Bolero*. She is in distinguished company with the two mentioned, but needs no apology, for *Rainbow* under Harold S. Vanderbilt's ownership successfully defended The America's Cup against T.O.M. Sopwith's *Endeavor* in a hotly contested race in 1934.

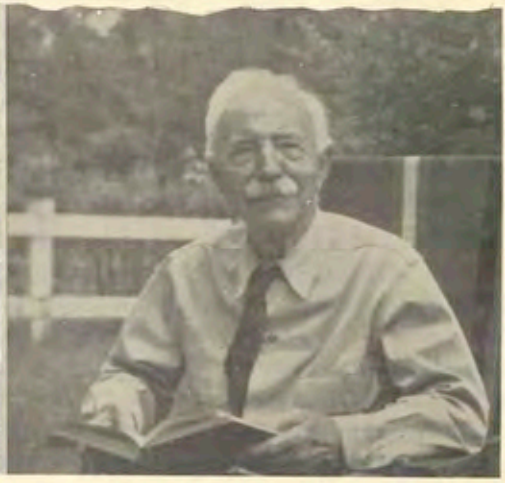
Rainbow measured 127 ft. o.a., with an 82 ft. waterline. Built by Herreshoff at Bristol, R.I., from designs by Burgess & Donaldson, she was designed to be fitted with steel rods for standing rigging.

In Mystic's collection of yacht designs were already one hundred or more original drawings and tracings of *Rainbow*'s spar and rigging details.

Received at Mystic is another ship's boat with a history. Once on *The Polar Bear*, the boat was used by Admiral Peary on many an Arctic mission. The presentation is to be made by Tabor Academy, present owner of the boat.

Another Crew Member





The report in a recent LOG that the late Walter Bechtel of West Haven was the last surviving crew member of the *Charles W. Morgan* was in error. Another has cropped up, though he served in our whaleship only a short time.

H.E. Raabe of Fair Haven, New Jersey was taken aboard in 1879 in the South Seas to replace a blacksmith who had been incapacitated by getting his legs broken in a squall.

Whaling was pretty tame stuff to Raabe. He had stowed away on an American clipper, had been shanghaied aboard a trader, had himself become a pearl hunter and trader when that occupation was a roystering, doubtful and dangerous business. He became associated with the notorious Bully Hayes of Cleveland, Ohio--an American operator who did little to better our national reputation in the South Seas and whose moral code, or lack of one, permitted any business that would turn a quick profit. Hayes was known as a "blackbirder"--one who recruited native labor by methods not much short of those used by the slavers.

In 1882 Captain Raabe was smuggling arms in the Strait of Sunda; there he witnessed and survived the eruption of Krakatoa.

In later years this remarkable man served in the Spanish-American War, became a mechanical engineer, an inventor, was active in the F.B.I. and at the age of seventy is said to have sailed alone around the Horn to California. Now in his ninety-eighth year, he devotes two evenings a week to the Girl Scout Mariners of Asbury Park, New Jersey as instructor in raconteur. He can tell you how to prepare "long pig" for a cannibal feast, and other more useful information--such as the answers to calculus problems. He is said to overcome his occasional sleeplessness with pondering them.



In the Rochester, New York, DEMOCRAT & CHRONICLE of February 24, 1957 is a story of a man actually shanghaied aboard the *Morgan*. Devoe Hotchkiss was not yet twenty years old when he went West from his home in Lyons, New York. In a San Francisco waterfront restaurant he was given knockout drops in a drink; woke up aboard the *Morgan* at sea. His first order was to go aloft. He refused at first, quickly complied when the bully mate went after him with a belaying pin. The crew was a mixture of Polynesians, Malays, Lascars and Negroes. During the voyage he survived, but his boat did not, an attack of a whale, a typhoon, and a spell of scurvy. Hotchkiss made a year's voyage, landed back in Frisco with $16. He died at age 50 in 1933.



A visitor on March 15 was author James A. Michener in company with a photographer and others from the magazine THIS WEEK. Michener's new book "Rascals in Paradise" opens with a contemporary ship out of Edgartown on which a mutiny takes place.

The author posed on the whaleship *Morgan* with a blubber knife, in the fo'c'sle, officers' quarters, steerage and on the fo'c'sle head. He posed in a waterborne whaleboat ready to dart a harpoon, and in many another attitude--all for the publicity boys. "Rascals in Paradise" is based on the famous *Globe* mutiny of 1825. Michener used as source material, pages from Curator E.A. Stackpole's "The Sea Hunters."



Life Begins at Retirement

This spring a vast preponderance of applications for summer employment have come from youngsters of sixteen and seventeen, too immature for most museum positions; yet it indicates the strength of appeal the Seaport has for the young. It has an equal lure for the aged, and there's an area in the sprawling spread of ships and buildings where to be a mere chick of seventy is almost cause for apology.

If you walked along the cobbled street on a quiet day, when the shopkeepers were out in front of their places of business taking a bit of sun and pleasantry, you would think the cast of a play by Dickens were taking their final bows before the curtain.

Gray or balding all, they are the Whaleman, the Tavern Keeper, the Apothecary, the Banker, the Shipsmith and the Sailmaker or Rigger. Age, for them, is an asset. All were retired and have come back to new and odd (for them) careers. Interspersed among them may be a few of lesser years, but white hair and bifocals are the rule.

