The Log of Mystic Seaport

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The Marine Historical Association, Inc.

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The Log



OF MYSTIC SEAPORT

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OUR COVER

BIG WHEEL LOST or River Boat Gone Astray might be the title to this picture. To see a paddle-wheeler, even a miniature one such as this, churning the salty waters of an estuary of Fishers Island Sound, only a mile from the open sea, would seem to be an illusion.

But *Big Wheel*, as she is called, and her owner, Mr. Arthur P. Hilton, both hail from Jamesport, New York on Peconic Bay, near the eastern extremity of Long Island, where the water is just as salt.

Big Wheel was among eleven boats of the Peconic Bay Power Squadron which tied up over Independence Day. She has an overall length of fifty feet, is powered by a Buick gasoline engine and is propelled by a wheel which has twenty-four bucket planks on a welded angle-iron framework. Forward of the wheel is an iron bar and tackle which operates four rudders. She draws less than a foot and makes a top speed of ten miles. One of the advantages of the type is that her cabin can occupy her entire length and breadth excepting only her apron and wheel areas, giving plenty of living room for Mr. and Mrs. Hilton, their son Bill and the three friends who were aboard.

Alice Carrie Perry

Palladium Cup

Back in the Victorian eighties and nineties the well-dressed yachtsman wore a handle-bar moustache and sailed a sand-bagger racing sloop. Like the sports car enthusiasts of today, the sand-bagger owners held a close fraternal feeling for each other and their craft. *Annie* of Mystic; *Rival, Flora* and *Stranger* of New Haven; *Tiger* of Bridgeport; *Parole* and a dozen others of New York, were as familiar to each other as boats of the same yacht club are today, and met almost as often. For their owners vied with each other on every possible occasion in a friendly and unquenchable rivalry.

On Tuesday, April 23rd, the memories of two of them were revived at Mystic Seaport when an ornate silver trophy, representing a New Haven sand-bagger, was presented in the shadow of Mystic's own historic sand-bagger *Annie*.

Annie was built by D.C. Richmond of Mystic in 1880 for Henry Tift, later founder and most illustrious citizen of the town of Tifton, Georgia. Like all her sisters she was of such breadth, so shallow and carried such an extraordinary amount of sail that it took a crew of fourteen to handle her and to shift her fifty pound sand-bags, two to a man, as she came about. Her bowsprit of twenty feet outboard was nearly as long as her hull and her overall length was sixty-eight feet.

Stranger of New Haven was about the same dimensions--twenty-seven feet long, not counting her tremendous bowsprit and overhanging boom, with but two ft. draft. She had been built by Frank Bates in 1881 for owner John N. Macauley, a member of the New Haven Yacht Club and an original incorporator of that club. She won the Palladium Cup in 1888 and 1889.

When the old New Haven Yacht Club went out of existence in 1941, with the closing of the harbor to all yachting during the war, the cup was given to a former Commodore, William G. Newton, now retired and living in Townsend Avenue, New Haven. Newton had held all the offices of the club up to Commodore in 1934 and kept the cup among his prized possessions through his 90th

birthday this year; then decided to present it to Mystic Seaport to be displayed along with the hundreds of other trophies and relics of American yachting enshrined there.



Newton's son, William Irving Newton of Quaker Hill, Conn. made the presentation for his father, to Edouard A. Stackpole, Curator.

Two other well-known sand-baggers were New Haven owned--*Rival* and *Flora*. *Flora* undoubtedly raced against *Stranger*, under the ownership of A.C. Perkins of the New Haven Yacht Club, for both boats are listed in the club's year book of 1883.

The manning of the great fleet of sand-baggers called for skilled hands; first, the boat handler, Captain of the yacht who held the long tiller with which all were steered. Next to the skipper was the jib-sheet tender, stationed near the shrouds where he could keep the sheets clear and handle them quickly. On him, perhaps, more than any other of the crew, depended the safety from those capsizings which were at times inevitable. The main sheet man was aft, near the Captain, re dy to ship the sheet into the snatchblock

as she came on the wind, and to call on the crew for beef to handle those fifty lb. sand-bags, two to a man. In the cockpit were the nine or ten huskies who handled the sand-bags, under the leadership of one who might be called second mate. One bilge boy was carried, to man the pump or the bailing scoop.



The Palladium Cup took its name from the newspaper which offered it--a forerunner of the present New Haven Register.

A long rivalry existed between *Annie* of Mystic and *Susie S.* of New York, but *Susie* was never able to overcome her Mystic sister. The late Mrs. Henry H. Whitehouse remembered the exciting third and final match between the two, at New London, when Main Street, Mystic was festooned with lights to celebrate the victory.

Seminar

The Frank C. Munson Memorial Institute of American Maritime History opened for its third annual session on July 8. The six weeks graduate seminar covers American shipping from the Colonial period to the twentieth century and includes activities on the Pacific Coast as well as the Atlantic. The normal college student takes five three-hour courses for which he receives thirty credits for his full year's work. Munson Institute offers the normal six credits of a full year's college course in a concentrated six weeks. Field trips to Atlantic Coast harbors and water-fronts are an attractive feature of the course. Visiting lecturers are another.

Returning to the faculty were Dr. Robert G. Albion, Gardiner Professor of Oceanic History at Harvard and Dr. John Kemble, head of the History Department at Pomona College, associate.

Students are expected to read a total of approximately 3,000 pages during the session. Beyond assigned readings, they are expected to carry on the reading necessary to the preparation of a term paper and, additionally, in such books in the field as interest them.

The term paper is of approximately 5,000 words and is presented with the customary scholarly paraphernalia, such as foot-notes and bibliography. In its preparation, source materials and secondary works in the Association's library are used, but students are encouraged to use the collections of other big libraries. Some typical term paper subjects are:

Early trade with Africa
American contributions to Admiralty Law
Coastwise trade in the Colonial Period
Privateers in the Quasi-War with France
Social status of the American mariner
The shifting centers of American Whaling
American-owned shipping under foreign flags
Influence of maritime unions on life at sea

There are three hour-long, essay type, examinations during the course covering the assigned reading and

lectures. Students maintain close relations with the faculty, meet at least once a week with their advisers to discuss problems and report progress, often take their meals together informally on the Museum Grounds, spend their time and receive their instruction in a setting unequalled in its appropriateness to their subject.

Visiting lecturers are drawn from a diversity of specialized fields. During the 1957 course, for instance, Captain Richard N. Black, USNR, with the United States Antarctic Programs in Washington, lectured on and showed films of his Antarctic expeditions. He participated in the second Byrd expedition and in the most recent one, commanded the East Base on Palmer Peninsula, mapped 1600 miles of new coast line. Others: Dr. Albert E. Van Dusen, History Professor at the University of Connecticut on "Revolutionary Connecticut's Maritime Trade"; Edouard A. Stackpole, author of the definitive "The Sea Hunters--Whaler and Sealer"; Dr. Nelson Marshall of Alfred University on "Maritime History and Our Understanding of the Oceans"; Dr. W. Stephen Thomas, Director of the Rochester Museum of Arts and Sciences on "Whaling Paintings and Prints as Social Documents of Maritime History"; Professor Herbert L. Seward, noted maritime consultant formerly of Yale University on "Safety of Life at Sea"; R. Loren Graham on "Coastal Coal Carriers" and Walter Hamshar, Shipping Editor of the New York Herald-Tribune on "The Marine Editor and the World's Largest Seaport."

Albion and Kemble are the main-stays of the course and present such subjects as "The European Background and Expansion", "American Ship Types", "Maritime Aspects of the American Revolution" and "American Maritime Literature", to name but those covered in a single week.

The Institute is an affiliate of the University of Connecticut, although conceived, prosecuted, endowed and under the control of Mystic Seaport. Enrollment is limited to twenty-five and is only open to the graduate student.

First Steps

A marine railway and heavy lift boom, recently constructed, are the first steps in the eventual development of a shipyard area on Shipyard Point. As the Museum's small craft fleet grows, it is the intention of the Curatorial Department to have more and more in-the-water exhibits on display, at least during the summer period. The two new pieces of equipment, therefore, should prove not only of considerable display value, but will become increasingly useful as time goes on. Boats require the element of water for their preservation, and an in-the-water exhibit is not only more pleasing to the visitor, but practical.

The railway was designed to handle twenty-five tons and is seventy-five feet in overall length. It is of the common type, consisting of tracks laid on fore-and-aft timbers which, in turn, are set upon cross timbers mounted on piles. The carriage is twenty-seven feet long, constructed partially of greenheart, which was already on hand. To haul the carriage there is a modern gas-driven two-drum winch. As this piece of equipment is modern in character, it is intended to hide it effectively in a small engine-house of period style. At the head of the railway and adjacent to it, it is intended to reproduce an antique horse-capstan of the type used in an old shipyard for hauling. The cables running from the winch-house to the carriage will run in a trough underground for a good portion of the exposed distance. Boats can be side-tracked from the carriage to the yard area on either side. The track runs on a gradual slope of one foot to ten.

In conjunction with the railway, and at the east end of the South Dock, is a heavy-lifting rig, consisting of mast and boom, supported by two large shear timbers and rigged with a heavy manila two-fold purchase. Its purpose is to mast and unmast boats, for lifting smaller boats directly from the water to the dock, and for handling any other heavy weights in the area such as engines.

The rig was designed and constructed by Captain James Kleinschmidt with the assistance of Messrs. Bogue

and Holdredge of the Curatorial Staff. It is able to swing an arc of 280 degrees, is capable of handling lifts up to ten tons and is workable either directly over the railway or the river side of the pier.



Although the rig is newly constructed, it is characteristic of an old shipyard and serves as an historical display as well as a practical purpose. Both railway and hoist have proven their usefulness, by the railway having been used in hauling the Navy launch *Admiral Jim* for emergency repairs, and the hoist for lifting and holding one of the *Morgan*'s whaleboats for painting.

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A new film, produced by the McLarty Picture Productions Co. has been added to the film library entitled "This is Mystic Seaport". It is a 16 mm silent film, in color and runs at sound speed. The film is beautifully done and gives extensive coverage to all of our buildings inside and out, all of our ships are taken at most interesting angles. The film runs for twenty minutes.

Port of Entry

In the mouth of Mystic River, not far from Mystic Seaport, lies Mason's Island. Settled in the 1600's by Captain John Mason, it was his by grant of the King for having driven the Pequot Indians out of the Mystic area. Captain Mason's feat would now be considered the height of cruelty, but in those days it was laudable valor. He and his men surrounded the fort in the early morning hours after a night of Indian revelry, set it afire and murdered the frenzied Indians as they attempted escape from the flames through the narrow entrances. The site of the massacre atop the hill lying directly across the river from Mystic Seaport is now known as Peace Meeting Hill. It was only a few years ago that the Mason House itself burned to the ground.

The island became a place of summer residences and is rapidly becoming the year-round residence of many a Mystic citizen. It would be the last place expected to be a port of entry for Englishmen after a Trans-Atlantic voyage. Yet that is just what happened one day in May, when a forty-foot cutter ended such a voyage at Enders Island. Enders Island itself is but an appendage of the larger Mason's Island, both being connected to the mainland by causeways. The landing was all the more strange at that particular place because Enders Island is now completely occupied by a Novitiate of the Society of St. Edmund.

Aboard the cutter *Windstream* were Dr. and Mrs. Clermont Grantham-Hill, a retired British surgeon and his wife and eighteen year old John Guthrie. The Grantham-Hills wanted to see the Rev. Leo J. Corbett, SSE, Superior of the St. Edmund's Novitiate because Mr. Grantham-Hill had been a parishioner of his during his ten year sojourn as mission priest in the British Isles. After touching at Gibraltar, *Windstream* threaded her way to the West Indies, the Virgin Islands, the Bahamas and the Florida coast. Father Corbett brought his three English friends to Mystic Seaport where they found many an English item.

Crapo Crossing

Just received in another collection of rare books from Dr. Austin Lamont, a scarce little pamphlet (originally sold at five-cents) on Captain and Mrs. Thomas Crapo's feat of Crossing the Atlantic in the tiny boat *New Bedford* from New Bedford to Penzance in 1877.



Two years ago Mr. Robert Deeley had presented us with the oil painting shown above. The crossing was made in five days less than two months, the Captain carrying with him as credentials only a letter from the Collector of Customs at New Bedford, his vessel being too small (1.62 tons, 20 ft. long) to warrant "marine documents." Actually, the voyage began at Chatham, where Captain Crapo had to put in because of the weather shortly after leaving New Bedford.

The New York Times called him a "bold and reckless man" but one wonders whether from the size of his boat and the dangers of the crossing or for another reason, for the Times comments: "Very few husbands and wives have been in each other's society without rest or intermission for forty days...Married people living on shore can always escape from each other's society on certain occasions when escape seems desirable. But in

a small boat this is out of the question." The Times predicted they would not be able to endure each other for the voyage and would turn back shortly.

Captain Crapo had crossed the Atlantic twenty-one times before, as a whaleman, and when his unique crossing was completed he expressed fear that it would make too tame reading for the general public. Nothing much happened. No icebergs bore down upon them, they sprung no leak worth mentioning; the only excitement was upon several occasions when they found themselves in a shoal of whales, spouting and blustering, and Mrs. Crapo was frightened.

Sometimes for two days at a stretch they lay-to attached to a drogue. It was at such times of tempestuous seas that they got their best rest, for in fine weather he took but four hour's rest a day and once held his post for seventy hours consecutively. Vessels were encountered, and they received fresh provisions from some of them, and several times went on board to stretch their legs.

Why did he risk such an adventure? The good Captain frankly admitted he thought he could make a little money out of it and wanted to "take a rise" out of all who had done similar things before.

Actually Captain Crapo had never risen above first mate. The only ship he was ever captain of was the *New Bedford*. She was schooner-rigged, with two masts carrying leg-of-mutton sails. She drew but 13 inches, her keel was 13 feet and her length less than twenty.

Curiosa

The Polynesians, greatest navigators of all time, made voyages back and forth in the Pacific between small islands thousands of miles apart. How they did this, without instruments or charts, has long been a mystery. Harold Gatty, whose round-the-world flight in 1931 made headlines, tells how they did it in a book called "The Raft Book". With The Raft Book and its enclosed charts; with no instruments other than a stick

and a piece of string; and no previous knowledge of navigation; you can find your way to land if you are lucky enough to be lost in mid ocean.