They are, of course, the attendants in the shops along the waterfront. They are the specialists who achieve what we call activation. They are the interpreters who make history come alive for you.

It comes quite natural, for instance, for the Tavern Keeper to inveigle an elderly visitor into a game of chess. It relieves the monotony of visitors who only look and do not question, and it adds to the picture. He would be complimented for doing what is usually looked upon with a jaundiced eye by modern employers. It is his job to gab. Many a young blade would say, enviously, "Nice work if you can get it." But you have to have lived near four-score years to get it.

This season they number ten regulars, and at times as many as fourteen. Besides the Tavern Keeper and the Whaleman on the *Morgan*, as you go along the street you will encounter the Banker, Apothecary, Shipsmith, Lobsterman and, perhaps a Sailmaker or Rigger. On a more

restricted schedule you may find, as well, a Woodcarver; and when the Clock Shop moves to its new quarters and the Chandlery opens its doors for the first time, the Clock Maker and the Chandler.

There are some of lesser age, from seventeen on, but all are peculiarly fitted to the spaces they occupy and blend into their settings as neatly.

Along the back street there will be the clerk in the General Store, a pretty girl who could be the grand-daughter of one of the oldsters. And there are the ladies in the Buckingham House, Greenman House and Junior Museum.

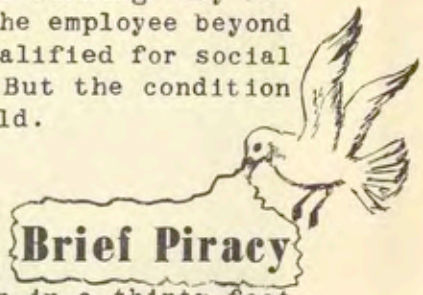
But do not think this is all the activity you will find. On the *Conrad* a group of cadets, not a one yet nineteen, will be under instruction from a crew of six. At the information booth a lad will have stuffed his young head with all sorts of useful information for the out-of-towner, such as the best route to Providence or Newport, a good place for shell-fish, or the telephone number of the next motel. Weekends the schooner *Brilliant* will be lying at her wharf discharging her week-old crew and taking on the new. At the gate is always the Gate Keeper and hovering around the docks his waterfront counterpart, the Dock Man. Clerks in the Seaport Store, restaurant personnel in the Galley. And, just as there is a Junior Museum, so is there a junior eating place called The Pantry where we suppose the man behind the counter would be called the Pantryman.

If you visit the static exhibits, and you will, you will find things something less than static, for there will be gracious volunteer hostesses from the nearby towns. If you see the documentary film, as you surely ought, there's bound to be a projectionist, perhaps out of sight, but necessarily there. Maintenance men, groundsmen, educational and other assistants.

These are those with whom the visitor comes in contact and often the impression a visitor carries away is as much influenced by their attitudes towards their jobs, as by the Seaport's well-planned interpretation. Each shop attendant, or "activist", is picked for his particular appropriateness to the trade he

typifies and the setting in which he will be seen. He is then put through a concentrated apprenticeship in his calling. His training becomes easier and more thorough if he can return the following season, as often happens.

An odd twist to his employment is that in at least two age brackets, the employee would actually shun a raise if offered one. He cannot afford to earn too much--the college student because his earnings may require the payment of income tax; and the employee beyond retirement age because he may be disqualified for social security by his seasonal earnings. But the condition exists in only a very limited field.



Brief Piracy

Last summer four young yachtsmen in a thirty-foot lobster boat tied up at a Museum dock close to the *Morgan*. From their boat they witnessed a lowering of the colors by the Girl Scout Mariners then in training on the *Conrad*. They decided they, too, would like to add a personal touch to the salty atmosphere of the nineteenth-century Seaport, dug out a black cloth from their rope locker, painted a white skull and crossbones on it, and under cover of darkness hoisted it to the peak of the mainmast of the *Morgan*. Next morning as they dropped down the river they had the satisfaction of seeing their Jolly Roger flying smartly in the early Sunday morning breeze.

The *Morgan*'s career as a pirate ship was a brief one. An alert and observant caretaker spotted the flag immediately after his Sunday morning breakfast, climbed aboard and lowered it. It was all so quick and so quiet that the pranksters six months later were consumed by their own curiosity--wrote a letter of confession and asked how long their flag had flown--and so the story came to the notice of Museum officials for the first time. To four young yachtsmen, credit for a harmless and entertaining bit of fun. Many a ship's locker has its family skeleton. Now the *Morgan* has hers!