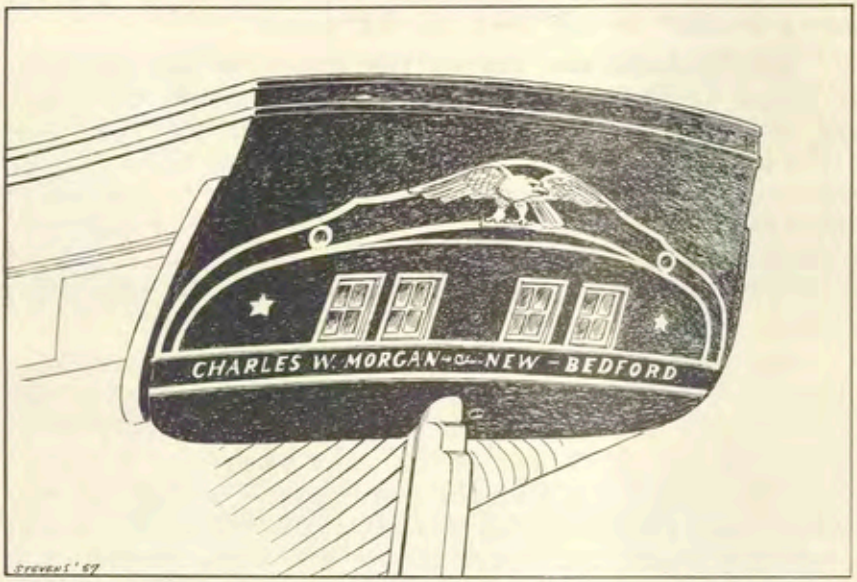
The Polynesians viewed the stars as moving bands of light passing over the same island night after night and used them as heavenly beacons to lead to their destination. The Phoenicians, Arabians and Vikings used the same basic methods but applied them differently, but the Polynesians were an oceanic people and were forced to develop the art to perfection. Their voyages from Tahiti to New Zealand or Hawaii (about 2500 miles either way) are a matter of history.

The distances different sea birds may be seen from land is a clue to the nearness of land. Tables and charts give you most of them. Similarly, fish. There is the scent of land, which many seasoned mariners knew. The smell of burning peat may be picked up many miles from the Falkland Islands; the scent of orange groves reveals the nearness of the Cape Verdes; the penetrating odor of ammonia betrays the sea-bird roosts on small islands and the fragrance of new-mown hay can be experienced 80 miles off the New Zealand coast in springtime. Fixed clouds around peaks with moving clouds passing them, indicate a hidden mountain peak. The ever-changing appearance of the sea was full of meaning to the Polynesians. They knew the general form of the waves caused by the vicinity of land, and incorporated wave motion in their ingenious stick charts or "rebbelips" made of bamboo, sticks lashed together with grass twine with sea shells lashed to the junctures to indicate islands. The celestial navigation by the mere use of a stick and angulation is explained in the book, and the colors and paths of stars.

The book is replete with tables and charts, and other simple navigation aids, even to a removable transparent protractor for emergency use and a transparent celestial chart for holding over your head and identifying the stars.

The book is available (or was) in a waterproof edition. It was published by George Grady Press, 1943. A copy is a gift to the Library by Robert Wessmann.

Discovery



The above drawing by John Stevens shows the stern of the whaleship *Charles W. Morgan* as it must have been in 1841, the year of her building. She must have had stern windows and an arch-board incorporating the golden eagle which was her chief stern decoration.

Stern windows and arch-boards went out of style in time and at some stage in the rebuilding or major repairs of the ship, the arch-board was removed and the windows planked over.

In the area where the two center windows were, swinging port lights were installed. When, nobody knows. And at one time she may have had four.

The discovery was made by two Seaport shipwrights, Bogue and Holdredge, and to them goes the credit for the revelation, although the possibility of such stern treatment was suspected by others.

When Bogue and Holdredge began the demolition of the *Morgan*'s stern, preparatory to renewing any rotted parts, they first removed the old planking in the area of the old windows and revealed the original sash and sills. These were finished with an oak graining, simi-

lar to the early interior finish of the cabin paneling previously revealed when repainting was begun in that area.



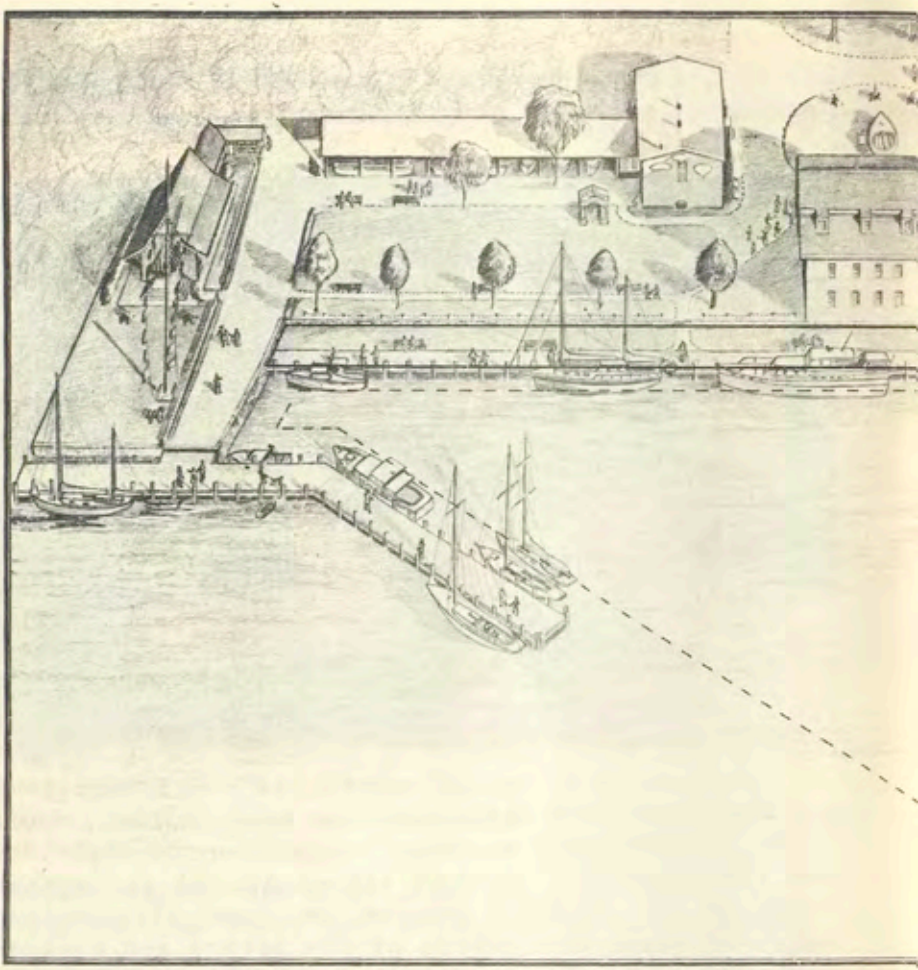
The intention is, of course, to restore properly the *Morgan*'s stern as it must have been in 1841, duplicating the original windows, installing the arch-board and incorporating it with the eagle. No photographs exist of her original transom, but many illustrations exist of other whaleships of the period and earlier, authenticating the treatment. The *Constitution* had such a stern and a whaleship by the same name had such. The whaleship *Emily Morgan*, built three years before the *Morgan* had stern windows.

The new stern will be far more attractive, with her golden eagle and her arch-board picked out in gold leaf, surmounting four white window frames. Beneath the windows will be the old gold lettering:

CHARLES W. MORGAN--NEW BEDFORD

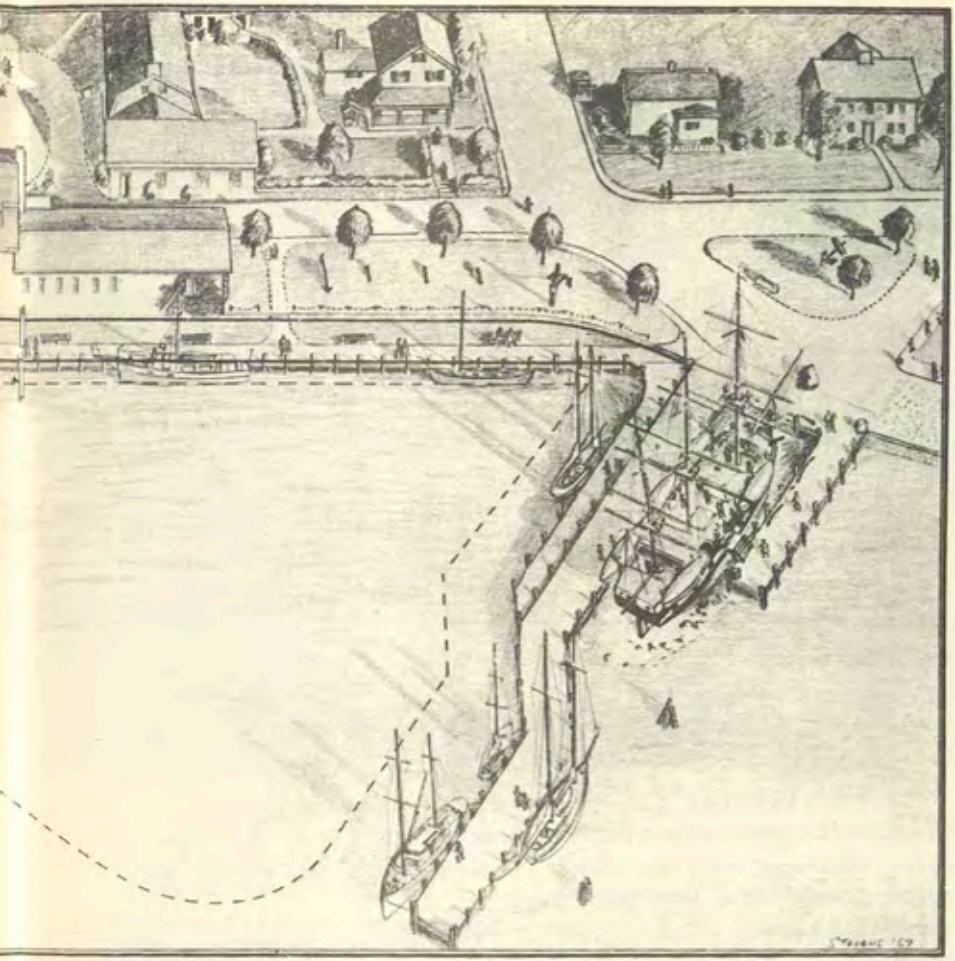
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The whaleship *Charles W. Morgan* is again resplendent with (two of) her top-gallant yards aloft.



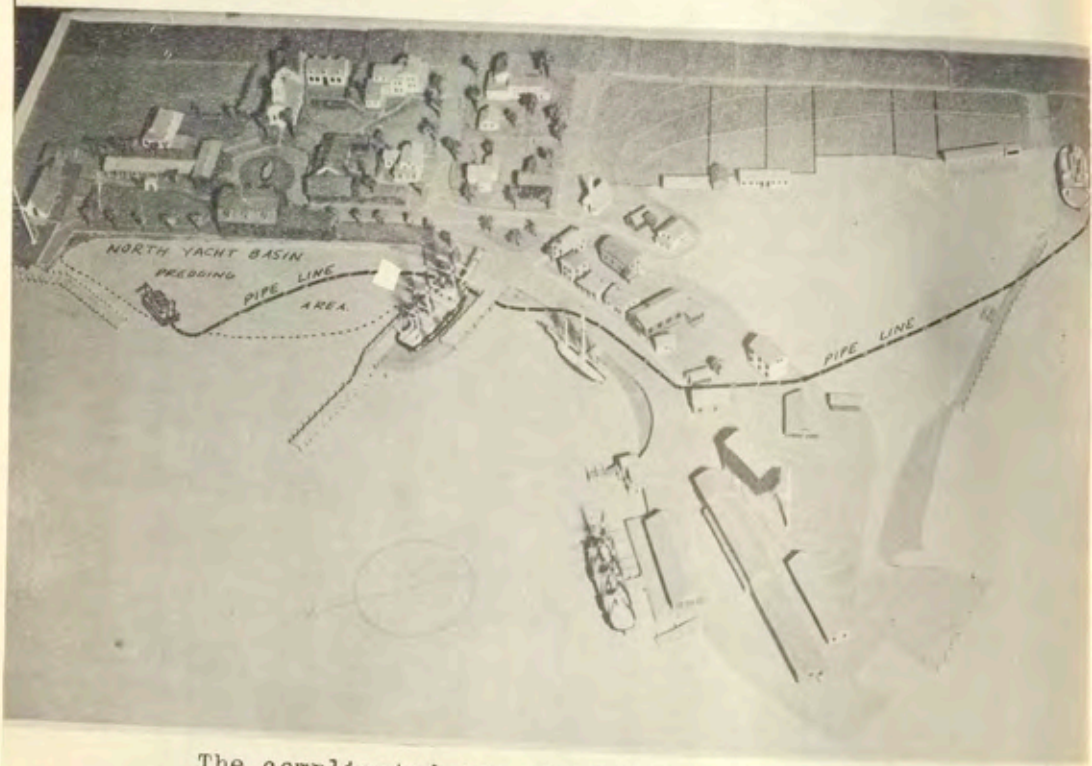
The above drawing by John Stevens shows a projected yacht basin which will soon become a reality. For years the dreamers of Mystic Seaport have wished for such a thing; it was too ambitious to consider seriously so was never formally presented to anyone, never plotted out on the drawing board, little talked about, until..

One man, a member, recently suggested it himself and backed up his words with works. He said, in essence, "You ought to have a yacht basin there, and I will give $30,000 towards it if you can raise a like amount." President and Executive Committee went into an immediate huddle. Result: the dredge is in and the work is started. All that remains is to find another $30,000,



but Association executives were so convinced that the project would be to the everlasting good of Mystic Seaport's welfare and future, that they ordered the work begun and gambled on the financing.