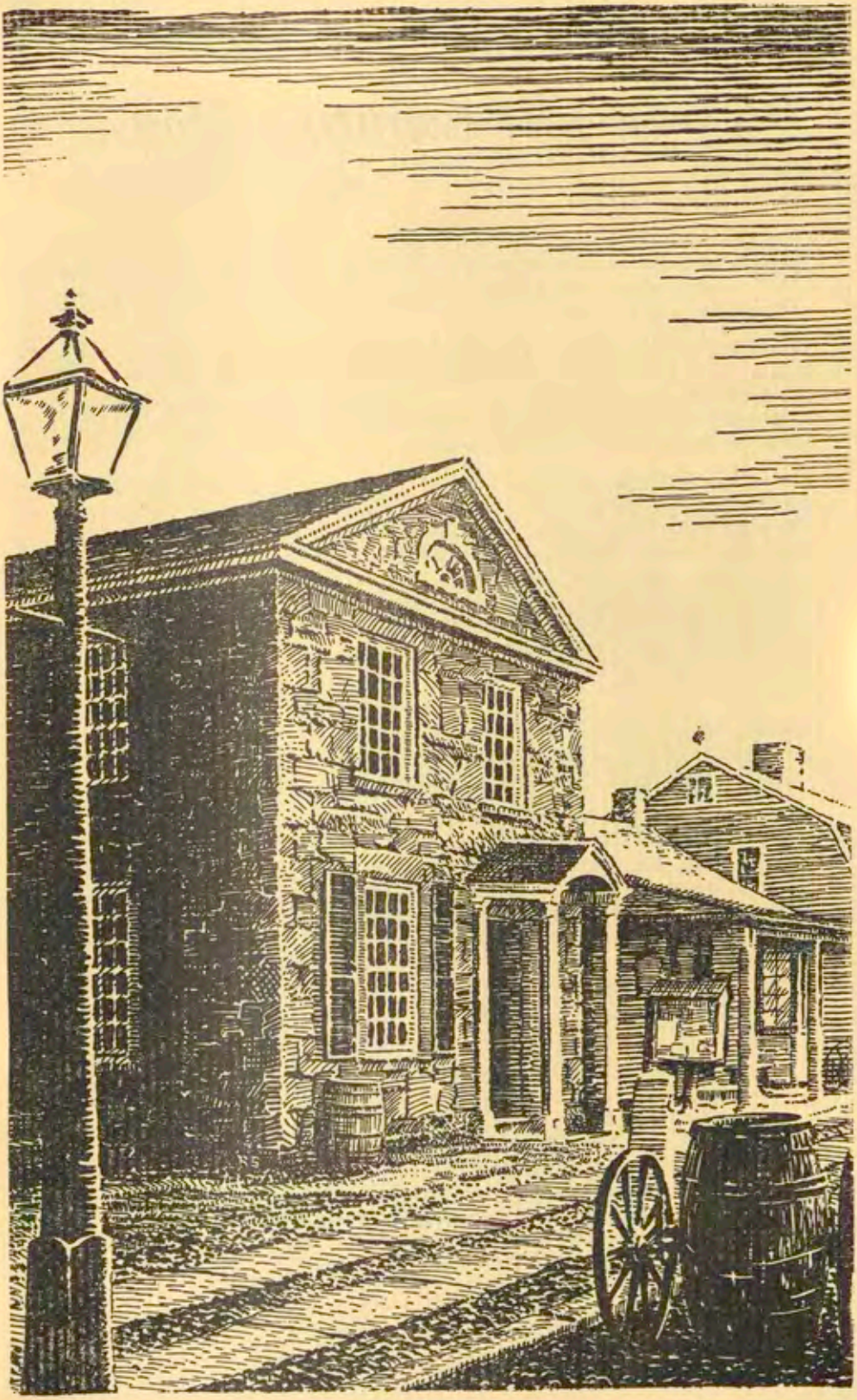
The Sandman Cometh

It was reported here once that our visitors come in various ways--by car, bus, train, bicycle, motorcycle, horseback and afoot; once, even by seaplane. To which may now be added, by helicopter.



On April 3 a helicopter landed in a whirl of sand stirred up in the parking lot, carrying personnel from N.B.C. Radio's "Monitor Show". Object of the visit: an interview with Curator Stackpole for broadcast in a series on the State, featuring personalities from such places as Electric Boat Company, the Submarine Base and Mystic Seaport. In less than twenty minutes, before the first sandstorm had scarcely subsided, another was raised by the departure; helicopter and officials disappeared with a tape-recording and armful of printed material.

The following four pages on The Counting House are inserted here as an example of the series of leaflets available to those who visit the various waterfront lofts and shops. This is the actual leaflet handed to the visitor--No. 1 of a series which will appear in succeeding issues of The Log. Some of them have been produced by the donors of the exhibits they describe and the underwriters of the expenses of their activation. Identical in size and format, but in different colors, each descriptive of a particular restoration, they may be collected to form the complete story of the modes of working and living typical of a small seaport town of a century and more ago.



The Story of The Counting House

at Mystic, Connecticut

AS A MARK of a successful seaport a century ago, the Counting House occupied a unique position. It was not only a clearing house for business, but a center for mercantile transactions which concerned the whole community.

For the most part the Counting House served as a headquarters for a successful merchant. Here, in the early days, he would fit out ships in which he held a majority interest. Most vessels were sold in shares, fractions of one-eighth to one-thirty-second, so that loss of ship and cargo would not entirely bankrupt an individual owner.

Also, the Counting House was the sale center for the disposal of a return cargo. There were often auctions held in the street before it. Men came to make offers on particular portions of cargo — meal and flour from Philadelphia; manufactured goods from Europe, trans-shipped from Boston or New York; rice and indigo from Charleston or Norfolk; beef or pork from Poughkeepsie or Albany; barrel staves and heads from Hartford; whale-oil from Nantucket, New Bedford, New London or Mystic; sugar and molasses from the West Indies.

WHEN ships were built in Mystic, often a ship-owner would sell shares here, or transact a sale for a shipbuilder to purchasers in New York or Boston. Working up from brigs and schooners to clipper ships, the industry grew.

From early bills of exchange, to the later drafts of the early 19th century, financial transactions occupied the attention of the merchant and his clerks. Here also, marine insurance was written. As one of the oldest forms of risk, throughout the early history of our merchant marine, insuring a vessel and cargo at sea was a very real hazard. Rates were frequently prohibitive, and ofen chances were taken, but by the 19th century only a reckless merchant despatched his ships without some protection. Early premiums were often paid with "good test India Rum at 2 shillings and 6 pence per gallon" in 1756, to drafts in 1856; and premium rates ranged from 30% in war times to 3% on cargo and 7% on ships by 1840.

The 'Lay System'

Another phase of the Counting House story was the signing on of sailors for a voyage. Often the merchant acted as agent for the ship and, as well as marking out the list of provisions, drew up the shipping list and set the various "lays" or shares in a whaling voyage for the crew. This "lay system" was one of the earliest profit-sharing activities in this country. While a ship-master would get a one-eighth share, a greenhorn would sign on for a 1/250th or 1 barrel of oil in every 250 barrels.

NEWS of shipping interest was always posted on the walls of the Counting House, and with the arrival of each vessel, another bit of information was added. Coasting vessels were conveyers of national news; packets and merchantmen brought international tidings; and the arrival of a whaling vessel completed the news collection.

This Counting House was originally Mystic's first bank, the second oldest bank building in Connecticut. On its high-topped desks are the cash books and ledgers of the Greenman Brothers who in 1833, the same year the bank was started, built the John Baring of 590 tons, largest ship laid down in Mystic up to that time. They were Connecticut's leading shipbuilders for a decade, building more than 100 vessels here including some record breaking clippers which sailed to Europe and travelled around Cape Horn to San Francisco and the Pacific.

An Ancient Bank

The Mystic Bank was built and opened in what is now Old Mystic in June 1833, with a capital of 1,000 shares at $50 each. At that time, Mystic was beginning to flourish due to native and foreign industries. There was a school, a church, two cotton mills, a general store, and much shipbuilding activity. Sealing ships sailed from here and brought back wealth to owners and crew members: also, the whaling business had begun to have its effect. Blacksmith shops, sail-lofts, rope walks, rigging lofts, and shipbuilding yards sprouted. The sale of oil, whalebone and other products boomed.

This required currency. Early in the 19th century, banks began issuing their own money. Some of these bank notes were unique in their selection of scenes as distinguishing marks of these bills. On exhibit are some excellent specimens of Mystic and Stonington bank notes, with appropriate engravings of whales and ships.

Salary: $400 a Year

Connecticut had no bank examiners until 1836, but in their first report, the Mystic Bank was among those found not subject to "any censure worthy of notice." Capital assets in those days had to consist of specie, or silver and gold coins. Banks were required to hold reserves of this in their vaults, to redeem the notes which they themselves issued. Their deposits consisted largely of government funds.

The Bank's first Cashier, George W. Noyes, earned a salary of $400 a year, payable semi-annually!

Business had grown so much by 1856 that a larger brick building had to be erected. The community was in some ways primitive, and it was thrifty. When Elias Brown came back soon after the Civil War from New York where he had sold gold mining stock, he was afraid of holdups and, according to a first hand report, took the Stonington boat from New York, and at the wharf, got into a carriage, carrying a large black satchel and placing a

revolver on his lap. Then he instructed the coachman to "drive like Jehu" to the Mystic Bank where he could put the $90,000 in the small, safe stone vault, which may be seen back of the desks.

Another witness remembers when as a small boy he stopped at the door of the bank and the then president gave his driver a letter for mailing at Mystic Bridge. The driver looked at the envelope and said "Look at this, he has turned an old envelope inside out and used it again to save money."

In 1865, three years after passage of the National Banking Act, the Mystic Bank became a national bank. The Act took away the power of state banks to issue their own notes. Lacking this convenient means of transferring funds, bankers eventually developed the checking account system in use today.

MEANWHILE, the business center was moving down Mystic Valley near deep water. In 1851, the bank's first cashier resigned to become cashier of the newly organized Mystic River Bank which soon outgrew its predecessor.

Bank Was Liquidated

The original bank continued until 1877 when it was finally decided that the industrial center had left Old Mystic for good, and the Mystic Bank was liquidated, paying $115 16/25 per $100 of capital stock.

In 1953 the Mystic River Bank became part of Hartford National Bank & Trust Company.