The basin shown will require the removal of 17,000 yards, two and one-half acres, of river bottom. The area shown will be deepened to nine feet and backed by an esplanade and timber dock 450 feet long. To protect the Stillman Building (center) the esplanade will require fill to a width of twenty-five feet, held in by close pile construction; to which is added a ten-foot width of planked wharfing. The new basin will double the present docking space of the Seaport.



The complicated job of dredging will require suction pipe-lines to carry off the spoil, and the spoil will be salvaged by leading it onto an area which may be used in future for parking.

The 2300 feet of suction pipe which carries off the spoil, reaches its destination by a curious and devious course. It crosses the basin to be dredged, runs under the head of the *Morgan* Dock, climbs the seawall and wanders up a cobblestone street, crosses a pedestrian walk, passes between the Shipsmith Shop and the Fire House, jumps a driveway, skirts the fringe of the parking lot, straddles Hobey's Dock, partially circles the ferry-boat *Brinckerhoff*, crawls under the highway (Route 27) and comes out at last in the area to be filled for future parking.

To minimize the inconvenience to visitors, the dredging operation will be rushed to completion in as short a time as possible, is expected to take less than a month. Raising the money to pay for it may take a little longer.

The House Flag



On gala days like Annual Meeting Day, the ships are dressed at Mystic Seaport. The old whaleship may be resplendent in upwards of seventy flags of the great shipowners of the past, with Old Glory, and perhaps a string or two of code flags. Few of the flags are recognized by visitors, but to the one-in-a-thousand they must sometimes bring poignant memories of family prestige or affluence, mingled with respect of an honored forbear. As the birthdays of the *Morgan* mount her dress becomes more and more meaningful. A member of the distinguished Wing family of New Bedford, for instance, might have recognized flying from her halyards, two flags which had flown there before--the Wing house flag and a 48-star American flag.

The firm of J.&W.R. Wing was the last of the great whaling merchants in New Bedford and owners of the *Morgan* from 1863 to 1911. They were infitters as well as outfitters and their ownership in whaling vessels therefore gave them an interest in every phase of the whaleman's existence except, perhaps, his liberty hours ashore--and they even dressed him for that period.

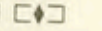
Their well-known mark was a house flag of half white, half blue, bearing "W" in blue on white and a ball of red on the blue portion. The house flag and an American flag flown on the *Morgan* were contributed by Mr. George Hussey, a descendant of Charles Waln Morgan. Mr. Hussey, some years ago gave Charles W. Morgan's old umbrella with whalebone ribs, and other items related to our whaleship.

The Museum's list of *Morgan* relics grows. It has long had most of her Logs, and occasionally, even yet, adds to them. It has Charles W. Morgan's high chair

used by the prosperous Quaker shipowner and iron foundry operator in the cupola on his housetop. The Museum has long since had his old-fashioned office safe with its iron studding and secret combination and his safe still contains his numerous ledgers, cash and waste books.

A case in the South Wing contains some of the *Morgan*'s navigating instruments. There is one of her original bronze fastenings and the Whaling Room has her name carved in a piece of the original rail. Recently purchased from North Dartmouth, Mass. are other relics believed to have been on the *Morgan*; specifically a spy glass and blubber cutter.

Mr. Hussey also gave a plaid shawl used by the Wing family on their cruises, and by Mr. Wing after his wife died.



For all of New England and a large part of the country the newspaper headlines have had to do with *Mayflower II*. The history rash has even spread to such diverse institutions as Gimbel's of New York and the more austere Hartford National Bank and Trust Co. Gimbel's windows, for instance, will feature such Mystic Seaport possessions as a Dutch painting of 17th century ships, a 17th century ship model, and contemporary artifacts such as a backstaff, a spyglass, a compass, a sailor's jackknife, kitchen and lighting equipment. Other enterprising New York companies are putting in their bids here (and probably elsewhere) for similar material for their own displays, but the Seaport's store of such items, rare enough, had already been exhausted by the first two requests.

Members of the crew of *Mayflower II* came down from Plymouth for a look at Mystic Seaport on Sunday, June 21st. The Mystic Chamber of Commerce acted as host to the nine crew members who made the trip, and all gathered at New York Yacht Club's Station No. 10 for a buffet luncheon at noon. Curator Edouard A. Stackpole greeted them on behalf of the Association, with Captain Raymond Titus welcoming them aboard the *Joseph Conrad*, their skipper's former ship.

Remains

In a collection of photographs recently received was one showing the American 108-gun ship *New Orleans* built by Henry Eckford at Sacketts Harbor on Lake Ontario, New York. In a kind of Henry Kaiser effort the hull of the *New Orleans* was built in seven days. The end of the War of 1812 interrupted her building at a point when the hull was caulked fourteen planks up from the keel and the deck framed in. For a time the hull lay there unfinished. In 1816 a house was built over the ship in her unfinished state, which gave birth to a place-name for the section, Ship House Point. The Government had to maintain it at considerable expense for many years, station a keeper there and pay him the usual salary of a keeper of a ship. In the files of the Royal Military Collection at Kingston, Ontario is a drawing of the *New Orleans* which shows her at that stage of building.

Many schemes were advanced in the 40's and 50's as to what to do with the unfinished hull. At one time it was thought they might make a steamer out of her, but it was deemed impractical because of the then unsafe condition of the hull. In 1889 the house atop the ship was torn down and it is at this stage that the present photograph was taken. During the demolition process, the structure suddenly collapsed and several men were killed.

The house built atop of her was not the only unusual thing about the *New Orleans*. At the time she was being built, the Americans had not attempted anything like her. She would have been a three deck line-of-battle ship.

Nearby on Ship House Point, just under the water are the remains of the 22-gun brig, *Jefferson*, built in 1814. Her whole port side, with only small pieces at each end missing, is there for the skin diver or anyone interested enough to go under water to see. There lie the remains of another historic American fighting ship. An odd quirk is that the *Jefferson* had already been condemned in 1817; yet 140 years later her remains are still pretty much intact.

Library Item

Many reference works are no more than a re-kneading of the old dough. There is a danger in them in that they often stray so far from the original ingredients that there is little value in them; hence the continuing value of original source material. Once in a blue moon a modern book is born which seems destined to become a standard reference work in its field. For the brief but glamorous clipper ship period such a book is Cutler's "Greyhounds of the Sea" and for the whaling period there is Stackpole's "The Sea Hunters". Now comes to our Library the six volume set of "Merchant Sail" by William Armstrong Fairburn, 1876-1947, naval architect and marine engineer. The set was published and is distributed by the Fairburn Marine Educational Foundation, Inc. (William A. Fairburn, Jr., President) of Center Lovell, Maine. It is not for sale. The work was edited for the Foundation by Ethel M. Richie, Vice-President and Assistant Treasurer of the Foundation. Included is a biography of the author's experience as apprentice draftsman, naval architect and marine engineer and his operating experience as a superintendent engineer from 1890-1908. The six volumes are dedicated "To the student who is seeking, as the author vainly sought in his youth to learn the truth regarding ships and their relation to the development of the American colonies and the United States."