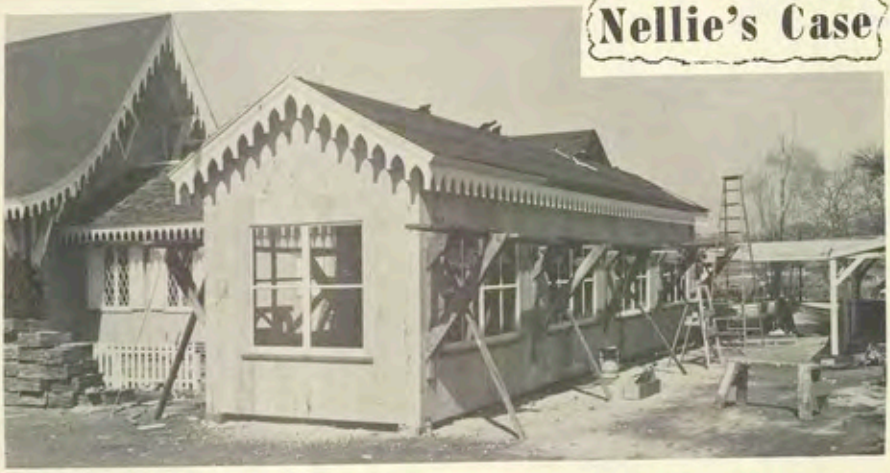
Not until 1948 did the ancient bank building itself move down river. In that year, due to the generosity of Mrs. Frank C. Munson, the structure was transported, stone-by-stone, to the present site at Mystic Seaport, two miles away. It was reconstructed exactly as it had been and so remained until an old citizen remembered that there had been a portico at the front door and a replica was built accordingly.

The sets of brass measures and weights on display were at one time the official sets of the Surveyor of Weights and Measures of the town of Groton. They were the standards for testing scales and the varied containers used for dry and wet measures.

A custodian for the Counting House is made available through the interest of the Hartford National Bank and Trust Company.

Prepared for Distribution
at Mystic Seaport
by
Hartford National Bank & Trust Co.

Nellie's Case



A distinguished addition to an already outstanding small boat collection is the steam yacht *Glory B.*, ex *Old River*, ex *Clermont*, ex *Nellie*. *Nellie* she will be at Mystic, and a handsome exhibit case is awaiting her. *Nellie*'s case is 44 ft. long by 15 ft. high by almost 10 ft. wide and uses over 200 sq. ft. of glass, the largest exhibit case for a single object to be found in the Museum. *Nellie* becomes a permanent fixture to the New York Yacht Club's Station No. 10 at Mystic (original home of the club, 1845) in that her housing is attached to and has become a part of the club structure, even to carrying out the motif of the pine-tasseled eaves and roof line reminiscent of a Chinese pagoda.

Nellie was built in 1872 at the Atlantic Works in East Boston. She is 30 ft. o.a. and powered with a single cylinder steam engine. For a time she operated on Lake Winnipesaukee (New Hampshire), following an earlier history at Portsmouth. New Haven and Guilford (Connecticut) waters were more familiar to her in her latter years, where she served George Lauder's yachting pleasure, as *Glory B.* He made her a gift to the Seaport in late 1956, but she had to await the building of her out-size exhibition case.

According to Sparkman and Stevens, she is the oldest yacht in Lloyd's Register; but of course will be dropped upon her retirement to Mystic.



Versatile is the name for this gal. When the Business Manager required some quick figures on dredging for a meeting in New York, he was already packed for the trip. The figures he needed were in the head of the dredge operator, who would normally be found on his dredge, which had been working in the river near the Seaport. But the dredge that afternoon had dropped down to the mouth of the river and was a good half mile off shore.

The Business Manager's secretary was equal to all these complications. By making several telephone calls she found a lobsterman with an idle boat; arranged to meet him at a shipyard dock near the mouth of the river. True to his word, the lobsterman was there on schedule; so the pretty secretary, dressed for the office, tucked her skirts about her, slipped off her high heeled shoes and stepped into the boat. They reached the dredge only to find that it was one of those rare occasions when the operator was not with it. He had taken off for New Haven, they said.

Back they came to shore, lobsterman and boat were released and the determined secretary made for the nearest telephone. After more precious minutes had passed, she finally located the operator in New Haven, got her figures and relayed them to her boss, who happily made for his train.

Back at her desk, at last, the reliable secretary had time to catch her breath, write a letter of thanks to the lobsterman and send him the gratuity she had forgotten in her hurry.

(We do not divulge her name for fear some covetous executive will hire her away from Mystic Seaport, and "you can't hardly get them kind any more.")

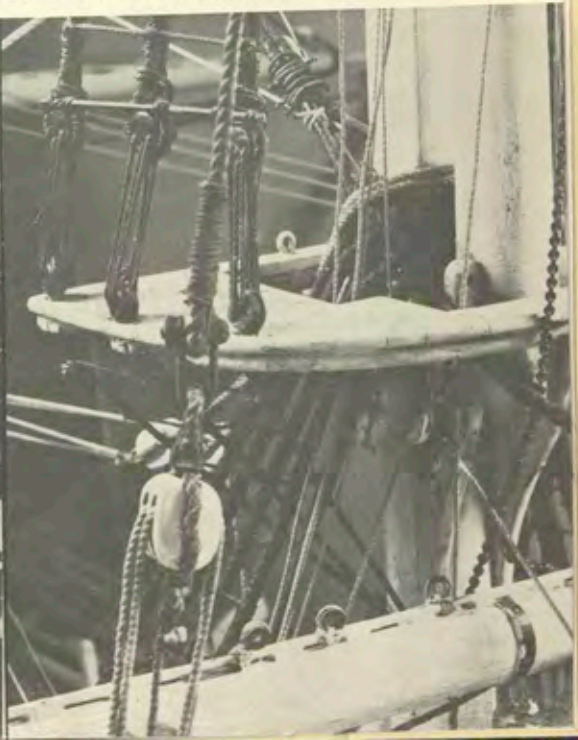


Members across the country who may be planning a motor trip to their Seaport this season, may get route directions from their local A.A.A. club. The Publicity Department recently sent a promotional folder to each of the member clubs across the nation, with a return postal card enclosed for requesting additional folders, if desired. The response has exceeded all expectations. 2500 folders were requested in the first week.