Its 124 page index of vessels--from *A.A. Drebert* to *Zurich*--lists over 15,000 names with dates and places of building. Its voluminous index alone gives some idea of the immensity of some research problems when definite facts are not given. There are listed 55 vessels of the name *Sally*, there are 18 *Venuses*, 27 *Neptunes*, and 58 named *Mary* plus 182 of combinations of the name *Mary*.

The work started not as a book intended to be published but as a series of informal jottings of a man engaged for years in shipbuilding and operation, and of a family with knowledge and contact with ships, builders and owners, and extensively traveled. In arranging these records a few volumes of drawings, photo-

graphs, documents and descriptive matter were prepared for family use. It was in this preparation that the value of turning a hobby into a serious work for historians became obvious and resulted in the present volumes.

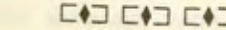
William A. Fairburn was a Maine man, "with salt water in his blood". His family had been on the sea building ships for generations. He served his apprenticeship at the Bath Ironworks and later organized and taught theoretical shipbuilding to his fellow employees, then went abroad to study at Glasgow University, from which he graduated with "great distinction" and received the class prize. He took part in the building of the last wooden ships and the first and only American steel sailing fleet. At age 23 and at $250-300 a month he was designer and builder of the two largest cargo and passenger steamships built in the world--the *Minnesota* and *Dakota*--and designer of the plant to construct them at Groton, Conn. for James J. Hill of the great Northern Steamship Co. Although he abandoned naval architecture and engineering in 1908 in almost complete disillusionment, he continued to maintain his interest in and love of ships and the sea. He arranged for the Fairburn Foundation to publish his collective notes and writings. The work had grown to three volumes by the time of his death in 1947.

"Merchant Sail" in six volumes, 4,179 pages, will immediately take its place on the reserve book shelves for the use of Munson Institute students at Mystic Seaport.

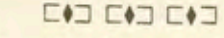
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A heartening use of the Library was made by Miss Joan Holdredge, a Junior at nearby Fitch High School. Preparing a paper on whaling, she worked in the Library for two and a half months after school, producing fifty-seven pages of typing plus an exhaustive bibliography. She covered every conceivable phase of whaling, illustrated her paper with pictures she had picked up here and there, sprinkled it with authentic material such as bits from old manuscript logs. She received a well merited "A".

Gifts from all sources would have to be catalogued to list them completely. Even the practical gifts of material from industry are too numerous to list here, but they go far towards stretching an already taut budget. They include such unexpected items (for a museum) as an assortment of drills and dies, a quantity of paper tubes, the Board room furniture from a shipping company, eight windows, two doors and a piece of plate glass.



Victor J. Sudman, President of the Black Diamond Steamship Corporation has presented two large photographs, framed, showing the bark *William P. Frye*, the first American vessel sunk in the first World War. She was sunk by the German cruiser *Prince Eitel Frederick* in the South Atlantic on January 28, 1913. The two pictures show the *Frye* after the American crew had left her and the Germans were aboard placing bombs and the vessel sinking after the bombs had exploded. The pictures are believed to be the only photographic record of the incident and were made possible only because the German commander allowed Captain Kiehne of the *Frye* to keep his camera when he was taken aboard the raider. With the pictures was included a model of the American vessel in a bottle, made by one of the German sailors on the raider and later presented to Captain Kiehne. Captain Kiehne survived the experience and later internment to become Master of a Black Diamond Line vessel.



A copper spike, hand-wrought at the Paul Revere Foundry, is the gift of Marine Ventures of Scituate, Mass. This particular spike was used in the construction of the three-masted, seventy-four gun ship-of-the-line *Alabama*, later (1863) the *New Hampshire*, became a training ship. Her career as the *Alabama* is too well-known to bear repetition. Sold out of service by 1922 she caught fire and sank while under tow for Maine. Divers removed the spike from the wreck off Half-Way Rock in Massachusetts Bay. Not the only Revere spike in our collections, the item, nevertheless, revives a bit of turbulent history and its sequel.

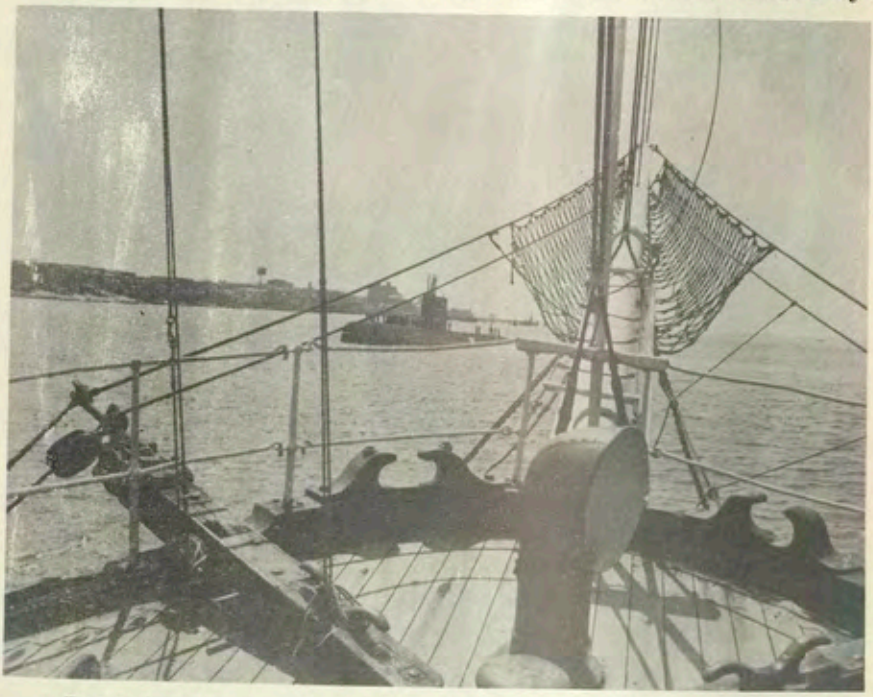


On permanent loan from the United States Navy is a four-foot figurehead bust of an early Navy officer in gold and white uniform. His identity is as yet unestablished, but the sign of the Order of the Garter on his left breast and the fleur-de-lis and rose chain supporting a Saint George and the Dragon emblem hanging about his neck indicate that he was a man of distinction. The loan included also a pirogue and small companionway hatch allegedly from the yacht *America*.

A gift from Mrs. E.R. Behrend, a rare type of figurehead of twin sisters, is said to represent the grand-daughters of the ship's captain.

Contrast

The ship *Joseph Conrad* spent part of March at a shipyard for hull cleaning and some patching; but faces up to major hull repairs before another season rolls by.



Enroute from the shipyard the seventy-five years old ship passed the atomic powered submarine *Nautilus* and made an interesting study in contrasts.

Blushes

The last issue of The LOG was in error in referring to the *Preussen* as the largest sailing vessel ever built. What was meant, and should have been stated, was that she was the largest full-rigged ship ever built. *France II* was the largest sailing vessel ever built.

Another correction brought to our attention by Miss Elizabeth Kimpton is that the slave-yacht *Wanderer* was not lost off Cape Henry, but sailed again as the *S.S. Scattergood* and was finally lost at Cape Maise, Cuba, January 21, 1871.