These pictures show some of the detail of the model *Two Brothers*. On deck are the usual try-works and equipment--blacksmith's anvil, grindstone, carpenter's bench. On the bench are a blubber mincer and vise. Lying casually on top of the try-works are miniature blubber fork, cutting spade, bailer and skimmer. The cutting-in stage is rigged over the starboard side, amidships. The cutting-in tackle is ready for hooking and hoisting the blanket piece. The windlass actually works, and turns the drum for hoisting the anchor. The wheel is of the shin-cracker type, exactly like that found today on the whaleship *Charles W. Morgan*. Lookout hoops are on two masts, which is proper.







History Papers

Important manuscript items are almost daily being received by our Library, quietly adding to its worth and prestige to the serious researcher. They seldom receive the notice they deserve because they neither lend themselves to illustration nor adequate description within a limited space. Within the three months since your last LOG have come from Mary Fogg, Librarian in Stonington, Conn. three volumes of the voyages and travels of Viscount Valentia to India, Ceylon, the Red Sea, Abyssinia and Egypt in the years 1802-05; from R.L. Hancock of Rochelle Park, N.J. letters of Capt. Edward J. Smith, who went down with his ship *Titanic*, which give a new slant on that disaster--the seaman's point of view. From Frederic T. Gilderdale of Colrain, Mass. came an official log and private journal of the bark *Peru*, which connect chronologically, together giving a continuous story of a whaling voyage to the Falklands 1871-72. By purchase is acquired a box of marine correspondence from the Gould Estate of Thomaston, Me. and a rare volume printed in Paris 1787, "Recueil de Planches de Encyclopedie".

Papers received from Frank Noyes of Drake University reveal the seafaring history of Captain John Collins. This "Captain Fried" of the middle 1800's seemed to be always nearby whenever a rescue was in order. At different times he saved the crews of the sinking, timber-laden ship *Scotia*, the schooner *Garnet* of Truro, and the British ship *Erin go Bragh*. He saved also the passengers of the latter ship and was honored by the passengers of the Dramatic Line's *Shakespeare* and by those of his own ship *Roscius* for his skill and humanities. With the papers were included several of the presentation pieces honoring him--a telescope, a silver pitcher and a snuff box.



From the Royal Scottish Museum is received a handsome booklet titled "Folk Museums at Home and Abroad". The booklet gives excellent coverage to Mystic Seaport as one of this country's important so-called "out-door museums". "Out-door Museum" does not tell the whole story--Mystic Seaport is an "In-door--Out-door" museum.



Matter of Minutes

When the *Joseph Conrad* went to a New London shipyard the other day, she neither went in ballast, nor as a school ship with cadets. She went with a small crew of staff-men, for repairs; will come back ready to "sail" again, through another summer, loaded with eager youngsters from such hinterlands as Sikeston, Missouri, Hammond, Indiana and Emporium, Pennsylvania. For most of the summer she will have from forty to fifty swarming up her ratlines or caulking their lengths in their own bunks for the watch below.

When she was a Danish training ship, she took eighty boys at a whack. She was fuller then, but no more democratic; for if a Danish boy could not pay the sixty kroner required for his tuition, the Foundation paid it. They were more exacting in other matters, such as the scholastic requirements. All were treated alike, wealthy or poor. Parents were forbidden on visiting days to bring their boys any delicacy from home because the less fortunate might not have it. All ate the same food, slept the same hours, did the same work and met the same requirements. If they did not run or clamber up the rigging, an officer tapped them on the heels. Everything was done on the double. A former cadet claims that they could set every sail on the ship in one minute, fifty-eight seconds.

That is really going some! There was only one man in the United States Navy who could get that much speed out of his boys. That was Richard W. Meade, in the

steam corvette *Narragansett*, back in the 1870's. She made a record for sea duty which has never been exceeded in U.S. Naval history. She passed 418 days at sea; sailed close on 60,000 miles always under canvas except when entering or leaving harbours. She beat every United States warship which attempted to contend with her in sail drill and evolutions.

At sea, with everything set alow and aloft, she could take in all sail in two minutes and then make sail again to royals in three. Her time for shortening sails to double-reefed topsails from the order until the topsail yards were hoisted, was two and a half minutes. From all plain sail she shortened down, and in the middle of it shifted all three topsails, and made all sail again in fifteen minutes.

In port she could be just as smart. With royal and topgallant yards across, she could send her topgallant yards and masts on deck in a minute and twenty seconds; could send down her lowermasts and topmasts in four and a half minutes and be all taut again with royal yards across in sixteen minutes. She manned and armed all her boats for service in less than five minutes. It took her a minute and a half, after the crew had reached their quarters, to prepare for fire. To prepare for battle in the daytime took two and a half minutes; by night it took five.