Variable Winds

A letter was received in May asking for accommodations at "Spouter Tavern, Old Mystic Seaport", requesting a descriptive brochure with rates, inquiring if a baby-sitting service is available and if pets are allowed. The answer was, of course, No. Spouter Tavern has but one bed, a folding one with rope "springs" in the main room, no linens, but one ancient quilt, and has little privacy with its hordes of visitors streaming through daily, nine to five.

The new Bartram Memorial (Accessions) Building was opened with a housewarming for the staff by donors Rensselaer W. Bartram Jr. and Jane Bartram Weed. There were no speeches, no unveilings, none of the trappings of the usual dedication. The building is strictly a staff building, already dedicated to the proper recording and protection of museum items. The building is open, of course, for the inspection of members and particularly interested visitors.

On the ninth of June the Rolling Roadies visited. The Rolling Roadies is an automobile club from Rhode Island and they parked their almost forty antique cars in an odd (for a nineteenth century seaport) display of "travel in the years between." The Rolling Roadies were extended, and properly, the group admission rates for fifty or more persons. Intriguing were the advance instructions to the gate attendant, that if any arrived in *new* cars they were to be charged the going rate of $1.50 for regular visitors--one way of dealing with such obvious interlopers.

On June twenty-second a similar contingent of the Connecticut Historical Automobile Society visited in their ancient cars--a 1901 one-cylinder Olds, a 1907 White Steamer, a 1905 Fiat, a rare 1912 Deluaney Belleville, a Holsman high wheeler, Overlands, Cadillacs and Fords.

Among original log books added to the Library recently is that of the bark *Fannie* of Rockland, 1868-69, New York to Matanzas, out with coal and back with sugar under the command of George P. Hinckley. On October 3rd they had the misfortune to lose a man overboard. The entry explains "The sea was to ruff and high for setting the boat overbord," to which some critic, a half-century later, added "My friend you were very particular." The bit of sarcasm must have been written by one who was no friend, and probably not aboard ship on that unfortunate day, for no sailor willingly sacrifices the life of a crewmate.

A second is that of the schooner *Matchless*, 1859-60, New York to Rio de Janeiro and Santos, returning with coffee; subsequent voyages to Jamaica, Jacmel, Norfolk and again to Rio. On the return to New York the ship ran on a reef and became a total wreck. Crew and captain were saved, so that the mate's final entry held a double meaning--"So ends."

Appropriately, from the University of Rhode Island's Department of Zoology head, Prof. Ernest W. Hartung, comes the lower jaw-bone of a right whale more than thirteen feet in length.

The bullet-ridden Japanese national ensign, is received as a gift from Julius W. Foote, its rising sun fallen in an Attu-Aleutian battle.

Two more Dyer Dhows have been added to the sailing fleet attached to the *Conrad* Youth Training Program. One is received from the Manhasset Bay Yacht Club; the other from the Ram Island Yacht Club, the latter having been given by Leonard R. McLaughkin Jr. in memory of his father and mother. The two most recent additions bring to fifteen the number of dhows used in the training program, all given by Atlantic Coast Clubs.

Current issue of Woman's Day (seven cents a copy at all A&P stores) has four pages, illustrated, on Mystic Seaport. The story is by Samuel Chamberlain, fourth in a series on America's Treasure Towns. Photographs are by the author and of the same quality that has for years distinguished his New England Calendar and other illustrated writings.

Scene: The Seaport Store. Several Girl Scout Mariners, very attractive, are in the store, plus a contingent of high school girls from a visiting school group. A sales-girl comments upon the number of school groups present. Another attendant replies, "This is nothing. Wait 'til tomorrow. We have a thousand coming." The remark is overheard by a local teen-ager, male. Uppermost in his prejudiced mind are the pretty Mariners and high school girls around him. A thousand of them!..

Next day a flotilla of small craft comes up-river, loaded with local teen-agers, all boys. They come in row boats, outboards, anything that floats. It is very sad, for all are disappointed. The thousand are simply the ordinary run of school kids, all ages, sizes, descriptions. But such is the attraction between the sexes, and such is the power of word-of-mouth advertising.

Mr. S.J. Harris, a visitor on May 14th, sailed on the famous seven-masted schooner *Thomas W. Lawson* in 1902. Mr. Harris is presently living in Portland, Oregon at 1927 Willamette Blvd.

Next publication of The Friends of the Marine Museum of Paris, France, will find in their magazine the particulars of a similar institution across the ocean, in an article by Edouard A. Stackpole titled "Mystic Seaport and the American Maritime Tradition."

During the summer of 1956 two excellent films of sailing vessels produced by Jack Eaton for Grantland Rice Sportslights some years ago, were seen by every trainee aboard the ship *Joseph Conrad*. Producer Eaton himself, on a visit to Mystic, offered them on loan. The films have now been made a gift by Mr. Eaton, who took such a fancy to Mystic that he and his wife have purchased a home here.

The films are of special significance not only to *Conrad* trainees who may see in them their own vessel in operation, but to the Seaport itself as history of one of its prized exhibits.

June 1 was a day of double importance for Cub Scout Pack No. 1 of North Haven, Conn. and they decided to observe it at Mystic Seaport aboard the ship *Joseph Conrad*. It was the last meeting of the cub-year and the last Cub Scout meeting for cubmaster Christian Englehardt of 68 Pool Road, North Haven after twenty-eight years in that branch of Scouting. Englehardt is not retiring, however; merely graduating. He will continue with Scouting's other branches. A Court of Awards was held on the after-deck of the seventy-five years old *Conrad*.

A Memorial Weekend tour of New England, brought seventy-one mem-

bers of a Philadelphia fraternal insurance organization called the "Artisans" for a day at Mystic June 2nd. The seventy-one walked up from the train, had lunch at the Galley, saw the film in the Meeting House, then inspected ships, shops and museum exhibits. Unjaded after four days of sightseeing, they talked of Newport (The Breakers) Plymouth (the Rock, Monument, Burial Hill, homes, a clambake) and a ride on the Edaville Railroad.

Girl Scout Mariner Ship *Twilight* of Mystic held its annual Awards Presentation on the lawn of the New York Yacht Club on Decoration Day.

To give our Activists an idea of how others do it, three groups of them were transported to Old Sturbridge Village on three successive days. There they talked with others in similar jobs, compared notes, quietly observed and stored up ideas for improving their own performances as Shipsmith, Apothecary or Housewife.

Brilliant cruises for young sailors began June 9th, with a crew of young men from Grand Rapids, Michigan. Skipper Adrian Lane was taking the sixty-one foot schooner out for the fifth consecutive year.

A week later, Captain Raymond Titus took aboard the ship *Joseph Conrad* two groups of Girl Scout Mariners from Scarsdale, N.Y. and Emporium, Pa. It was *Conrad*'s ninth season.

The two programs will total 786 cadets and leaders by the first week of September, when the season ends. Present for the opening ceremony aboard the *Conrad* was William J. Pierce, Comptroller of the American Company of Burmeister & Wain who built the ship seventy-five years ago.

The television series over WJAR-TV called "Operation Schoolhouse" carried on so successfully last summer, is being continued throughout this summer. Subjects like Famous Mutinies, Woodcarving, the original *Mayflower*, Clipper Ships, the East Indies and Our Seafaring Tradition will be presented on Monday mornings, began July 1 and will continue through September 13th.