Narragansett had quite a service record besides. She surveyed fifteen harbours and islands in the South Pacific, examined many reported dangers in the Pacific Ocean, the Coral Sea and along the coasts of New Zealand and Australia, and thus added useful entries to our Pacific charts.

Captain Meade made treaties, collected indemnities for injuries to American property, and adjudicated many cases of injustice throughout the South Seas. He carried out these duties without sickness, death or casualty of any kind during a commission which lasted from March 1871 to January 1873. He failed but one commission in his remarkable career. He failed in his attempt to bring to justice the noted pirate, blackbirder and lawbreaker from Cleveland--Bully Hayes.



Designers of fabrics, wallpapers and furniture have drawn heavily upon maritime motifs for inspiration. The results of their most recent creations were shown in a Mystic Seaport Stores display used at both the big New York annual Motor Boat Show and the first Hartford Boat Show in January and March respectively. In both shows a scale model of the Seaport formed the centerpiece.

The marine influence extends even into the garden. A Seaport figurehead was seen by the thousands who attended the annual Flower Show in New York the first week of April. The Brookside Nurseries display was a pool and formal garden, featuring tuberous begonias. Mirrored in the pool was the figurehead from the ship *Bella Lockwood*, there called "A Lady from Maine", which she was. The Lady was surrounded by begonias in colors harmonizing with her clothing. The display received an award from the Belgian Begonia Growers Association.

Variable Winds

The largest whale ever caught was taken by the Japanese Antarctic Whaling expedition, January 27, 1948; weighed 300,707 pounds. The head was 950 pounds and the tongue, three tons.

Mr. and Mrs. George Mathiews of Newington, Connecticut have spent their last three wedding anniversaries at Mystic Seaport and plan to come again this year July 26th.

Recently reprinted for sale at twenty-five cents is the Association's publication "Before the Mast on a Baltimore Clipper". The publication consists of extracts from the journal of Edward E. Bradley (a Mystic Seaport founder) while on board the *Mary Whitridge* during the years 1875-76. Eighteen pages, illustrated with a frontispiece and one other.

Choice items for the library received from James A. Farrell, Jr., President of the Farrell Lines, represent Rudyard Kipling, Robert Louis Stevenson and Sir David Bone.

There is an autographed letter of Stevenson's to his mother dated 1878 and a presentation copy of "Father Damien" inscribed by him to his nurse. There is a first American edition of "St. Ives", first British editions of "An Inland Voyage", "Prince Otto", "The Black Arrow", and "The Dynamiter", and the unfinished work "The Wier of Hermister". There is the little known poem "Monmouth" published posthumously, and handsomely bound copies in slip cases of "Travels with a Donkey" and "Virginibus Puerisque". Kipling firsts are "The Phantom Rickshaw", "Soldiers Three" and "The Years Between", with non-firsts of "Captains Courageous" and "The Second Jungle Book". Sir David Bone's famous "The Look Out Man" is a first American edition accompanied by a presentation copy of "Broken Stowage".

On April 1st in the Curatorial department there was "no fooling around." On that day while Curator Edouard A. Stackpole was speaking before the Annual Meeting of the New Canaan Historical Society on the subject "Mystic Seaport and the Maritime Tradition", Captain James Kleinschmidt was appearing before the Ship Lore and Model Club of Upper Montclair, New Jersey, on the subject "Models and Ship Lore".

Kleinschmidt and Stackpole had already tossed off other commitments, all in the day's work--a Power Squadron in Norwich, Connecticut, a D.A.R. Chapter in New Haven, a Brown University Club, The College of General Education, Boston University, and the American Merchant Marine Institute. Mystic Seaport's "stable" of speakers, too busy during the season to travel, are kept busy in off-seasons.

Others who take to the road are Charles A. Brooks, Business Manager, and Captains Adrian Lane and Raymond Titus, and the Rev. Orin Dice for the Educational Department. Miss Marion Dickerman, Educational Director, makes occasional forays into the field from her home in New Canaan, Conn.

Where do we find the period accessories which give authenticity to our interiors? Several recent gifts illustrate.

From Mrs. H.J. Umland of Brooklyn, N.Y., a sailmaker's bench, over 122 years old. Charles H. Umland, her father-in-law, was proprietor of Benjamin Moore & Co., 27 South Street, New York, a sailmaking establishment opened in the early nineteenth century.

From Thorne Perry of Glastonbury, Connecticut, thirty-eight wooden planes used in the building of ships at Brooklyn Navy Yard.

The thirty Girl Scout Mariners and four leaders from Berwyn, Illinois, who will be participating in our Youth Training Program beginning July 19th, will be at Mystic Seaport at a time of special excitements. They will be present at the time of the Association's Annual Meeting and for the special ceremonies marking the 75th birthday of their training ship *Joseph Conrad*. The group is combining with their Mystic venture a trip to Niagara Falls and four days in New York

Other groups coming from the middle-west hail from Munster, Indiana and Sikeston, Missouri.

An eight-car caravan of Boy Scouts from Manhasset, Long Island, visited on Saturday, March 30, and again the following day. They camped overnight at the Village Farm, a few miles distant. Local arrangements for the campout were made by Assistant Scoutmaster Edward C. Coogan, the site being his father's farm land.

The *Conrad* training program for 1957 was booked solid by December 1, 1956. So many groups were disappointed by being late with their applications that the word has gotten around and registrations for 1958 are well under way months before the 1957 season begins in mid-June.