Fishtown Chapel resumed its regular weekly vespers on Sunday the twenty-third of June. Clergymen from New York, Detroit, Hartford, Boston and local churches will officiate and the services will represent all faiths which adhere to one God--Protestant, Jewish, Catholic. There will be one Quaker service and one conducted entirely by members of the staff.

The Chapel was the scene of a wedding on Saturday, July 20th when Miss Josephine Cole, daughter of Mr. and Mrs. Hugh L.M. Cole, was married to Harrison Wright, one-time Seaport guide.

Captain Lane took his schooner *Brilliant* into Newport harbor one cruise in late June, to pay a courtesy call upon *Mayflower II* and her noted skipper, Commander Alan Villiers. The group of Willimantic, Connecticut Girl Scout Mariners aboard *Brilliant* exchanged greetings with their fellow mariners aboard *Mayflower* and experienced a thrill that is not likely to be duplicated in their lifetime. Two of the *Mayflower*'s crew had sailed with Villiers in the *Joseph Conrad* under his ownership. Another had been with Villiers aboard the *Pequod* which figured in the latest movie version of "Moby Dick".

The Yankee Home and Food Show is a New England network radio production directed by Duncan MacDonald. The broadcasts during the

week of May 27th featured the Seaport with such speakers as Edouard A. Stackpole, Curator, Mrs. Dorothy Brooks for Seaport Stores, Inc., and MacDonald Steers on the Educational programs of the Museum. One sequence featured the ticking of the hundred clocks in the Instrument Maker's Shop with many of them striking the hour of four in the afternoon--not quite in unison, however.

She was a charmer, *Nellie*. She was a product of the Victorian age when gentlewomen were gentlewomen, even if from East Boston. And she must have made quite a figure on a Sunday afternoon belching smoke in her joy-of being hostess to a select yachting party, her ensign streaming out and her fringe beating a smart tattoo against her canvas top.

Now she has retired to a specially built display shed at Mystic Seaport, built to match the yacht club of which it is a part. For all her eighty-five years she's still as gay as you please, and worth taking a look at. We are speaking of the steam yacht *Nellie*, recently installed in a show-case addition to the Old Station No. 10 of the New York Yacht Club. *Nellie* is the gift of George B. Lauder. She was built at East Boston in 1872, and was covered in the last issue of The LOG, but not completely.

Mate Edward Watson of the schooner *Brilliant* can boast a rich Hawaiian heritage. His great-grandfather was among the first English families to emigrate to Hawaii. His grandfather was Chamberlain to the last monarch of the island, Queen Liliuokalani.

John William Jepson of New Haven, Conn., great-grandson of Captain M. Tinkham of the ship *Charles W. Morgan*, visited on June 9. Captain Tinkham took the vessel on her ninth voyage to the Indian Ocean in 187[illegible] Mrs. Tinkham accompanied him [illegible] far as the Azores, and then ret[illegible]ned home to have their first ch[illegible]d. Captain Tinkham returned to New Bedford after a voyage of m[illegible]e than three years, carrying 1,[illegible]49 barrels of sperm, 242 barrels of whale and 1,500 lbs. of bone. He made the subsequent voyage also, with considerably less luck for his three years' absence--1,350 sperm, 90 barrels whale.

A new enterprise has moved into Mystic Seaport. Two boys, about ten years old, by name of Peter Anderson and Bill Adler, solicit errands from boat-owners. They will get your groceries or newspaper, or perform any other similar service at a minimum charge of fifty-cents. They operate their own boat and outboard, own their own printing plant and do their own printing, and will hand you their business card, reading: "A & A Shopping Service. Shopping Down Town. Minimum Fee $.50". They pay no rent; operate by sufferance only, but such enterprise should not be discouraged.

Thirteen girls due aboard the *Conrad* on July fifth had to find themselves a substitute leader in a hurry because of an Act of God. Miss DeLana Kernaghan, who was scheduled to be their leader, fell in love and married. The now Mrs. Travers and her husband flew to Malta for their honeymoon, passed the mouth of Mystic River enroute.

Attendant on the *Charles W. Morgan*, Ralph E. Merithew, has been both a Baptist minister and a mariner. His voyages have taken him around Capetown, up the Yangtse, through both Panama and Suez. He has survived a typhoon in the Indian Ocean, mutiny off the coast of Africa, and service in two world wars. His grandfather was Master of the whaling bark *Cherokee* out of New Bedford and was

lost in a typhoon off the coast of Japan. Merithew retired from the sea in 1926 to become a minister but World War II called him back to the merchant service and to become Master of a Liberty Ship carrying supplies to the ports of Northern Russia. After such activity and change, he finds his present berth pleasantly stable.

The fleet of historic small boats has a new entry in the twenty-foot sailing canoe *Blackbird*, with lateen rig and lee boards; a gift from Mr. Arnold Rupp.

The late Gurdon S. Allyn's collection of builders' half models has recently been presented by his son, James M. Allyn. The collection numbers twenty-five models ranging in length from two feet to more than nine feet, and in type from tug-boat to steamship. Philadelphia's Cramp Shipyard is represented. Others come from Nova Scotia, Maryland, Delaware, New Jersey and North Carolina. Even before this addition, the Association could boast the largest collection of builders' half-models in the world.

Spanking-new mattresses have been placed aboard all bunks on the *Joseph Conrad* for the benefit of cadets by a gift from the Bowdenwein Public Benevolent Foundation Trust of New London, Conn.

Direct from Vietnam comes a colorful rigged model of a Vietnamese fisherman. The model is 26½ inches long, carries two masts with dark red batten sails and three shelters of woven cane. The model is the gift of Dr. Austin Lamont of Philadelphia. Of similar size is a rigged model of a three-masted Chinese junk from Karl E. Peiler of Mystic. The latter is made of teak, has a dinghy suspended at the stern and two cannon on the poop deck. Two representatives of the Orient from half a world apart.

The utility boat *Herbert L. Stone* is fitted out with a new Fastwin 18 h.p. electric motor, again by courtesy of Evinrude Motors. The boat is attached to the Youth Training Program.

In mid May a busload of children, five to twelve years of age, from the Bradley Home in Providence, arrived for a tour. The forty-six children were all emotionally disturbed.

One of the nine adults in charge of the group stated that each case history is studied and taken only if there is hope that Bradley can bring about a satisfactory rehabilitation. A few of the children were both physically and mentally handicapped.

There are estimated to be a half million such children in the United States with hospitals only capable of caring for 2,500. The average length of stay at Bradley home is three years. Every attempt is made to first calm the inner disturbance, and then to explain it or reason with it.

At Mystic, the group was a well behaved and interested lot. If there was any disturbance that day, it came rather from some of the 200 others, who were supposed to be emotionally well balanced.

Died, July 20, 1957 in Bethesda, Maryland
VICE ADMIRAL JOHN WILKES
Admiral Wilkes retired from a career of distinguished service in the Navy in 1951 and has been a trustee of this Association since 1952.



Wreath made completely of shells.

THINGS WE NEED

Each child who visits the Pynchon Junior Museum is given a shell to take home. Our supply needs replenishing.