Schooner *Brilliant* cruises have been booking a year in advance for several seasons.

The Educational Department is the recipient of a new combination film-strip and slide projector, a record player and screen for the indoctrination of younger groups, for whom the film "Origins of Freedom" seems long and too adult. The Department makes a corporate bow to a Trustee and his wife for the gift.

Died, March 10, at Norwalk, Conn. hospital, MRS. CURTIS A. OWENS, long-time enthusiast and volunteer for Mystic Seaport. Mrs. Owens and her husband, who survives her, contributed their talents as photographers over many years, in the form of approximately one thousand color slides of exhibits for use in whaling, ship-model, youth training, and general Mystic Seaport lectures--often spent their vacations at Mystic in order to do this work.

Latest issue of the Rhode Island Development Council's "Rhode Island Motor Trips" contains notice of Mystic Seaport. A seven-year-old is quoted as evaluating the Seaport as "better than Peter Pan, the ice show and almost as good as the Circus last summer."

"Seaport Store Window" is the title of a photograph by Kay Stevens which took second place in the recent Print Competition of

the Schenectady Photographic Society.

The announcement was spotted in the Schenectady, N.Y. Gazette with a reproduction of Mrs. Stevens' prize-winning print. The news account states: "The intriguing shapes at the bottom of the shelves make an eye-catching subject. No doubt a more perfect arrangement could have been made, but the maker hesitated to rearrange the shop's display window..."

Mystic Seaport, a veritable photographer's paradise, was represented by three pictures in the competition. One was a well-composed street scene by Charles Fuller, and the others were a close-up of a rustic cart and the store picture, both by Mrs. Stevens. Prize-winning prints were on display at the Schenectady Museum through January 9th.

Inherited by Nancy Oakes, daughter of the late Sir Harry, the lush and big British Colonial Hotel in Nassau. Recently redecorated, one of its rooms uses Schumacher and Mystic Seaport's wallpaper, repeating the last whaleship *Charles W. Morgan*, in its design.



THE BERMUDA RACE 1956

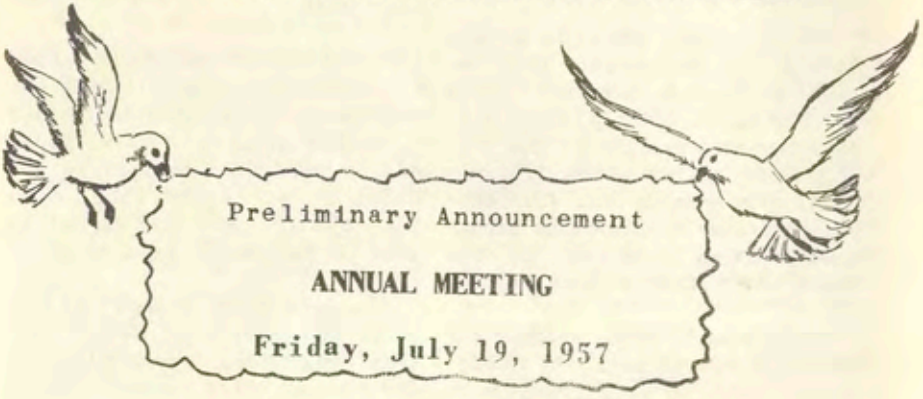
Filmed and narrated in person by
John S. Biddle

May 16th 8:30 p.m.

at Mystic Seaport

A full-length color movie filmed from boat and plane, from preparation to prize-giving. See the Race as the crew of the 48 ft. yawl *Souvenir* lived it through fair weather and foul. Presented by local yachtsmen for the benefit of "Mystic Seaport Adventure Series".

Tickets $2:00 thru B. MacDonald Steers, Mystic Seaport
Dinner at 7:15 at The Galley $2.25--by reservation



State of Connecticut

By His Excellency ABRAHAM RIBICOFF, Governor: an

Official Statement

NATIONAL MARITIME DAY

MAY 22, 1957

Each year a day is set aside to honor the American men and women who have contributed to the success of our merchant fleet in peace and in war.

Designated as NATIONAL MARITIME DAY, May 22, 1957, marks the 138th anniversary of the first successful crossing of the Atlantic under steam propulsion.

It was in 1819 that the little steamer S. S. Savannah left the port of Savannah, Georgia and arrived at Liverpool twenty-nine days later. Her commander on this famous voyage was Captain Moses Rogers, a native of New London, Connecticut.

We in Connecticut are fortunate that the Marine Historical Association of Mystic has been organized to perpetuate the traditions of the sea. As part of its work there has been recreated the Mystic Seaport to show the people of our generation what a typical New England shore village looked like in the days of Captain Rogers.

In designating May 22, 1957, as MARITIME DAY IN CONNECTICUT, I urge the people of our State to pay tribute to the S. S. Savannah, to her Commander, and to all those citizens who serve our country in the "Fourth Arm of Defense".

April 17, 1957

Abraham Ribicoff

Governor.



Things We Need



Often gifts of things are as acceptable as gifts of money

A compass for the "Admiral Jim" - Museum launch used by Youth Training groups

Four electric drinking fountains.

Electric hedge clippers - heavy duty



Power lawn mower - 21 inch blade - or larger

